

Appendix F: Traffic Impact Analysis

Part 1: Covina Commons & Cypress Village Traffic Impact Analysis



TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

Covina Commons & Cypress Village Traffic Impact Analysis

City of Covina, California

Prepared for:
Land Development Consultants
1520 Brookhollow Drive, Suite 33
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Prepared by:
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November 20, 2019



November 20, 2019

Mr. Hersel Zahab, P.E.
Land Development Consultants
1520 Brookhollow Dr., Suite 33
Santa Ana, CA 92705

Subject: Covina Commons/Cypress Villas Traffic Impact Analysis, City of Covina, CA

Dear Mr. Zahab:

TJW ENGINEERING, INC. (TJW) is pleased to present you with this revised traffic impact analysis for the proposed **Covina Commons and Cypress Villas** project in the City of Covina. The proposed project consists of the redevelopment of the former Albertson's site at the northeast corner of the Azusa Avenue/Cypress Street intersection, and consists of single family dwelling units, retail, and fast food with drive through uses. This traffic study has been prepared in accordance with applicable City of Covina and Los Angeles County Congestion Management Program guidelines for traffic impact analysis and is being submitted to you for forwarding to the City of Covina.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,

Thomas Wheat, PE, TE
President
Registered Civil Engineer #69467
Registered Traffic Engineer #2565

Jeff Weckstein
Senior Transportation Planner



**COVINA COMMONS AND CYPRESS VILLAGE
TRAFFIC IMPACT ANALYSIS**
City of Covina

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1.0 EXECUTIVE SUMMARY

This traffic study analyzes the forecast traffic operations associated with the proposed **Covina Commons and Cypress Village** project in the City of Covina. The proposed project consists of the redevelopment of the former Albertson's site at the northeast corner of the Azusa Avenue/Cypress Street intersection. The proposed project consists of the following land uses:

- 61 single family dwelling units;
- 3,500 square foot fast food restaurant with drive-through window;
- 3,500 square foot fast food restaurant with drive-through window; and
- 6,000 square feet of commercial/retail space*.

* To present a conservative analysis of the project's potential traffic impacts, the commercial/retail buildings have been analyzed as high-turnover sit-down restaurants in this analysis.

Site access for the proposed project would generally remain at the driveways serving the former Albertson's building on the site as detailed below:

Covina Commons Site Access

- 1) Three-quarters (right-in/right-out and left-in) access driveway on Azusa Avenue (existing northernmost driveway)
- 2) Right-in/Right-out only driveway on Azusa Avenue (new)
- 3) Right-in/Right-out only driveway on Azusa Avenue (existing)
- 4) Full access driveway on Cypress Street (existing – serves existing 4,800+ square foot Manny's El Loco restaurant)

Cypress Village Site Access

- 1) Full access driveway on Cypress Street (existing, formerly served back of Albertson's/loading dock area).
- 2) Emergency only fire access through the Covina Commons parking field.

Site access for Cypress Village will be separate from Covina Commons. The proposed project is projected to be built and generating trips in 2022.

The purpose of this TIA is to evaluate the proposed impacts to traffic and circulation associated with the development of the proposed project and recommended improvements to mitigate impacts considered significant in comparison to established regulatory thresholds. This traffic analysis follows City of Covina traffic study guidelines and is consistent with the traffic impact analysis guidelines in the 2010 Los Angeles County Congestion Management Program (LA CMP).

Institute of Transportation Engineers (ITE) Trip Generation (10th Edition, 2017) rates were used to determine trip generation of the proposed project. The proposed project is projected to generate 386 AM peak hour trips, 348 PM peak hour trips and 4,546 daily trips at the project driveways. After

accounting for pass-by trips, the proposed project is projected to generate 233 net new AM peak hour trips, 218 net new PM peak hour trips and 3,059 net new daily trips on the surrounding roadway network. Consistent with the County's traffic study guidelines, potential impacts to traffic and circulation were assessed for the following scenarios:

- Existing Conditions;
- Existing Plus Project Conditions;
- Project Opening Year (2022) Without Project Conditions;
- Project Opening Year (2022) With Project Conditions.

The following ten (10) study intersections were studied in the analysis based on the discussion with City of Covina staff.

- Vincent Avenue/Cypress Street;
- Lark Ellen Avenue/Cypress Street;
- Azusa Avenue/Gladstone Street;
- Azusa Avenue/Arrow Highway;
- Azusa Avenue/Covina Boulevard;
- Azusa Avenue/Cypress Street;
- Azusa Avenue/San Bernardino Road;
- Azusa Avenue/Badillo Street;
- Hollenbeck Avenue/Cypress Street; and
- Citrus Avenue/Cypress Street.

Additionally, the project's proposed unsignalized driveways on Azusa Avenue and Cypress Street were analyzed for with project conditions.

1.1 SUMMARY OF ANALYSIS RESULTS

The study intersections are currently operating at an acceptable LOS (LOS D or better) during the AM and PM peak hours.

The study intersections are projected to continue to operate at an acceptable LOS (LOS D or better) during the AM and PM peak hours for *existing plus project* conditions.

The study intersections are projected to operate at an acceptable LOS (LOS D or better) during the AM and PM peak hours for *project opening year without and with project* conditions.

1.2 SUMMARY OF IMPACTS AND RECOMMENDED IMPROVEMENTS

Based on the City's thresholds of significance, the addition of project generated trips is not projected to result in any significant impacts at the study intersections for any analysis scenarios.

1.3 SUMMARY OF CMP IMPACTS

The Arrow Highway/Azusa Avenue intersection is a CMP intersection; based on the traffic analysis, which utilized the more stringent City of Covina target LOS (LOS D versus LOS E in the CMP), no significant impacts are projected at this CMP-monitored intersection.

Based on the CMP guidelines, and the proximity of the various project land uses in relation to available transit in the project vicinity, the proposed project is forecast to generate approximately 11 AM peak hour transit trips, approximately 11 PM peak hour transit trips, and approximately 150 daily transit trips. Since the proposed project transit trips can be accommodated by existing transit service in the project vicinity, no significant CMP transit impacts are forecast to occur.

2.0 INTRODUCTION

This traffic study analyzes the forecast traffic operations associated with the proposed **Covina Commons and Cypress Villas** project in the City of Covina. The proposed project consists of the redevelopment of the former Albertson's site at the northeast corner of the Azusa Avenue/Cypress Street intersection. The proposed project consists of the following land uses:

- 61 single family dwelling units;
- 3,500 square foot fast food restaurant with drive-through window;
- 3,500 square foot fast food restaurant with drive-through window; and
- 6,000 square feet of commercial/retail space*.

* To present a conservative analysis of the project's potential traffic impacts, the commercial/retail buildings have been analyzed as high-turnover sit-down restaurants in this analysis⁷.

Site access for the proposed project would generally remain at the driveways serving the former Albertson's building on the site as detailed below:

Covina Commons Site Access

- 1) Three-quarters (right-in/right-out and left-in) access driveway on Azusa Avenue (existing northernmost driveway)
- 2) Right-in/Right-out only driveway on Azusa Avenue (new)
- 3) Right-in/Right-out only driveway on Azusa Avenue (existing)
- 4) Full access driveway on Cypress Street (existing – serves existing 4,800+ square foot restaurant)

In this analysis the two right-in/right-out driveways on Azusa Avenue are analyzed as a single access point.

Cypress Village Site Access

- 1) Full access driveway on Cypress Street (existing, formerly served Albertson's/loading dock area).
- 2) Emergency only fire access through the Covina Commons parking field.

The proposed project is projected to be built and generating trips in 2022.

Figure 1 shows the project site location. **Exhibit 1** shows the proposed project site plan.



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Exhibit 1: Proposed Project Site Plan

LDC-18-001 NEC Azuza/Cypress Traffic Impact Analysis



Not to Scale

2.1 STUDY AREA

The following ten (10) intersections in the vicinity of the project site have been included in the intersection level of service (LOS) analysis based on discussion with the City staff:

- Vincent Avenue/Cypress Street;
- Lark Ellen Avenue/Cypress Street;
- Azusa Avenue/Gladstone Street;
- Azusa Avenue/Arrow Highway;
- Azusa Avenue/Covina Boulevard;
- Azusa Avenue/Cypress Street;
- Azusa Avenue/San Bernardino Road;
- Azusa Avenue/Badillo Street;
- Hollenbeck Avenue/Cypress Street; and
- Citrus Avenue/Cypress Street.

Additionally, the project's unsignalized driveways on Azusa Avenue and Cypress Street were analyzed for with project conditions.

This traffic analysis follows applicable City of Covina and Los Angeles County Congestion Management Program guidelines for traffic impact analysis.

Exhibit 2 shows the location of the study intersections, which are analyzed for the following study scenarios:

- Existing Conditions;
- Existing Plus Project Conditions;
- Project Opening Year (2022) Without Project Conditions;
- Project Opening Year (2022) With Project Conditions.

Traffic operations are evaluated for the following time periods:

- Weekday AM Peak Hour occurring within 7:00 AM to 9:00 AM; and
- Weekday PM Peak Hour occurring within 4:00 PM to 6:00 PM.

2.2 ANALYSIS METHODOLOGY

2.2.1 Intersection Analysis

Level of Service (LOS) is commonly used to describe the quality of flow on roadways and at intersections using a range of LOS from LOS A (free flow with little congestion) to LOS F (severely congested conditions). The Intersection Capacity Utilization (ICU) methodology expresses the LOS of an intersection in terms of the remaining capacity at an intersection (or lack thereof). The ICU methodology compares the volume-to-capacity (V/C) ratios of conflicting turn movements at an intersection, sums the critical conflicting V/C ratios for each intersection approach, and determines the intersection's overall capacity utilization. The resulting V/C ratio is converted to an LOS as shown in **Table 1**.

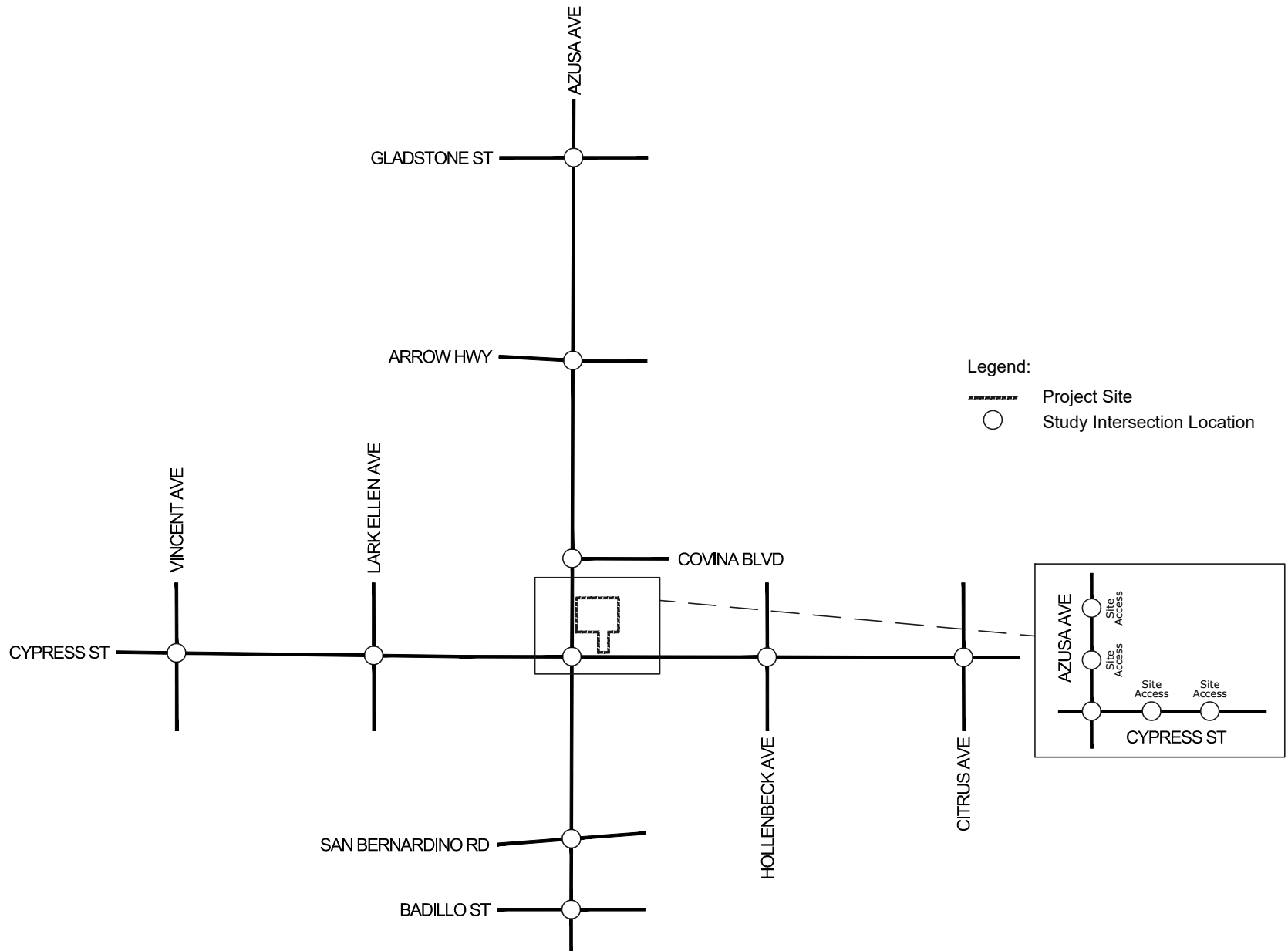


Exhibit 2: Project Location and Proposed Study Area

LDC-18-001 NEC Azusa/Cypress Traffic Impact Analysis

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Not to Scale

Table 1 describes the general characteristics of traffic flow and accompanying delay ranges at signalized intersections.

Table 1
LOS & V/C Ranges

Level of Service	Description	ICU
A	Very favorable progression; most vehicles arrive during green signal and do not stop. Short cycle lengths.	0.000-0.600
B	Good progression, short cycle lengths. More vehicles stop than for LOS A.	0.601-0.700
C	Fair progression; longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant, though many vehicles still pass through without stopping.	0.701-0.800
D	Progression less favorable, longer cycle length and high flow/capacity ratio. The proportion of vehicles that pass through without stopping diminishes. Individual cycle failures are obvious.	0.801-0.900
E	Severe congestion with some long-standing queues on critical approaches. Poor progression, long cycle lengths and high flow/capacity ratio. Individual cycle failures are frequent.	0.901-1.000
F	Very poor progression, long cycle lengths and many individual cycle failures. Arrival flow rates exceed capacity of intersection.	>1.000

This study utilizes a 1,600 vehicle per lane per hour saturation flow rate (1,440 vehicles per lane for dual left-turn lanes) and a clearance interval of five percent.

Project driveways were analyzed using the Highway Capacity Manual (HCM) delay-based methodology.

2.3 PERFORMANCE CRITERIA

The City of Covina has established LOS D or better as the acceptable LOS for intersections within the City.

2.4 THRESHOLDS OF SIGNIFICANCE

According to California Environmental Quality Act (CEQA) guidelines, a project is considered to cause a significant impact to a transportation system if it:

- Conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel.
- Conflicts with an applicable congestion management program (CMP), including, but not limited to level of service standards, travel demand measures, or other standards established by the County Congestion Management Agency for roadways or highways.
- Conflicts with adopted policies or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decreases the performance or safety of such facilities.

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

- A significant traffic impact occurs at a signalized study intersection when a proposed project increases traffic demand by one percent or more of capacity (V/C increase > 0.010), causing or worsening LOS E or F.

3.0 Existing Conditions

This section provides a summary of the existing circulation network, the City of Covina General Plan Circulation Element Network, and a review of existing peak hour intersection operations within the study area.

3.1 EXISTING CIRCULATION NETWORK

Exhibit 3 shows existing conditions study area intersection and roadway geometry, including identification of the number of through lanes for existing roadways and intersection traffic controls.

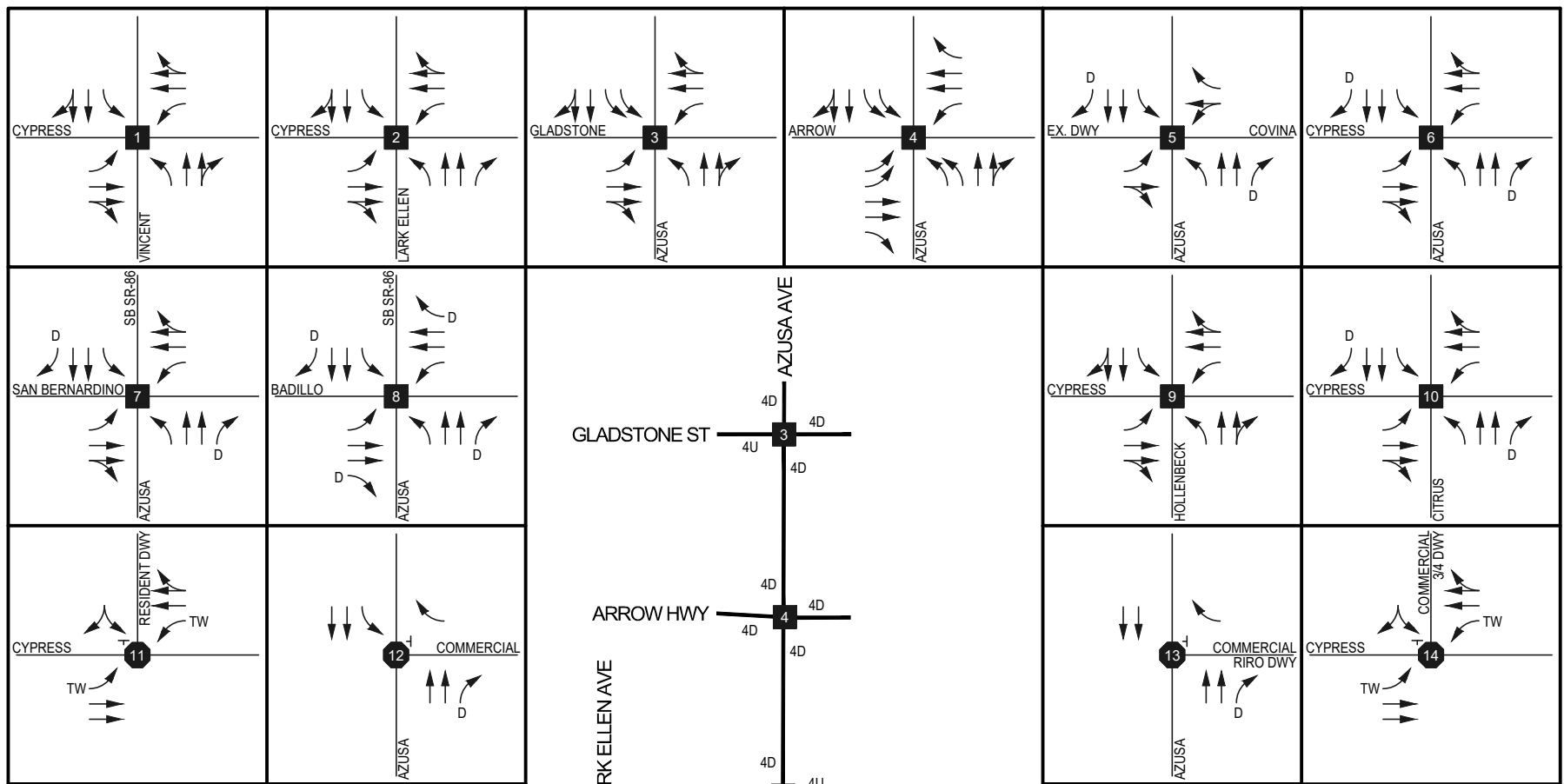
3.2 CITY OF COVINA GENERAL PLAN CIRCULATION ELEMENT

The City of Covina utilizes similar roadway categories recognized by regional, state and federal transportation agencies. There are four general categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high-speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.
- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commuter traffic.
- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.
- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways.

Brief descriptions of the roadways within the study area are provided in the following paragraphs.

Arrow Highway is a four-lane, east-west Primary Arterial Street with a two-way left-turn lane (TWLTL). On-street parking is generally permitted on Arrow Highway and the posted speed limit is 45 miles per hour.



Legend:

- Project Site
- Existing Lane
- Defacto Lane
- Two-Way Left Turn Lane
- Signal-Controlled Intersection
- Stop-Controlled Intersection
- 4-Lane Undivided Roadway
- 4-Lane Divided Roadway

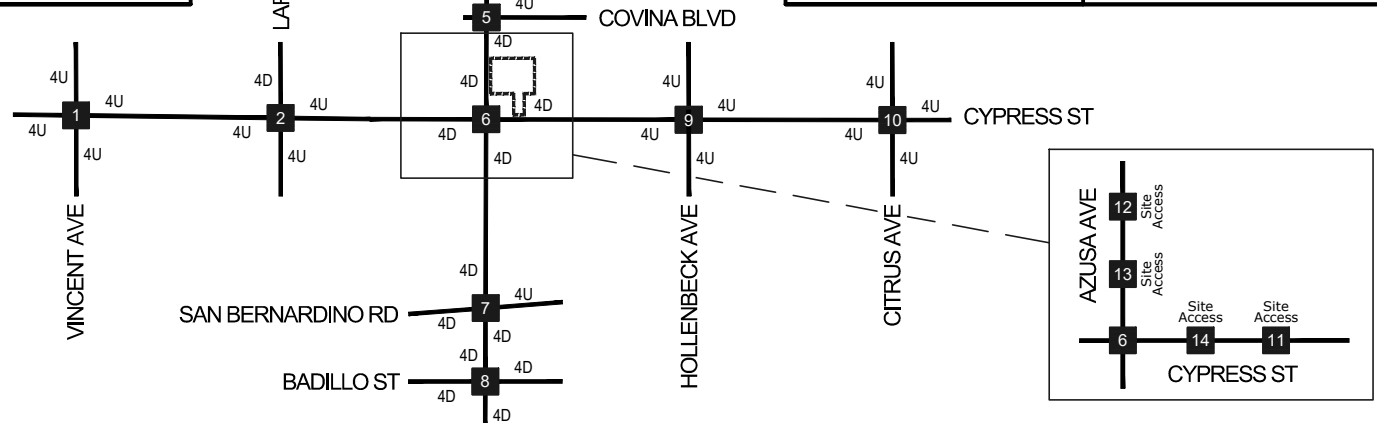


Exhibit 3: Existing Lane Geometry and Intersection Controls

LDC-18-001 NEC Azusa/Cypress Traffic Impact Analysis

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Not to Scale

Azusa Avenue is a four-lane, north-south, Primary Arterial Street with a raised median. On-street parking is generally permitted on Azusa Avenue and the posted speed limit is 40 miles per hour.

Badillo Street is a four-lane, east-west Secondary Arterial Street with a two-way left-turn lane (TWLTL). On-street parking is generally permitted on Badillo Street and the posted speed limit is 30 miles per hour.

Citrus Avenue is generally a four-lane, north-south, Secondary Arterial Street with a mixture of raised median, two-way left-turn lane (TWLTL), painted median and no median. On-street parking is generally permitted on Citrus Avenue and the posted speed limit varies between 25 and 40 miles per hour.

Covina Boulevard is a four-lane, east-west Collector Street with a mixture of raised median, two-way left-turn lane (TWLTL), painted median and no median. On-street parking is generally permitted on Covina Boulevard and the posted speed limit varies between 35 and 40 miles per hour.

Cypress Street is a four-lane, east-west Collector Street with a two-way left-turn lane (TWLTL) in the study area. On-street parking is generally not permitted on Cypress Street except for a few locations east of Hollenbeck Avenue and the posted speed limit in the study area is 35 miles per hour.

Gladstone Street is a four-lane, east-west Secondary Arterial Street no median in the study area. On-street parking is generally permitted on Gladstone Street and the posted speed limit in the stud area is 40 miles per hour.

Hollenbeck Avenue is a four-lane, north-south, Collector Street with no median. On-street parking is generally permitted on Hollenbeck Avenue and the posted speed limit is 35 miles per hour.

Lark Ellen Avenue is a four-lane, north-south, Collector Street with no median. On-street parking is generally permitted on Lark Ellen Avenue and the posted speed limit is 40 miles per hour.

San Bernardino Road is a four-lane, east-west Collector Street in the vicinity of Azusa Avenue. On-street parking is generally permitted on San Bernardino Road and the posted speed limit in the study area is 35 miles per hour.

Vincent Avenue is a four-lane, north-south, Collector Street with no median. On-street parking is generally permitted on Vincent Avenue and the posted speed limit is 45 miles per hour.

Appendix A shows the adopted City of Covina General Circulation Plan.

3.3 EXISTING BICYCLE AND PEDESTRIAN FACILITIES

There are currently no dedicated bicycle facilities within the study area. The City of Covina Bicycle Master Plan proposes the following bicycle facilities within the study area:

- Class II on-street bicycle lanes on Azusa Avenue, Vincent Avenue, Lark Ellen Avenue, Hollenbeck Avenue, Citrus Avenue, Arrow Highway, Covina Boulevard, Cypress Street San Bernardino Road and Badillo Street.

Pedestrian facilities such as sidewalks, and curb ramps and crosswalks at intersections are generally complete.

Appendix A contains the City of Covina Bicycle Master Plan map.

3.4 EXISTING PUBLIC TRANSIT SERVICES

The City of Covina is served by the Foothill Transit Agency which provides bus service to the San Gabriel Valley.

There is one Foothill transit bus line within one-quarter mile of the project site.

Foothill Transit Route 280 provides service between Azusa and the Puente Hills Mall. Route 280 runs from 5:00 AM to 11:00 PM on weekdays with headways of 15-20 minutes throughout the morning, afternoon and early evening. Route 280 runs from 6:00 AM to 10:00 PM on weekends with headways of 30 minutes throughout the day. In the vicinity of the proposed project site, there are bus stops for Route 280 at the Azusa Avenue/Cypress Street intersection.

Appendix A contains detailed transit route information.

3.5 EXISTING TRAFFIC VOLUMES

To determine the existing operation of the study intersections, AM and PM peak period traffic counts were collected on Thursday May 24, 2018. The traffic volumes used in this analysis are from the highest hour within the peak period counted. Detailed traffic count data is provided in **Appendix B**.

Exhibit 4 shows existing AM and PM peak hour volumes at the study intersections.

3.6 EXISTING CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS

Existing conditions AM and PM peak hour intersection analysis results are shown in **Table 2**. Calculations are based on the existing geometrics at the study area intersections as shown in **Exhibit 3**. ICU analysis sheets are provided in **Appendix C**.

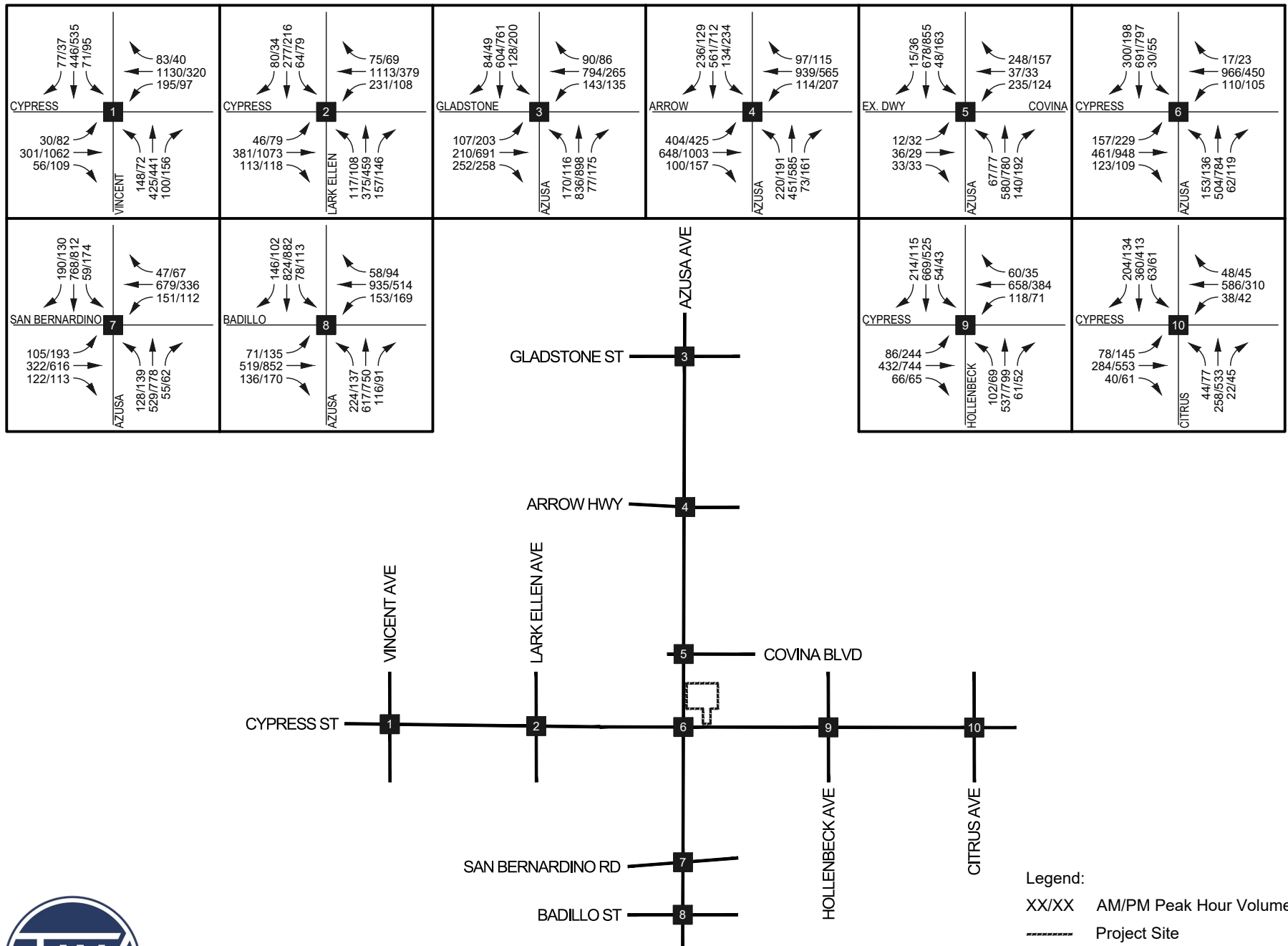


Exhibit 4: Existing Traffic Volumes

LDC-18-001 NEC Azusa/Cypress Traffic Impact Analysis



Table 2
Intersection Analysis – Existing Conditions

#	Intersection	AM Peak Hour	PM Peak Hour
		ICU - LOS	ICU - LOS
1	Vincent Ave/Cypress St	0.704 – C	0.722 – C
2	Lark Ellen Ave/Cypress St	0.745 – C	0.728 – C
3	Azusa Ave/Gladstone St	0.714 – C	0.774 – C
4	Azusa Ave/Arrow Hwy	0.809 – D	0.815 – D
5	Azusa Ave/Covina Blvd	0.481 – A	0.514 – A
6	Azusa Ave/Cypress St	0.767 – C	0.780 – C
7	Azusa Ave/San Bernardino Rd	0.662 – B	0.700 – B
8	Azusa Ave/Badillo St	0.784 – C	0.783 – C
9	Hollenbeck Ave/Cypress St	0.668 – C	0.640 – C
10	Citrus Ave/Cypress St	0.452 – A	0.473 – A

Note: ICU – Intersection Capacity Utilization.

As shown in **Table 2**, the intersections are currently operating at an acceptable LOS (LOS D or better) overall during the AM and PM peak hours.

4.0 Proposed Project

4.1 Project Description

This traffic study analyzes the forecast traffic operations associated with the proposed **Covina Commons and Cypress Villas** project in the City of Covina. The proposed project consists of the redevelopment of the former Albertson's site at the northeast corner of the Azusa Avenue/Cypress Street intersection. The proposed project consists of the following land uses:

- 61 single family dwelling units;
- 4,000 square foot fast food restaurant with drive-through window;
- 2,200 square foot fast food restaurant with drive-through window;
- 4,550 square foot fast food restaurant*; and
- 3,000 square feet of commercial/retail space.

* At the time the updated scoping agreement was reviewed with City staff, building D was a 4,550 square foot fast food restaurant with drive-through. The latest site plans have removed the drive-through from this building; however, to present a conservative analysis of the project's potential traffic impacts, this building has been analyzed as a fast food restaurant with drive-through.

Site access for the proposed project would generally remain at the driveways serving the former Albertson's building on the site as detailed below:

Covina Commons Site Access

- 1) Three-quarters (right-in/right-out and left-in) access driveway on Azusa Avenue (existing northernmost driveway)
- 2) Right-in/Right-out only driveway on Azusa Avenue (new)
- 3) Right-in/Right-out only driveway on Azusa Avenue (existing)
- 4) Full access driveway on Cypress Street (existing – serves existing 4,800+ square foot restaurant)

In this analysis the two right-in/right-out driveways on Azusa Avenue are analyzed as a single access point.

Cypress Village Site Access

- 1) Full access driveway on Cypress Street (existing, formerly served Albertson's/loading dock area).
- 2) Emergency only fire access through the Covina Commons parking field.

The proposed project is projected to be built and generating trips in 2022.

4.2 Project Trip Generation

Trip generation represents the amount of traffic, both inbound and outbound, produced by a development. Determining trip generation for a proposed project is based on projecting the amount of traffic that the specific land uses being proposed will produce. Trip generation for the proposed project land use has been calculated using industry standard ITE trip generation rates from *Trip Generation Manual, 10th Edition*

(Institute of Transportation Engineers, 2017) along with pass-by rates from the ITE Trip Generation Handbook (3rd Edition, 2014).

Pass-by Trip Adjustment

ITE trip generation rates allow for a pass-by trip adjustment for certain land uses such as restaurants and retail. A pass-by trip adjustment is applicable to land uses located along busy arterial roadways attracting vehicle trips already on the roadway; particularly when the roadway is experiencing peak operating conditions. For example, a motorist traveling along Azusa Avenue or Cypress Street between work and home may stop at the proposed project site. A pass-by adjustment under this example would reduce/eliminate both the inbound trip and the outbound trip from the surrounding roadway circulation system since the vehicle was already traveling on the roadway.

The *ITE Trip Generation Handbook, 3rd Edition* typically lists AM and PM peak hour pass-by rates but does not provide guidance regarding daily pass-by rates. To determine an appropriate daily pass-by rate for the proposed project land uses with peak hour pass-by discounts, TJW consulted the *San Diego Municipal Code Land Development Code Trip Generation Manual (May 2003)*, which is a regularly used source for trip generation information in Southern California for land uses where ITE data is incomplete, as well as the *Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures (January 2017)*, which lists pass-by trip discount rates for specific land uses.

Table 3 shows the ITE 10th Edition trip generation rates used in this analysis.

Table 3
Trip Generation Rates for Proposed Project Land Use

Land Use (ITE Code)	Unit	AM Peak Hour		PM Peak Hour		Daily Trip Rate
		In:Out Split	Trip Rate	In:Out Split	Trip Rate	
Supermarket	TSF	60:40	3.82	51:49	9.24	106.78
Single Family Residential (210)	DU	25:75	0.74	63:37	0.99	9.44
High-Turnove Sit-Down Restaurant (932)	TSF	55:45	9.94	62:38	9.77	112.18
High-Turnover Restaurant Pass-by Percentages		25%		25%		25%
Fast Food w/ Drive Through (934)	TSF	51:49	40.19	52:48	32.67	470.95
Fast Food Pass-by Percentages		49%		50%		40%

Source: ITE Trip Generation (10th Edition, 2017), ITE Trip Generation Handbook (3rd Edition, 2014)

Note: TSF = thousand square feet, DU = dwelling unit

Table 4 summarizes the projected trip generation of the proposed project based on the ITE trip generation rates.

Table 4
Projected Trip Generation

Land Use	Quantity	AM Peak Hour			PM Peak Hour			Daily Trips
		In	Out	Total	In	Out	Total	
Single Family Residential	61 DU	11	34	45	38	22	60	576
High-Turnover Sit-Down Restaurant	6.0 TSF	33	27	60	37	22	59	673
Pass-by (25% AM, 25% PM & 25% Daily)		<u>-8</u>	<u>-7</u>	<u>-15</u>	<u>-9</u>	<u>-6</u>	<u>-15</u>	<u>-168</u>
High-Turnover Restaurant - Net New Trips		25	20	45	28	16	44	505
Fast Food With Drive-Thru	7.0 TSF	143	138	281	119	110	229	3297
Pass-by (49% AM, 50% PM & 40% Daily)		<u>-70</u>	<u>-68</u>	<u>-138</u>	<u>-60</u>	<u>-55</u>	<u>-115</u>	<u>-1319</u>
Fast Food Restaurant Total		73	70	143	59	55	114	1978
Total Gross Trips at Project Driveways		187	199	386	194	154	348	4,546
Total Net New Trips on Roadway Network		109	124	233	125	93	218	3,059

Note: TSF = thousand square feet, DU = dwelling unit

As shown in **Table 4**, the proposed project is projected to generate 386 AM peak hour trips, 348 PM peak hour trips and 4,546 daily trips at the project driveways. After accounting for pass-by trips, the proposed project is projected to generate 233 net new AM peak hour trips, 218 net new PM peak hour trips and 3,059 net new daily trips on the surrounding roadway network.

4.3 Project Trip Distribution

Projecting trip distribution involves the process of identifying probable destinations and traffic routes that will be utilized by the proposed project's traffic. The potential interaction between the proposed land use and surrounding regional access routes are considered to identify the probable routes onto which project traffic would distribute. Project trip distribution was reviewed by City staff as part of the scoping letter process.

Exhibit 5 shows the projected distribution of proposed project residential trips. **Exhibit 6** shows the projected distribution of proposed project net new commercial trips.

4.4 Modal Split

As existing bicycle, pedestrian and transit opportunities in the vicinity of the project site are very limited the traffic reducing potential of public transit, walking and bicycling has been deemed negligible for the proposed project.

4.5 Project Trip Assignment

Exhibit 7 shows the projected trip assignment of proposed project trips.

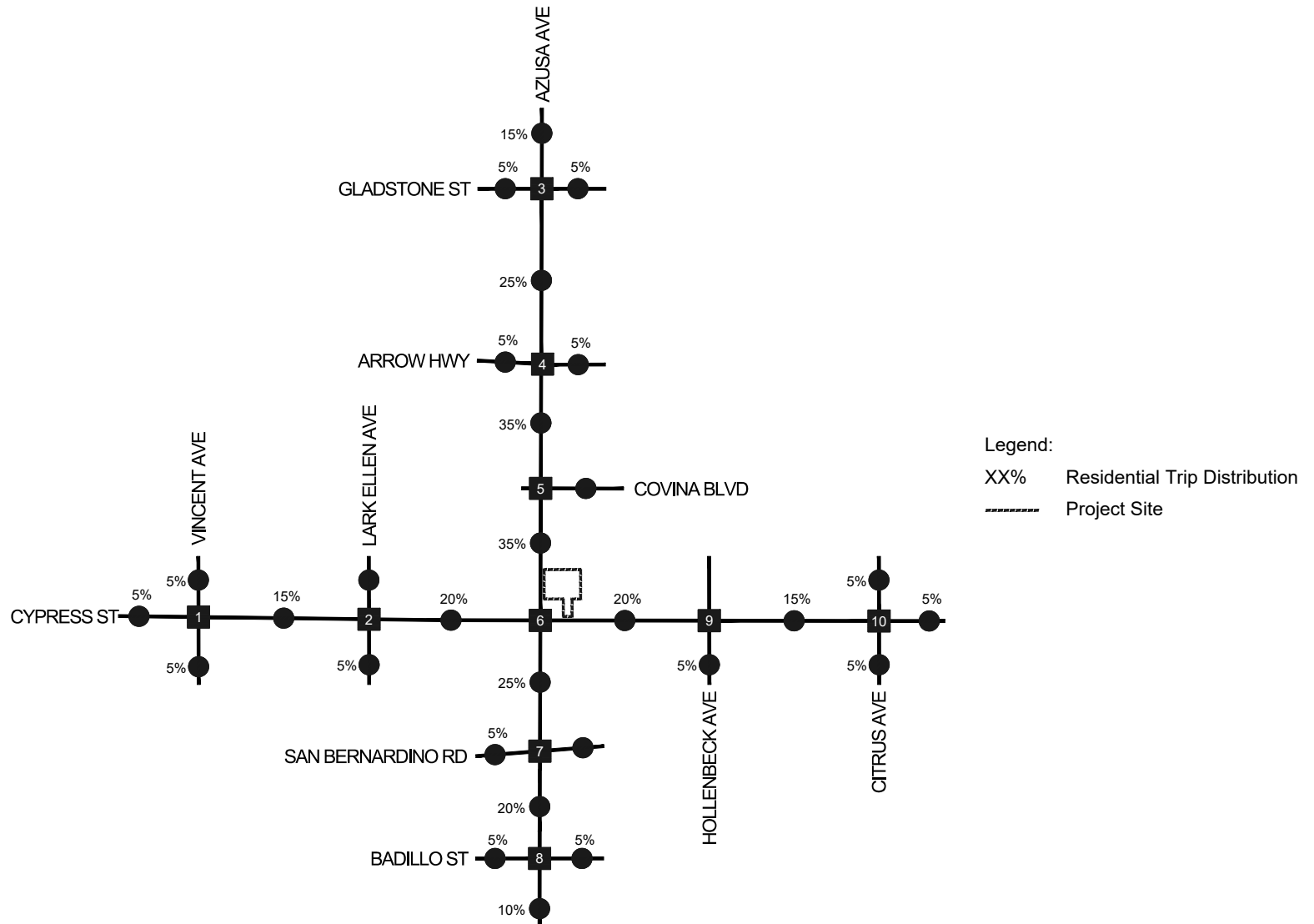


Exhibit 5: Trip Distribution of Proposed Project Residential Trips

LDC-18-001 NEC Azuza/Cypress Traffic Impact Analysis

TJW ENGINEERING, INC.



Not to Scale

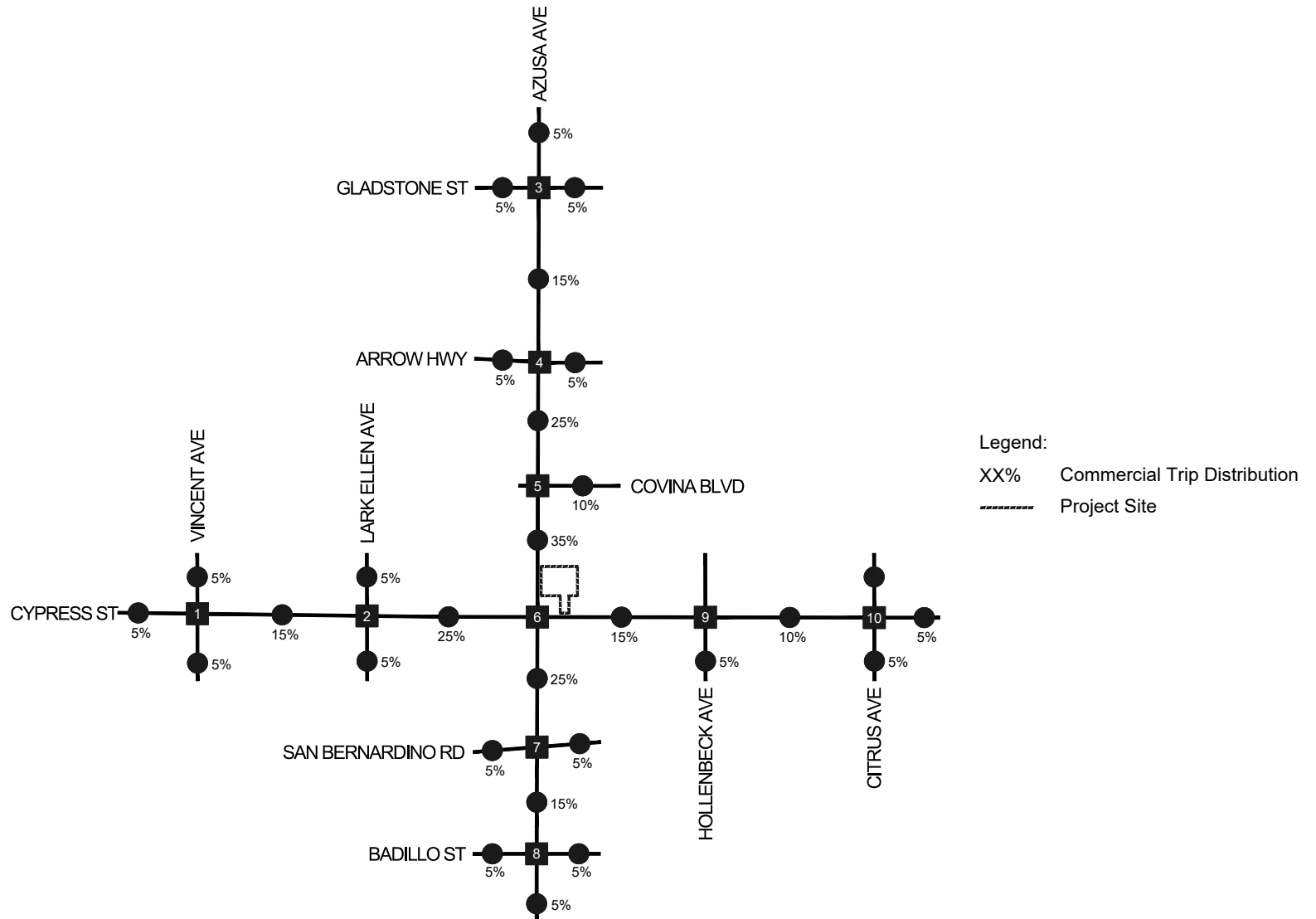


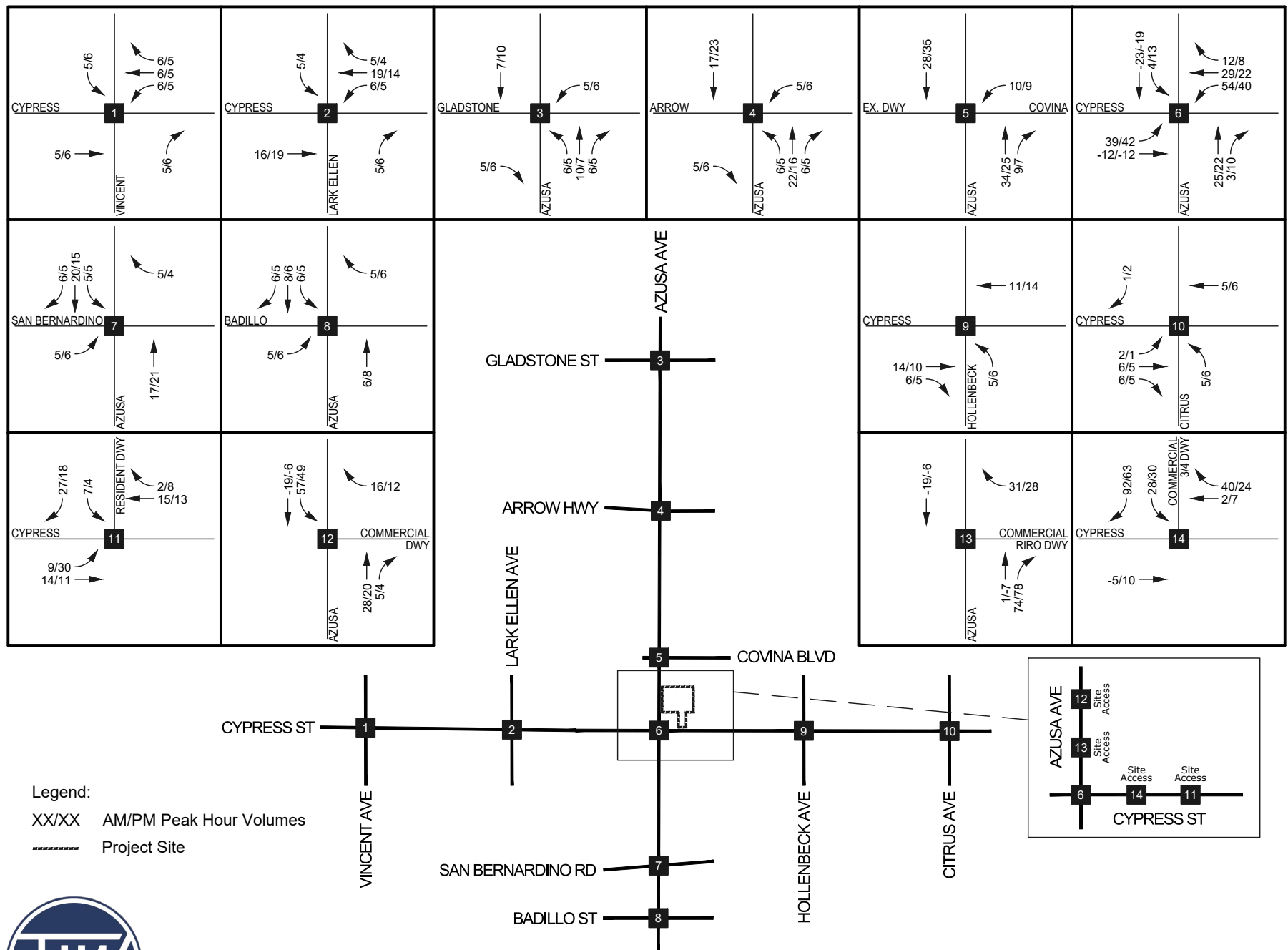
Exhibit 6: Trip Distribution of Proposed Project Commercial Trips

LDC-18-001 NEC Azuza/Cypress Traffic Impact Analysis

TJW ENGINEERING, INC.



Not to Scale



TJW ENGINEERING, INC.

Exhibit 7: Trip Assignment of Proposed Project Trips

LDC-18-001 NEC Azuza/Cypress Traffic Impact Analysis

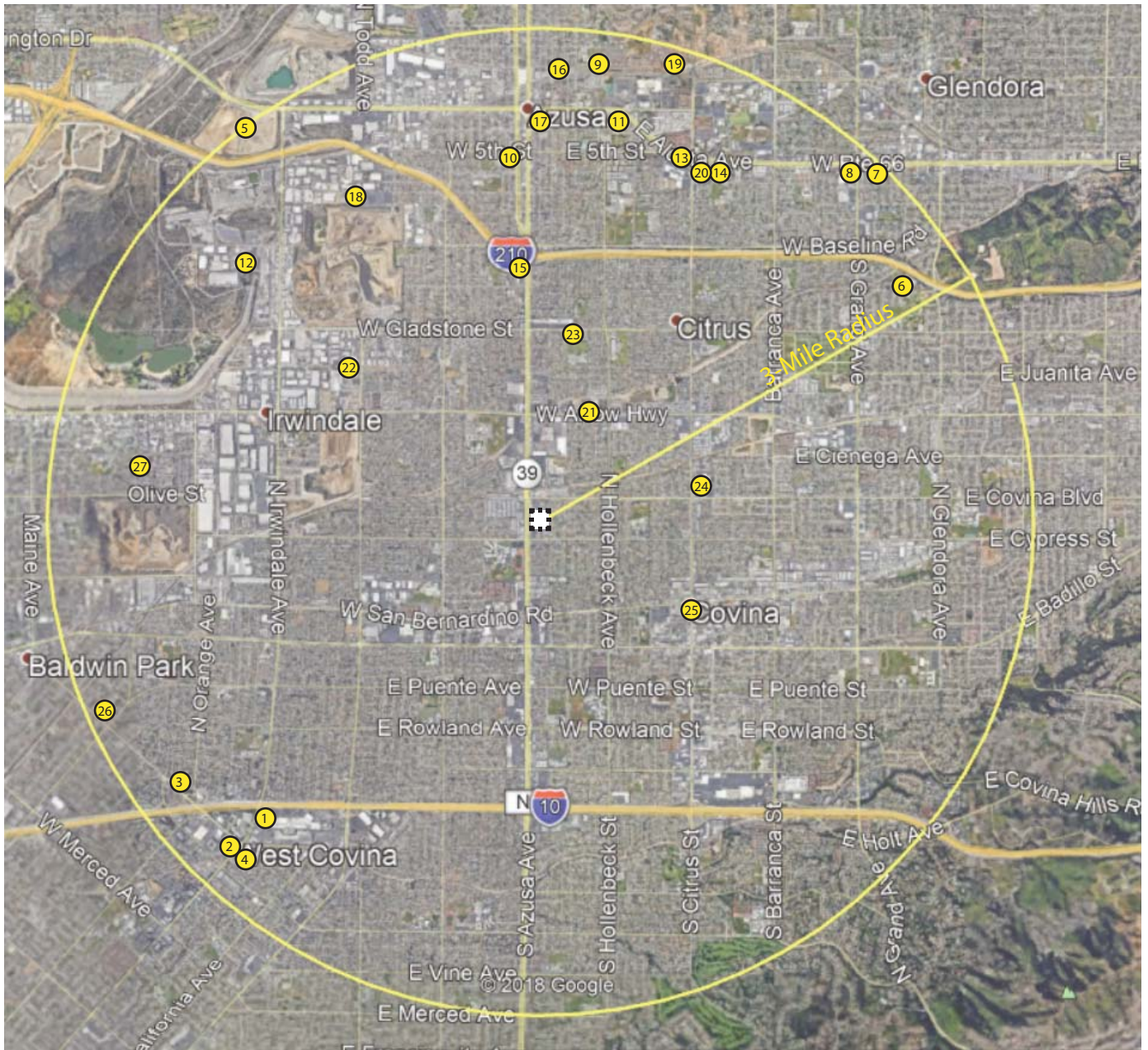


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4.6 Cumulative Projects Traffic

CEQA guidelines require that other reasonably foreseeable development projects which are either approved or are currently being processed in the study area also be included as part of a cumulative analysis scenario. A list of cumulative projects was developed for this analysis through evaluation of recent development status reports for the City of Covina, City of West Covina, City of Irwindale, City of Baldwin Park, City of Azusa and City of Glendora. **Exhibit 8** shows the location of nearby cumulative developments, located within a three-mile radius of the proposed project site. A summary of the cumulative projects land uses is shown in **Table 5**.

Exhibit 9 shows cumulative project volumes at the study intersections.



Legend:

-  Approximate Cumulative Project Location
-  Project Location



Exhibit 8: Cumulative Project Map

LDC-18-001 NEC Azusa/Cypress TIA



Not to Scale

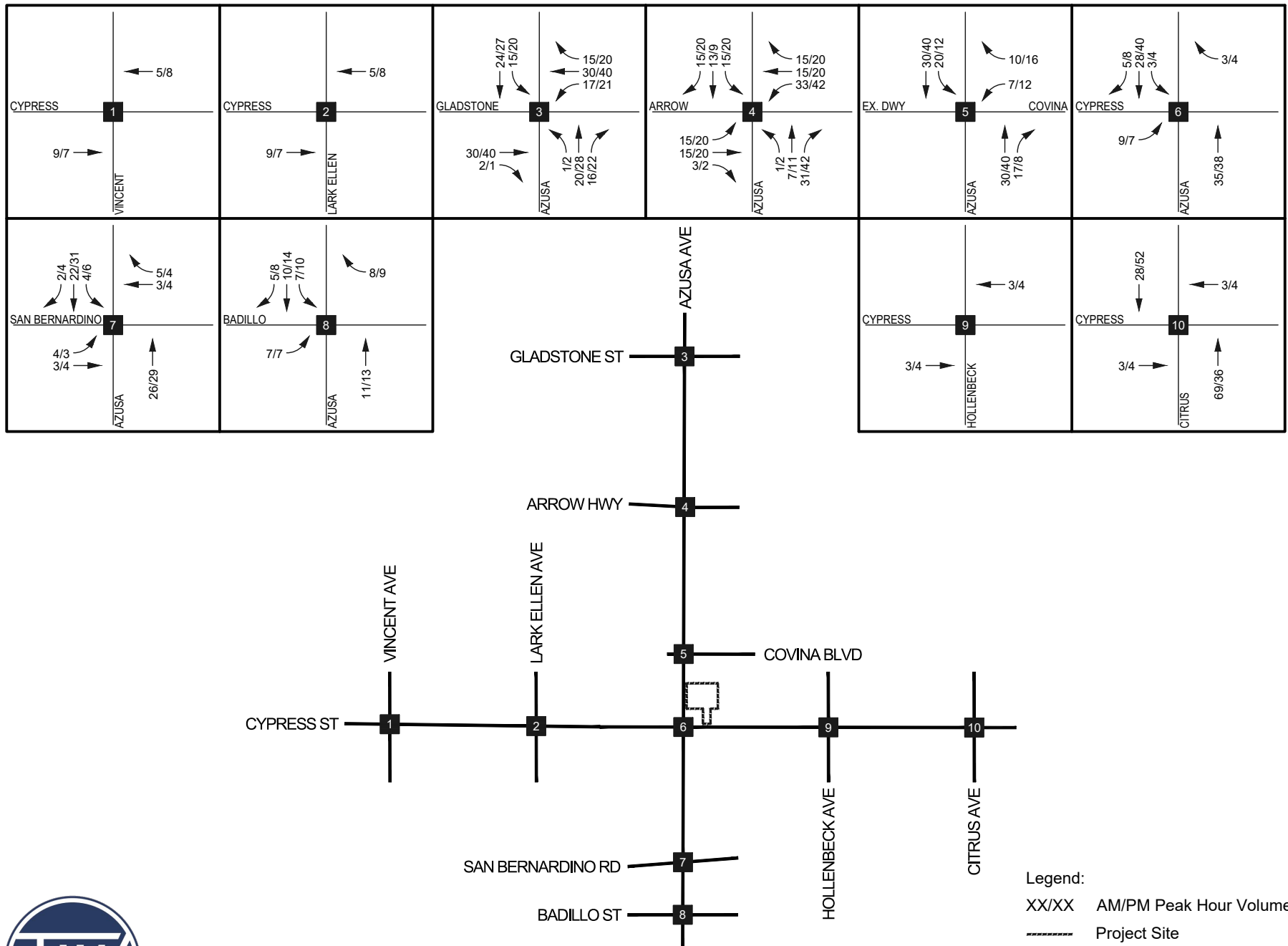


Exhibit 9: Cumulative Projects Traffic Volumes

LDC-18-001 NEC Azusa/Cypress Traffic Impact Analysis



Table 5
Summary of Cumulative Projects

#	Project Name/ Description	Land Use	Quantity	Trio Generation		
				AM	PM	Daily
1	1360 W Garvey Ave S.	Porto's Restaurant	21.94 TSF	305	452	2,461
2	1400 W Commercial Parkway	Assisted Living Facility	111 rooms	21	29	289
3	1920 W Pacific Lane/TTM73652	Single Family Dwelling Units	7 DU	5	7	66
4	1530 W Cameron	Townhomes	56 DU	26	31	410
5	Reliance II Specific Plan (Irwindale)	Various	Various			
6	Dawson Community Care Facility	Senior Facility	150 beds	29	39	390
7	Gables at 66	Townhomes	106 DU	49	59	776
		Single Family Dwelling Units	20 DU	15	20	189
		Retail	2.0 TSF			
8	Grand/Route 66 Commercial Remodel	New Fast Food Outparcel	Not Specified			
9	Azusa/9 th St	Retail	12.0 TSF	58	71	930
		Multi-Family Residential	127 DU			
10	525 N Azusa Ave	Retail	4.6 TSF	47	57	747
		Multi-Family Residential	102 DU			
11	670 E Foothill Blvd	Retail/Medical Office	0.5 TSF / 8.9 TSF	25	31	310
12	198 S Peckham Rd	Warehouse	12.184 TSF	2	2	21
13	Raising Cane's	Restaurant	4.086 TSF	164	133	1,921
14	In-N-Out Burger	Fast Food With Drive-Through	9.11 TSF	366	298	4,290
15	Starbucks	Coffee Shop With Drive-Through	1.85 TSF	165	80	1,518
16	Metro Walk	Single Family Dwelling Units	30 DU	22	30	283
17	The Orchard	Retail	31.566 TSF	30	120	1,192
		Multi-Family Residential	163 DU	75	91	1,193
18	301 E Aerojet Ave	Light Industrial	181.8 TSF	127	115	902
19	The Promenade at Citrus	Retail	8.2 TSF	8	31	310
		Multi-Family Residential	112 DU	52	63	820
20	Popeye's	Fast Food With Drive-Through	2.279 TSF	92	74	1,069
21	475 E Arrow Hwy	Multi-Family Residential	70 DU	32	39	512
22	601 E Vincent	Light Industrial	146.0 TSF	102	92	724
23	Gladstone Senior Villas	Multi-Family Senior Housing	60 DU	12	16	222
24	ITEC	Park-and Ride	400 parking spaces			
		Office / Retail	17.2 TSF / 4.8 TSF	313	275	2,072
		Condominiums/Townhomes	120 DU			
25	Hassen Developments	Events Center	700 attendees			
		Office / Retail	1.03 TSF / 3.37 TSF	219	13	21
		Townhomes	18 DU			
26	14827-14839 Pacific	Single Family Dwelling Units	47 DU	35	47	444
27	Fortin St. Development	Single Family Dwelling Units	15 DU	11	15	142

Note: TSF = thousand square feet. DU = Dwelling Unit.

5.0 Existing Plus Project Conditions

This section discusses projected traffic operations for *existing plus project* conditions.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the existing plus ambient growth scenario are consistent with those previously shown in **Exhibit 3**.

5.2 EXISTING PLUS PROJECT TRAFFIC VOLUMES

Existing plus project volumes consist of existing volumes plus the addition of project generated trips in the study area plus the addition of trips associated with the existing restaurant on the site (Manny's El Loco) which uses the same driveways. The 4,800 square foot restaurant was assumed to be a high-turnover sit-down restaurant and to have the same trip distribution around the site as the proposed project.

Exhibit 10 shows *existing plus project* AM and PM peak hour volumes at the study intersections.

5.3 EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

Existing plus project conditions AM and PM peak hour intersection analysis results are shown in **Table 6**. Calculations are based on the existing geometrics at the study area intersections as shown in **Exhibit 3**. ICU & HCM analysis sheets are provided in **Appendix C**.

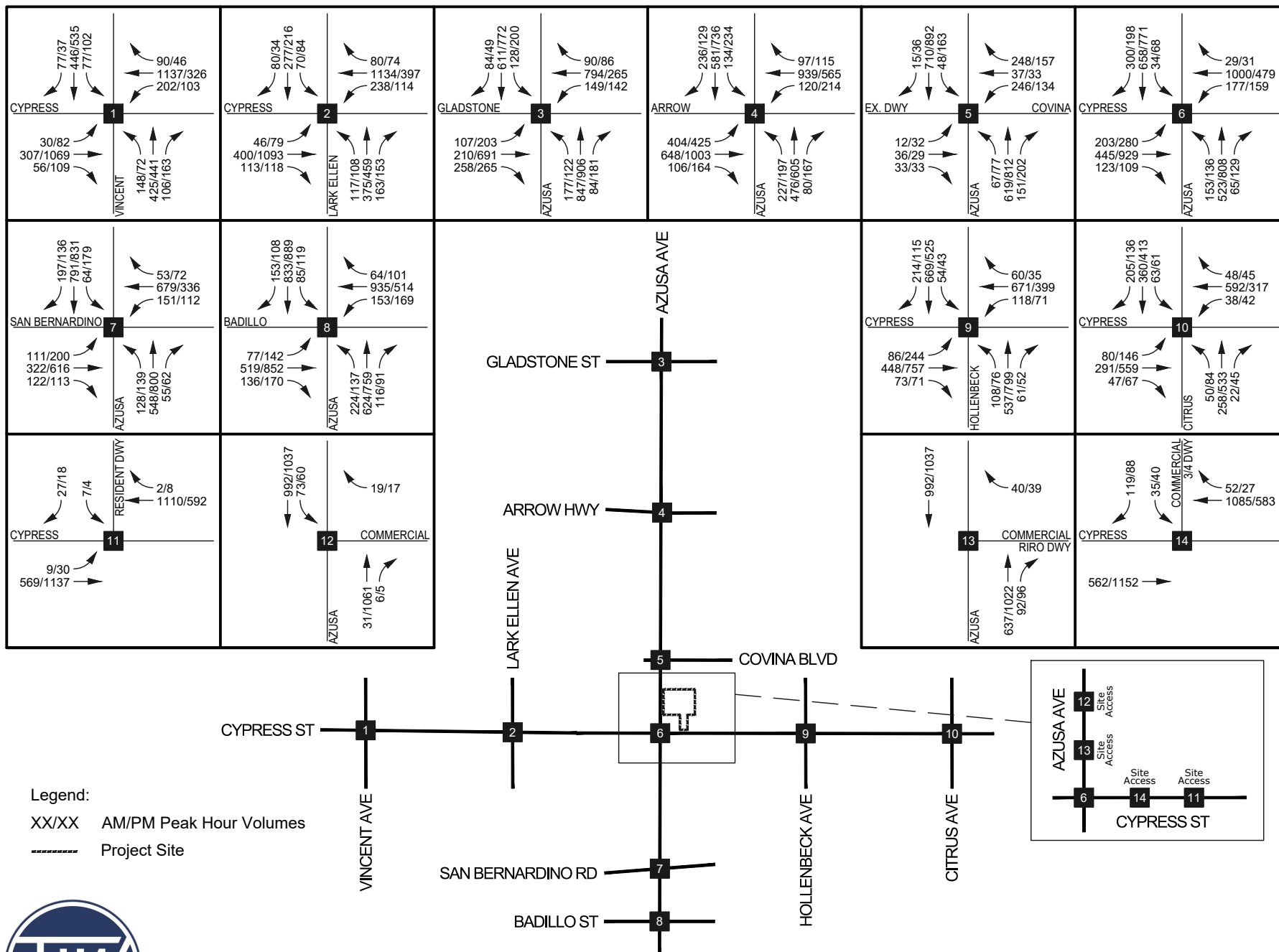


Exhibit 10: Existing Plus Project Conditions Traffic Volumes

LDC-18-001 NEC Azusa/Cypress Traffic Impact Analysis



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Not to Scale

Table 6
Intersection Analysis – Existing Plus Project Conditions

#	Intersection	Existing		Existing Plus Project		Significant Impact?
		ICU - LOS		ICU (Delay) - LOS		
		AM	PM	AM	PM	
1	Vincent Ave/Cypress St	0.704 – C	0.722 – C	0.708 – C	0.733 – C	No
2	Lark Ellen Ave/Cypress St	0.745 – C	0.728 – C	0.759 – C	0.742 – C	No
3	Azusa Ave/Gladstone St	0.714 – C	0.774 – C	0.720 – C	0.768 – C	No
4	Azusa Ave/Arrow Hwy	0.809 – D	0.815 – D	0.817 – D	0.828 – D	No
5	Azusa Ave/Covina Blvd	0.481 – A	0.514 – A	0.496 – A	0.527 – A	No
6	Azusa Ave/Cypress St	0.767 – C	0.780 – C	0.797 – C	0.795 – C	No
7	Azusa Ave/San Bernardino Rd	0.662 – B	0.700 – B	0.673 – B	0.709 – C	No
8	Azusa Ave/Badillo St	0.784 – C	0.783 – C	0.790 – C	0.785 – C	No
9	Hollenbeck Ave/Cypress St	0.668 – C	0.640 – C	0.674 – C	0.645 – C	No
10	Citrus Ave/Cypress St	0.452 – A	0.473 – A	0.458 – A	0.476 – A	No
11	Residential Full Access Driveway/Cypress St	Project Driveways Analyzed for With Project Conditions Only		(18.1) – C	(13.4) – B	No
12	Azusa Ave/North Access Driveway			(8.4) – A	(12.4) – B	No
13	Azusa Ave/South Access Driveway			(11.2) – B	(13.1) – B	No
14	Commercial Driveway/Cypress Street			(26.4) – D	(18.1) – C	No

Note: ICU = Intersection Capacity Utilization. Delay shown in seconds for worst performing stop-controlled movement at driveways.

As shown in **Table 6**, the intersections are projected to continue to operate at an acceptable LOS (LOS D or better) overall during the AM and PM peak hours for *existing plus project* conditions.

Based on the thresholds of significance for *existing plus project* conditions previously discussed in *Section 2.4*, the addition of project generated trips is not projected to have a significant direct impact at any of the study intersections.

6.0 Project Opening Year Without Project Conditions

Project opening year without project conditions analysis is intended to identify baseline conditions in the near-term without the proposed project.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the *project opening year without project* scenario are consistent with those previously shown in **Exhibit 3**.

6.2 PROJECT OPENING YEAR WITHOUT PROJECT TRAFFIC VOLUMES

Since the proposed project is expected to be generating trips in 2022, *project opening year (2022) without project* traffic volumes were derived by applying an annual growth rate of 1.0 percent per year, for four years, to existing (2018) traffic volumes. The applied ambient growth rate is slightly higher than the 0.82 percent per year growth factor for the Covina area in Exhibit D-1 (General Traffic Volume Growth Factors) in Appendix D of the *Los Angeles County Congestion Management Program (Los Angeles County Metropolitan Transit Authority, 2010)*.

Additionally, *project opening year without project* conditions include projected trips associated with nearby cumulative projects, previously discussed in *Section 4.6*.

Exhibit 11 shows *project opening year without project* AM and PM peak hour volumes at the study intersections.

6.3 PROJECT OPENING YEAR WITHOUT PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

Project opening year without project conditions AM and PM peak hour intersection analysis results are shown in **Table 7**. Calculations are based on the existing geometrics at the study area intersections as shown in **Exhibit 3**. ICU analysis sheets are provided in **Appendix C**.

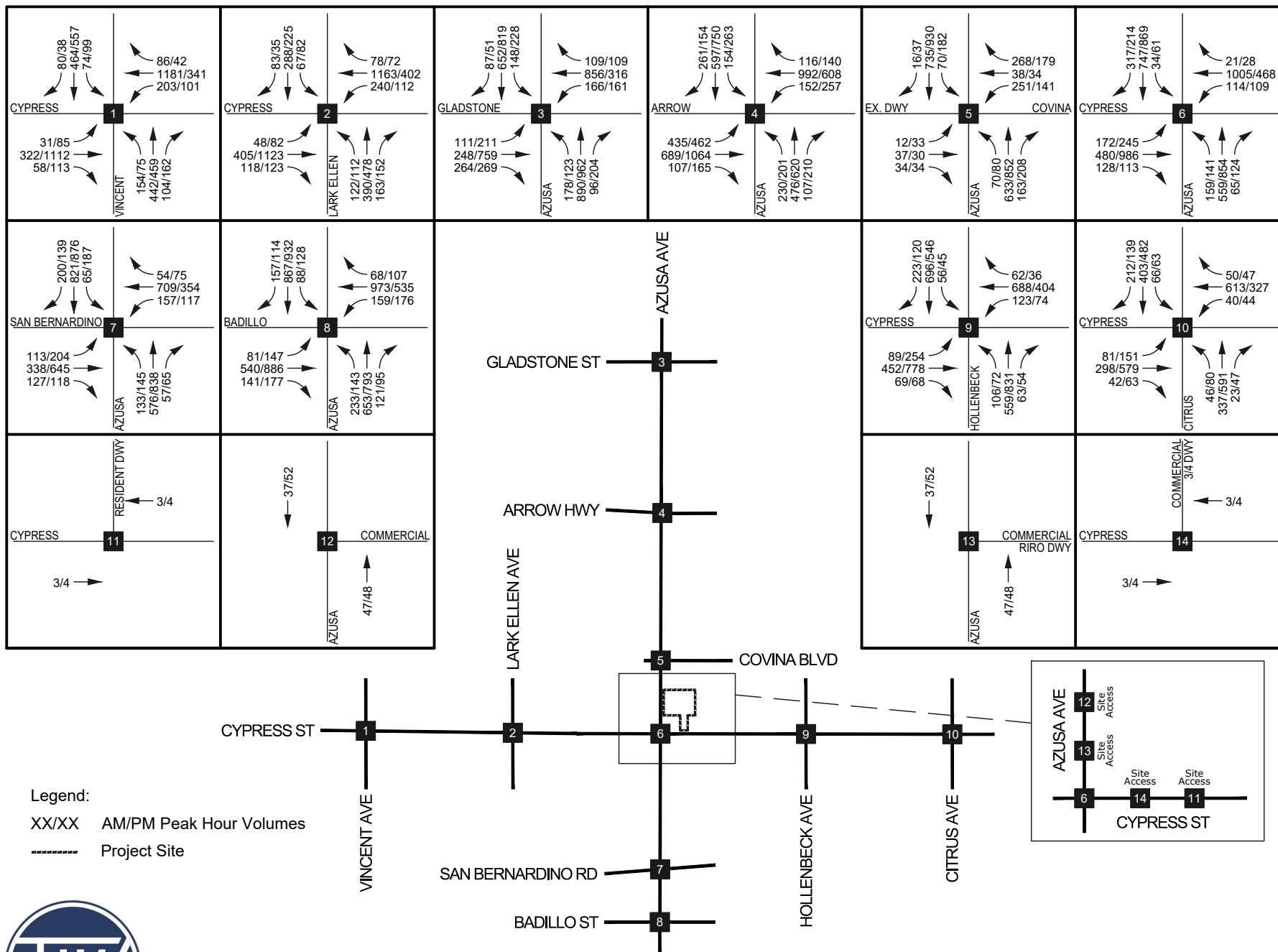


Exhibit 11: Project Opening Year Without Project Traffic Volumes

LDC-18-001 NEC Azusa/Cypress Traffic Impact Analysis



TJW ENGINEERING, INC.



Not to Scale

Table 7
Intersection Analysis – Project Opening Year Without Project Conditions

#	Intersection	AM Peak Hour	PM Peak Hour
		ICU - LOS	ICU - LOS
1	Vincent Ave/Cypress St	0.732 – C	0.752 – C
2	Lark Ellen Ave/Cypress St	0.775 – C	0.758 – C
3	Azusa Ave/Gladstone St	0.763 – C	0.844 – D
4	Azusa Ave/Arrow Hwy	0.836 – D	0.885 – D
5	Azusa Ave/Covina Blvd	0.512 – A	0.557 – A
6	Azusa Ave/Cypress St	0.811 – D	0.822 – D
7	Azusa Ave/San Bernardino Rd	0.699 – B	0.740 – C
8	Azusa Ave/Badillo St	0.821 – D	0.817 – D
9	Hollenbeck Ave/Cypress St	0.694 – C	0.665 – C
10	Citrus Ave/Cypress St	0.462 – A	0.502 – A

Note: ICU – Intersection Capacity Utilization.

As shown in **Table 7**, the intersections are projected to continue to operate at an acceptable LOS (LOS C or D or better) overall during the AM and PM peak hours for *project opening year without project conditions*.

7.0 Project Opening Year With Project Conditions

Project opening year with project conditions analysis is intended to identify the project-related impacts on both the existing and planned near-term circulation system.

7.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the *project opening year with project* scenario are consistent with those previously shown in **Exhibit 3**, with the exception of project access locations expected to be constructed as part of the proposed project.

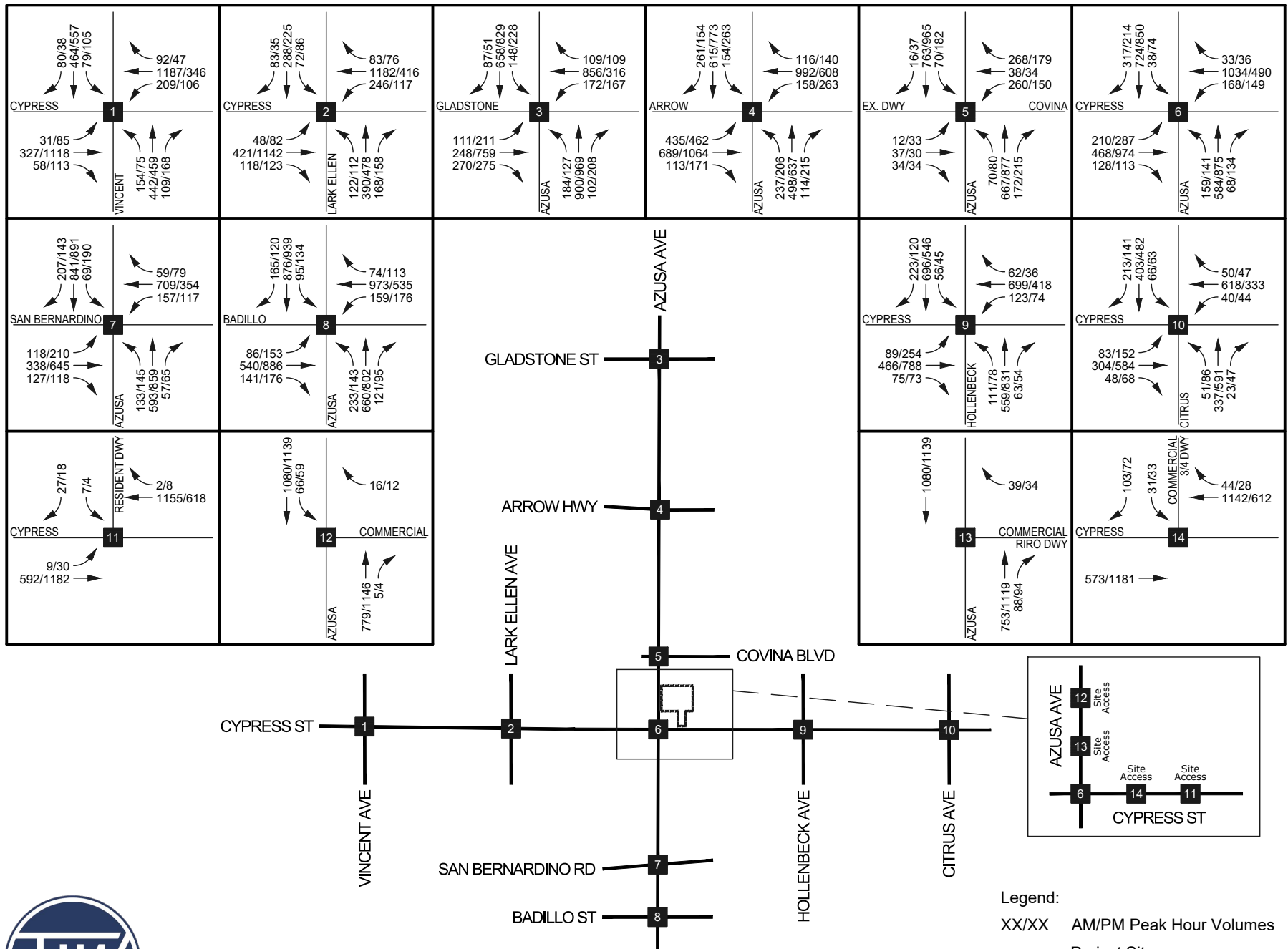
7.2 PROJECT OPENING YEAR WITH PROJECT TRAFFIC VOLUMES

Project opening year with project volumes include project opening year without project volumes plus the addition of the traffic projected to be generated by the proposed project plus the addition of trips associated with the existing restaurant on the site (Manny's El Loco) which uses the same driveways. The 4,800 square foot restaurant was assumed to be a high-turnover sit-down restaurant and to have the same trip distribution around the site as the proposed project.

Exhibit 12 shows *project opening year with project* AM and PM peak hour volumes at the study intersections.

7.3 PROJECT OPENING YEAR WITH PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

Project opening year with project conditions AM and PM peak hour intersection analysis results are shown in **Table 8**. ICU and HCM analysis sheets are contained in **Appendix C**.



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Exhibit 12: Project Opening Year With Project Traffic Volumes

LDC-18-001 NEC Azusa/Cypress Traffic Impact Analysis



Not to Scale

Table 8
Intersection Analysis – Project Opening Year With Project Conditions

#	Intersection	Project Opening Year Without Project		Project Opening Year With Project		Significant Impact?
		ICU - LOS		ICU (Delay) - LOS		
		AM	PM	AM	PM	
1	Vincent Ave/Cypress St	0.732 – C	0.752 – C	0.735 – C	0.762 – C	No
2	Lark Ellen Ave/Cypress St	0.775 – C	0.758 – C	0.789 – C	0.771 – C	No
3	Azusa Ave/Gladstone St	0.763 – C	0.844 – D	0.769 – C	0.852 – D	No
4	Azusa Ave/Arrow Hwy	0.836 – D	0.885 – D	0.844 – D	0.895 – D	No
5	Azusa Ave/Covina Blvd	0.512 – A	0.557 – A	0.527 – A	0.573 – A	No
6	Azusa Ave/Cypress St	0.811 – D	0.822 – D	0.841 – D	0.837 – D	No
7	Azusa Ave/San Bernardino Rd	0.699 – B	0.740 – C	0.710 – C	0.748 – C	No
8	Azusa Ave/Badillo St	0.821 – D	0.817 – D	0.827 – D	0.819 – D	No
9	Hollenbeck Ave/Cypress St	0.694 – C	0.665 – C	0.700 – C	0.670 – C	No
10	Citrus Ave/Cypress St	0.462 – A	0.502 – A	0.468 – A	0.506 – A	No
11	Residential Full Access Driveway/Cypress St	Project Driveways Analyzed for With Project Conditions Only		(19.0) – C	(13.9) – B	No
12	Azusa Ave/North Access Driveway			(11.0) – B	(12.9) – B	No
13	Azusa Ave/South Access Driveway			(11.6) – B	(13.8) – B	No
14	Commercial Driveway/Cypress Street			(29.1) – D	(19.2) – C	No

Note: ICU = Intersection Capacity Utilization. Delay shown in seconds for worst performing stop-controlled movement at driveways

As shown in **Table 8**, the intersections are projected to continue to operate at an acceptable LOS (LOS D or better) overall during the AM and PM peak hours for *project opening year with project conditions*.

Based on the thresholds of significance for *project opening year with project conditions* previously discussed in *section 2.4*, the addition of project generated trips is not projected to have a significant direct impact at any of the study intersections.

8.0 Los Angeles Congestion Management Program Analysis

According to the CMP (*Los Angeles County Metropolitan Transportation Authority, July 2010*), those proposed projects, which meet the following criteria, shall be evaluated:

- All CMP arterial monitoring intersections, including monitored freeway on or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

Within the study area, the Arrow Highway/Azusa Avenue intersection is a CMP monitored intersection. No other CMP monitored intersections are projected to receive 50 or more project-generated trips during either the AM peak hour or the PM peak hour and no CMP mainline freeway monitoring location is forecast to receive 150 or more project-generated trips during either the AM peak hour or the PM peak hour.

This traffic analysis analyzed the Arrow Highway/Azusa Avenue intersection based on the City of Covina performance criteria (LOS D or better), which is more stringent than the CMP target (LOS E or better), and determined that no significant impacts are projected to occur as a result of the proposed project based on the Cities guidelines and thresholds of significance. Therefore, the proposed project is forecast to have no significant CMP traffic impacts.

CMP Transit Impacts

The following transit services are available in the vicinity of the proposed project site:

- Foothill Transit fixed bus line 280 which travels along Azusa Avenue adjacent to the project site.

Detailed transit information is contained in **Appendix B**. The proposed project is forecast to generate approximately 3,716 net new daily trips, which include approximately 268 net new AM peak hour trips and approximately 245 net new PM peak hour trips. In accordance with CMP guidelines, person trips can be estimated using a 1.4 factor to convert total vehicle trips to person trips, which results in a total of approximately 375 AM peak hour person trips, approximately 343 PM peak hour person trips, and approximately 5,202 daily person trips generated by the project. Based on CMP guidelines for determining trips assigned to transit, the following factor applicable to the proposed project it utilized:

- 3.5 percent of Total Person Trips Generated.

Table 9 shows the calculation of project-generated transit trips, utilizing CMP guidelines.

Table 9
Covina Commons and Cypress Villas Project – Transit Trip Generation

	AM Peak Hour Trips	PM Peak Hour Trips	Daily Trips
Proposed Project Vehicle Trip Generation	233	216	3,059
Person Trips Conversion Factor	1.4	1.4	1.4
Proposed Project Person Trips	326	305	4,283
Transit Trip Conversion Factor	3.5%	3.5%	3.5%
Proposed Project Transit Trip Generation	11	11	150

As shown in **Table 9**, based on the CMP guidelines, and the proximity of the various project land uses in relation to available transit in the project vicinity, the proposed project is forecast to generate approximately 11 AM peak hour transit trips, approximately 11 PM peak hour transit trips, and approximately 150 daily transit trips. As noted in its current Business Plan, ridership has continued to decline on Foothill Transit; the development of projects that could potentially add to ridership volumes would be a benefit. Since the proposed project transit trips can be accommodated by existing transit service in the project vicinity, no significant CMP transit impacts are forecast to occur.

9.0 Site Access Analysis

Site access for the proposed project would generally remain at the driveways serving the former Albertson's building on the site as detailed below:

Covina Commons Site Access

- 1) Three-quarters (right-in/right-out and left-in) access driveway on Azusa Avenue (existing northernmost driveway)
- 2) Right-in/Right-out only driveway on Azusa Avenue (new driveway)
- 3) Right-in/Right-out only driveway on Azusa Avenue (existing driveway)
- 4) Full access driveway on Cypress Street (existing – serves existing 4,800+ square foot restaurant)

Cypress Village Site Access

- 1) Full access driveway on Cypress Street (existing, formerly served Albertson's/loading dock area.
- 2) Emergency only fire access through the Covina Commons parking field.

Based on the level of service analysis in section 5.0 and 7.0 of this report, the unsignalized project driveways are projected to operate at an acceptable level of service with the addition of project trips as well as trips associated with the existing 4,800 square foot high-turnover sit down restaurant that is in operation.

Additionally, based on ITE trip generation rates, the proposed project is projected to generate less trips at the site access points than the former 81,000 square foot Albertsons on the site. The Albertsons included a pharmacy, photo center, Starbucks, and small food court in addition to its grocery functions.

Table 10 compares the ITE trip generation of the previously entitled land use to the currently proposed land use.

Table 10
Previously Entitled Land Use Trip Generation vs. Proposed Project

Land Use	Quantity	AM Peak Hour			PM Peak Hour			Daily Trips
		In	Out	Total	In	Out	Total	
Supermarket - Gross Trips at Driveways	81.0 TSF	185	124	309	381	367	748	8,649
Proposed Land Uses on the Site								
Land Use	Quantity	AM Peak Hour			PM Peak Hour			Daily Trips
		In	Out	Total	In	Out	Total	
Single Family Residential	61 DU	11	34	45	38	22	60	576
High-Turnover Sit-Down Restaurant	6.0 TSF	33	27	60	37	22	59	673
Pass-by (25% AM, 25% PM & 25% Daily)		<u>-8</u>	<u>-7</u>	<u>-15</u>	<u>-9</u>	<u>-6</u>	<u>-15</u>	<u>-168</u>
<i>High-Turnover Restaurant - Net New Trips</i>		25	20	45	28	16	44	505
Fast Food With Drive-Thru	7.0 TSF	143	138	281	119	110	229	3297
Pass-by (49% AM, 50% PM & 40% Daily)		<u>-70</u>	<u>-68</u>	<u>-138</u>	<u>-60</u>	<u>-55</u>	<u>-115</u>	<u>-1319</u>
<i>Fast Food Restaurant Total</i>		73	70	143	59	55	114	1978
Total Gross Trips at Project Driveways		187	199	386	194	154	348	4,546

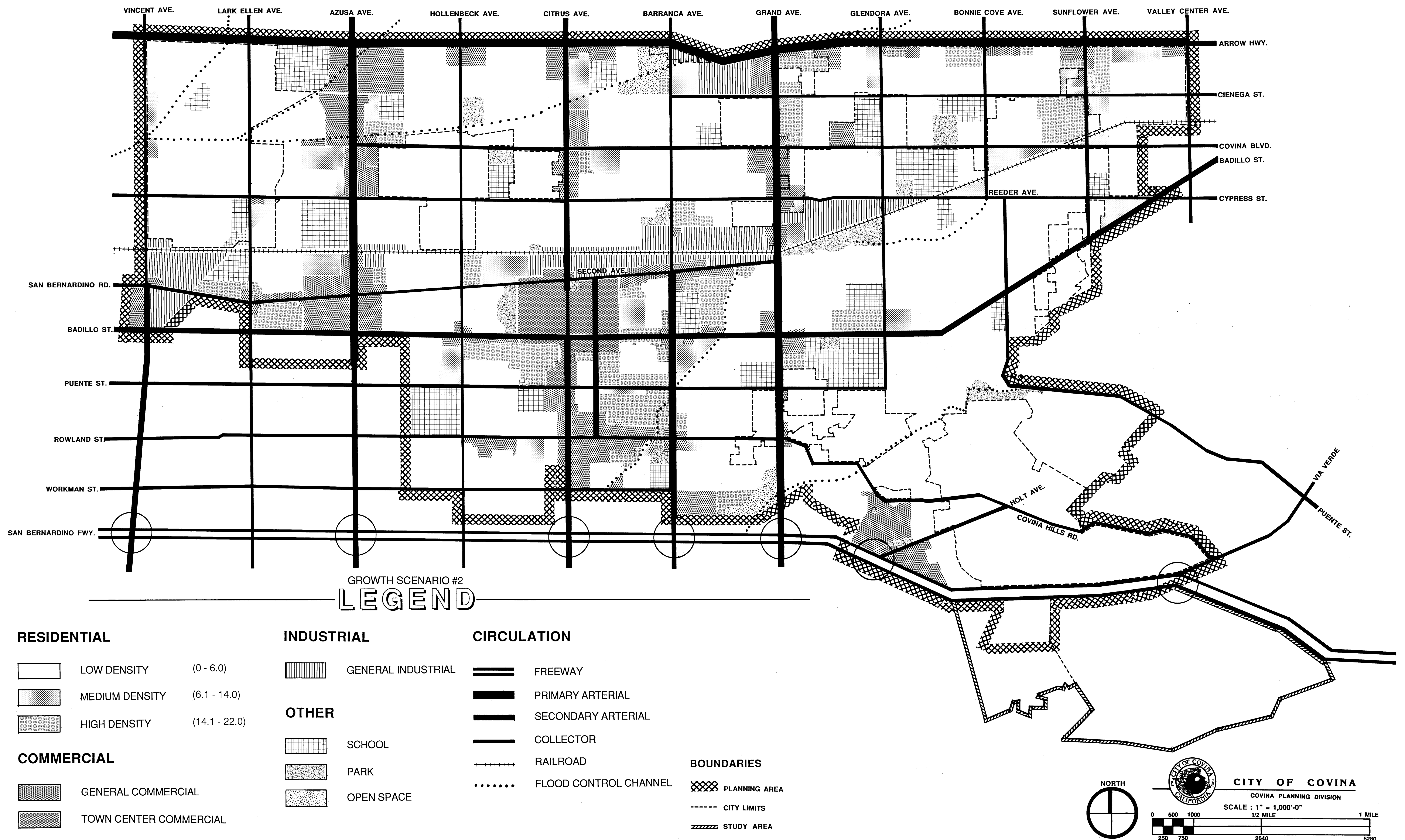
As shown in Table 10, the proposed Covina Commons/Cypress Villas project is projected to generate fewer trips at the project driveways during its peak hour (AM peak hour) than the former use generated during its peak hour (PM peak hour). Therefore, the site access designed for the former use are adequate for the proposed project.

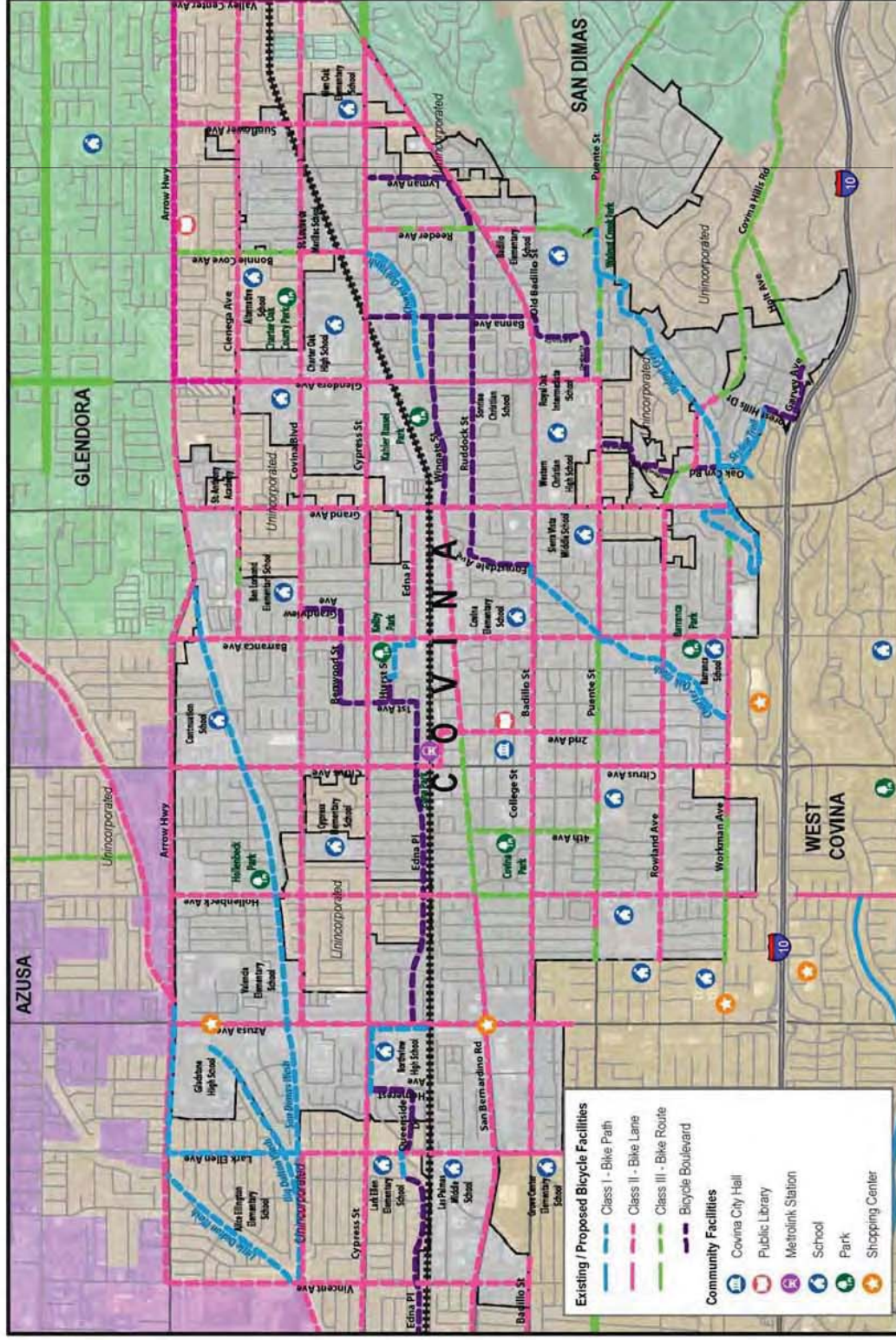
Appendices

APPENDIX A

COVINA CIRCULATION ELEMENT MAP, BIKE MASTER PLAN MAP AND TRANSIT INFORMATION

MODERATE GROWTH SCENARIO





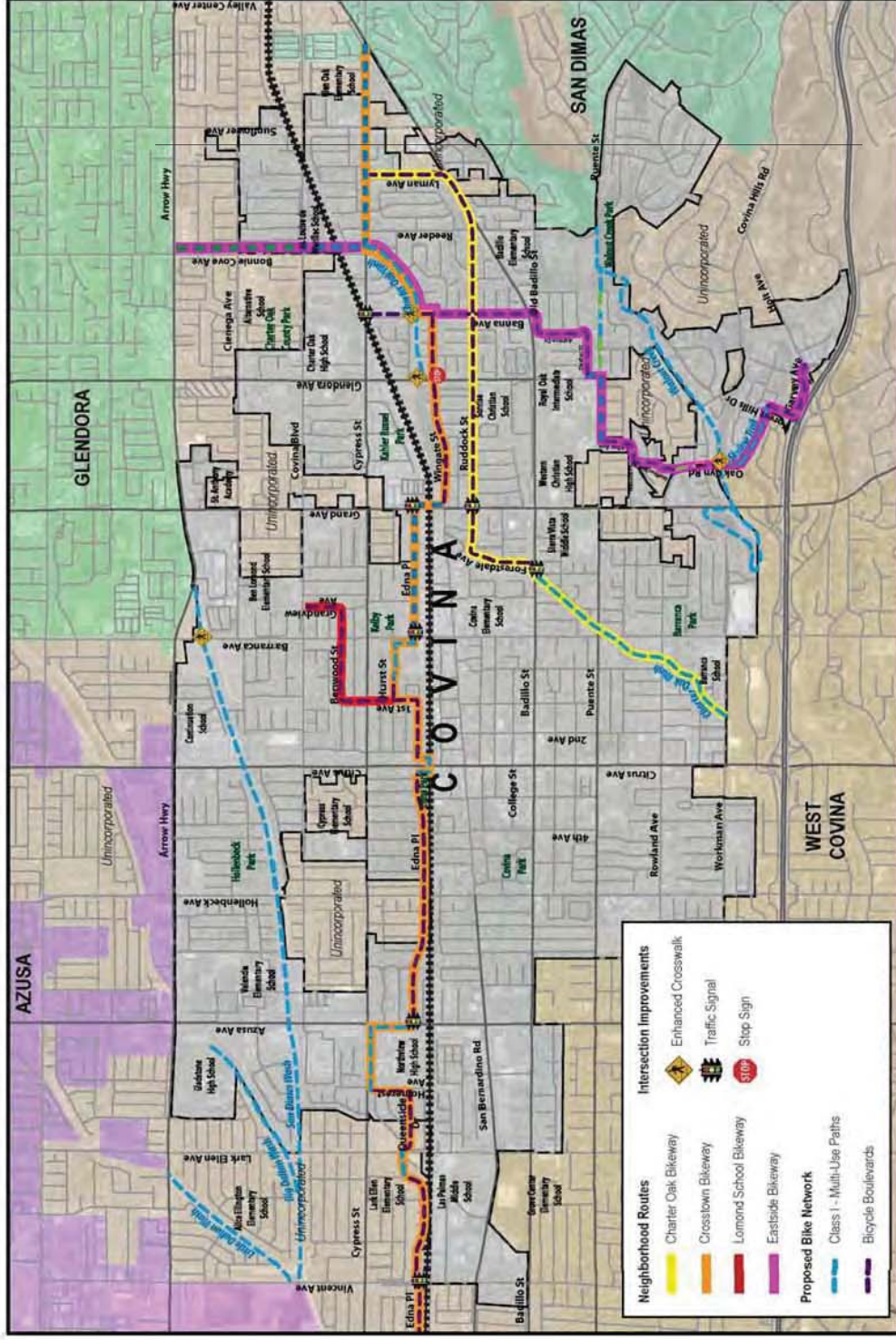
CITY OF COVINA PROPOSED BIKEWAYS

City of Covina Bicycle Master Plan

Image Source: © 2010 Google Earth
Map Source: Los Angeles MTA (2006, 2010); Alta Planning + Design (2011)
Map Date: APRIL 2011



Figure 4-1 Proposed Citywide Bikeway Network



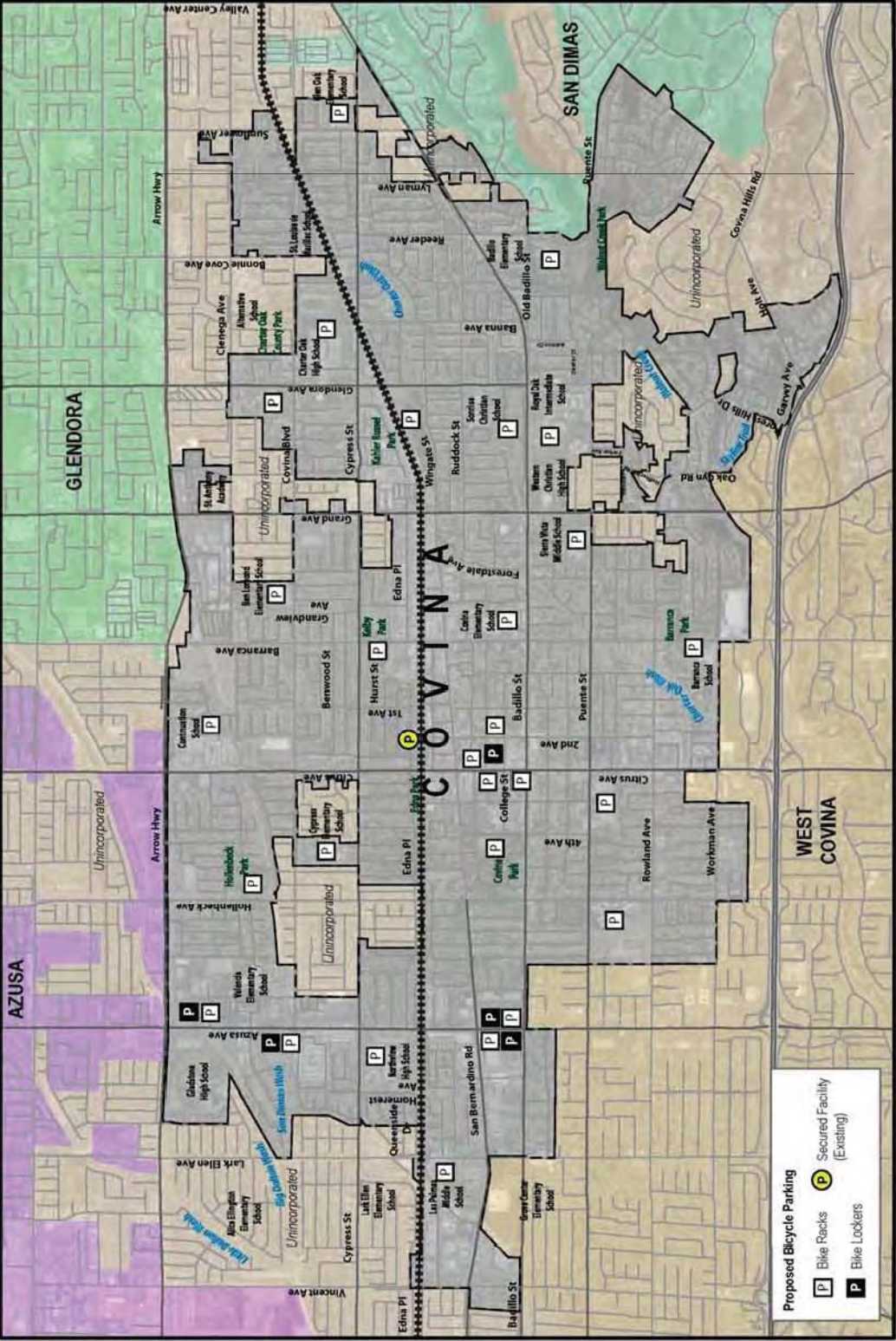
CITY OF COVINA PROPOSED CLASS I BIKE PATHS AND BIKE BOULEVARDS

City of Covina Bicycle Master Plan

Image Source: © 2010 Google Earth
Map Source: Los Angeles MTA (2006, 2010); Alta Planning + Design (2011)
Map Date: APRIL 2011



Figure 4-19 Proposed Class I Bikeways and Bike Boulevards



CITY OF COVINA PROPOSED BIKE PARKING

City of Covina Bicycle Master Plan

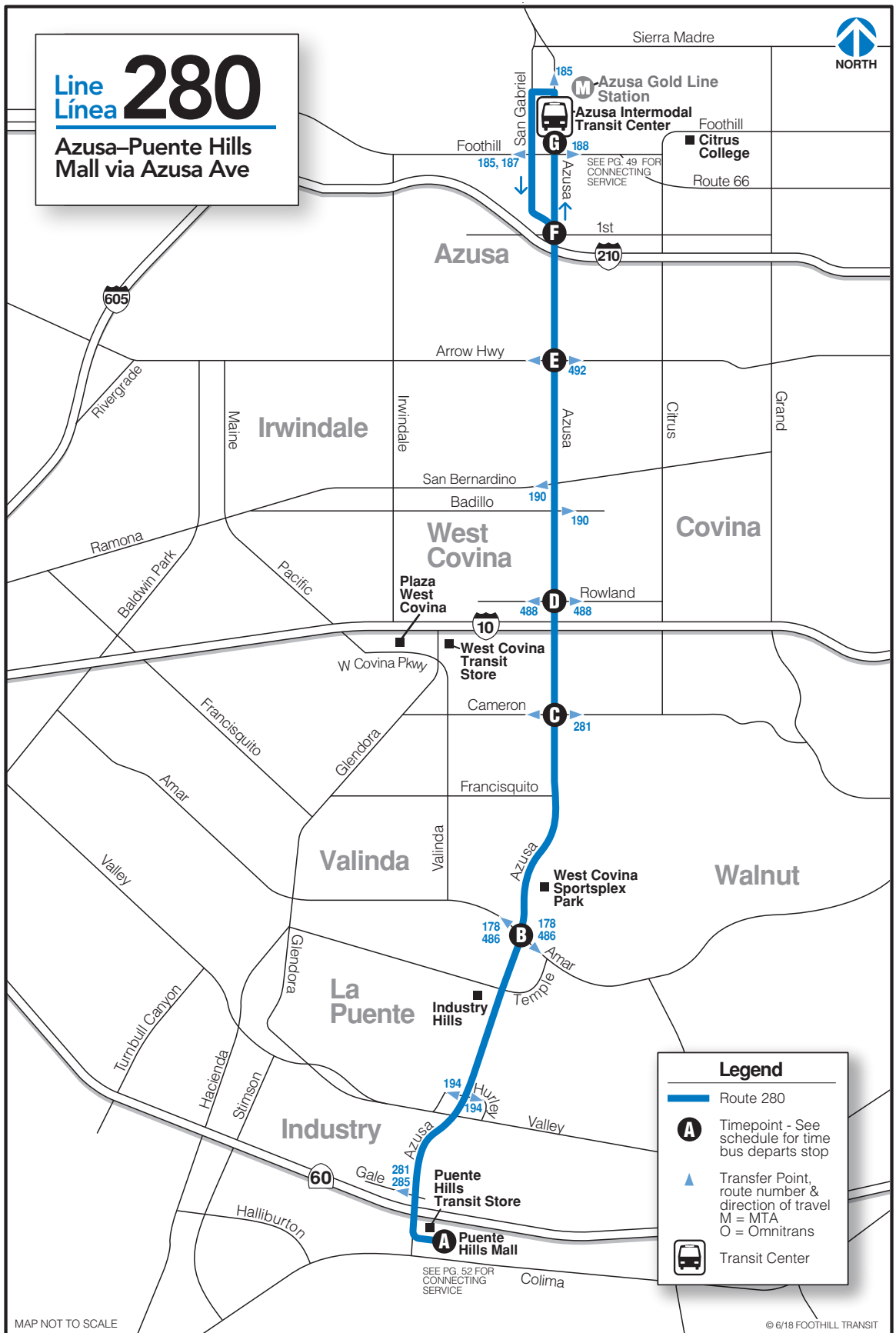
Image Source: © 2010 Google Earth
Map Source: Los Angeles MTA (2006, 2010); Alta Planning + Design (2011)
Map Date: APRIL 2011



Figure 4-20 Proposed Bike Parking Locations

Line 280

Azusa-Puente Hills Mall via Azusa Ave



MAP NOT TO SCALE

© 6/18 FOOTHILL TRANSIT

NORTHBOUND/EN DIRECCIÓN NORTE

**INDUSTRY TO AZUSA
INDUSTRY HACIA AZUSA**

Puente Hills Mall A	Azusa Ave. & Amar Rd. B	Azusa Ave. & Cameron Ave. C	Azusa Ave. & Rowland Ave. D	Azusa Ave. & Arrow Hwy. E	Azusa Ave. & 1st St. F	Azusa Intermodal Transit Center G
5:20	5:33	5:41	5:47	5:55	6:01	6:08
5:40	5:53	6:01	6:07	6:15	6:21	6:28
6:00	6:14	6:22	6:28	6:36	6:42	6:49
6:20	6:34	6:42	6:48	6:56	7:02	7:09
6:40	6:54	7:02	7:08	7:17	7:23	7:30
7:00	7:14	7:23	7:29	7:38	7:44	7:51
7:15	7:29	7:38	7:44	7:53	7:59	8:06
7:30	7:44	7:53	7:59	8:08	8:14	8:21
7:45	7:59	8:08	8:14	8:23	8:29	8:36
8:00	8:15	8:24	8:30	8:39	8:45	8:52
8:15	8:30	8:39	8:45	8:54	9:00	9:07
8:31	8:46	8:55	9:01	9:10	9:16	9:23
8:46	9:01	9:10	9:16	9:25	9:31	9:38
9:01	9:15	9:24	9:30	9:39	9:45	9:52
9:16	9:30	9:39	9:45	9:54	10:00	10:08
9:35	9:49	9:58	10:04	10:14	10:20	10:28
9:55	10:09	10:18	10:24	10:34	10:40	10:48
10:15	10:29	10:38	10:44	10:54	11:00	11:08
10:35	10:49	10:58	11:05	11:15	11:21	11:29
10:55	11:09	11:18	11:25	11:35	11:41	11:49
11:15	11:29	11:38	11:45	11:55	12:01	12:09
11:35	11:49	11:58	12:05	12:16	12:22	12:30
11:55	12:09	12:18	12:25	12:36	12:42	12:50
12:15	12:29	12:38	12:45	12:56	1:02	1:10
12:35	12:49	12:58	1:05	1:16	1:22	1:30
12:55	1:10	1:19	1:26	1:37	1:43	1:51
1:15	1:30	1:39	1:46	1:57	2:03	2:11
1:35	1:50	1:59	2:06	2:17	2:23	2:31
1:55	2:10	2:19	2:26	2:37	2:43	2:51
2:10	2:25	2:34	2:41	2:52	2:58	3:06
2:25	2:40	2:49	2:56	3:08	3:14	3:22
2:40	2:55	3:04	3:11	3:23	3:29	3:37
2:55	3:11	3:20	3:27	3:39	3:45	3:53
3:10	3:26	3:35	3:42	3:54	4:00	4:08
3:25	3:41	3:50	3:57	4:09	4:15	4:23
3:40	3:56	4:05	4:12	4:24	4:30	4:38
3:55	4:11	4:20	4:27	4:39	4:45	4:53
4:10	4:26	4:35	4:42	4:54	5:00	5:08
4:25	4:41	4:50	4:57	5:09	5:15	5:23
4:40	4:56	5:05	5:12	5:24	5:30	5:38
4:55	5:12	5:21	5:28	5:40	5:46	5:54
5:10	5:28	5:37	5:44	5:56	6:02	6:10
5:25	5:43	5:52	5:59	6:10	6:16	6:24
5:40	5:58	6:06	6:12	6:23	6:29	6:37
5:55	6:13	6:21	6:27	6:38	6:44	6:52
6:10	6:28	6:36	6:42	6:53	6:59	7:07
6:25	6:43	6:51	6:57	7:07	7:12	7:20
6:40	6:58	7:06	7:12	7:21	7:26	7:34
7:00	7:15	7:23	7:29	7:38	7:43	7:51
7:20	7:35	7:43	7:49	7:58	8:03	8:11
7:40	7:55	8:03	8:09	8:18	8:23	8:31
8:00	8:13	8:20	8:26	8:35	8:40	8:48

Continued

WEEKDAY
ENTRE SEMANA

Continued

NORTHBOUND/EN DIRECCIÓN NORTE

CONTINUED INDUSTRY TO AZUSA
INDUSTRY HACIA AZUSA

Puente Hills Mall	Azusa Ave. & Amar Rd.	Azusa Ave. & Cameron Ave.	Azusa Ave. & Rowland Ave.	Azusa Ave. & Arrow Hwy.	Azusa Ave. & 1st St.	Azusa Intermodal Transit Center
A	B	C	D	E	F	G
8:20	8:33	8:40	8:46	8:55	9:00	9:08
8:40	8:53	9:00	9:06	9:15	9:20	9:28
9:00	9:13	9:20	9:26	9:35	9:40	9:48
9:20	9:33	9:40	9:46	9:55	10:00	10:08
9:40	9:53	10:00	10:06	10:15	10:20	10:28
10:00	10:13	10:20	10:26	10:35	10:40	10:48
10:20	10:33	10:40	10:46	10:55	11:00	11:08
10:40	10:53	11:00	11:06	11:15	11:20	11:28
11:10	11:23	11:30	11:36	11:45	11:50	11:58

WEEKDAY
ENTRE SEMANA

SOUTHBOUND/EN DIRECCIÓN SUR

AZUSA TO INDUSTRY
AZUSA HACIA INDUSTRY

Azusa Intermodal Transit Center	Azusa Ave. & 1st St.	Azusa Ave. & Arrow Hwy.	Azusa Ave. & Rowland Ave.	Azusa Ave. & Cameron Ave.	Azusa Ave. & Amar Rd.	Puente Hills Mall
G	F	E	D	C	B	A
5:00	5:06	5:11	5:19	5:23	5:30	5:42
5:20	5:26	5:31	5:39	5:43	5:50	6:02
5:40	5:46	5:51	5:59	6:04	6:11	6:24
6:00	6:07	6:13	6:22	6:27	6:34	6:47
6:20	6:27	6:33	6:42	6:47	6:54	7:08
6:40	6:47	6:53	7:02	7:08	7:16	7:30
6:59	7:06	7:12	7:22	7:28	7:36	7:50
7:15	7:22	7:28	7:38	7:44	7:52	8:06
7:30	7:37	7:43	7:53	7:59	8:08	8:22
7:45	7:52	7:58	8:08	8:14	8:23	8:37
8:01	8:08	8:14	8:24	8:30	8:39	8:53
8:16	8:23	8:29	8:39	8:45	8:54	9:08
8:31	8:38	8:44	8:54	9:00	9:08	9:22
8:51	8:58	9:04	9:14	9:20	9:28	9:42
9:12	9:19	9:25	9:35	9:41	9:49	10:03
9:31	9:38	9:44	9:54	10:00	10:08	10:22
9:50	9:57	10:03	10:14	10:20	10:28	10:42
10:10	10:17	10:23	10:34	10:40	10:48	11:02
10:30	10:37	10:43	10:54	11:00	11:08	11:22
10:50	10:57	11:03	11:14	11:20	11:28	11:42
11:10	11:17	11:23	11:34	11:40	11:48	12:02
11:30	11:37	11:43	11:54	12:00	12:09	12:24
11:50	11:57	12:03	12:15	12:21	12:30	12:45
12:10	12:17	12:23	12:35	12:41	12:50	1:05
12:30	12:37	12:43	12:55	1:01	1:10	1:26
12:45	12:52	12:58	1:11	1:17	1:26	1:42
1:00	1:07	1:14	1:27	1:33	1:42	1:58

Continued

LIGHT TYPE = AM
BOLD TYPE = PM

Azusa Intermodal Transit Center	Azusa Ave. & 1st St.	Azusa Ave. & Arrow Hwy.	Azusa Ave. & Rowland Ave.	Azusa Ave. & Cameron Ave.	Azusa Ave. & Amar Rd.	Puente Hills Mall
G	F	E	D	C	B	A
1:15	1:22	1:29	1:42	1:48	1:57	2:13
1:30	1:37	1:44	1:57	2:03	2:12	2:28
1:45	1:52	1:59	2:12	2:18	2:27	2:43
2:00	2:07	2:14	2:27	2:33	2:42	2:58
2:15	2:22	2:29	2:42	2:48	2:57	3:13
2:30	2:37	2:44	2:57	3:03	3:12	3:28
2:45	2:52	2:59	3:11	3:17	3:26	3:42
3:00	3:07	3:14	3:26	3:32	3:41	3:57
3:15	3:22	3:29	3:41	3:47	3:56	4:12
3:30	3:37	3:44	3:56	4:02	4:11	4:27
3:45	3:52	3:59	4:11	4:17	4:26	4:42
4:00	4:07	4:14	4:26	4:32	4:41	4:57
4:15	4:22	4:29	4:41	4:47	4:56	5:14
4:30	4:37	4:44	4:56	5:02	5:11	5:30
4:45	4:52	4:59	5:11	5:17	5:26	5:45
5:00	5:07	5:14	5:26	5:32	5:41	6:00
5:15	5:22	5:29	5:41	5:47	5:56	6:15
5:30	5:37	5:44	5:56	6:02	6:10	6:29
5:45	5:52	5:59	6:10	6:16	6:24	6:43
6:00	6:07	6:13	6:24	6:30	6:38	6:57
6:15	6:22	6:28	6:39	6:45	6:53	7:09
6:30	6:37	6:43	6:54	7:00	7:08	7:23
6:45	6:52	6:58	7:08	7:13	7:21	7:36
7:00	7:07	7:12	7:22	7:27	7:35	7:50
7:20	7:27	7:32	7:42	7:47	7:55	8:10
7:40	7:47	7:52	8:02	8:07	8:14	8:29
8:00	8:07	8:12	8:21	8:26	8:33	8:48
8:20	8:27	8:32	8:41	8:46	8:53	9:08
8:40	8:47	8:52	9:01	9:06	9:13	9:28
9:00	9:07	9:12	9:21	9:26	9:33	9:48
9:20	9:27	9:32	9:41	9:46	9:53	10:08
9:40	9:47	9:52	10:01	10:06	10:13	10:28
10:00	10:07	10:12	10:21	10:26	10:33	10:48
10:30	10:37	10:42	10:51	10:56	11:03	11:18
11:00	11:07	11:12	11:21	11:26	11:33	11:48

WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

NORTHBOUND/EN DIRECCIÓN NORTE

INDUSTRY TO AZUSA
INDUSTRY HACIA AZUSA

Puente Hills Mall	Azusa Ave. & Amar Rd.	Azusa Ave. & Cameron Ave.	Azusa Ave. & Rowland Ave.	Azusa Ave. & Arrow Hwy.	Azusa Ave. & 1st St.	Azusa Intermodal Transit Center
A	B	C	D	E	F	G
6:18	6:31	6:39	6:45	6:52	6:58	7:06
6:48	7:01	7:09	7:15	7:23	7:29	7:37
7:18	7:31	7:39	7:45	7:53	7:59	8:07
7:48	8:01	8:09	8:15	8:24	8:30	8:38
8:18	8:31	8:39	8:45	8:54	9:00	9:08
8:48	9:01	9:09	9:15	9:24	9:30	9:38
9:18	9:31	9:39	9:45	9:54	10:00	10:08
9:48	10:01	10:09	10:15	10:25	10:31	10:39
10:18	10:32	10:40	10:46	10:56	11:02	11:10
10:48	11:02	11:10	11:16	11:27	11:33	11:41
11:18	11:33	11:41	11:47	11:58	12:04	12:12
11:48	12:03	12:11	12:17	12:28	12:34	12:42
12:18	12:34	12:42	12:48	12:59	1:05	1:13
12:48	1:04	1:12	1:18	1:30	1:36	1:44
1:18	1:32	1:40	1:46	1:58	2:04	2:12
1:48	2:02	2:10	2:16	2:28	2:34	2:42
2:18	2:32	2:40	2:46	2:58	3:04	3:12
2:48	3:02	3:10	3:16	3:28	3:34	3:42
3:18	3:32	3:40	3:46	3:58	4:04	4:12
3:48	4:02	4:10	4:16	4:27	4:33	4:41
4:18	4:33	4:41	4:47	4:58	5:04	5:12
4:48	5:03	5:11	5:17	5:28	5:34	5:42
5:18	5:34	5:42	5:48	5:59	6:05	6:13
5:48	6:04	6:12	6:18	6:29	6:35	6:43
6:18	6:33	6:41	6:47	6:58	7:04	7:12
6:48	7:03	7:11	7:17	7:28	7:34	7:42
7:18	7:33	7:41	7:47	7:58	8:04	8:12
7:48	8:03	8:11	8:17	8:26	8:32	8:40
8:18	8:32	8:40	8:46	8:55	9:01	9:09
8:48	9:02	9:10	9:16	9:25	9:31	9:39
9:18	9:30	9:38	9:44	9:53	9:59	10:07
9:48	10:00	10:08	10:14	10:23	10:29	10:37

**WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO**

SOUTHBOUND/EN DIRECCIÓN SUR

**AZUSA TO INDUSTRY
AZUSA HACIA INDUSTRY**

Azusa Intermodal Transit Center	Azusa Ave. & 1st St.	Azusa Ave. & Arrow Hwy.	Azusa Ave. & Rowland Ave.	Azusa Ave. & Cameron Ave.	Azusa Ave. & Amar Rd.	Puente Hills Mall
G	F	E	D	C	B	A
6:10	6:20	6:26	6:35	6:40	6:49	7:01
6:40	6:50	6:56	7:05	7:10	7:19	7:31
7:10	7:20	7:26	7:35	7:40	7:49	8:01
7:40	7:50	7:56	8:05	8:10	8:19	8:31
8:10	8:20	8:26	8:35	8:40	8:49	9:01
8:40	8:50	8:56	9:05	9:10	9:19	9:32
9:10	9:20	9:26	9:35	9:40	9:49	10:02
9:40	9:50	9:56	10:06	10:11	10:20	10:34
10:10	10:20	10:26	10:36	10:41	10:50	11:04
10:40	10:50	10:56	11:07	11:12	11:21	11:35
11:10	11:18	11:25	11:37	11:42	11:51	12:05
11:40	11:48	11:55	12:06	12:11	12:20	12:34
12:10	12:17	12:25	12:35	12:40	12:49	1:03
12:40	12:47	12:55	1:06	1:11	1:20	1:35
1:10	1:17	1:25	1:36	1:41	1:50	2:05
1:40	1:47	1:55	2:06	2:13	2:22	2:37
2:10	2:17	2:23	2:34	2:41	2:50	3:05
2:40	2:47	2:53	3:04	3:10	3:19	3:34
3:10	3:16	3:22	3:33	3:39	3:48	4:03
3:40	3:46	3:52	4:03	4:09	4:18	4:33
4:10	4:17	4:26	4:37	4:43	4:52	5:07
4:40	4:47	4:56	5:07	5:13	5:22	5:37
5:10	5:19	5:26	5:37	5:43	5:52	6:07
5:40	5:49	5:56	6:07	6:12	6:21	6:35
6:10	6:21	6:27	6:38	6:43	6:52	7:06
6:40	6:51	6:57	7:08	7:13	7:22	7:36
7:10	7:21	7:27	7:38	7:43	7:52	8:06
7:40	7:51	7:57	8:07	8:12	8:21	8:35
8:10	8:19	8:25	8:34	8:39	8:48	9:02
8:40	8:49	8:55	9:04	9:09	9:18	9:32
9:10	9:19	9:25	9:33	9:38	9:47	10:01
9:40	9:49	9:55	10:03	10:08	10:17	10:31

APPENDIX B

EXISTING TRAFFIC COUNTS

INTERSECTION TURNING MOVEMENT COUNTS

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

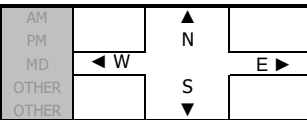
DATE:
Thu, May 24, 18

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Covina
Citrus
Cypress

PROJECT #: SC1759
LOCATION #: 10
CONTROL: SIGNAL

NOTES:



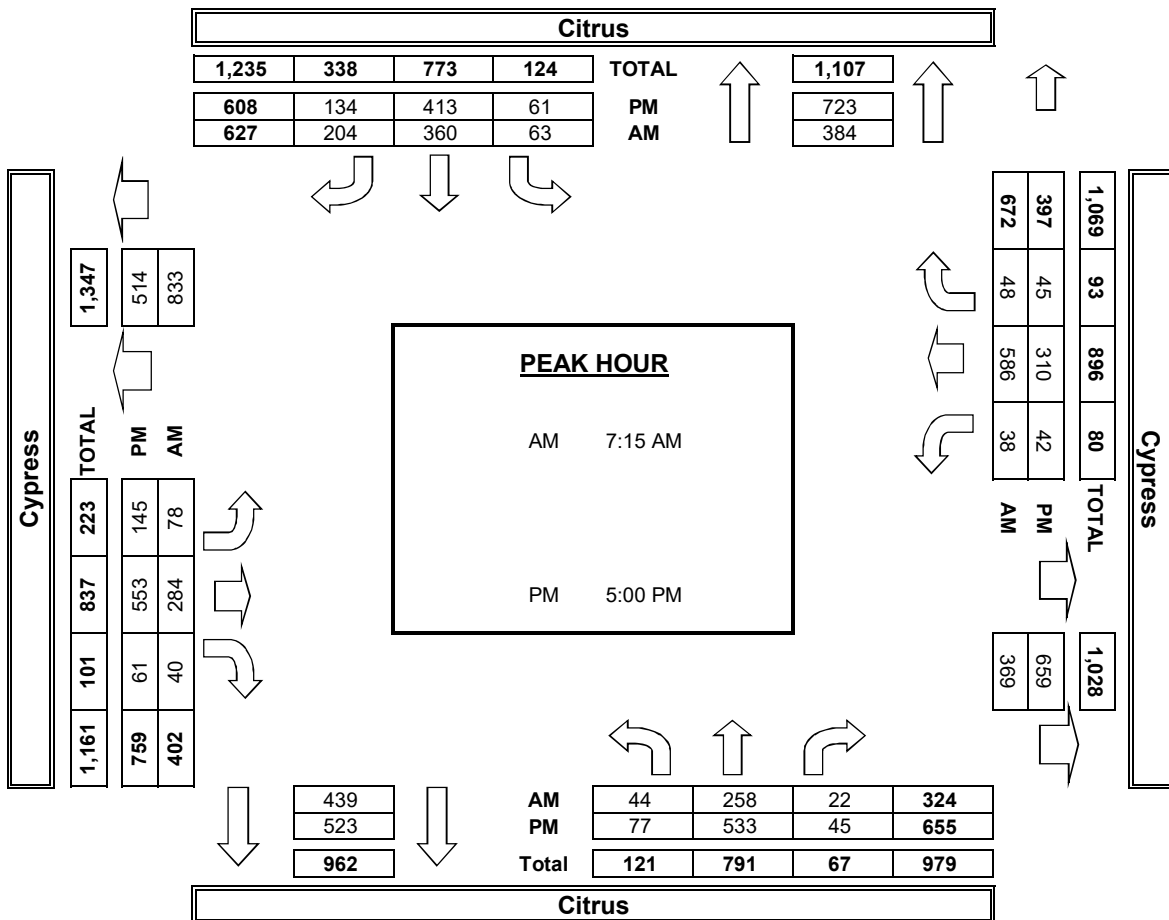
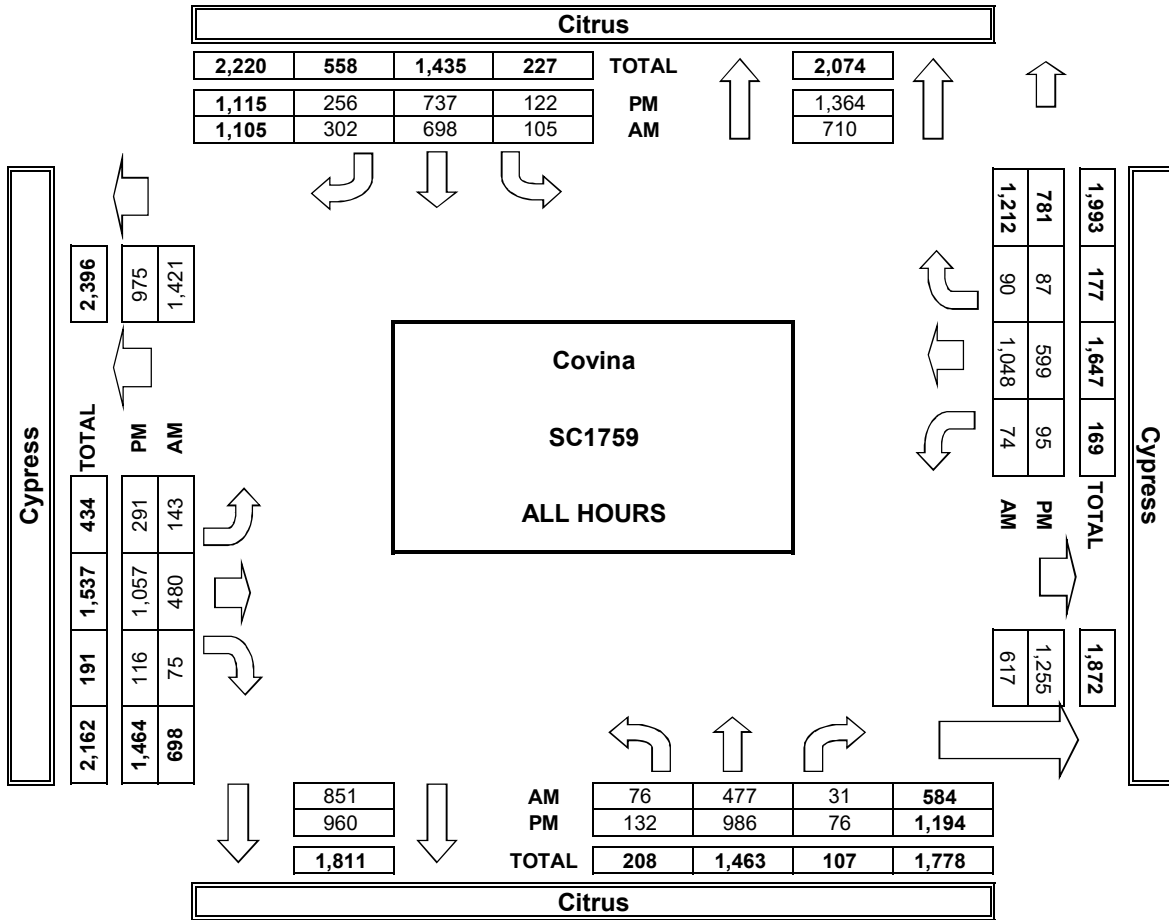
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Citrus			Citrus			Cypress			Cypress			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	2	0	1	2	0	

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

AM	7:00 AM	12	29	2	12	57	34	10	48	7	6	199	6	422
	7:15 AM	10	39	6	10	82	43	14	44	8	12	168	9	445
	7:30 AM	9	66	4	16	102	45	18	80	13	11	172	13	549
	7:45 AM	13	75	5	20	110	46	23	93	11	10	107	8	521
	8:00 AM	12	78	7	17	66	70	23	67	8	5	139	18	510
	8:15 AM	6	61	2	10	99	27	29	52	8	9	100	7	410
	8:30 AM	6	64	3	7	83	20	12	45	9	7	81	16	353
	8:45 AM	8	65	2	13	99	17	14	51	11	14	82	13	389
	VOLUMES	76	477	31	105	698	302	143	480	75	74	1,048	90	3,599
	APPROACH %	13%	82%	5%	10%	63%	27%	20%	69%	11%	6%	86%	7%	
PM	APP/DEPART	584	/	710	1,105	/	851	698	/	617	1,212	/	1,421	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	44	258	22	63	360	204	78	284	40	38	586	48	2,025
	APPROACH %	14%	80%	7%	10%	57%	33%	19%	71%	10%	6%	87%	7%	
	PEAK HR FACTOR	0.835			0.891			0.791			0.857			0.922
	APP/DEPART	324	/	384	627	/	439	402	/	369	672	/	833	0
	4:00 PM	16	96	10	12	93	28	41	102	11	18	71	10	508
	4:15 PM	11	113	4	13	83	23	30	156	14	13	67	8	535
	4:30 PM	10	111	8	16	81	40	41	123	13	9	64	10	526
	4:45 PM	18	133	9	20	67	31	34	123	17	13	87	14	566
PM	5:00 PM	18	106	6	15	113	32	28	138	13	12	91	6	578
	5:15 PM	20	174	13	14	98	32	39	133	17	10	68	14	632
	5:30 PM	17	107	8	13	117	35	32	136	14	12	71	13	575
	5:45 PM	22	146	18	19	85	35	46	146	17	8	80	12	634
	VOLUMES	132	986	76	122	737	256	291	1,057	116	95	599	87	4,554
	APPROACH %	11%	83%	6%	11%	66%	23%	20%	72%	8%	12%	77%	11%	
	APP/DEPART	1,194	/	1,364	1,115	/	960	1,464	/	1,255	781	/	975	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	77	533	45	61	413	134	145	553	61	42	310	45	2,419
	APPROACH %	12%	81%	7%	10%	68%	22%	19%	73%	8%	11%	78%	11%	
PM	PEAK HR FACTOR	0.791			0.921			0.908			0.911			0.954
	APP/DEPART	655	/	723	608	/	523	759	/	659	397	/	514	0

3	0	0	0	3
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
3	0	0	0	3
0	0	0	0	0
2	0	0	0	2
2	0	0	0	2
12	0	0	0	12

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

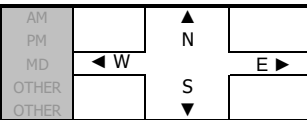
DATE:
Thu, May 24, 18

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Covina
Azusa
Badillo

PROJECT #: SC1759
LOCATION #: 9
CONTROL: SIGNAL

NOTES:



☒ Add U-Turns to Left Turns

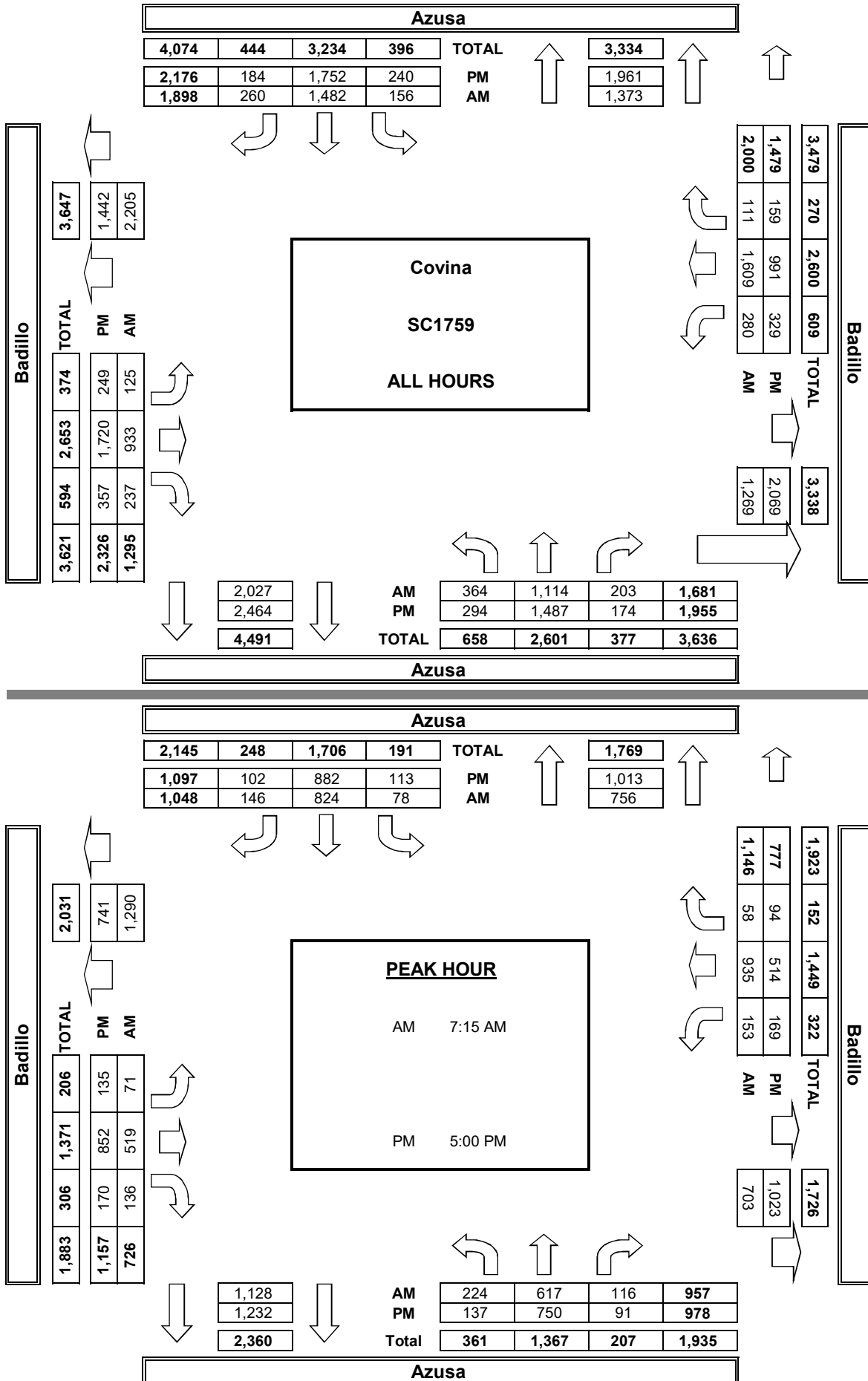
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Azusa			Azusa			Badillo			Badillo			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	2	0	1	2	0	

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

AM	7:00 AM	30	96	14	15	144	27	3	69	17	44	241	14	714
	7:15 AM	45	101	23	17	176	32	14	72	38	31	277	11	837
	7:30 AM	58	160	35	17	225	35	15	110	34	49	228	13	979
	7:45 AM	63	164	26	24	207	39	24	200	41	46	248	20	1,102
	8:00 AM	58	192	32	20	216	40	18	137	23	27	182	14	959
	8:15 AM	39	146	18	22	184	27	15	121	30	23	142	12	779
	8:30 AM	33	114	23	13	128	21	23	110	28	37	135	11	676
	8:45 AM	38	141	32	28	202	39	13	114	26	23	156	16	828
	VOLUMES	364	1,114	203	156	1,482	260	125	933	237	280	1,609	111	6,874
	APPROACH %	22%	66%	12%	8%	78%	14%	10%	72%	18%	14%	80%	6%	
PM	APP/DEPART	1,681	/	1,373	1,898	/	2,027	1,295	/	1,269	2,000	/	2,205	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	224	617	116	78	824	146	71	519	136	153	935	58	3,877
	APPROACH %	23%	64%	12%	7%	79%	14%	10%	71%	19%	13%	82%	5%	
	PEAK HR FACTOR	0.848			0.946			0.685			0.898			0.880
	APP/DEPART	957	/	756	1,048	/	1,128	726	/	703	1,146	/	1,290	0
	4:00 PM	45	194	26	36	211	21	28	210	43	35	109	16	974
	4:15 PM	41	175	20	31	208	28	30	229	40	41	118	22	983
	4:30 PM	35	201	16	29	260	17	29	193	50	41	126	11	1,008
	4:45 PM	36	167	21	31	191	16	27	236	54	43	124	16	962
PM	5:00 PM	32	215	25	28	236	24	36	178	38	40	114	23	989
	5:15 PM	38	158	27	29	211	29	35	216	55	53	144	36	1,031
	5:30 PM	34	214	17	26	245	24	33	202	33	42	132	16	1,018
	5:45 PM	33	163	22	30	190	25	31	256	44	34	124	19	971
	VOLUMES	294	1,487	174	240	1,752	184	249	1,720	357	329	991	159	7,936
	APPROACH %	15%	76%	9%	11%	81%	8%	11%	74%	15%	22%	67%	11%	
	APP/DEPART	1,955	/	1,961	2,176	/	2,464	2,326	/	2,069	1,479	/	1,442	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	137	750	91	113	882	102	135	852	170	169	514	94	4,009
	APPROACH %	14%	77%	9%	10%	80%	9%	12%	74%	15%	22%	66%	12%	
	PEAK HR FACTOR	0.899			0.930			0.874			0.834			0.972
	APP/DEPART	978	/	1,013	1,097	/	1,232	1,157	/	1,023	777	/	741	0

5	9	0	0	14
3	8	1	0	12
3	6	0	0	9
5	10	0	1	16
6	8	0	1	15
4	10	0	0	14
0	8	1	0	9
3	9	0	1	13
29	68	2	3	102

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

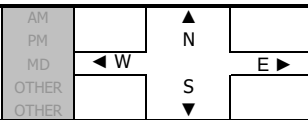
DATE:
Thu, May 24, 18

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Covina
Azusa
San Bernardino

PROJECT #: SC1759
LOCATION #: 8
CONTROL: SIGNAL

NOTES:



☒ Add U-Turns to Left Turns

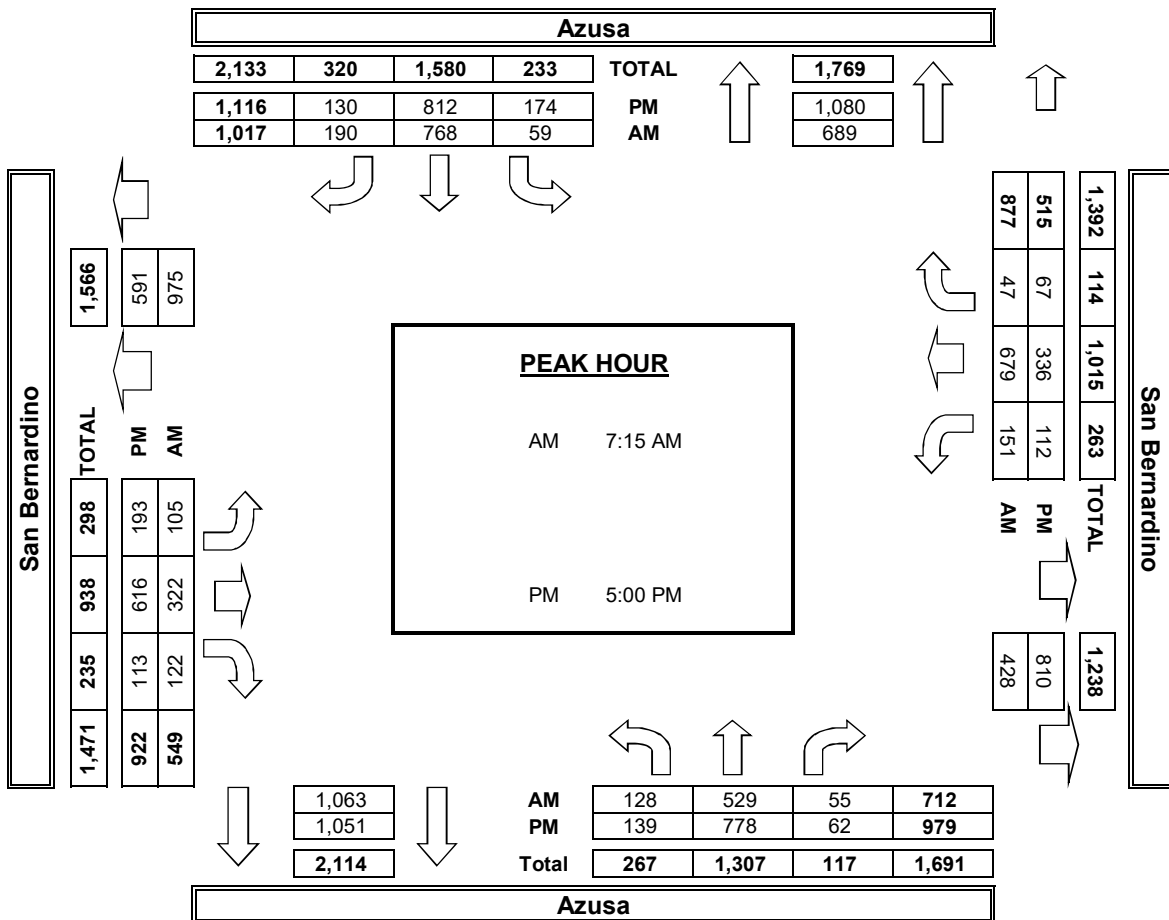
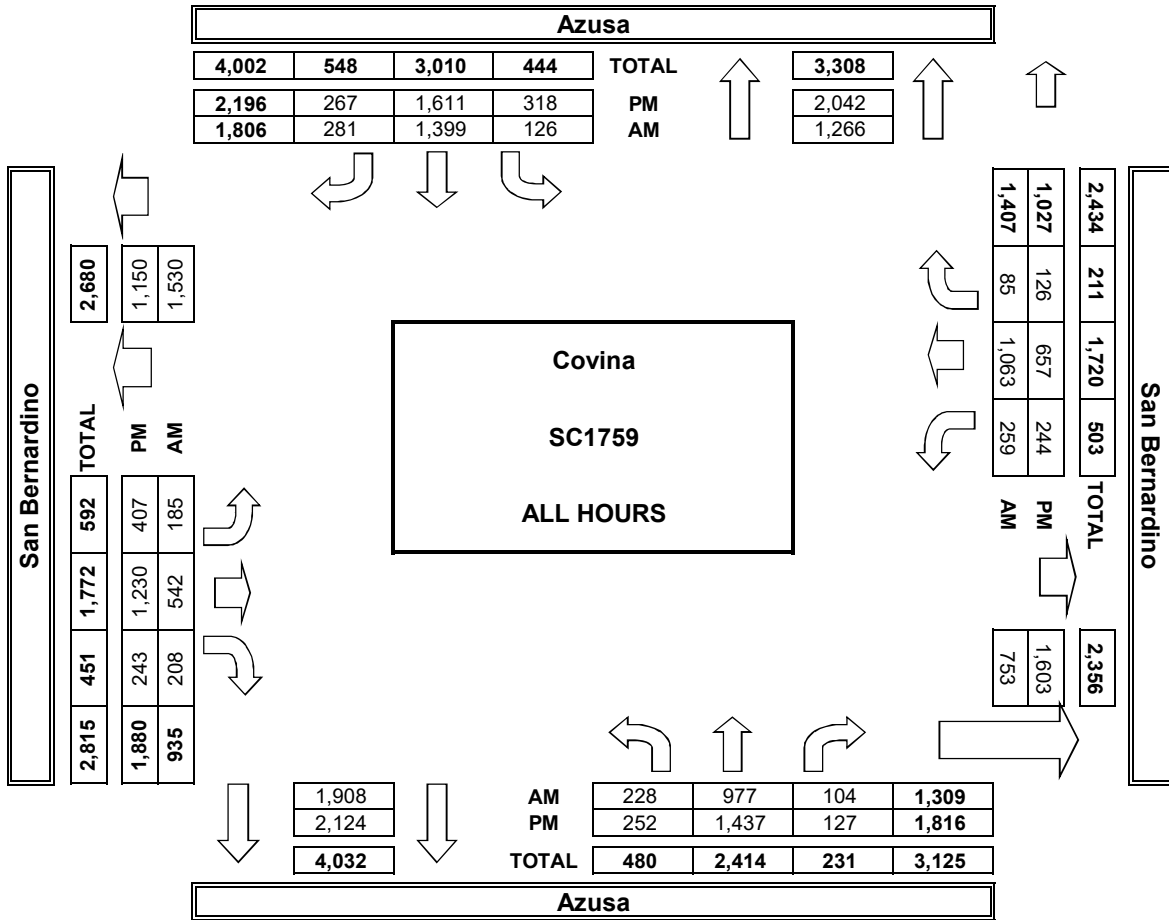
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Azusa			Azusa			San Bernardino			San Bernardino			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	2	0	1	2	0	

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

AM	7:00 AM	28	88	6	7	138	18	15	27	16	28	130	2	503
	7:15 AM	19	86	6	12	158	36	17	55	26	38	175	10	638
	7:30 AM	39	127	13	10	208	49	28	73	31	38	207	15	838
	7:45 AM	24	167	17	21	210	71	31	103	31	43	184	10	912
	8:00 AM	46	149	19	16	192	34	29	91	34	32	113	12	767
	8:15 AM	28	125	13	20	144	24	28	75	26	38	92	16	629
	8:30 AM	25	122	14	17	137	28	14	49	26	22	76	10	540
	8:45 AM	19	113	16	23	212	21	23	69	18	20	86	10	630
	VOLUMES	228	977	104	126	1,399	281	185	542	208	259	1,063	85	5,457
	APPROACH %	17%	75%	8%	7%	77%	16%	20%	58%	22%	18%	76%	6%	
	APP/DEPART	1,309	/	1,266	1,806	/	1,908	935	/	753	1,407	/	1,530	0
PM	BEGIN PEAK HR	7:15 AM												
	VOLUMES	128	529	55	59	768	190	105	322	122	151	679	47	3,155
	APPROACH %	18%	74%	8%	6%	76%	19%	19%	59%	22%	17%	77%	5%	
	PEAK HR FACTOR	0.832			0.842			0.832			0.843			0.865
	APP/DEPART	712	/	689	1,017	/	1,063	549	/	428	877	/	975	0
	4:00 PM	25	158	21	39	192	38	61	138	30	42	85	13	842
	4:15 PM	27	181	12	34	193	34	55	171	30	35	82	19	873
	4:30 PM	39	173	13	35	230	36	38	145	37	25	72	11	854
	4:45 PM	22	147	19	36	184	29	60	160	33	30	82	16	818
	5:00 PM	36	225	20	41	209	27	55	155	29	28	75	21	921
	5:15 PM	36	188	14	46	196	29	51	183	28	30	88	17	906
	5:30 PM	39	194	16	48	229	36	37	131	25	33	70	11	869
	5:45 PM	28	171	12	39	178	38	50	147	31	21	103	18	836
	VOLUMES	252	1,437	127	318	1,611	267	407	1,230	243	244	657	126	6,919
	APPROACH %	14%	79%	7%	14%	73%	12%	22%	65%	13%	24%	64%	12%	
	APP/DEPART	1,816	/	2,042	2,196	/	2,124	1,880	/	1,603	1,027	/	1,150	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	139	778	62	174	812	130	193	616	113	112	336	67	3,532
	APPROACH %	14%	79%	6%	16%	73%	12%	21%	67%	12%	22%	65%	13%	
	PEAK HR FACTOR	0.871			0.891			0.880			0.907			0.959
	APP/DEPART	979	/	1,080	1,116	/	1,051	922	/	810	515	/	591	0

1	10	0	0	11
3	4	0	0	7
7	8	0	0	15
1	8	0	0	9
4	7	0	0	11
4	5	0	0	9
4	13	0	0	17
2	17	0	0	19
26	72	0	0	98

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

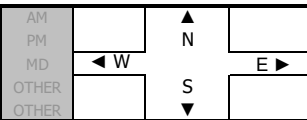
DATE:
Thu, May 24, 18

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Covina
Azusa
Cypress

PROJECT #: SC1759
LOCATION #: 7
CONTROL: SIGNAL

NOTES:



☒ Add U-Turns to Left Turns

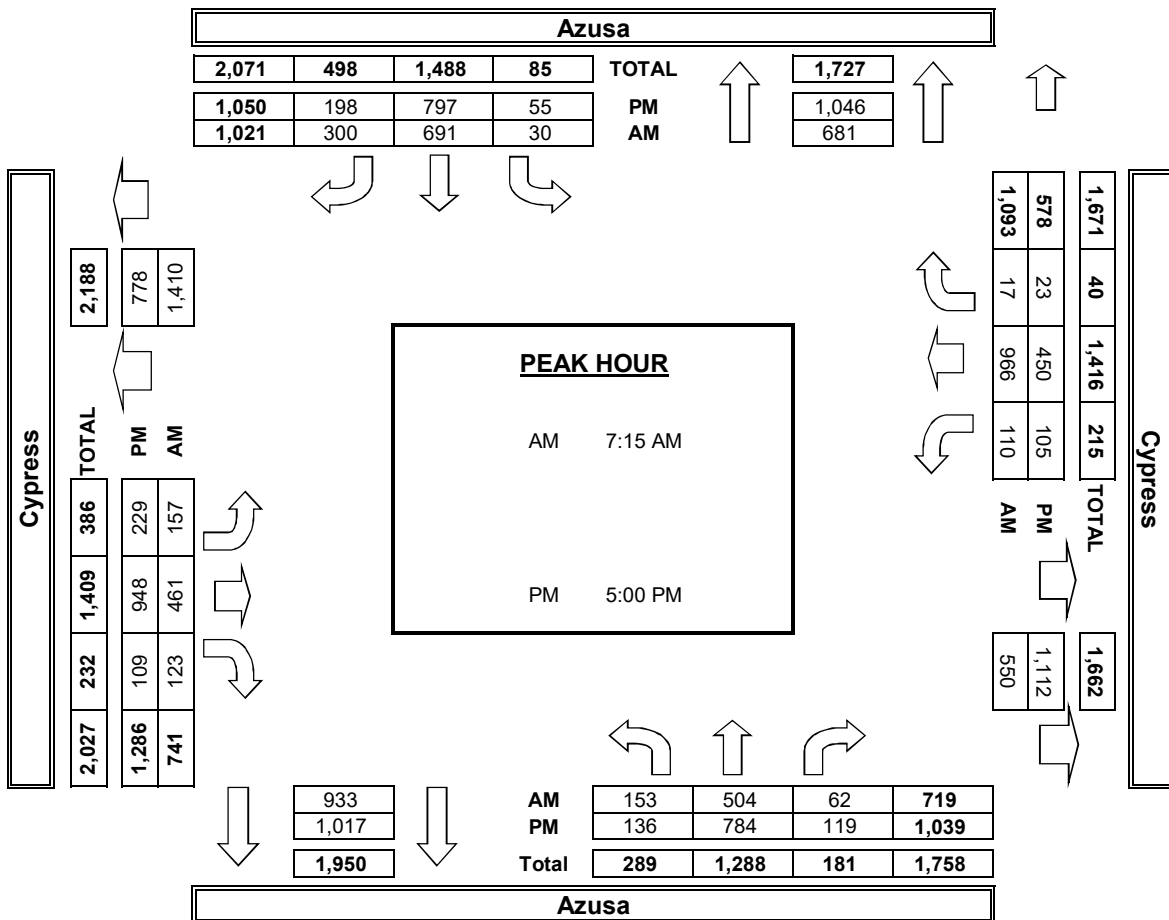
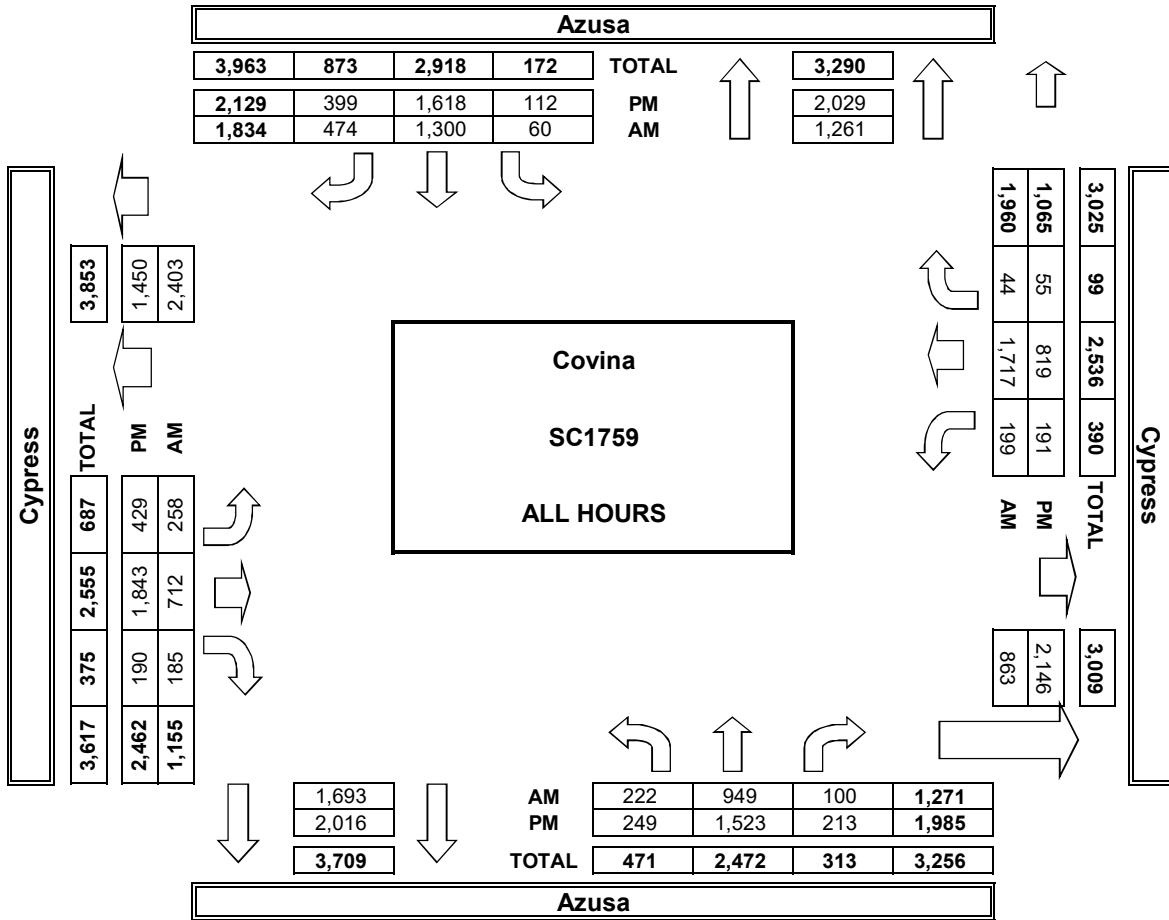
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Azusa			Azusa			Cypress			Cypress			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	2	0	1	2	0	

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

AM	7:00 AM	11	82	3	11	106	53	18	58	13	23	323	5	706
	7:15 AM	33	89	5	8	175	51	19	56	17	32	295	1	781
	7:30 AM	46	116	17	8	190	106	43	142	33	26	292	2	1,021
	7:45 AM	55	161	28	10	186	101	47	159	50	18	223	4	1,042
	8:00 AM	19	138	12	4	140	42	48	104	23	34	156	10	730
	8:15 AM	19	147	10	6	156	33	33	71	17	26	168	9	695
	8:30 AM	19	106	12	10	128	40	13	62	14	16	142	7	569
	8:45 AM	20	110	13	3	219	48	37	60	18	24	118	6	676
	VOLUMES	222	949	100	60	1,300	474	258	712	185	199	1,717	44	6,220
	APPROACH %	17%	75%	8%	3%	71%	26%	22%	62%	16%	10%	88%	2%	
	APP/DEPART	1,271	/	1,261	1,834	/	1,693	1,155	/	863	1,960	/	2,403	0
PM	BEGIN PEAK HR	7:15 AM												
	VOLUMES	153	504	62	30	691	300	157	461	123	110	966	17	3,574
	APPROACH %	21%	70%	9%	3%	68%	29%	21%	62%	17%	10%	88%	2%	
	PEAK HR FACTOR	0.737			0.840			0.724			0.833			0.857
	APP/DEPART	719	/	681	1,021	/	933	741	/	550	1,093	/	1,410	0
	4:00 PM	33	179	29	19	195	42	45	203	21	25	94	9	894
	4:15 PM	30	206	29	11	220	46	54	230	16	24	82	6	954
	4:30 PM	26	190	13	15	210	45	39	237	22	22	91	8	918
	4:45 PM	24	164	23	12	196	68	62	225	22	15	102	9	922
	5:00 PM	31	192	31	15	191	48	49	247	29	21	89	6	949
	5:15 PM	40	208	39	15	214	43	69	233	25	26	117	6	1,035
	5:30 PM	39	187	20	14	189	52	59	231	29	22	111	5	958
	5:45 PM	26	197	29	11	203	55	52	237	26	36	133	6	1,011
	VOLUMES	249	1,523	213	112	1,618	399	429	1,843	190	191	819	55	7,641
	APPROACH %	13%	77%	11%	5%	76%	19%	17%	75%	8%	18%	77%	5%	
	APP/DEPART	1,985	/	2,029	2,129	/	2,016	2,462	/	2,146	1,065	/	1,450	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	136	784	119	55	797	198	229	948	109	105	450	23	3,953
	APPROACH %	13%	75%	11%	5%	76%	19%	18%	74%	8%	18%	78%	4%	
	PEAK HR FACTOR	0.905			0.965			0.983			0.826			0.955
	APP/DEPART	1,039	/	1,046	1,050	/	1,017	1,286	/	1,112	578	/	778	0

4	4	0	0	8
2	4	0	0	6
3	4	0	0	7
2	0	0	0	2
1	2	0	0	3
2	3	0	0	5
0	4	0	0	4
3	1	0	0	4
17	22	0	0	39

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

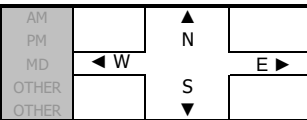
DATE:
Thu, May 24, 18

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Covina
Azusa
Covina

PROJECT #: SC1759
LOCATION #: 6
CONTROL: SIGNAL

NOTES:



☒ Add U-Turns to Left Turns

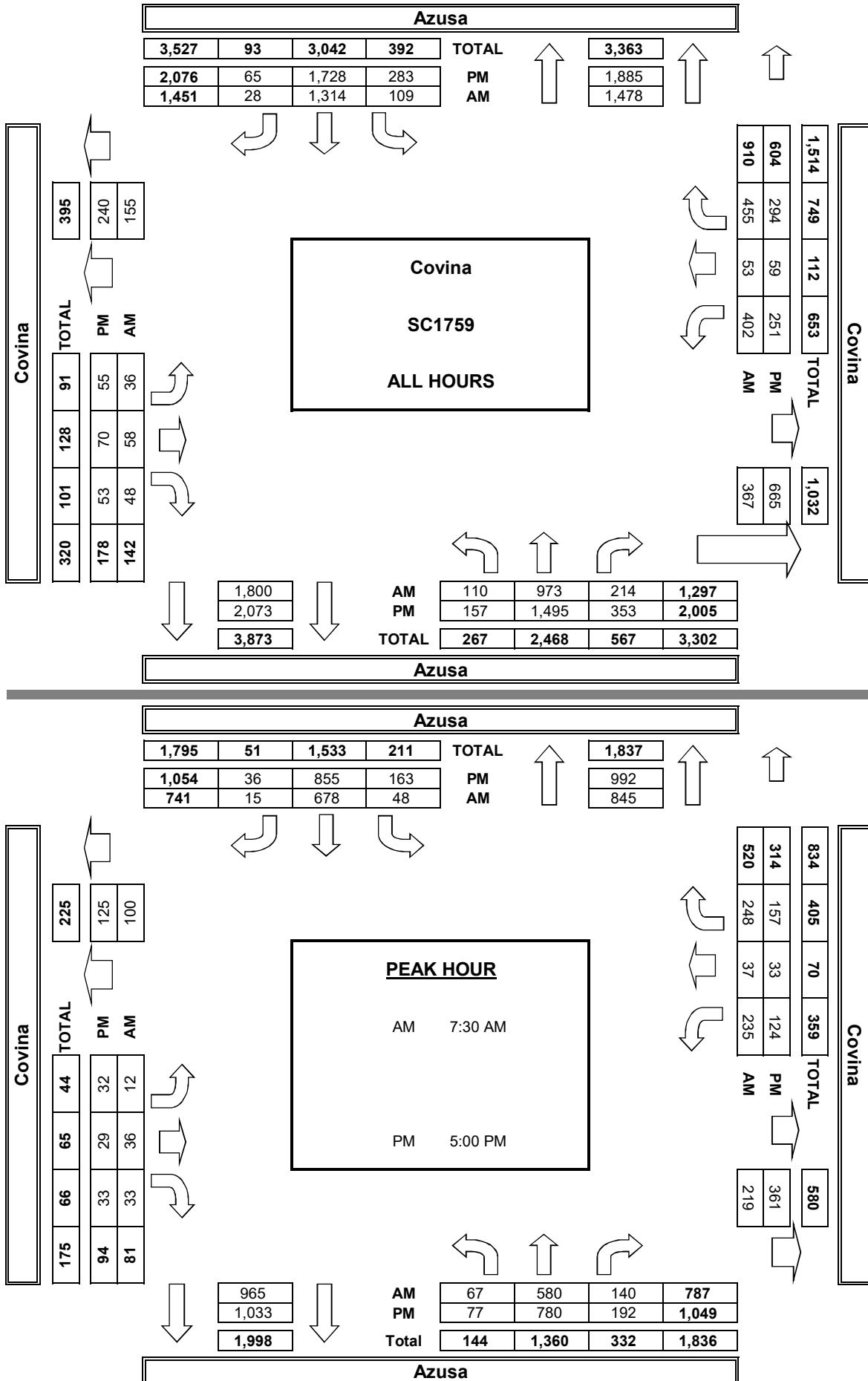
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Azusa			Azusa			Covina			Covina			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	0	1	0	0.5	0.5	1	

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

AM	7:00 AM	11	93	14	13	124	2	5	8	4	50	0	61	385
	7:15 AM	9	80	18	12	163	2	2	2	4	50	5	61	408
	7:30 AM	9	127	31	17	183	4	4	9	14	105	6	78	587
	7:45 AM	26	153	45	12	180	1	3	13	10	60	11	68	582
	8:00 AM	14	142	37	11	151	4	4	12	5	46	11	48	485
	8:15 AM	18	158	27	8	164	6	1	2	4	24	9	54	475
	8:30 AM	13	107	20	15	172	6	12	6	1	29	7	44	432
	8:45 AM	10	113	22	21	177	3	5	6	6	38	4	41	446
	VOLUMES	110	973	214	109	1,314	28	36	58	48	402	53	455	3,800
	APPROACH %	8%	75%	16%	8%	91%	2%	25%	41%	34%	44%	6%	50%	
PM	APP/DEPART	1,297	/	1,478	1,451	/	1,800	142	/	367	910	/	155	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	67	580	140	48	678	15	12	36	33	235	37	248	2,129
	APPROACH %	9%	74%	18%	6%	91%	2%	15%	44%	41%	45%	7%	48%	
	PEAK HR FACTOR	0.878			0.908			0.750			0.688			0.907
	APP/DEPART	787	/	845	741	/	965	81	/	219	520	/	100	0
	4:00 PM	24	155	46	26	218	10	4	11	5	34	4	35	572
	4:15 PM	16	208	46	20	205	4	5	11	5	32	9	33	594
	4:30 PM	15	184	37	39	237	7	7	7	5	32	8	34	612
	4:45 PM	25	168	32	35	213	8	7	12	5	29	5	35	574
PM	5:00 PM	22	208	54	43	228	13	11	6	9	28	12	33	667
	5:15 PM	24	179	44	39	217	5	7	9	8	31	5	30	598
	5:30 PM	20	210	49	41	211	10	7	4	9	34	7	36	638
	5:45 PM	11	183	45	40	199	8	7	10	7	31	9	58	608
	VOLUMES	157	1,495	353	283	1,728	65	55	70	53	251	59	294	4,863
	APPROACH %	8%	75%	18%	14%	83%	3%	31%	39%	30%	42%	10%	49%	
	APP/DEPART	2,005	/	1,885	2,076	/	2,073	178	/	665	604	/	240	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	77	780	192	163	855	36	32	29	33	124	33	157	2,511
	APPROACH %	7%	74%	18%	15%	81%	3%	34%	31%	35%	39%	11%	50%	
	PEAK HR FACTOR	0.923			0.928			0.904			0.801			0.941
	APP/DEPART	1,049	/	992	1,054	/	1,033	94	/	361	314	/	125	0

11	3	0	0	14
3	4	0	0	7
2	5	0	0	7
4	6	0	0	10
8	5	0	0	13
4	5	0	0	9
7	5	0	0	12
2	8	0	0	10
41	41	0	0	82

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Thu, May 24, 18

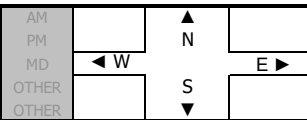
LOCATION:
NORTH & SOUTH:
EAST & WEST:

Covina
Azusa
Arrow

PROJECT #:
LOCATION #:
CONTROL:

SC1759
5
SIGNAL

NOTES:



☒ Add U-Turns to Left Turns

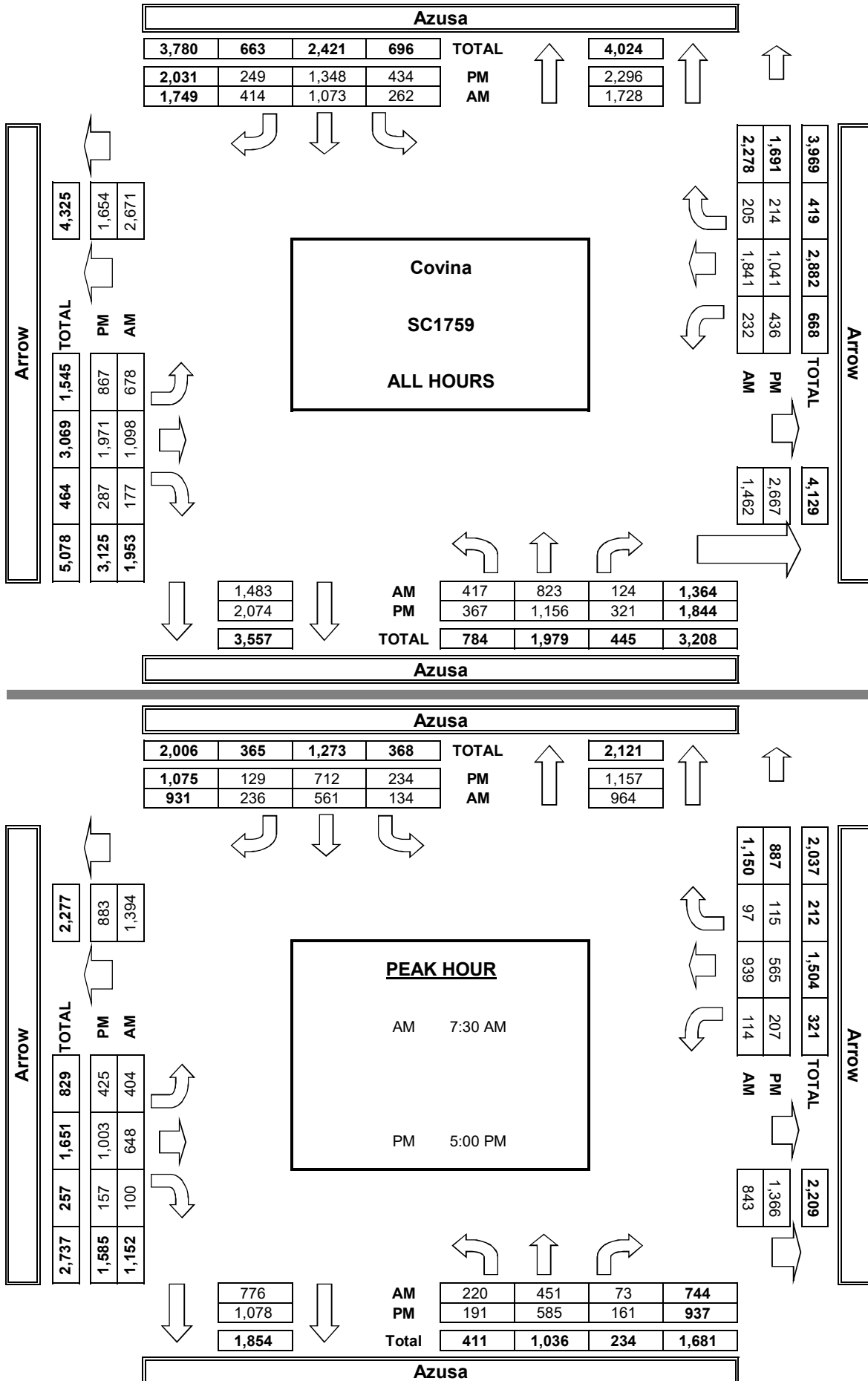
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Azusa			Azusa			Arrow			Arrow			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	2	0	2	2	0	2	2	1	1	2	1	

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

AM	7:00 AM	46	88	10	20	99	57	90	92	10	23	232	37	804
	7:15 AM	61	98	4	24	105	58	56	101	17	16	265	30	835
	7:30 AM	70	113	19	33	171	74	84	150	22	28	249	16	1,029
	7:45 AM	62	125	23	32	134	69	130	190	21	26	245	24	1,081
	8:00 AM	43	107	16	34	143	61	117	168	23	15	196	27	950
	8:15 AM	45	106	15	35	113	32	73	140	34	45	249	30	917
	8:30 AM	48	102	16	41	156	32	67	112	29	31	219	21	874
	8:45 AM	42	84	21	43	152	31	61	145	21	48	186	20	854
	VOLUMES	417	823	124	262	1,073	414	678	1,098	177	232	1,841	205	7,344
	APPROACH %	31%	60%	9%	15%	61%	24%	35%	56%	9%	10%	81%	9%	
	APP/DEPART	1,364	/	1,728	1,749	/	1,483	1,953	/	1,462	2,278	/	2,671	0
PM	BEGIN PEAK HR	7:30 AM												
	VOLUMES	220	451	73	134	561	236	404	648	100	114	939	97	3,977
	APPROACH %	30%	61%	10%	14%	60%	25%	35%	56%	9%	10%	82%	8%	
	PEAK HR FACTOR	0.886			0.837			0.845			0.887			0.920
	APP/DEPART	744	/	964	931	/	776	1,152	/	843	1,150	/	1,394	0
	4:00 PM	39	151	32	39	141	29	107	252	34	58	126	21	1,029
	4:15 PM	45	120	37	42	141	28	113	265	29	56	127	26	1,029
	4:30 PM	54	154	44	58	178	30	112	213	33	64	123	25	1,088
	4:45 PM	38	146	47	61	176	33	110	238	34	51	100	27	1,061
	5:00 PM	48	167	47	57	174	28	110	266	37	46	140	30	1,150
	5:15 PM	45	124	34	59	181	30	123	262	47	53	132	30	1,120
	5:30 PM	44	143	43	66	181	34	85	233	32	51	153	25	1,090
	5:45 PM	54	151	37	52	176	37	107	242	41	57	140	30	1,124
	VOLUMES	367	1,156	321	434	1,348	249	867	1,971	287	436	1,041	214	8,691
	APPROACH %	20%	63%	17%	21%	66%	12%	28%	63%	9%	26%	62%	13%	
	APP/DEPART	1,844	/	2,296	2,031	/	2,074	3,125	/	2,667	1,691	/	1,654	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	191	585	161	234	712	129	425	1,003	157	207	565	115	4,484
	APPROACH %	20%	62%	17%	22%	66%	12%	27%	63%	10%	23%	64%	13%	
	PEAK HR FACTOR	0.894			0.956			0.917			0.968			0.975
	APP/DEPART	937	/	1,157	1,075	/	1,078	1,585	/	1,366	887	/	883	0

0	7	0	0	7
0	9	0	0	9
0	5	0	0	5
1	6	0	0	7
0	9	0	0	9
1	4	0	0	5
1	10	0	0	11
0	9	0	0	9
3	59	0	0	62

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

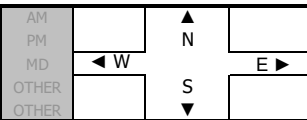
DATE:
Thu, May 24, 18

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Covina
Azusa
Gladstone

PROJECT #: SC1759
LOCATION #: 4
CONTROL: SIGNAL

NOTES:



☒ Add U-Turns to Left Turns

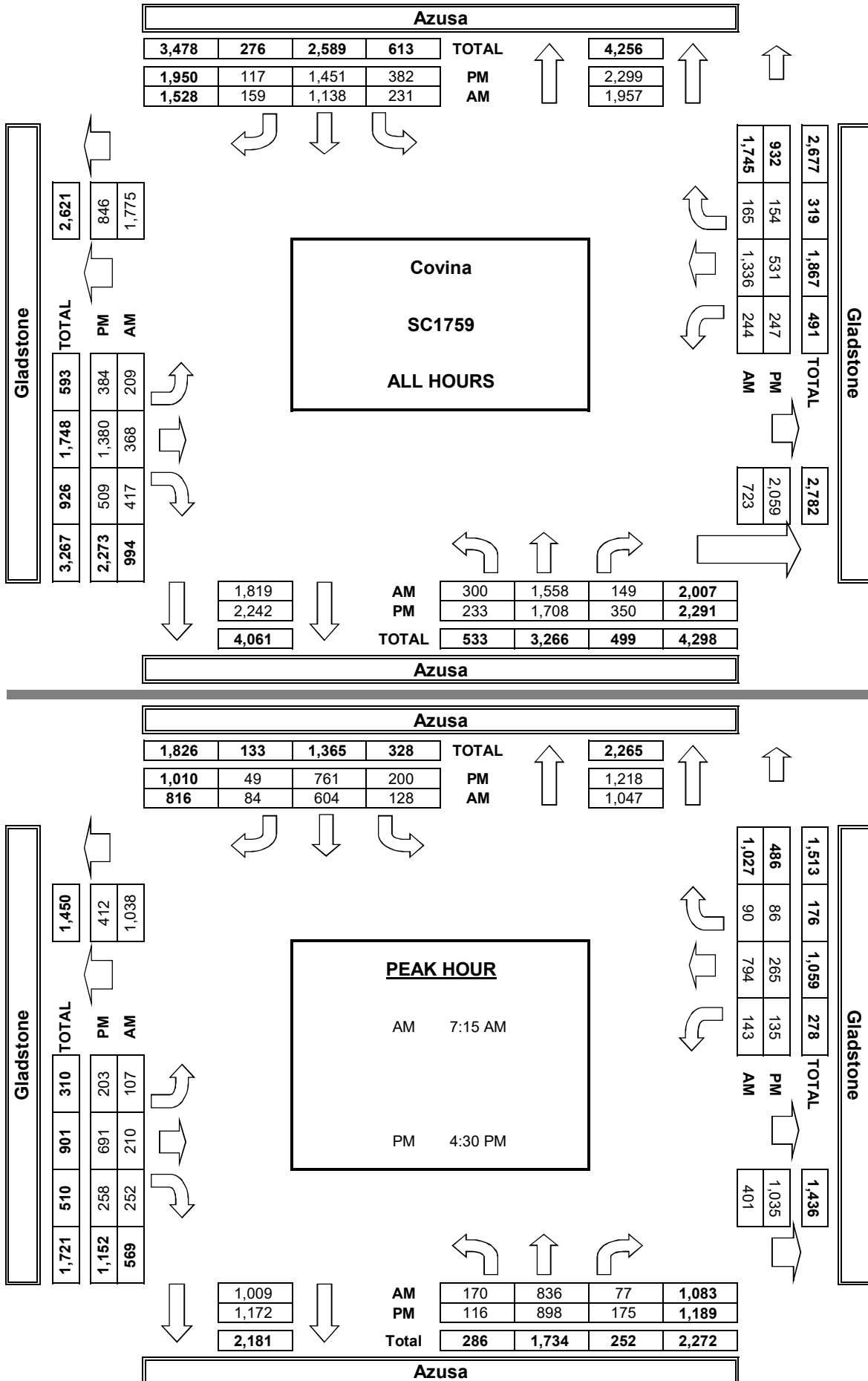
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Azusa			Azusa			Gladstone			Gladstone			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	1	2	2	0	1	2	0	1	2	0	

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

AM	7:00 AM	40	191	17	16	109	21	15	34	44	21	183	19	710
	7:15 AM	44	195	11	25	131	24	15	38	41	28	219	14	785
	7:30 AM	40	170	18	25	158	21	25	47	72	41	240	30	887
	7:45 AM	50	250	25	35	180	17	35	64	83	43	196	21	999
	8:00 AM	36	221	23	43	135	22	32	61	56	31	139	25	824
	8:15 AM	36	206	26	45	139	24	33	43	38	26	144	13	773
	8:30 AM	30	169	8	16	151	18	25	44	43	25	111	24	664
	8:45 AM	24	156	21	26	135	12	29	37	40	29	104	19	632
	VOLUMES	300	1,558	149	231	1,138	159	209	368	417	244	1,336	165	6,274
	APPROACH %	15%	78%	7%	15%	74%	10%	21%	37%	42%	14%	77%	9%	
PM	APP/DEPART	2,007	/	1,957	1,528	/	1,819	994	/	723	1,745	/	1,775	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	170	836	77	128	604	84	107	210	252	143	794	90	3,495
	APPROACH %	16%	77%	7%	16%	74%	10%	19%	37%	44%	14%	77%	9%	
	PEAK HR FACTOR	0.833			0.879			0.782			0.826			0.875
	APP/DEPART	1,083	/	1,047	816	/	1,009	569	/	401	1,027	/	1,038	0
	4:00 PM	24	214	60	47	139	14	50	188	60	19	66	18	899
	4:15 PM	32	175	38	36	164	20	53	162	66	32	60	14	852
	4:30 PM	29	229	40	47	168	15	54	182	61	25	76	20	946
	4:45 PM	34	210	51	62	189	12	46	163	54	32	69	20	942
PM	5:00 PM	27	240	40	40	184	9	55	175	73	32	60	18	953
	5:15 PM	26	219	44	51	220	13	48	171	70	46	60	28	996
	5:30 PM	37	213	32	45	191	15	40	172	55	34	63	25	922
	5:45 PM	24	208	45	54	196	19	38	167	70	27	77	11	936
	VOLUMES	233	1,708	350	382	1,451	117	384	1,380	509	247	531	154	7,446
	APPROACH %	10%	75%	15%	20%	74%	6%	17%	61%	22%	27%	57%	17%	
	APP/DEPART	2,291	/	2,299	1,950	/	2,242	2,273	/	2,059	932	/	846	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	116	898	175	200	761	49	203	691	258	135	265	86	3,837
	APPROACH %	10%	76%	15%	20%	75%	5%	18%	60%	22%	28%	55%	18%	
	PEAK HR FACTOR	0.968			0.889			0.950			0.907			0.963
	APP/DEPART	1,189	/	1,218	1,010	/	1,172	1,152	/	1,035	486	/	412	0

2	4	0	0	6
6	7	0	0	13
7	7	0	0	14
5	13	0	0	18
3	4	0	0	7
3	7	0	0	10
6	6	0	0	12
3	5	0	0	8
35	53	0	0	88

AimTD LLC
TURNING MOVEMENT COUNTS



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

Thu, May 24, 18

Cypress

SIGNAL

AM
PM
MD
OTHER
OTHER

▲
N
S
▼

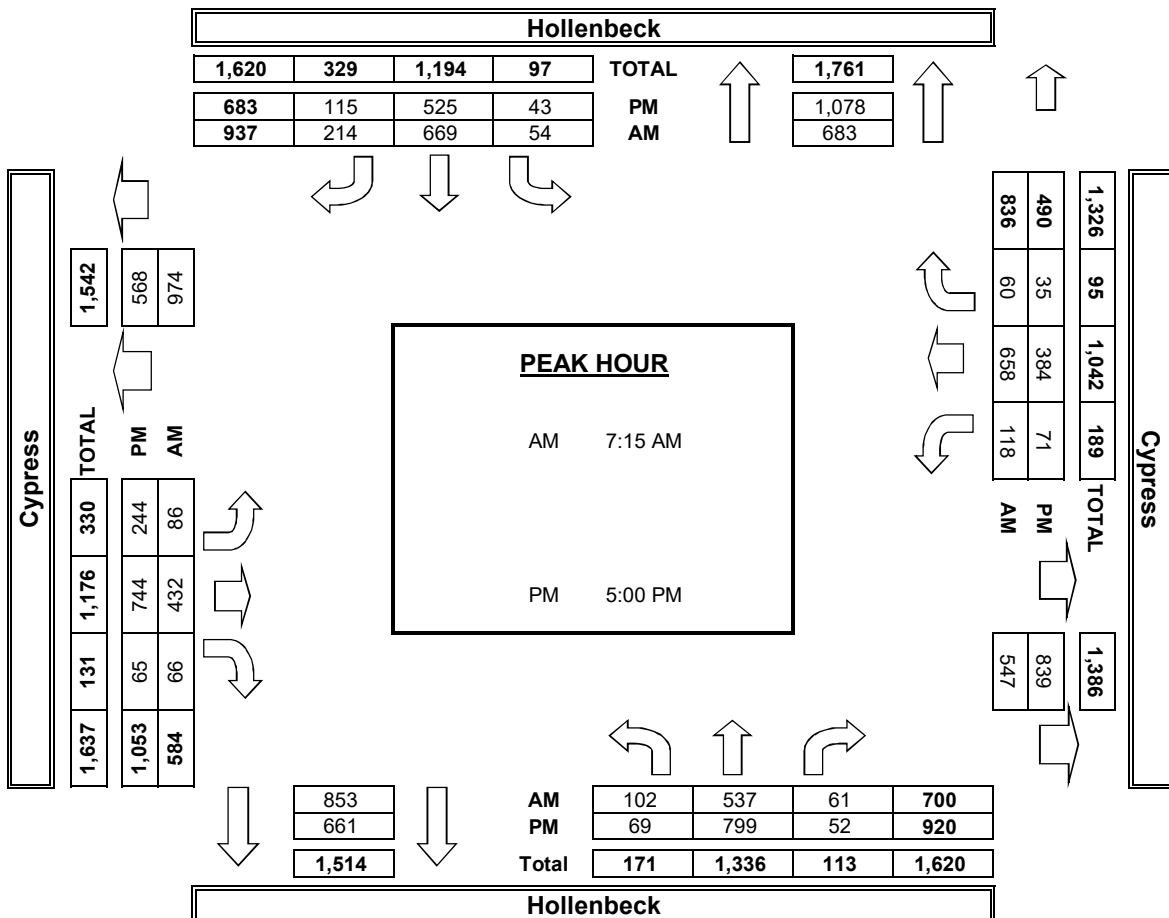
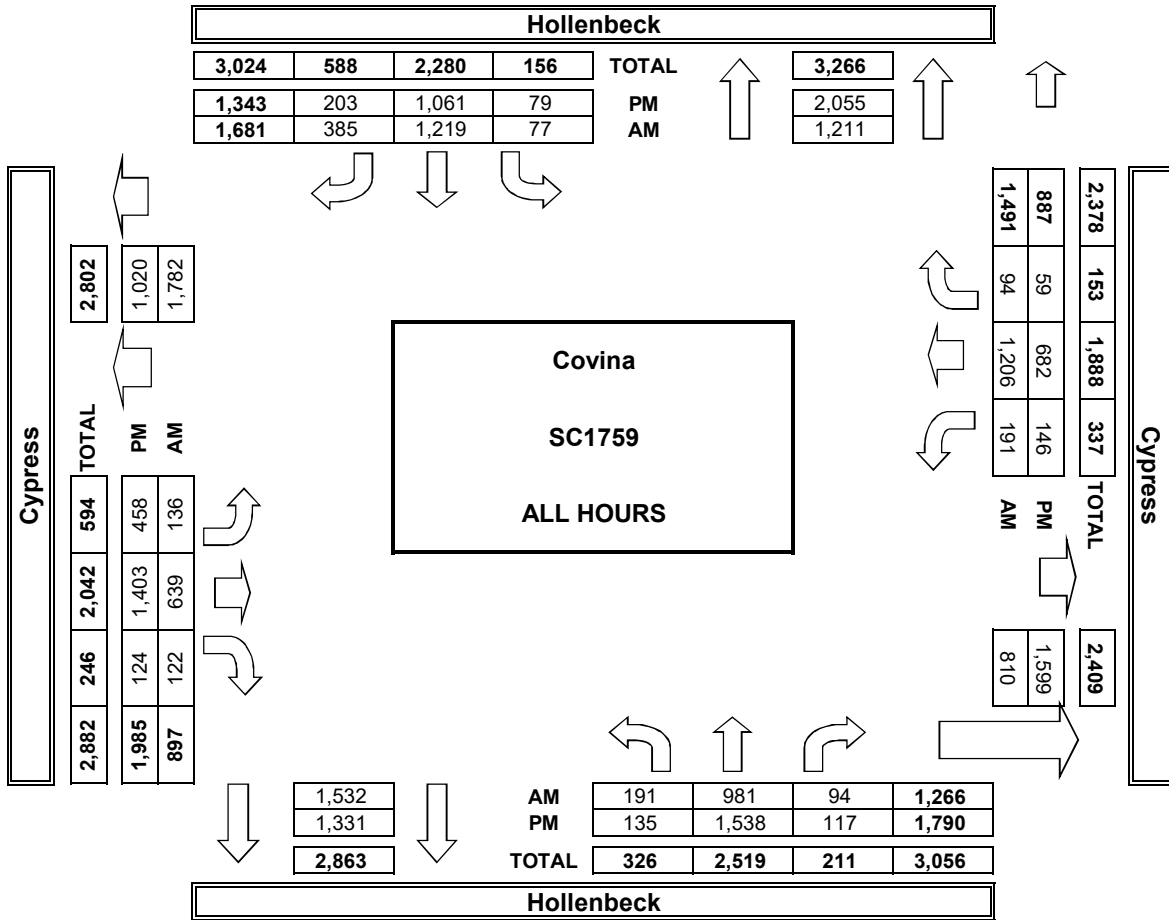
E ▶

 Add U-Turns to Left Turns

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

[illegible]

AimTD LLC
TURNING MOVEMENT COUNTS



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

PROJECT #: SC1759
LOCATION #: 2
CONTROL: SIGNAL

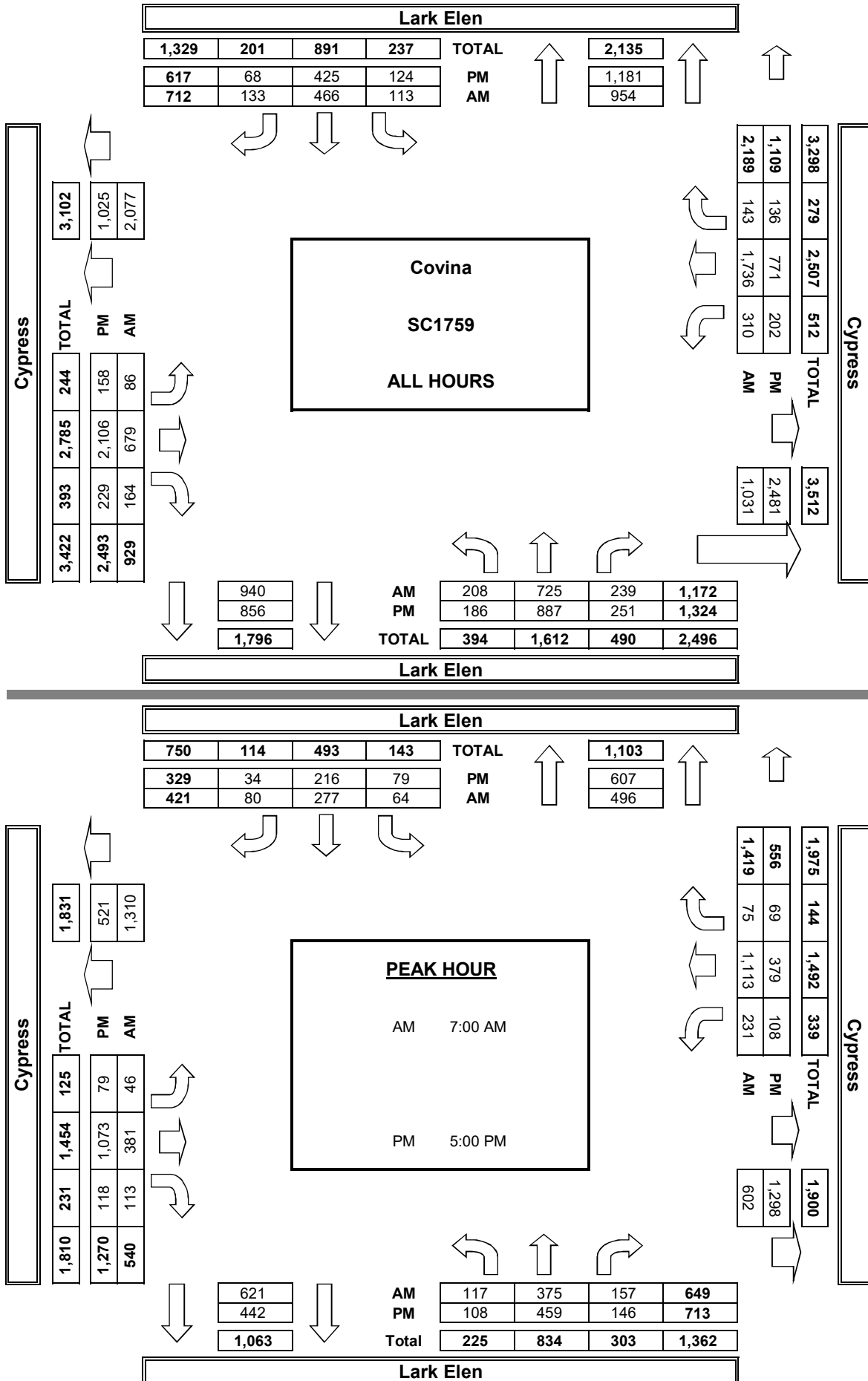
AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

 Add U-Turns to Left Turns

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

[illegible][illegible]

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

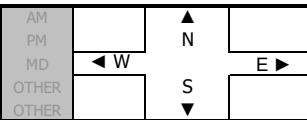
DATE:
Thu, May 24, 18

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Covina
Vincent
Cypress

PROJECT #: SC1759
LOCATION #: 1
CONTROL: SIGNAL

NOTES:



☒ Add U-Turns to Left Turns

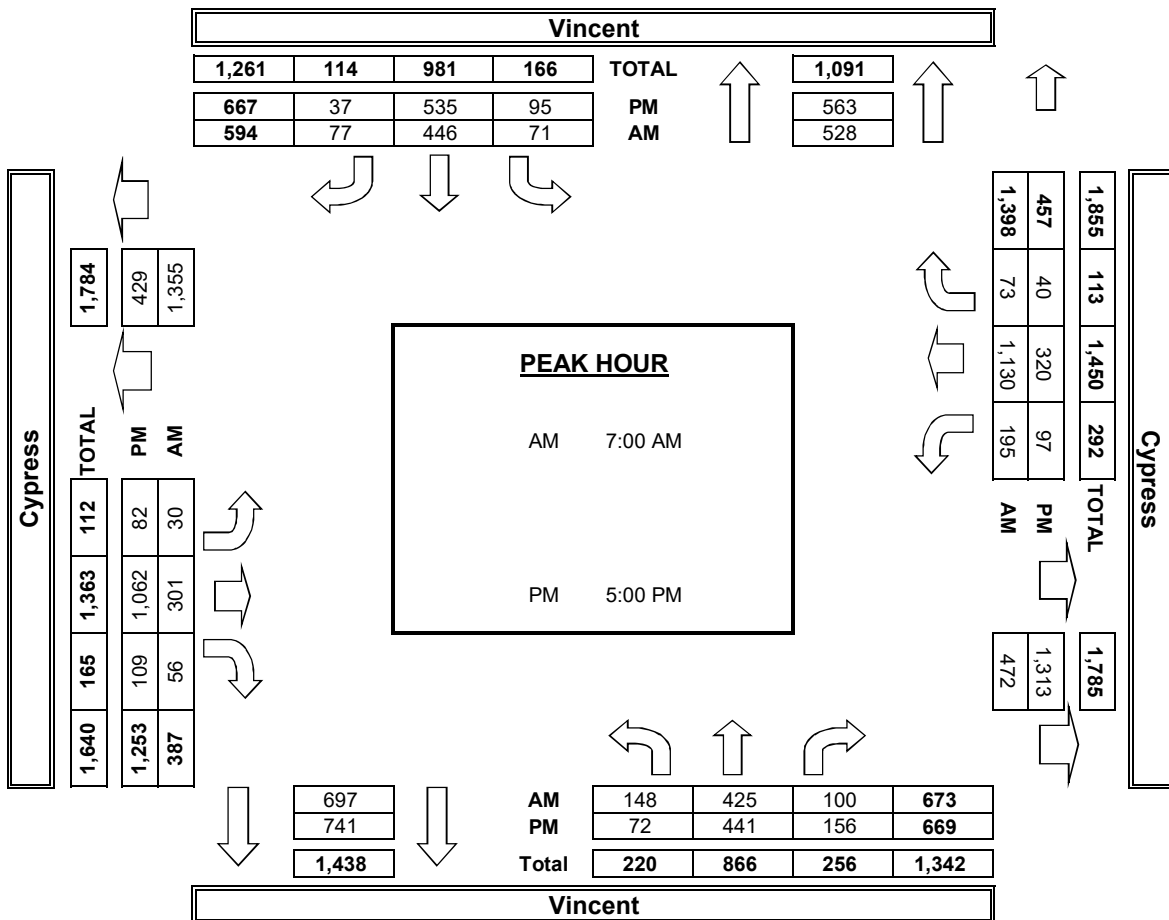
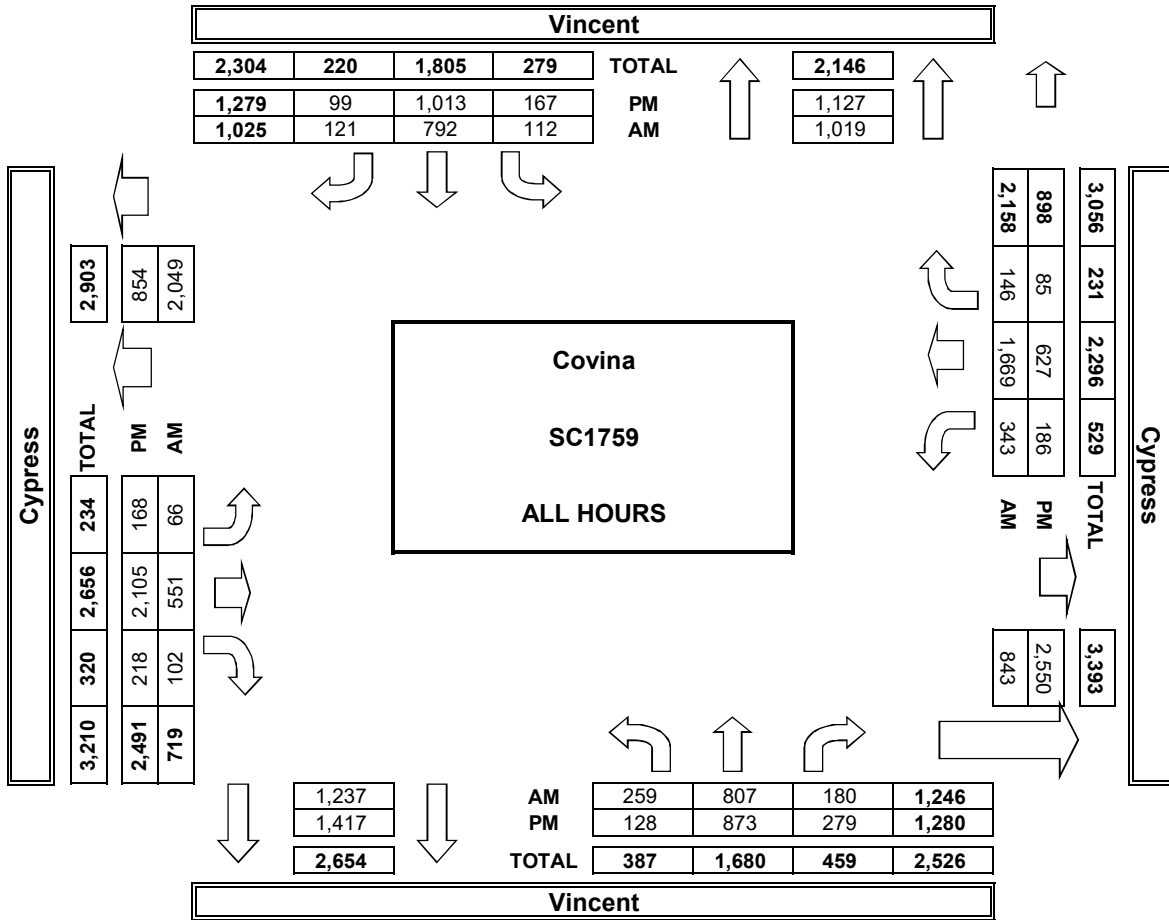
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Vincent			Vincent			Cypress			Cypress			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	2	0	1	2	0	

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

AM	7:00 AM	19	77	6	4	86	15	7	40	13	31	344	17	659
	7:15 AM	36	83	26	17	96	19	6	66	8	53	268	11	689
	7:30 AM	45	107	29	32	138	25	11	109	20	50	265	21	852
	7:45 AM	48	158	39	18	126	18	6	86	15	61	253	24	852
	8:00 AM	46	98	26	8	116	13	9	82	11	36	133	36	614
	8:15 AM	25	109	19	14	80	13	6	56	14	55	157	12	560
	8:30 AM	19	87	21	10	78	7	11	59	8	25	129	13	467
	8:45 AM	21	88	14	9	72	11	10	53	13	32	120	12	455
	VOLUMES	259	807	180	112	792	121	66	551	102	343	1,669	146	5,148
	APPROACH %	21%	65%	14%	11%	77%	12%	9%	77%	14%	16%	77%	7%	
PM	APP/DEPART	1,246	/	1,019	1,025	/	1,237	719	/	843	2,158	/	2,049	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	148	425	100	71	446	77	30	301	56	195	1,130	73	3,052
	APPROACH %	22%	63%	15%	12%	75%	13%	8%	78%	14%	14%	81%	5%	
	PEAK HR FACTOR	0.687			0.762			0.691			0.892			0.896
	APP/DEPART	673	/	528	594	/	697	387	/	472	1,398	/	1,355	0
	4:00 PM	13	111	29	20	123	14	22	252	29	25	64	14	716
	4:15 PM	19	104	34	15	114	20	24	271	30	18	72	9	730
	4:30 PM	9	109	28	19	117	15	17	257	24	20	93	13	721
	4:45 PM	15	108	32	18	124	13	23	263	26	26	78	9	735
PM	5:00 PM	19	114	43	21	160	10	24	238	30	19	76	13	767
	5:15 PM	18	114	41	23	112	7	19	299	28	22	75	11	769
	5:30 PM	18	116	40	22	123	10	19	249	21	26	79	8	731
	5:45 PM	17	97	32	29	140	10	20	276	30	30	90	8	779
	VOLUMES	128	873	279	167	1,013	99	168	2,105	218	186	627	85	5,948
	APPROACH %	10%	68%	22%	13%	79%	8%	7%	85%	9%	21%	70%	9%	
	APP/DEPART	1,280	/	1,127	1,279	/	1,417	2,491	/	2,550	898	/	854	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	72	441	156	95	535	37	82	1,062	109	97	320	40	3,046
	APPROACH %	11%	66%	23%	14%	80%	6%	7%	85%	9%	21%	70%	9%	
	PEAK HR FACTOR	0.950			0.873			0.905			0.893			0.978
	APP/DEPART	669	/	563	667	/	741	1,253	/	1,313	457	/	429	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
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1

AimTD LLC
TURNING MOVEMENT COUNTS



APPENDIX C

ICU ANALYSIS WORKSHEETS

EXISTING CONDITIONS

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Vincent Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	148	425	100	71	446	77	30	301	56	195	1130	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	425	100	71	446	77	30	301	56	195	1130	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	425	100	71	446	77	30	301	56	195	1130	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	425	100	71	446	77	30	301	56	195	1130	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	425	100	71	446	77	30	301	56	195	1130	83

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.71	0.29	1.00	1.69	0.31	1.00	1.86	0.14
Final Sat.:	1600	2590	610	1600	2729	471	1600	2698	502	1600	2981	219

Capacity Analysis Module:

Vol/Sat:	0.09	0.16	0.16	0.04	0.16	0.16	0.02	0.11	0.11	0.12	0.38	0.38
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Lark Ellen Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	117	375	157	64	277	80	46	381	113	231	1113	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	375	157	64	277	80	46	381	113	231	1113	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	134	430	180	73	318	92	53	437	130	265	1276	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	430	180	73	318	92	53	437	130	265	1276	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	430	180	73	318	92	53	437	130	265	1276	86

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.55	0.45	1.00	1.54	0.46	1.00	1.87	0.13
Final Sat.:	1600	2256	944	1600	2483	717	1600	2468	732	1600	2998	202

Capacity Analysis Module:

Vol/Sat:	0.08	0.19	0.19	0.05	0.13	0.13	0.03	0.18	0.18	0.17	0.43	0.43
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Azusa Ave/Gladstone St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	170	836	77	128	604	84	107	210	252	143	794	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	836	77	128	604	84	107	210	252	143	794	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	836	77	128	604	84	107	210	252	143	794	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	836	77	128	604	84	107	210	252	143	794	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	836	77	128	604	84	107	210	252	143	794	90
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.76	0.24	1.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1600	3200	1600	2880	2809	391	1600	1600	1600	1600	2874	326

Capacity Analysis Module:

Vol/Sat:	0.11	0.26	0.05	0.04	0.21	0.22	0.07	0.13	0.16	0.09	0.28	0.28
OvlAdjV/S:	0.00											
Crit Moves:	****				****	****				****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Azusa Ave/Arrow Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	0	2	0	2	0	1	1

Volume Module:

Base Vol:	220	451	73	134	561	236	404	648	100	114	939	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	451	73	134	561	236	404	648	100	114	939	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	451	73	134	561	236	404	648	100	114	939	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	451	73	134	561	236	404	648	100	114	939	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	451	73	134	561	236	404	648	100	114	939	97
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.72	0.28	2.00	1.41	0.59	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2754	446	2880	2252	948	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.16	0.16	0.05	0.25	0.25	0.14	0.20	0.06	0.07	0.29	0.06
OvlAdjV/S:	0.00											
Crit Moves:	****	****					****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Azusa Ave/Covina Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	0	1	1

Volume Module:

Base Vol:	67	580	140	48	678	15	12	36	33	235	37	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	580	140	48	678	15	12	36	33	235	37	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	580	140	48	678	15	12	36	33	235	37	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	580	140	48	678	15	12	36	33	235	37	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	580	140	48	678	15	12	36	33	235	37	248

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.25	0.75	1.00	0.86	0.14	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	400	1200	1600	1382	218	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.18	0.09	0.03	0.21	0.01	0.01	0.03	0.02	0.15	0.17	0.16
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Azusa Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	153	504	62	30	691	300	157	461	123	110	966	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	504	62	30	691	300	157	461	123	110	966	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	504	62	30	691	300	157	461	123	110	966	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	504	62	30	691	300	157	461	123	110	966	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	504	62	30	691	300	157	461	123	110	966	17

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.58	0.42	1.00	1.97	0.03
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2526	674	1600	3145	55

Capacity Analysis Module:

Vol/Sat:	0.10	0.16	0.04	0.02	0.22	0.19	0.10	0.18	0.18	0.07	0.31	0.31
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Azusa Ave/San Bernardino Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	128	529	55	59	768	190	105	322	122	151	679	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	529	55	59	768	190	105	322	122	151	679	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	529	55	59	768	190	105	322	122	151	679	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	529	55	59	768	190	105	322	122	151	679	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	529	55	59	768	190	105	322	122	151	679	47

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55	1.00	1.87	0.13
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2321	879	1600	2993	207

Capacity Analysis Module:

Vol/Sat:	0.08	0.17	0.03	0.04	0.24	0.12	0.07	0.14	0.14	0.09	0.23	0.23
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Azusa Ave/Badillo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2

Volume Module:

Base Vol:	224	617	116	78	824	146	71	519	136	153	935	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	617	116	78	824	146	71	519	136	153	935	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	617	116	78	824	146	71	519	136	153	935	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	617	116	78	824	146	71	519	136	153	935	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	617	116	78	824	146	71	519	136	153	935	58

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.14	0.19	0.07	0.05	0.26	0.09	0.04	0.16	0.09	0.10	0.29	0.04
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Hollenbeck Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	102	537	61	54	669	214	86	432	66	118	658	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	537	61	54	669	214	86	432	66	118	658	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	537	61	54	669	214	86	432	66	118	658	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	537	61	54	669	214	86	432	66	118	658	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	537	61	54	669	214	86	432	66	118	658	60

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.52	0.48	1.00	1.73	0.27	1.00	1.83	0.17
Final Sat.:	1600	2874	326	1600	2424	776	1600	2776	424	1600	2933	267

Capacity Analysis Module:

Vol/Sat:	0.06	0.19	0.19	0.03	0.28	0.28	0.05	0.16	0.16	0.07	0.22	0.22
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Citrus Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	44	258	22	63	360	204	78	284	40	38	586	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	258	22	63	360	204	78	284	40	38	586	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	258	22	63	360	204	78	284	40	38	586	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	258	22	63	360	204	78	284	40	38	586	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	258	22	63	360	204	78	284	40	38	586	48

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25	1.00	1.85	0.15
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2805	395	1600	2958	242

Capacity Analysis Module:

Vol/Sat:	0.03	0.08	0.01	0.04	0.11	0.13	0.05	0.10	0.10	0.02	0.20	0.20
Crit Moves:	****					****	****				****	

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Vincent Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	72	441	156	95	535	37	82	1062	109	97	320	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	441	156	95	535	37	82	1062	109	97	320	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	441	156	95	535	37	82	1062	109	97	320	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	441	156	95	535	37	82	1062	109	97	320	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	441	156	95	535	37	82	1062	109	97	320	40

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.48	0.52	1.00	1.87	0.13	1.00	1.81	0.19	1.00	1.78	0.22
Final Sat.:	1600	2364	836	1600	2993	207	1600	2902	298	1600	2844	356

Capacity Analysis Module:

Vol/Sat:	0.05	0.19	0.19	0.06	0.18	0.18	0.05	0.37	0.37	0.06	0.11	0.11
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Lark Ellen Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	108	459	146	79	216	34	79	1073	118	108	379	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	459	146	79	216	34	79	1073	118	108	379	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	459	146	79	216	34	79	1073	118	108	379	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	459	146	79	216	34	79	1073	118	108	379	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	459	146	79	216	34	79	1073	118	108	379	69

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.73	0.27	1.00	1.80	0.20	1.00	1.69	0.31
Final Sat.:	1600	2428	772	1600	2765	435	1600	2883	317	1600	2707	493

Capacity Analysis Module:

Vol/Sat:	0.07	0.19	0.19	0.05	0.08	0.08	0.05	0.37	0.37	0.07	0.14	0.14
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Azusa Ave/Gladstone St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	116	898	175	200	761	49	203	691	258	135	265	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	898	175	200	761	49	203	691	258	135	265	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	898	175	200	761	49	203	691	258	135	265	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	898	175	200	761	49	203	691	258	135	265	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	898	175	200	761	49	203	691	258	135	265	86
OvlAdjVol:	40											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	1.46	0.54	1.00	1.51	0.49
Final Sat.:	1600	3200	1600	3200	3006	194	1600	2330	870	1600	2416	784

Capacity Analysis Module:

Vol/Sat:	0.07	0.28	0.11	0.06	0.25	0.25	0.13	0.30	0.30	0.08	0.11	0.11
OvlAdjV/S:	0.03											
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Azusa Ave/Arrow Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	0	2	0	2	0	1	1

Volume Module:

Base Vol:	191	585	161	234	712	129	425	1003	157	207	565	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	585	161	234	712	129	425	1003	157	207	565	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	585	161	234	712	129	425	1003	157	207	565	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	585	161	234	712	129	425	1003	157	207	565	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	585	161	234	712	129	425	1003	157	207	565	115
OvlAdjVol:									62			

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.57	0.43	2.00	1.69	0.31	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	2509	691	3200	2709	491	3200	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.23	0.23	0.07	0.26	0.26	0.13	0.31	0.10	0.13	0.18	0.07
OvlAdjV/S:									0.04			
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Azusa Ave/Covina Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	0	1	1

Volume Module:

Base Vol:	77	780	192	163	855	36	32	29	33	124	33	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	780	192	163	855	36	32	29	33	124	33	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	780	192	163	855	36	32	29	33	124	33	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	780	192	163	855	36	32	29	33	124	33	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	780	192	163	855	36	32	29	33	124	33	157

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.52	0.48	1.00	0.79	0.21	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	839	761	1600	1264	336	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.24	0.12	0.10	0.27	0.02	0.02	0.04	0.02	0.08	0.10	0.10
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Azusa Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	136	784	119	55	797	198	229	948	109	105	450	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	784	119	55	797	198	229	948	109	105	450	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	784	119	55	797	198	229	948	109	105	450	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	784	119	55	797	198	229	948	109	105	450	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	784	119	55	797	198	229	948	109	105	450	23

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21	1.00	1.90	0.10
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2870	330	1600	3044	156

Capacity Analysis Module:

Vol/Sat:	0.09	0.25	0.07	0.03	0.25	0.12	0.14	0.33	0.33	0.07	0.15	0.15
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Azusa Ave/San Bernardino Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	139	778	62	174	812	130	193	616	113	112	336	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	778	62	174	812	130	193	616	113	112	336	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	778	62	174	812	130	193	616	113	112	336	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	778	62	174	812	130	193	616	113	112	336	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	778	62	174	812	130	193	616	113	112	336	67

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31	1.00	1.67	0.33
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2704	496	1600	2668	532

Capacity Analysis Module:

Vol/Sat:	0.09	0.24	0.04	0.11	0.25	0.08	0.12	0.23	0.23	0.07	0.13	0.13
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Azusa Ave/Badillo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2

Volume Module:

Base Vol:	137	750	91	113	882	102	135	852	170	169	514	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	750	91	113	882	102	135	852	170	169	514	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	750	91	113	882	102	135	852	170	169	514	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	750	91	113	882	102	135	852	170	169	514	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	750	91	113	882	102	135	852	170	169	514	94

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.09	0.23	0.06	0.07	0.28	0.06	0.08	0.27	0.11	0.11	0.16	0.06
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Hollenbeck Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	69	799	52	43	525	115	244	744	65	71	384	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	799	52	43	525	115	244	744	65	71	384	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	799	52	43	525	115	244	744	65	71	384	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	799	52	43	525	115	244	744	65	71	384	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	799	52	43	525	115	244	744	65	71	384	35

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.64	0.36	1.00	1.84	0.16	1.00	1.83	0.17
Final Sat.:	1600	3004	196	1600	2625	575	1600	2943	257	1600	2933	267

Capacity Analysis Module:

Vol/Sat:	0.04	0.27	0.27	0.03	0.20	0.20	0.15	0.25	0.25	0.04	0.13	0.13
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Citrus Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	77	533	45	61	413	134	145	553	61	42	310	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	533	45	61	413	134	145	553	61	42	310	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	533	45	61	413	134	145	553	61	42	310	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	533	45	61	413	134	145	553	61	42	310	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	533	45	61	413	134	145	553	61	42	310	45

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.80	0.20	1.00	1.75	0.25
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2882	318	1600	2794	406

Capacity Analysis Module:

Vol/Sat:	0.05	0.17	0.03	0.04	0.13	0.08	0.09	0.19	0.19	0.03	0.11	0.11
Crit Moves:	****			****			****			****		

EXISTING PLUS PROJECT CONDITIONS

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Vincent Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	148	425	100	71	446	77	30	301	56	195	1130	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	425	100	71	446	77	30	301	56	195	1130	83
Added Vol:	0	0	5	5	0	0	0	5	0	6	6	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	425	105	76	446	77	30	306	56	201	1136	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	425	105	76	446	77	30	306	56	201	1136	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	425	105	76	446	77	30	306	56	201	1136	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	425	105	76	446	77	30	306	56	201	1136	89

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.71	0.29	1.00	1.69	0.31	1.00	1.85	0.15
Final Sat.:	1600	2566	634	1600	2729	471	1600	2705	495	1600	2968	232

Capacity Analysis Module:

Vol/Sat:	0.09	0.17	0.17	0.05	0.16	0.16	0.02	0.11	0.11	0.13	0.38	0.38
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Lark Ellen Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.759

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	117	375	157	64	277	80	46	381	113	231	1113	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	375	157	64	277	80	46	381	113	231	1113	75
Added Vol:	0	0	5	5	0	0	0	16	0	6	19	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	375	162	69	277	80	46	397	113	237	1132	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	134	430	186	79	318	92	53	455	130	272	1298	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	430	186	79	318	92	53	455	130	272	1298	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	430	186	79	318	92	53	455	130	272	1298	92

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.40	0.60	1.00	1.55	0.45	1.00	1.56	0.44	1.00	1.87	0.13
Final Sat.:	1600	2235	965	1600	2483	717	1600	2491	709	1600	2989	211

Capacity Analysis Module:

Vol/Sat:	0.08	0.19	0.19	0.05	0.13	0.13	0.03	0.18	0.18	0.17	0.43	0.43
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Azusa Ave/Gladstone St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	170	836	77	128	604	84	107	210	252	143	794	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	836	77	128	604	84	107	210	252	143	794	90
Added Vol:	6	10	6	0	7	0	0	0	5	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	846	83	128	611	84	107	210	257	148	794	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	846	83	128	611	84	107	210	257	148	794	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	846	83	128	611	84	107	210	257	148	794	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	846	83	128	611	84	107	210	257	148	794	90
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.76	0.24	1.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1600	3200	1600	2880	2813	387	1600	1600	1600	1600	2874	326

Capacity Analysis Module:

Vol/Sat:	0.11	0.26	0.05	0.04	0.22	0.22	0.07	0.13	0.16	0.09	0.28	0.28
OvlAdjV/S:	0.00											
Crit Moves:	****				****				****			

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Azusa Ave/Arrow Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Ovl				Include							
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Lanes:	2	0	1	1	0	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	220	451	73	134	561	236	404	648	100	114	939	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	451	73	134	561	236	404	648	100	114	939	97
Added Vol:	6	22	6	0	17	0	0	0	5	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	473	79	134	578	236	404	648	105	119	939	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	473	79	134	578	236	404	648	105	119	939	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	473	79	134	578	236	404	648	105	119	939	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	473	79	134	578	236	404	648	105	119	939	97
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.71	0.29	2.00	1.42	0.58	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2742	458	2880	2272	928	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.17	0.17	0.05	0.25	0.25	0.14	0.20	0.07	0.07	0.29	0.06
OvlAdjV/S:	0.00											
Crit Moves:	****	****					****	****				

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Azusa Ave/Covina Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	0	1	1

Volume Module:

Base Vol:	67	580	140	48	678	15	12	36	33	235	37	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	580	140	48	678	15	12	36	33	235	37	248
Added Vol:	0	34	9	0	28	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	614	149	48	706	15	12	36	33	245	37	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	614	149	48	706	15	12	36	33	245	37	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	614	149	48	706	15	12	36	33	245	37	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	614	149	48	706	15	12	36	33	245	37	248

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.25	0.75	1.00	0.87	0.13	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	400	1200	1600	1390	210	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.19	0.09	0.03	0.22	0.01	0.01	0.03	0.02	0.15	0.18	0.16
Crit Moves:	****			****		****				****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	153	504	62	30	691	300	157	461	123	110	966	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	504	62	30	691	300	157	461	123	110	966	17
Added Vol:	0	25	3	4	0	0	25	2	0	31	29	12
Passby:	0	0	0	0	-23	0	14	-14	0	23	0	0
Initial Fut:	153	529	65	34	668	300	196	449	123	164	995	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	529	65	34	668	300	196	449	123	164	995	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	529	65	34	668	300	196	449	123	164	995	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	529	65	34	668	300	196	449	123	164	995	29

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43	1.00	1.94	0.06
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2512	688	1600	3109	91

Capacity Analysis Module:

Vol/Sat:	0.10	0.17	0.04	0.02	0.21	0.19	0.12	0.18	0.18	0.10	0.32	0.32
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Ave/San Bernardino Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	128	529	55	59	768	190	105	322	122	151	679	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	529	55	59	768	190	105	322	122	151	679	47
Added Vol:	0	17	0	5	20	6	5	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	546	55	64	788	196	110	322	122	151	679	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	546	55	64	788	196	110	322	122	151	679	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	546	55	64	788	196	110	322	122	151	679	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	546	55	64	788	196	110	322	122	151	679	52

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55	1.00	1.86	0.14
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2321	879	1600	2972	228

Capacity Analysis Module:

Vol/Sat:	0.08	0.17	0.03	0.04	0.25	0.12	0.07	0.14	0.14	0.09	0.23	0.23
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Azusa Ave/Badillo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2

Volume Module:

Base Vol:	224	617	116	78	824	146	71	519	136	153	935	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	617	116	78	824	146	71	519	136	153	935	58
Added Vol:	0	6	0	6	8	6	5	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	623	116	84	832	152	76	519	136	153	935	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	623	116	84	832	152	76	519	136	153	935	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	623	116	84	832	152	76	519	136	153	935	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	623	116	84	832	152	76	519	136	153	935	63

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.14	0.19	0.07	0.05	0.26	0.10	0.05	0.16	0.09	0.10	0.29	0.04
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hollenbeck Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	102	537	61	54	669	214	86	432	66	118	658	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	537	61	54	669	214	86	432	66	118	658	60
Added Vol:	5	0	0	0	0	0	0	14	6	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	537	61	54	669	214	86	446	72	118	669	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	537	61	54	669	214	86	446	72	118	669	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	537	61	54	669	214	86	446	72	118	669	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	537	61	54	669	214	86	446	72	118	669	60

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.52	0.48	1.00	1.72	0.28	1.00	1.84	0.16
Final Sat.:	1600	2874	326	1600	2424	776	1600	2755	445	1600	2937	263

Capacity Analysis Module:

Vol/Sat:	0.07	0.19	0.19	0.03	0.28	0.28	0.05	0.16	0.16	0.07	0.23	0.23
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Citrus Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	44	258	22	63	360	204	78	284	40	38	586	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	258	22	63	360	204	78	284	40	38	586	48
Added Vol:	5	0	0	0	0	1	2	6	6	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	258	22	63	360	205	80	290	46	38	591	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	258	22	63	360	205	80	290	46	38	591	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	258	22	63	360	205	80	290	46	38	591	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	258	22	63	360	205	80	290	46	38	591	48

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.73	0.27	1.00	1.85	0.15
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2762	438	1600	2960	240

Capacity Analysis Module:

Vol/Sat:	0.03	0.08	0.01	0.04	0.11	0.13	0.05	0.11	0.10	0.02	0.20	0.20
Crit Moves:	****					****	****				****	

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Res FA/Cypress

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[18.1]

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Rights:	Include				Include				Include				Include							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	553	0	0	1093	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	553	0	0	1093	0
Added Vol:	0	0	0	7	0	27	9	14	0	0	15	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	27	9	567	0	0	1108	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	27	9	567	0	0	1108	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	27	9	567	0	0	1108	2

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1411	1694	555	1110	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	132	94	480	637	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	130	92	480	637	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	0.00	0.06	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	309	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			18.1			xxxxxx			xxxxxx					
ApproachLOS:	*			C			*			*					

Note: Queue reported is the number of cars per lane.

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Azusa/Comm 3/4

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[8.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	0	0	9	1021	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	9	1021	0	0	0	0	0	0	0
Added Vol:	0	28	5	34	4	0	0	0	0	0	0	16
Passby:	0	0	0	23	-23	0	0	0	0	0	0	0
Initial Fut:	0	28	5	66	1002	0	0	0	0	0	0	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	28	5	66	1002	0	0	0	0	0	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	28	5	66	1002	0	0	0	0	0	0	16

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	33	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	17
Potent Cap.:	xxxx	xxxx	xxxxx	1592	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1065
Move Cap.:	xxxx	xxxx	xxxxx	1592	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1065
Volume/Cap:	xxxx	xxxx	xxxxx	0.04	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.02

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0			
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.4			
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx					8.4			
ApproachLOS:	*			*			*					A			

Note: Queue reported is the number of cars per lane.

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Azusa/Comm R1R0

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.2]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	678	13	0	1021	0	0	0	0	0	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	678	13	0	1021	0	0	0	0	0	0	8
Added Vol:	0	17	44	0	4	0	0	0	0	0	0	16
Passby:	0	-16	30	0	-23	0	0	0	0	0	0	15
Initial Fut:	0	679	87	0	1002	0	0	0	0	0	0	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	679	87	0	1002	0	0	0	0	0	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	679	87	0	1002	0	0	0	0	0	0	39

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	383
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	621
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	621
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.2			
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx					11.2			
ApproachLOS:	*			*			*					B			

Note: Queue reported is the number of cars per lane.

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Comm 3/4/Cypress

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: D[26.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0

Volume Module:

Base Vol:	0	0	0	3	0	11	0	553	0	0	1093	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	11	0	553	0	0	1093	4
Added Vol:	0	0	0	14	0	45	0	9	0	0	27	15
Passby:	0	0	0	14	0	47	0	-14	0	0	-25	25
Initial Fut:	0	0	0	31	0	103	0	548	0	0	1095	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	31	0	103	0	548	0	0	1095	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	31	0	103	0	548	0	0	1095	44

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1391	1665	570	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	136	98	470	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	136	98	470	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.23	0.00	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	299	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	26.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx			26.4			xxxxxx			xxxxxx			
ApproachLOS:	*			D			*			*			

Note: Queue reported is the number of cars per lane.

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Vincent Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	72	441	156	95	535	37	82	1062	109	97	320	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	441	156	95	535	37	82	1062	109	97	320	40
Added Vol:	0	0	6	6	0	0	0	6	0	5	5	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	441	162	101	535	37	82	1068	109	102	325	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	441	162	101	535	37	82	1068	109	102	325	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	441	162	101	535	37	82	1068	109	102	325	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	441	162	101	535	37	82	1068	109	102	325	45

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	1.87	0.13	1.00	1.81	0.19	1.00	1.76	0.24
Final Sat.:	1600	2340	860	1600	2993	207	1600	2904	296	1600	2811	389

Capacity Analysis Module:

Vol/Sat:	0.05	0.19	0.19	0.06	0.18	0.18	0.05	0.37	0.37	0.06	0.12	0.12
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Lark Ellen Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	108	459	146	79	216	34	79	1073	118	108	379	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	459	146	79	216	34	79	1073	118	108	379	69
Added Vol:	0	0	6	4	0	0	0	19	0	5	14	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	459	152	83	216	34	79	1092	118	113	393	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	459	152	83	216	34	79	1092	118	113	393	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	459	152	83	216	34	79	1092	118	113	393	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	459	152	83	216	34	79	1092	118	113	393	73

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.73	0.27	1.00	1.80	0.20	1.00	1.69	0.31
Final Sat.:	1600	2404	796	1600	2765	435	1600	2888	312	1600	2699	501

Capacity Analysis Module:

Vol/Sat:	0.07	0.19	0.19	0.05	0.08	0.08	0.05	0.38	0.38	0.07	0.15	0.15
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Azusa Ave/Gladstone St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	1	1	0	

Volume Module:

Base Vol:	116	898	175	200	761	49	203	691	258	135	265	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	898	175	200	761	49	203	691	258	135	265	86
Added Vol:	5	7	5	0	10	0	0	0	6	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	905	180	200	771	49	203	691	264	141	265	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	905	180	200	771	49	203	691	264	141	265	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	905	180	200	771	49	203	691	264	141	265	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	905	180	200	771	49	203	691	264	141	265	86
OvlAdjVol:	39											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	1.45	0.55	1.00	1.51	0.49
Final Sat.:	1600	3200	1600	3200	3009	191	1600	2315	885	1600	2416	784

Capacity Analysis Module:

Vol/Sat:	0.08	0.28	0.11	0.06	0.26	0.26	0.13	0.30	0.30	0.09	0.11	0.11
OvlAdjV/S:	0.02											
Crit Moves:	****				****				****			

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Azusa Ave/Arrow Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	0	2	0	2	0	1	1

Volume Module:

Base Vol:	191	585	161	234	712	129	425	1003	157	207	565	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	585	161	234	712	129	425	1003	157	207	565	115
Added Vol:	5	16	5	0	23	0	0	0	6	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	601	166	234	735	129	425	1003	163	213	565	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	601	166	234	735	129	425	1003	163	213	565	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	601	166	234	735	129	425	1003	163	213	565	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	601	166	234	735	129	425	1003	163	213	565	115
OvlAdjVol:									65			

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.57	0.43	2.00	1.70	0.30	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	2507	693	3200	2722	478	3200	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.24	0.24	0.07	0.27	0.27	0.13	0.31	0.10	0.13	0.18	0.07
OvlAdjV/S:									0.04			
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Azusa Ave/Covina Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	77	780	192	163	855	36	32	29	33	124	33	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	780	192	163	855	36	32	29	33	124	33	157
Added Vol:	0	25	7	0	35	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	805	199	163	890	36	32	29	33	133	33	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	805	199	163	890	36	32	29	33	133	33	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	805	199	163	890	36	32	29	33	133	33	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	805	199	163	890	36	32	29	33	133	33	157

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.52	0.48	1.00	0.80	0.20	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	839	761	1600	1282	318	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.25	0.12	0.10	0.28	0.02	0.02	0.04	0.02	0.08	0.10	0.10
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.795

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	136	784	119	55	797	198	229	948	109	105	450	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	784	119	55	797	198	229	948	109	105	450	23
Added Vol:	0	22	10	13	0	0	22	8	0	23	22	8
Passby:	0	0	0	0	-19	0	20	-20	0	17	0	0
Initial Fut:	136	806	129	68	778	198	271	936	109	145	472	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	806	129	68	778	198	271	936	109	145	472	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	806	129	68	778	198	271	936	109	145	472	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	806	129	68	778	198	271	936	109	145	472	31

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21	1.00	1.88	0.12
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2866	334	1600	3003	197

Capacity Analysis Module:

Vol/Sat:	0.09	0.25	0.08	0.04	0.24	0.12	0.17	0.33	0.33	0.09	0.16	0.16
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Ave/San Bernardino Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	139	778	62	174	812	130	193	616	113	112	336	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	778	62	174	812	130	193	616	113	112	336	67
Added Vol:	0	21	0	4	15	5	6	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	799	62	178	827	135	199	616	113	112	336	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	799	62	178	827	135	199	616	113	112	336	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	799	62	178	827	135	199	616	113	112	336	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	799	62	178	827	135	199	616	113	112	336	71

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31	1.00	1.65	0.35
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2704	496	1600	2642	558

Capacity Analysis Module:

Vol/Sat:	0.09	0.25	0.04	0.11	0.26	0.08	0.12	0.23	0.23	0.07	0.13	0.13
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Azusa Ave/Badillo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2

Volume Module:

Base Vol:	137	750	91	113	882	102	135	852	170	169	514	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	750	91	113	882	102	135	852	170	169	514	94
Added Vol:	0	8	0	5	6	5	6	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	758	91	118	888	107	141	852	170	169	514	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	758	91	118	888	107	141	852	170	169	514	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	758	91	118	888	107	141	852	170	169	514	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	758	91	118	888	107	141	852	170	169	514	100

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.09	0.24	0.06	0.07	0.28	0.07	0.09	0.27	0.11	0.11	0.16	0.06
Crit Moves:	****			****			****		****			

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hollenbeck Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	69	799	52	43	525	115	244	744	65	71	384	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	799	52	43	525	115	244	744	65	71	384	35
Added Vol:	6	0	0	0	0	0	0	10	5	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	799	52	43	525	115	244	754	70	71	398	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	799	52	43	525	115	244	754	70	71	398	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	799	52	43	525	115	244	754	70	71	398	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	799	52	43	525	115	244	754	70	71	398	35

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.64	0.36	1.00	1.83	0.17	1.00	1.84	0.16
Final Sat.:	1600	3004	196	1600	2625	575	1600	2928	272	1600	2941	259

Capacity Analysis Module:

Vol/Sat:	0.05	0.27	0.27	0.03	0.20	0.20	0.15	0.26	0.26	0.04	0.14	0.14
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Citrus Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	77	533	45	61	413	134	145	553	61	42	310	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	533	45	61	413	134	145	553	61	42	310	45
Added Vol:	6	0	0	0	0	2	1	5	5	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	533	45	61	413	136	146	558	66	42	316	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	533	45	61	413	136	146	558	66	42	316	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	533	45	61	413	136	146	558	66	42	316	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	533	45	61	413	136	146	558	66	42	316	45

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21	1.00	1.75	0.25
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2862	338	1600	2801	399

Capacity Analysis Module:

Vol/Sat:	0.05	0.17	0.03	0.04	0.13	0.09	0.09	0.20	0.19	0.03	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Res FA/Cypress

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.4]

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Rights:	Include				Include				Include				Include							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	1122	0	0	578	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1122	0	0	578	0
Added Vol:	0	0	0	4	0	18	30	11	0	0	13	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	4	0	18	30	1133	0	0	591	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	18	30	1133	0	0	591	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	18	30	1133	0	0	591	8

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1222	1788	300	599	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	175	82	703	988	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	171	80	703	988	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.03	0.03	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	449	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			13.4			xxxxxx			xxxxxx					
ApproachLOS:	*			B			*			*					

Note: Queue reported is the number of cars per lane.

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Azusa/Comm 3/4

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[12.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	1036	0	10	1050	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1036	0	10	1050	0	0	0	0	0	0	0
Added Vol:	0	20	4	30	13	0	0	0	0	0	0	12
Passby:	0	0	0	19	-19	0	0	0	0	0	0	0
Initial Fut:	0	1056	4	59	1044	0	0	0	0	0	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1056	4	59	1044	0	0	0	0	0	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1056	4	59	1044	0	0	0	0	0	0	12

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1060	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	530
Potent Cap.:	xxxx	xxxx	xxxxx	665	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	499
Move Cap.:	xxxx	xxxx	xxxxx	665	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	499
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1			
Control Del:	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.4			
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.4					
ApproachLOS:	*			*			*			B					

Note: Queue reported is the number of cars per lane.

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Azusa/Comm R1R0

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	1036	15	0	1050	0	0	0	0	0	0	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1036	15	0	1050	0	0	0	0	0	0	6
Added Vol:	0	12	39	0	13	0	0	0	0	0	0	12
Passby:	0	-19	39	0	-19	0	0	0	0	0	0	16
Initial Fut:	0	1029	93	0	1044	0	0	0	0	0	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1029	93	0	1044	0	0	0	0	0	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1029	93	0	1044	0	0	0	0	0	0	34

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 3.3

Capacity Module:

Cnflct Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 561
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 476
Move Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 476
Volume/Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 0.07

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 0.2
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 13.1
LOS by Move: * * * * * * * * * * * * * * B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 13.1
ApproachLOS: * * * * * B

Note: Queue reported is the number of cars per lane.

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Existing Plus Project
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Comm 3/4/Cypress

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[18.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0

Volume Module:

Base Vol:	0	0	0	3	0	9	0	1122	0	0	578	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	9	0	1122	0	0	578	4
Added Vol:	0	0	0	11	0	36	0	30	0	0	18	13
Passby:	0	0	0	19	0	27	0	-20	0	0	-11	11
Initial Fut:	0	0	0	33	0	72	0	1132	0	0	585	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	0	72	0	1132	0	0	585	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	33	0	72	0	1132	0	0	585	28

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1165	1731	307	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	190	89	695	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	190	89	695	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	0.00	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	379	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx			18.1			xxxxxx			xxxxxx			
ApproachLOS:	*			C			*			*			

Note: Queue reported is the number of cars per lane.

PROJECT OPENING YEAR WITHOUT PROJECT CONDITIONS

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Vincent Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	148	425	100	71	446	77	30	301	56	195	1130	83
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	154	442	104	74	464	80	31	313	58	203	1176	86
Added Vol:	0	0	0	0	0	0	0	9	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	442	104	74	464	80	31	322	58	203	1181	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	442	104	74	464	80	31	322	58	203	1181	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	442	104	74	464	80	31	322	58	203	1181	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	442	104	74	464	80	31	322	58	203	1181	86

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.71	0.29	1.00	1.69	0.31	1.00	1.86	0.14
Final Sat.:	1600	2590	610	1600	2729	471	1600	2710	490	1600	2982	218

Capacity Analysis Module:

Vol/Sat:	0.10	0.17	0.17	0.05	0.17	0.17	0.02	0.12	0.12	0.13	0.40	0.40
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Lark Ellen Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	117	375	157	64	277	80	46	381	113	231	1113	75
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	122	390	163	67	288	83	48	396	118	240	1158	78
Added Vol:	0	0	0	0	0	0	0	9	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	390	163	67	288	83	48	405	118	240	1163	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	140	447	187	76	330	95	55	465	135	276	1334	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	447	187	76	330	95	55	465	135	276	1334	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	447	187	76	330	95	55	465	135	276	1334	89

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.55	0.45	1.00	1.55	0.45	1.00	1.87	0.13
Final Sat.:	1600	2256	944	1600	2483	717	1600	2481	719	1600	2999	201

Capacity Analysis Module:

Vol/Sat:	0.09	0.20	0.20	0.05	0.13	0.13	0.03	0.19	0.19	0.17	0.44	0.44
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Azusa Ave/Gladstone St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	170	836	77	128	604	84	107	210	252	143	794	90
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	177	870	80	133	628	87	111	218	262	149	826	94
Added Vol:	1	20	16	15	24	0	0	30	2	17	30	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	890	96	148	652	87	111	248	264	166	856	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	890	96	148	652	87	111	248	264	166	856	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	890	96	148	652	87	111	248	264	166	856	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	890	96	148	652	87	111	248	264	166	856	109
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.76	0.24	1.00	1.00	1.00	1.00	1.77	0.23
Final Sat.:	1600	3200	1600	3200	2822	378	1600	1600	1600	1600	2840	360

Capacity Analysis Module:

Vol/Sat:	0.11	0.28	0.06	0.05	0.23	0.23	0.07	0.16	0.17	0.10	0.30	0.30
OvlAdjV/S:	0.00											
Crit Moves:	****				****				****			

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Azusa Ave/Arrow Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 61 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	0	2	0	2	0	1	1

Volume Module:

Base Vol:	220	451	73	134	561	236	404	648	100	114	939	97
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	229	469	76	139	584	246	420	674	104	119	977	101
Added Vol:	1	7	31	15	13	15	15	15	3	33	15	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	476	107	154	597	261	435	689	107	152	992	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	476	107	154	597	261	435	689	107	152	992	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	476	107	154	597	261	435	689	107	152	992	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	476	107	154	597	261	435	689	107	152	992	116
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.63	0.37	2.00	1.39	0.61	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	2613	587	3200	2227	973	3200	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.18	0.18	0.05	0.27	0.27	0.14	0.22	0.07	0.09	0.31	0.07
OvlAdjV/S:	0.00											
Crit Moves:	****	****					****	****				

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Azusa Ave/Covina Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	67	580	140	48	678	15	12	36	33	235	37	248
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	70	603	146	50	705	16	12	37	34	244	38	258
Added Vol:	0	30	17	20	30	0	0	0	0	7	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	633	163	70	735	16	12	37	34	251	38	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	633	163	70	735	16	12	37	34	251	38	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	633	163	70	735	16	12	37	34	251	38	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	633	163	70	735	16	12	37	34	251	38	268

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.25	0.75	1.00	0.87	0.13	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	400	1200	1600	1388	212	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.20	0.10	0.04	0.23	0.01	0.01	0.03	0.02	0.16	0.18	0.17
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	153	504	62	30	691	300	157	461	123	110	966	17
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	159	524	65	31	719	312	163	480	128	114	1005	18
Added Vol:	0	35	0	3	28	5	9	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	559	65	34	747	317	172	480	128	114	1005	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	559	65	34	747	317	172	480	128	114	1005	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	559	65	34	747	317	172	480	128	114	1005	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	559	65	34	747	317	172	480	128	114	1005	21

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.58	0.42	1.00	1.96	0.04
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2526	674	1600	3135	65

Capacity Analysis Module:

Vol/Sat:	0.10	0.17	0.04	0.02	0.23	0.20	0.11	0.19	0.19	0.07	0.32	0.32
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Ave/San Bernardino Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	128	529	55	59	768	190	105	322	122	151	679	47
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	133	550	57	61	799	198	109	335	127	157	706	49
Added Vol:	0	26	0	4	22	2	4	3	0	0	3	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	576	57	65	821	200	113	338	127	157	709	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	576	57	65	821	200	113	338	127	157	709	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	576	57	65	821	200	113	338	127	157	709	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	576	57	65	821	200	113	338	127	157	709	54

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55	1.00	1.86	0.14
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2326	874	1600	2974	226

Capacity Analysis Module:

Vol/Sat:	0.08	0.18	0.04	0.04	0.26	0.12	0.07	0.15	0.15	0.10	0.24	0.24
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Azusa Ave/Badillo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2

Volume Module:

Base Vol:	224	617	116	78	824	146	71	519	136	153	935	58
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	233	642	121	81	857	152	74	540	141	159	973	60
Added Vol:	0	11	0	7	10	5	7	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	653	121	88	867	157	81	540	141	159	973	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	653	121	88	867	157	81	540	141	159	973	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	653	121	88	867	157	81	540	141	159	973	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	653	121	88	867	157	81	540	141	159	973	68

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.15	0.20	0.08	0.06	0.27	0.10	0.05	0.17	0.09	0.10	0.30	0.04
Crit Moves:	****			****		****	****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hollenbeck Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	102	537	61	54	669	214	86	432	66	118	658	60
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	106	559	63	56	696	223	89	449	69	123	685	62
Added Vol:	0	0	0	0	0	0	0	3	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	559	63	56	696	223	89	452	69	123	688	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	559	63	56	696	223	89	452	69	123	688	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	559	63	56	696	223	89	452	69	123	688	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	559	63	56	696	223	89	452	69	123	688	62

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.52	0.48	1.00	1.74	0.26	1.00	1.83	0.17
Final Sat.:	1600	2874	326	1600	2424	776	1600	2778	422	1600	2934	266

Capacity Analysis Module:

Vol/Sat:	0.07	0.19	0.19	0.04	0.29	0.29	0.06	0.16	0.16	0.08	0.23	0.23
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Citrus Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	44	258	22	63	360	204	78	284	40	38	586	48
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	46	268	23	66	375	212	81	295	42	40	610	50
Added Vol:	0	69	0	0	28	0	0	3	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	337	23	66	403	212	81	298	42	40	613	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	337	23	66	403	212	81	298	42	40	613	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	337	23	66	403	212	81	298	42	40	613	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	337	23	66	403	212	81	298	42	40	613	50

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.76	0.24	1.00	1.85	0.15
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2808	392	1600	2959	241

Capacity Analysis Module:

Vol/Sat:	0.03	0.11	0.01	0.04	0.13	0.13	0.05	0.11	0.11	0.02	0.21	0.21
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Vincent Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	72	441	156	95	535	37	82	1062	109	97	320	40
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	75	459	162	99	557	38	85	1105	113	101	333	42
Added Vol:	0	0	0	0	0	0	0	7	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	459	162	99	557	38	85	1112	113	101	341	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	459	162	99	557	38	85	1112	113	101	341	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	459	162	99	557	38	85	1112	113	101	341	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	459	162	99	557	38	85	1112	113	101	341	42

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.48	0.52	1.00	1.87	0.13	1.00	1.81	0.19	1.00	1.78	0.22
Final Sat.:	1600	2364	836	1600	2993	207	1600	2904	296	1600	2852	348

Capacity Analysis Module:

Vol/Sat:	0.05	0.19	0.19	0.06	0.19	0.19	0.05	0.38	0.38	0.06	0.12	0.12
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Lark Ellen Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	108	459	146	79	216	34	79	1073	118	108	379	69
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	112	478	152	82	225	35	82	1116	123	112	394	72
Added Vol:	0	0	0	0	0	0	0	7	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	478	152	82	225	35	82	1123	123	112	402	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	478	152	82	225	35	82	1123	123	112	402	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	478	152	82	225	35	82	1123	123	112	402	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	478	152	82	225	35	82	1123	123	112	402	72

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.73	0.27	1.00	1.80	0.20	1.00	1.70	0.30
Final Sat.:	1600	2428	772	1600	2765	435	1600	2885	315	1600	2715	485

Capacity Analysis Module:

Vol/Sat:	0.07	0.20	0.20	0.05	0.08	0.08	0.05	0.39	0.39	0.07	0.15	0.15
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Azusa Ave/Gladstone St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.844
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 63 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	116	898	175	200	761	49	203	691	258	135	265	86
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	121	934	182	208	792	51	211	719	268	140	276	89
Added Vol:	2	28	22	20	27	0	0	40	1	21	40	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	962	204	228	819	51	211	759	269	161	316	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	962	204	228	819	51	211	759	269	161	316	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	962	204	228	819	51	211	759	269	161	316	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	962	204	228	819	51	211	759	269	161	316	109
OvlAdjVol:	43											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	1.48	0.52	1.00	1.49	0.51
Final Sat.:	1600	3200	1600	3200	3012	188	1600	2362	838	1600	2376	824

Capacity Analysis Module:

Vol/Sat:	0.08	0.30	0.13	0.07	0.27	0.27	0.13	0.32	0.32	0.10	0.13	0.13
OvlAdjV/S:	0.03											
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Azusa Ave/Arrow Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 79 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	0	2	0	2	0	1	1

Volume Module:

Base Vol:	191	585	161	234	712	129	425	1003	157	207	565	115
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	199	609	168	243	741	134	442	1044	163	215	588	120
Added Vol:	2	11	42	20	9	20	20	20	2	42	20	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	620	210	263	750	154	462	1064	165	257	608	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	620	210	263	750	154	462	1064	165	257	608	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	620	210	263	750	154	462	1064	165	257	608	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	620	210	263	750	154	462	1064	165	257	608	140
OvlAdjVol:	65											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.49	0.51	2.00	1.66	0.34	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	2391	809	3200	2654	546	3200	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.26	0.26	0.08	0.28	0.28	0.14	0.33	0.10	0.16	0.19	0.09
OvlAdjV/S:	0.04											
Crit Moves:	****	****					****	****				

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Azusa Ave/Covina Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	77	780	192	163	855	36	32	29	33	124	33	157
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	80	812	200	170	890	37	33	30	34	129	34	163
Added Vol:	0	40	8	12	40	0	0	0	0	12	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	852	208	182	930	37	33	30	34	141	34	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	852	208	182	930	37	33	30	34	141	34	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	852	208	182	930	37	33	30	34	141	34	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	852	208	182	930	37	33	30	34	141	34	179

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.52	0.48	1.00	0.80	0.20	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	839	761	1600	1287	313	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.27	0.13	0.11	0.29	0.02	0.02	0.04	0.02	0.09	0.11	0.11
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	136	784	119	55	797	198	229	948	109	105	450	23
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	141	816	124	57	829	206	238	986	113	109	468	24
Added Vol:	0	38	0	4	40	8	7	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	854	124	61	869	214	245	986	113	109	468	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	854	124	61	869	214	245	986	113	109	468	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	854	124	61	869	214	245	986	113	109	468	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	854	124	61	869	214	245	986	113	109	468	28

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21	1.00	1.89	0.11
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2870	330	1600	3020	180

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.09	0.27	0.08	0.04	0.27	0.13	0.15	0.34	0.34	0.07	0.16	0.16
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Ave/San Bernardino Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	139	778	62	174	812	130	193	616	113	112	336	67
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	145	809	65	181	845	135	201	641	118	117	350	70
Added Vol:	0	29	0	6	31	4	3	4	0	0	4	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	838	65	187	876	139	204	645	118	117	354	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	838	65	187	876	139	204	645	118	117	354	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	838	65	187	876	139	204	645	118	117	354	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	838	65	187	876	139	204	645	118	117	354	75

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31	1.00	1.65	0.35
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2707	493	1600	2642	558

Capacity Analysis Module:

Vol/Sat:	0.09	0.26	0.04	0.12	0.27	0.09	0.13	0.24	0.24	0.07	0.13	0.13
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Azusa Ave/Badillo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2

Volume Module:

Base Vol:	137	750	91	113	882	102	135	852	170	169	514	94
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	143	780	95	118	918	106	140	886	177	176	535	98
Added Vol:	0	13	0	10	14	8	7	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	793	95	128	932	114	147	886	177	176	535	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	793	95	128	932	114	147	886	177	176	535	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	793	95	128	932	114	147	886	177	176	535	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	793	95	128	932	114	147	886	177	176	535	107

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.09	0.25	0.06	0.08	0.29	0.07	0.09	0.28	0.11	0.11	0.17	0.07
Crit Moves:	****			****			****		****			

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hollenbeck Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	69	799	52	43	525	115	244	744	65	71	384	35
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	72	831	54	45	546	120	254	774	68	74	400	36
Added Vol:	0	0	0	0	0	0	0	4	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	831	54	45	546	120	254	778	68	74	404	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	831	54	45	546	120	254	778	68	74	404	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	831	54	45	546	120	254	778	68	74	404	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	831	54	45	546	120	254	778	68	74	404	36

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.64	0.36	1.00	1.84	0.16	1.00	1.83	0.17
Final Sat.:	1600	3004	196	1600	2625	575	1600	2944	256	1600	2935	265

Capacity Analysis Module:

Vol/Sat:	0.04	0.28	0.28	0.03	0.21	0.21	0.16	0.26	0.26	0.05	0.14	0.14
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Citrus Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	77	533	45	61	413	134	145	553	61	42	310	45
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	80	555	47	63	430	139	151	575	63	44	323	47
Added Vol:	0	36	0	0	52	0	0	4	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	591	47	63	482	139	151	579	63	44	327	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	591	47	63	482	139	151	579	63	44	327	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	591	47	63	482	139	151	579	63	44	327	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	591	47	63	482	139	151	579	63	44	327	47

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.80	0.20	1.00	1.75	0.25
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2884	316	1600	2799	401

Capacity Analysis Module:

Vol/Sat:	0.05	0.18	0.03	0.04	0.15	0.09	0.09	0.20	0.20	0.03	0.12	0.12
Crit Moves:	****			****			****			****		

PROJECT OPENING YEAR WITH PROJECT CONDITIONS

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Vincent Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	148	425	100	71	446	77	30	301	56	195	1130	83
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	154	442	104	74	464	80	31	313	58	203	1176	86
Added Vol:	0	0	5	5	0	0	0	14	0	6	11	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	442	109	79	464	80	31	327	58	209	1187	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	442	109	79	464	80	31	327	58	209	1187	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	442	109	79	464	80	31	327	58	209	1187	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	442	109	79	464	80	31	327	58	209	1187	92

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.71	0.29	1.00	1.70	0.30	1.00	1.86	0.14
Final Sat.:	1600	2567	633	1600	2729	471	1600	2716	484	1600	2969	231

Capacity Analysis Module:

Vol/Sat:	0.10	0.17	0.17	0.05	0.17	0.02	0.12	0.12	0.13	0.40	0.40
Crit Moves:	****			****		****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Lark Ellen Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.789
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	117	375	157	64	277	80	46	381	113	231	1113	75
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	122	390	163	67	288	83	48	396	118	240	1158	78
Added Vol:	0	0	5	5	0	0	0	25	0	6	24	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	390	168	72	288	83	48	421	118	246	1182	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	140	447	193	82	330	95	55	483	135	282	1355	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	447	193	82	330	95	55	483	135	282	1355	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	447	193	82	330	95	55	483	135	282	1355	95

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.40	0.60	1.00	1.55	0.45	1.00	1.56	0.44	1.00	1.87	0.13
Final Sat.:	1600	2235	965	1600	2483	717	1600	2502	698	1600	2990	210

Capacity Analysis Module:

Vol/Sat:	0.09	0.20	0.20	0.05	0.13	0.13	0.03	0.19	0.19	0.18	0.45	0.45
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Project Opening Year With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Azusa Ave/Gladstone St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	170	836	77	128	604	84	107	210	252	143	794	90
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	177	870	80	133	628	87	111	218	262	149	826	94
Added Vol:	7	30	22	15	30	0	0	30	8	23	30	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	900	102	148	658	87	111	248	270	172	856	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	900	102	148	658	87	111	248	270	172	856	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	900	102	148	658	87	111	248	270	172	856	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	900	102	148	658	87	111	248	270	172	856	109
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.77	0.23	1.00	1.00	1.00	1.00	1.77	0.23
Final Sat.:	1600	3200	1600	3200	2825	375	1600	1600	1600	1600	2840	360

Capacity Analysis Module:

Vol/Sat:	0.11	0.28	0.06	0.05	0.23	0.23	0.07	0.16	0.17	0.11	0.30	0.30
OvlAdjV/S:	0.00											
Crit Moves:	****				****				****			

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Project Opening Year With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Azusa Ave/Arrow Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	0	2	0	2	0	1	1

Volume Module:

Base Vol:	220	451	73	134	561	236	404	648	100	114	939	97
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	229	469	76	139	584	246	420	674	104	119	977	101
Added Vol:	8	29	38	15	31	15	15	15	9	39	15	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	498	114	154	615	261	435	689	113	158	992	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	498	114	154	615	261	435	689	113	158	992	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	498	114	154	615	261	435	689	113	158	992	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	498	114	154	615	261	435	689	113	158	992	116
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.63	0.37	2.00	1.40	0.60	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	2604	596	3200	2247	953	3200	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.19	0.19	0.05	0.27	0.27	0.14	0.22	0.07	0.10	0.31	0.07
OvlAdjV/S:	0.00											
Crit Moves:	****	****					****	****				

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Azusa Ave/Covina Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	0	1	1

Volume Module:

Base Vol:	67	580	140	48	678	15	12	36	33	235	37	248
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	70	603	146	50	705	16	12	37	34	244	38	258
Added Vol:	0	64	26	20	58	0	0	0	0	16	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	667	172	70	763	16	12	37	34	260	38	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	667	172	70	763	16	12	37	34	260	38	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	667	172	70	763	16	12	37	34	260	38	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	667	172	70	763	16	12	37	34	260	38	268

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.25	0.75	1.00	0.87	0.13	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	400	1200	1600	1394	206	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.21	0.11	0.04	0.24	0.01	0.01	0.03	0.02	0.16	0.19	0.17
Crit Moves:	****			****		****				****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 62 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	153	504	62	30	691	300	157	461	123	110	966	17
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	159	524	65	31	719	312	163	480	128	114	1005	18
Added Vol:	0	60	3	7	28	5	33	2	0	31	29	15
Passby:	0	0	0	0	-23	0	14	-14	0	23	0	0
Initial Fut:	159	584	68	38	724	317	210	468	128	168	1034	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	584	68	38	724	317	210	468	128	168	1034	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	584	68	38	724	317	210	468	128	168	1034	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	584	68	38	724	317	210	468	128	168	1034	33

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43	1.00	1.94	0.06
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2512	688	1600	3102	98

Capacity Analysis Module:

Vol/Sat:	0.10	0.18	0.04	0.02	0.23	0.20	0.13	0.19	0.19	0.11	0.33	0.33
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Ave/San Bernardino Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	128	529	55	59	768	190	105	322	122	151	679	47
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	133	550	57	61	799	198	109	335	127	157	706	49
Added Vol:	0	43	0	8	42	9	9	3	0	0	3	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	593	57	69	841	207	118	338	127	157	709	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	593	57	69	841	207	118	338	127	157	709	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	593	57	69	841	207	118	338	127	157	709	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	593	57	69	841	207	118	338	127	157	709	59

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55	1.00	1.85	0.15
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2326	874	1600	2955	245

Capacity Analysis Module:

Vol/Sat:	0.08	0.19	0.04	0.04	0.26	0.13	0.07	0.15	0.15	0.10	0.24	0.24
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Azusa Ave/Badillo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2

Volume Module:

Base Vol:	224	617	116	78	824	146	71	519	136	153	935	58
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	233	642	121	81	857	152	74	540	141	159	973	60
Added Vol:	0	17	0	13	18	12	12	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	659	121	94	875	164	86	540	141	159	973	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	659	121	94	875	164	86	540	141	159	973	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	659	121	94	875	164	86	540	141	159	973	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	659	121	94	875	164	86	540	141	159	973	74

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.15	0.21	0.08	0.06	0.27	0.10	0.05	0.17	0.09	0.10	0.30	0.05
Crit Moves:	****			****		****				****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Project Opening Year With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hollenbeck Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	102	537	61	54	669	214	86	432	66	118	658	60
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	106	559	63	56	696	223	89	449	69	123	685	62
Added Vol:	5	0	0	0	0	0	0	17	6	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	559	63	56	696	223	89	466	75	123	699	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	559	63	56	696	223	89	466	75	123	699	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	559	63	56	696	223	89	466	75	123	699	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	559	63	56	696	223	89	466	75	123	699	62

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.52	0.48	1.00	1.72	0.28	1.00	1.84	0.16
Final Sat.:	1600	2874	326	1600	2424	776	1600	2758	442	1600	2938	262

Capacity Analysis Module:

Vol/Sat:	0.07	0.19	0.19	0.04	0.29	0.29	0.06	0.17	0.17	0.08	0.24	0.24
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Citrus Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	44	258	22	63	360	204	78	284	40	38	586	48
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	46	268	23	66	375	212	81	295	42	40	610	50
Added Vol:	5	69	0	0	28	1	2	9	6	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	337	23	66	403	213	83	304	48	40	618	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	337	23	66	403	213	83	304	48	40	618	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	337	23	66	403	213	83	304	48	40	618	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	337	23	66	403	213	83	304	48	40	618	50

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.73	0.27	1.00	1.85	0.15
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2767	433	1600	2961	239

Capacity Analysis Module:

Vol/Sat:	0.03	0.11	0.01	0.04	0.13	0.13	0.05	0.11	0.11	0.02	0.21	0.21
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Res FA/Cypress

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[19.0]

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Rights:	Include				Include				Include				Include							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	553	0	0	1093	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	0	0	0	0	575	0	0	1137	0
Added Vol:	0	0	0	7	0	27	9	17	0	0	18	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	27	9	592	0	0	1155	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	27	9	592	0	0	1155	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	27	9	592	0	0	1155	2

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1470	1766	579	1157	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	120	85	464	611	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	119	83	464	611	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	0.00	0.06	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	290	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	19.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			19.0			xxxxxx			xxxxxx					
ApproachLOS:	*			C			*			*					

Note: Queue reported is the number of cars per lane.

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Azusa/Comm 3/4

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[11.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	678	0	9	1021	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	705	0	9	1062	0	0	0	0	0	0	0
Added Vol:	0	74	5	34	41	0	0	0	0	0	0	16
Passby:	0	0	0	23	-23	0	0	0	0	0	0	0
Initial Fut:	0	779	5	66	1080	0	0	0	0	0	0	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	779	5	66	1080	0	0	0	0	0	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	779	5	66	1080	0	0	0	0	0	0	16

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	784	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	392
Potent Cap.:	xxxx	xxxx	xxxxx	843	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	612
Move Cap.:	xxxx	xxxx	xxxxx	843	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	612
Volume/Cap:	xxxx	xxxx	xxxxx	0.08	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.03

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1			
Control Del:	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.0			
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.0					
ApproachLOS:	*			*			*			B					

Note: Queue reported is the number of cars per lane.

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Azusa/Comm R1R0

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	0	2	0	0	0

Volume Module:

Base Vol:	0	678	13	0	1021	0	0	0	0	0	0	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	705	14	0	1062	0	0	0	0	0	0	8
Added Vol:	0	64	44	0	41	0	0	0	0	0	0	16
Passby:	0	-16	30	0	-23	0	0	0	0	0	0	15
Initial Fut:	0	753	88	0	1080	0	0	0	0	0	0	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	753	88	0	1080	0	0	0	0	0	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	753	88	0	1080	0	0	0	0	0	0	39

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	420
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	587
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	587
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx					11.6
ApproachLOS:	*			*			*					B

Note: Queue reported is the number of cars per lane.

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Comm 3/4/Cypress

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: D[29.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0

Volume Module:

Base Vol:	0	0	0	3	0	11	0	553	0	0	1093	4
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	3	0	11	0	575	0	0	1137	4
Added Vol:	0	0	0	14	0	45	0	12	0	0	30	15
Passby:	0	0	0	14	0	47	0	-14	0	0	-25	25
Initial Fut:	0	0	0	31	0	103	0	573	0	0	1142	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	31	0	103	0	573	0	0	1142	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	31	0	103	0	573	0	0	1142	44

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1451	1738	593	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	124	88	454	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	124	88	454	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.25	0.00	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	281	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	29.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx				29.1		xxxxxx			xxxxxx			
ApproachLOS:	*				D		*			*			

Note: Queue reported is the number of cars per lane.

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Vincent Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	72	441	156	95	535	37	82	1062	109	97	320	40
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	75	459	162	99	557	38	85	1105	113	101	333	42
Added Vol:	0	0	6	6	0	0	0	13	0	5	13	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	459	168	105	557	38	85	1118	113	106	346	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	459	168	105	557	38	85	1118	113	106	346	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	459	168	105	557	38	85	1118	113	106	346	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	459	168	105	557	38	85	1118	113	106	346	47

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	1.87	0.13	1.00	1.82	0.18	1.00	1.76	0.24
Final Sat.:	1600	2341	859	1600	2993	207	1600	2905	295	1600	2820	380

Capacity Analysis Module:

Vol/Sat:	0.05	0.20	0.20	0.07	0.19	0.19	0.05	0.38	0.38	0.07	0.12	0.12
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Project Opening Year With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Lark Ellen Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	108	459	146	79	216	34	79	1073	118	108	379	69
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	112	478	152	82	225	35	82	1116	123	112	394	72
Added Vol:	0	0	6	4	0	0	0	26	0	5	22	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	478	158	86	225	35	82	1142	123	117	416	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	478	158	86	225	35	82	1142	123	117	416	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	478	158	86	225	35	82	1142	123	117	416	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	478	158	86	225	35	82	1142	123	117	416	76

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.73	0.27	1.00	1.81	0.19	1.00	1.69	0.31
Final Sat.:	1600	2405	795	1600	2765	435	1600	2889	311	1600	2707	493

Capacity Analysis Module:

Vol/Sat:	0.07	0.20	0.20	0.05	0.08	0.08	0.05	0.40	0.40	0.07	0.15	0.15
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Azusa Ave/Gladstone St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	116	898	175	200	761	49	203	691	258	135	265	86
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	121	934	182	208	792	51	211	719	268	140	276	89
Added Vol:	6	35	26	20	37	0	0	40	7	27	40	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	969	208	228	829	51	211	759	275	167	316	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	969	208	228	829	51	211	759	275	167	316	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	969	208	228	829	51	211	759	275	167	316	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	969	208	228	829	51	211	759	275	167	316	109
OvlAdjVol:	41											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	1.47	0.53	1.00	1.49	0.51
Final Sat.:	1600	3200	1600	3200	3015	185	1600	2348	852	1600	2376	824

Capacity Analysis Module:

Vol/Sat:	0.08	0.30	0.13	0.07	0.27	0.27	0.13	0.32	0.32	0.10	0.13	0.13
OvlAdjV/S:	0.03											
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
Project Opening Year With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Azusa Ave/Arrow Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	0	2	0	2	0	1	1

Volume Module:

Base Vol:	191	585	161	234	712	129	425	1003	157	207	565	115
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	199	609	168	243	741	134	442	1044	163	215	588	120
Added Vol:	7	28	47	20	32	20	20	20	8	48	20	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	637	215	263	773	154	462	1064	171	263	608	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	637	215	263	773	154	462	1064	171	263	608	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	637	215	263	773	154	462	1064	171	263	608	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	637	215	263	773	154	462	1064	171	263	608	140
OvlAdjVol:	68											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.50	0.50	2.00	1.67	0.33	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	2394	806	3200	2668	532	3200	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.27	0.27	0.08	0.29	0.29	0.14	0.33	0.11	0.16	0.19	0.09
OvlAdjV/S:	0.04											
Crit Moves:	****	****			****			****			****	

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Azusa Ave/Covina Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	0	1	1

Volume Module:

Base Vol:	77	780	192	163	855	36	32	29	33	124	33	157
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	80	812	200	170	890	37	33	30	34	129	34	163
Added Vol:	0	65	15	12	75	0	0	0	0	21	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	877	215	182	965	37	33	30	34	150	34	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	877	215	182	965	37	33	30	34	150	34	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	877	215	182	965	37	33	30	34	150	34	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	877	215	182	965	37	33	30	34	150	34	179

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.52	0.48	1.00	0.81	0.19	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	839	761	1600	1302	298	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.27	0.13	0.11	0.30	0.02	0.02	0.04	0.02	0.09	0.12	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 61 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	136	784	119	55	797	198	229	948	109	105	450	23
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	141	816	124	57	829	206	238	986	113	109	468	24
Added Vol:	0	59	10	17	40	8	29	8	0	23	22	12
Passby:	0	0	0	0	-19	0	20	-20	0	17	0	0
Initial Fut:	141	875	134	74	850	214	287	974	113	149	490	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	875	134	74	850	214	287	974	113	149	490	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	875	134	74	850	214	287	974	113	149	490	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	875	134	74	850	214	287	974	113	149	490	36

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21	1.00	1.86	0.14
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2866	334	1600	2981	219

Capacity Analysis Module:

Vol/Sat:	0.09	0.27	0.08	0.05	0.27	0.13	0.18	0.34	0.34	0.09	0.16	0.16
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Ave/San Bernardino Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.748

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	139	778	62	174	812	130	193	616	113	112	336	67
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	145	809	65	181	845	135	201	641	118	117	350	70
Added Vol:	0	50	0	9	46	8	9	4	0	0	4	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	859	65	190	891	143	210	645	118	117	354	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	859	65	190	891	143	210	645	118	117	354	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	859	65	190	891	143	210	645	118	117	354	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	859	65	190	891	143	210	645	118	117	354	79

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31	1.00	1.64	0.36
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2707	493	1600	2617	583

Capacity Analysis Module:

Vol/Sat:	0.09	0.27	0.04	0.12	0.28	0.09	0.13	0.24	0.24	0.07	0.14	0.14
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Azusa Ave/Badillo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2

Volume Module:

Base Vol:	137	750	91	113	882	102	135	852	170	169	514	94
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	143	780	95	118	918	106	140	886	177	176	535	98
Added Vol:	0	21	0	14	19	12	13	0	0	0	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	801	95	132	937	118	153	886	177	176	535	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	801	95	132	937	118	153	886	177	176	535	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	801	95	132	937	118	153	886	177	176	535	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	801	95	132	937	118	153	886	177	176	535	113

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.09	0.25	0.06	0.08	0.29	0.07	0.10	0.28	0.11	0.11	0.17	0.07
Crit Moves:	****			****			****		****			

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hollenbeck Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	69	799	52	43	525	115	244	744	65	71	384	35
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	72	831	54	45	546	120	254	774	68	74	400	36
Added Vol:	6	0	0	0	0	0	0	14	5	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	831	54	45	546	120	254	788	73	74	418	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	831	54	45	546	120	254	788	73	74	418	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	831	54	45	546	120	254	788	73	74	418	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	831	54	45	546	120	254	788	73	74	418	36

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.64	0.36	1.00	1.83	0.17	1.00	1.84	0.16
Final Sat.:	1600	3004	196	1600	2625	575	1600	2930	270	1600	2943	257

Capacity Analysis Module:

Vol/Sat:	0.05	0.28	0.28	0.03	0.21	0.21	0.16	0.27	0.27	0.05	0.14	0.14
Crit Moves:	****			****			****			****		

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Citrus Ave/Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	77	533	45	61	413	134	145	553	61	42	310	45
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	80	555	47	63	430	139	151	575	63	44	323	47
Added Vol:	6	36	0	0	52	2	1	9	5	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	591	47	63	482	141	152	584	68	44	333	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	591	47	63	482	141	152	584	68	44	333	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	591	47	63	482	141	152	584	68	44	333	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	591	47	63	482	141	152	584	68	44	333	47

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21	1.00	1.75	0.25
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2864	336	1600	2805	395

Capacity Analysis Module:

Vol/Sat:	0.05	0.18	0.03	0.04	0.15	0.09	0.09	0.20	0.20	0.03	0.12	0.12
Crit Moves:	****			****			****			****		

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Res FA/Cypress

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.9]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	1122	0	0	578	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	0	0	0	0	1167	0	0	601	0
Added Vol:	0	0	0	4	0	18	30	15	0	0	17	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	4	0	18	30	1182	0	0	618	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	18	30	1182	0	0	618	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	18	30	1182	0	0	618	8

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1274	1865	313	626	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	162	74	689	965	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	158	71	689	965	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.03	0.03	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	427	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			13.9			xxxxxx			xxxxxx					
ApproachLOS:	*			B			*			*					

Note: Queue reported is the number of cars per lane.

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Azusa/Comm 3/4

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[12.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1 1 0	1	0	2 0 0	0	0	0 0 0	0	0	0 0 1

Volume Module:

Base Vol:	0	1036	0	10	1050	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1078	0	10	1092	0	0	0	0	0	0	0
Added Vol:	0	68	4	30	66	0	0	0	0	0	0	12
Passby:	0	0	0	19	-19	0	0	0	0	0	0	0
Initial Fut:	0	1146	4	59	1139	0	0	0	0	0	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1146	4	59	1139	0	0	0	0	0	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1146	4	59	1139	0	0	0	0	0	0	12

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1150	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	575
Potent Cap.:	xxxx	xxxx	xxxxx	615	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	466
Move Cap.:	xxxx	xxxx	xxxxx	615	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	466
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1			
Control Del:	xxxxx	xxxx	xxxxx	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.9			
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				12.9				
ApproachLOS:	*			*			*				B				

Note: Queue reported is the number of cars per lane.

 NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #13 Azusa/Comm R1R0

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	0	2	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1036	15	0	1050	0	0	0	0	0	0	6
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1078	16	0	1092	0	0	0	0	0	0	6
Added Vol:	0	60	39	0	66	0	0	0	0	0	0	12
Passby:	0	-19	39	0	-19	0	0	0	0	0	0	16
Initial Fut:	0	1119	94	0	1139	0	0	0	0	0	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1119	94	0	1139	0	0	0	0	0	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1119	94	0	1139	0	0	0	0	0	0	34

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	606
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	445
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	445
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound					
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.8			
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		13.8			
ApproachLOS:	*			*			*			*		B			

 Note: Queue reported is the number of cars per lane.

NEC Azusa/Cypress TIA (Albertson's Redevelopment)
 Project Opening Year With Project
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Comm 3/4/Cypress

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[19.2]

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Rights:	Include				Include				Include				Include							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	3	0	9	0	1122	0	0	578	4
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	3	0	9	0	1167	0	0	601	4
Added Vol:	0	0	0	11	0	36	0	34	0	0	22	13
Passby:	0	0	0	19	0	27	0	-20	0	0	-11	11
Initial Fut:	0	0	0	33	0	72	0	1181	0	0	612	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	0	72	0	1181	0	0	612	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	33	0	72	0	1181	0	0	612	28

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1217	1808	320	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	176	80	681	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	176	80	681	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.19	0.00	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	358	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	19.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			19.2			xxxxxx			xxxxxx					
ApproachLOS:	*			C			*			*					

Note: Queue reported is the number of cars per lane.

Appendix F: Traffic Impact Analysis

Part 2: Amendment 2-Queue Analysis

March 3, 2020



TJW ENGINEERING, INC.

TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

Mr. Hersel Zahab, P.E.
LAND DEVELOPMENT CONSULTANTS
1520 Brookhollow Dr., Suite 33
Santa Ana, CA 92705

Subject: Covina Commons/Cypress Village North Driveway Queue Analysis - City of Covina

Dear Mr. Zahab,

This memorandum contains a queueing analysis for intersection 12 (Azusa Avenue/North Project Driveway) as requested by the City's consultant peer review, Michael Baker International. Since the northern driveway, which allows for left-turns into the project site, also serves an existing U-Haul Storage and Rental Center, the intent of the queue analysis is to make sure that the southbound left-turn pocket on Azusa Avenue into the site has an appropriate storage capacity.

To fulfill this request, TJW collected new AM/PM peak period turning movement counts at the existing driveway on Wednesday February 26, 2020, added the proposed Covina Commons/Cypress Village project traffic volumes, shown in Exhibit 7 of the project's traffic impact analysis, and increased the total volumes by 4% to reflect project opening year conditions.

Synchro 10's Simtraffic module was utilized to run five traffic simulations at the intersection for both AM and PM peak hour volumes. A queuing and blocking report was created utilizing the five simulations. The results of the queuing and blocking report are summarized below:

AM Peak Hour Southbound Left-Turn Queue:

Average Queue: 32 feet

95th Percentile Queue: 60 feet

Maximum Queue: 73 feet

PM Peak Hour Southbound Left-Turn Queue:

Average Queue: 29 feet

95th Percentile Queue: 55 feet

Maximum Queue: 62 feet

The existing southbound left-turn pocket is 150 feet in length. Based on the results of the queue analysis, the existing turn pocket is more than adequate to accommodate projected queue resulting from the combined volumes of the proposed project and existing U-Haul Center.

Mr. Hersel Zahab
March 3, 2020

Covina Commons/Cypress Village TIA Addendum
Intersection #12 Queue Analysis

Attachment A contains traffic counts at the intersection collected on February 26, 2020.

Attachment B contains Synchro and SimTraffic output sheets.

If you have any questions regarding this letter or project, please feel free to contact us at (949) 878-3509.

Sincerely,



Thomas Wheat, PE, TE
Principal
TJW Engineering, Inc.



David Chew, PTP
Transportation Planner
TJW Engineering, Inc.

Attachment A

Existing Traffic Counts

City of Covina
N/S: Azusa Avenue
E/W: Driveway
Weather: Clear

File Name : CVA_Azusa_Driveway AM
Site Code : 99920134
Start Date : 2/27/2020
Page No : 1

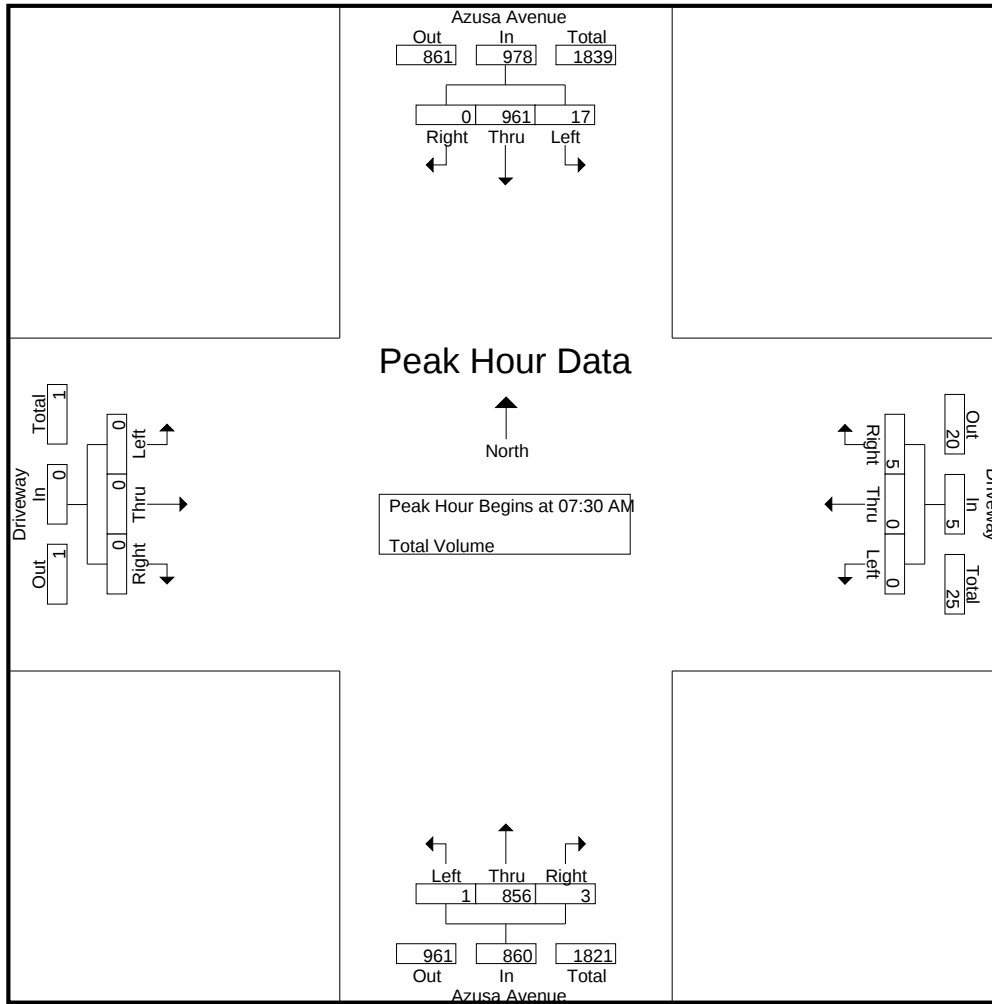
Groups Printed- Total Volume

	Azusa Avenue Southbound				Driveway Westbound				Azusa Avenue Northbound				Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	172	0	175	0	0	2	2	0	117	0	117	0	0	0	0	294
07:15 AM	3	215	0	218	0	0	1	1	0	130	0	130	0	0	0	0	349
07:30 AM	8	306	0	314	0	0	2	2	1	215	0	216	0	0	0	0	532
07:45 AM	2	237	0	239	0	0	1	1	0	281	0	281	0	0	0	0	521
Total	16	930	0	946	0	0	6	6	1	743	0	744	0	0	0	0	1696
08:00 AM	3	222	0	225	0	0	1	1	0	194	2	196	0	0	0	0	422
08:15 AM	4	196	0	200	0	0	1	1	0	166	1	167	0	0	0	0	368
08:30 AM	3	175	0	178	0	0	2	2	0	192	1	193	0	0	0	0	373
08:45 AM	5	169	0	174	0	0	2	2	0	184	3	187	0	0	0	0	363
Total	15	762	0	777	0	0	6	6	0	736	7	743	0	0	0	0	1526
Grand Total	31	1692	0	1723	0	0	12	12	1	1479	7	1487	0	0	0	0	3222
Apprch %	1.8	98.2	0		0	0	100		0.1	99.5	0.5		0	0	0		
Total %	1	52.5	0	53.5	0	0	0.4	0.4	0	45.9	0.2	46.2	0	0	0	0	

	Azusa Avenue Southbound				Driveway Westbound				Azusa Avenue Northbound				Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	306	0	314	0	0	2	2	1	215	0	216	0	0	0	0	532
07:45 AM	2	237	0	239	0	0	1	1	0	281	0	281	0	0	0	0	521
08:00 AM	3	222	0	225	0	0	1	1	0	194	2	196	0	0	0	0	422
08:15 AM	4	196	0	200	0	0	1	1	0	166	1	167	0	0	0	0	368
Total Volume	17	961	0	978	0	0	5	5	1	856	3	860	0	0	0	0	1843
% App. Total	1.7	98.3	0		0	0	100		0.1	99.5	0.3		0	0	0		
PHF	.531	.785	.000	.779	.000	.000	.625	.625	.250	.762	.375	.765	.000	.000	.000	.000	.866

City of Covina
N/S: Azusa Avenue
E/W: Driveway
Weather: Clear

File Name : CVA_Azusa_Driveway AM
Site Code : 99920134
Start Date : 2/27/2020
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	3	215	0	218	0	0	2	2	1	215	0	216	0	0	0	0
+15 mins.	8	306	0	314	0	0	1	1	0	281	0	281	0	0	0	0
+30 mins.	2	237	0	239	0	0	2	2	0	194	2	196	0	0	0	0
+45 mins.	3	222	0	225	0	0	1	1	0	166	1	167	0	0	0	0
Total Volume	16	980	0	996	0	0	6	6	1	856	3	860	0	0	0	0
% App. Total	1.6	98.4	0		0	0	100		0.1	99.5	0.3		0	0	0	
PHF	.500	.801	.000	.793	.000	.000	.750	.750	.250	.762	.375	.765	.000	.000	.000	.000

City of Covina
N/S: Azusa Avenue
E/W: Driveway
Weather: Clear

File Name : CVA_Azusa_Driveway PM
Site Code : 99920134
Start Date : 2/27/2020
Page No : 1

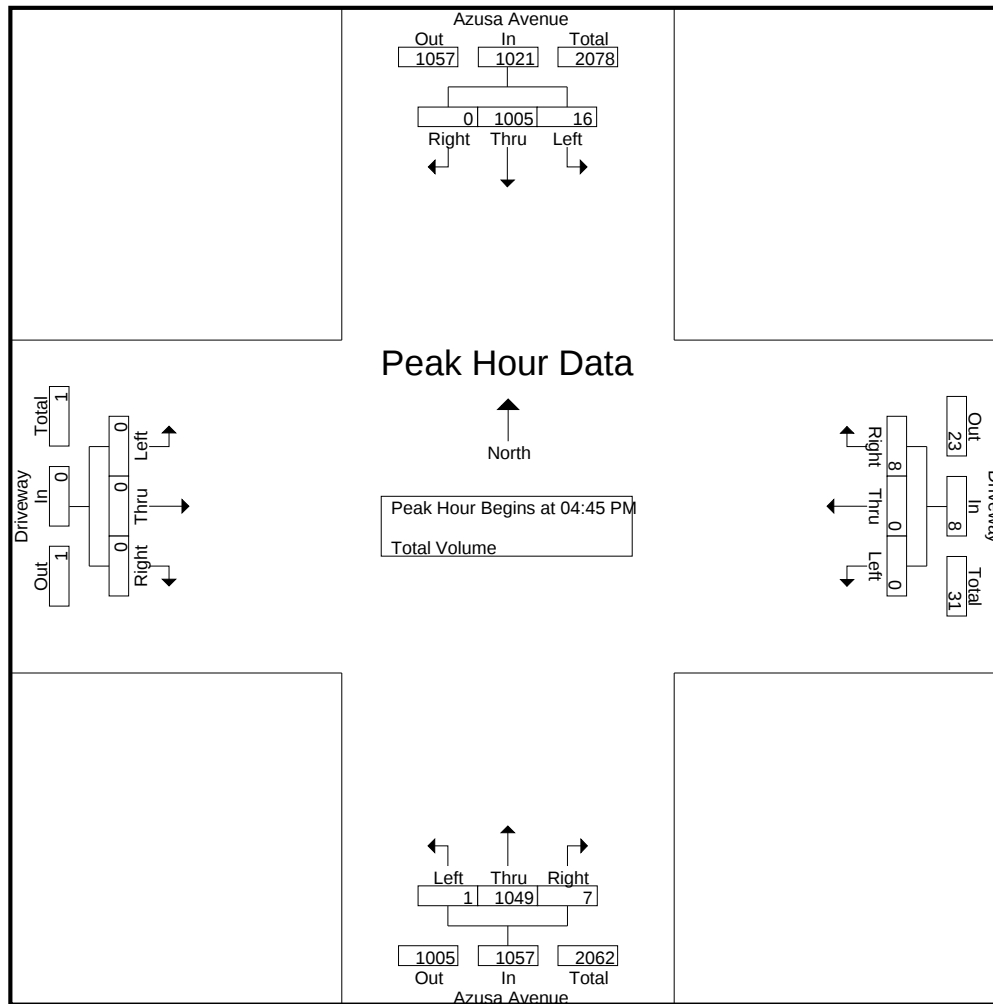
Groups Printed- Total Volume

	Azusa Avenue Southbound				Driveway Westbound				Azusa Avenue Northbound				Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	227	0	232	0	0	5	5	0	252	2	254	0	0	0	0	491
04:15 PM	3	242	0	245	0	0	3	3	0	278	0	278	0	0	0	0	526
04:30 PM	1	209	0	210	0	0	0	0	0	276	3	279	0	0	0	0	489
04:45 PM	4	277	0	281	0	0	4	4	1	258	2	261	0	0	0	0	546
Total	13	955	0	968	0	0	12	12	1	1064	7	1072	0	0	0	0	2052
05:00 PM	5	222	0	227	0	0	2	2	0	293	2	295	0	0	0	0	524
05:15 PM	5	255	0	260	0	0	0	0	0	244	0	244	0	0	0	0	504
05:30 PM	2	251	0	253	0	0	2	2	0	254	3	257	0	0	0	0	512
05:45 PM	1	226	0	227	0	0	3	3	0	238	0	238	0	0	0	0	468
Total	13	954	0	967	0	0	7	7	0	1029	5	1034	0	0	0	0	2008
Grand Total	26	1909	0	1935	0	0	19	19	1	2093	12	2106	0	0	0	0	4060
Apprch %	1.3	98.7	0		0	0	100		0	99.4	0.6		0	0	0		
Total %	0.6	47	0	47.7	0	0	0.5	0.5	0	51.6	0.3	51.9	0	0	0	0	

	Azusa Avenue Southbound				Driveway Westbound				Azusa Avenue Northbound				Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	277	0	281	0	0	4	4	1	258	2	261	0	0	0	0	546
05:00 PM	5	222	0	227	0	0	2	2	0	293	2	295	0	0	0	0	524
05:15 PM	5	255	0	260	0	0	0	0	0	244	0	244	0	0	0	0	504
05:30 PM	2	251	0	253	0	0	2	2	0	254	3	257	0	0	0	0	512
Total Volume	16	1005	0	1021	0	0	8	8	1	1049	7	1057	0	0	0	0	2086
% App. Total	1.6	98.4	0		0	0	100		0.1	99.2	0.7		0	0	0		
PHF	.800	.907	.000	.908	.000	.000	.500	.500	.250	.895	.583	.896	.000	.000	.000	.000	.955

City of Covina
N/S: Azusa Avenue
E/W: Driveway
Weather: Clear

File Name : CVA_Azusa_Driveway PM
Site Code : 99920134
Start Date : 2/27/2020
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	4	277	0	281	0	0	5	5	0	278	0	278	0	0	0	0
+15 mins.	5	222	0	227	0	0	3	3	0	276	3	279	0	0	0	0
+30 mins.	5	255	0	260	0	0	0	0	1	258	2	261	0	0	0	0
+45 mins.	2	251	0	253	0	0	4	4	0	293	2	295	0	0	0	0
Total Volume	16	1005	0	1021	0	0	12	12	1	1105	7	1113	0	0	0	0
% App. Total	1.6	98.4	0		0	0	100		0.1	99.3	0.6		0	0	0	
PHF	.800	.907	.000	.908	.000	.000	.600	.600	.250	.943	.583	.943	.000	.000	.000	.000

Attachment B

Synchro & SimTraffic Analysis Sheets

NEC Azusa/Cypress TIA
12: Project N Drwy & Azusa Avenue

Project Opening Year With Project
AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	21	930	8	74	979
Future Volume (vph)	0	21	930	8	74	979
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	25	1112	10	88	1170
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	1112	10	88	1170
Intersection Summary						

Intersection: 12: Project N Drwy & Azusa Avenue

Movement	WB	NB	SB
Directions Served	R	T	L
Maximum Queue (ft)	30	4	73
Average Queue (ft)	9	0	32
95th Queue (ft)	28	3	60
Link Distance (ft)	268	585	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	20	1117	11	65	1052
Future Volume (vph)	0	20	1117	11	65	1052
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	22	1223	12	71	1152
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	22	1223	12	71	1152
Intersection Summary						

Intersection: 12: Project N Drwy & Azusa Avenue

Movement	WB	NB	SB
Directions Served	R	R	L
Maximum Queue (ft)	27	4	62
Average Queue (ft)	10	0	29
95th Queue (ft)	28	3	55
Link Distance (ft)	268		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Appendix F: Traffic Impact Analysis

Part 3: 2023 LOS Analysis

July 13, 2020



TJW ENGINEERING, INC.

TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

Mr. Hersel Zahab, P.E.
LAND DEVELOPMENT CONSULTANTS
1520 Brookhollow Dr., Suite 33
Santa Ana, CA 92705

Subject: Covina Commons/Cypress Village Project – Supplemental Traffic Analysis

Dear Mr. Zahab,

TJW Engineering, Inc. (TJW) is pleased to provide his supplemental traffic analysis for the proposed Covina Commons/Cypress Village Project in the City of Covina. The traffic impact analysis (TIA) for the project, *Covina Commons & Cypress Village Traffic Impact Analysis (TJW Engineering, November 11, 2019)* analyzed a project opening year of 2022. The City has raised the possibility that construction of the proposed project may not be complete until early to mid-2023 and has requested that the opening year analysis be re-analyzed assuming that 2023 is the project opening year, as opposed to 2022 as analyzed previously.

Project opening year (2023) without project traffic volumes were derived by applying an annual growth rate of 1.0 percent per year, for five years, to existing (2018) traffic volumes. The applied ambient growth rate is slightly higher than the 0.82 percent per year growth factor for the Covina area in Exhibit D-1 (General Traffic Volume Growth Factors) in Appendix D of the *Los Angeles County Congestion Management Program (Los Angeles County Metropolitan Transit Authority, 2010)*. Additionally, project opening year (2023) without project conditions include projected trips associated with nearby cumulative projects, previously discussed in the November 11, 2019 traffic impact analysis.

Project opening year (2023) with project traffic volumes include the addition of projected project-generated trips, as discussed in the November 11, 2019 traffic impact analysis, to project opening year (2023) without project volumes.

This methodology is consistent to the methodology used in the November 11, 2019 traffic impact analysis, with the only change being the application of an ambient growth rate for five years instead of four years.

Project opening year (2023) with and without project conditions AM and PM peak hour intersection analysis results are shown in **Table 1**. ICU and HCM analysis sheets are contained in Attachment A.

Table 1
Intersection Analysis – Project Opening Year (2023) With Project

Int	N/S	E/W	Control Type	Peak Hour	Target LOS	Opening Year Without Project		Opening Year With Project		Change	Impact?
						ICU/Delay ¹	LOS	ICU/Delay ¹	LOS		
1	Vincent	Cypress	Signal	AM	D	0.770	C	0.773	C	0.003	No
				PM		0.792	C	0.803	D	0.011	No
2	Lark Ellen	Cypress	Signal	AM	D	0.694	B	0.706	C	0.012	No
				PM		0.771	C	0.784	C	0.013	No
3	Azusa	Gladstone	Signal	AM	D	0.776	C	0.782	C	0.006	No
				PM		0.857	D	0.865	D	0.008	No
4	Azusa	Arrow	Signal	AM	E	0.849	D	0.856	D	0.007	No
				PM		0.902	E	0.915	E	0.013	No
5	Azusa	Covina	Signal	AM	D	0.523	A	0.538	A	0.015	No
				PM		0.573	A	0.584	A	0.011	No
6	Azusa	Cypress	Signal	AM	D	0.824	D	0.854	D	0.030	No
				PM		0.835	D	0.851	D	0.016	No
7	Azusa	San Bernardino	Signal	AM	D	0.711	C	0.722	C	0.011	No
				PM		0.753	C	0.762	C	0.009	No
8	Azusa	Badillo	Signal	AM	D	0.835	D	0.840	D	0.005	No
				PM		0.831	D	0.832	D	0.001	No
9	Hollenbeck	Cypress	Signal	AM	D	0.706	C	0.712	C	0.006	No
				PM		0.677	B	0.682	B	0.005	No
10	Citrus	Cypress	Signal	AM	D	0.478	A	0.485	A	0.007	No
				PM		0.512	A	0.515	A	0.003	No
11	Residential Dwy	Cypress	OWSC	AM	D			19.6	C	19.6	No
				PM				14.1	B	14.1	No
12	Azusa	N Dwy	OWSC	AM	D			11.2	B	11.2	No
				PM				13.1	B	13.1	No
13	Azusa	S Dwy	OWSC	AM	D			11.7	B	11.7	No
				PM				14.0	B	14.0	No
14	Commercial Dwy	Cypress	OWSC	AM	D			30.4	D	30.4	No
				PM				19.5	C	19.5	No

Note: ICU = Intersection Capacity Utilization. Delay shown in seconds for worst performing stop-controlled movement at driveways

As shown in **Table 1**, the intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for project opening year (2023) without and with project conditions. It should be noted that Arrow Highway and Azusa Avenue is a Congestion Management Program (CMP) monitored intersections. As such, this analysis analyzed Arrow Highway and Azusa Avenue based on the City's general plan and Los Angeles CMP, which outline the acceptable LOS for CMP monitored intersections/roadways to be Los E, or better. Therefore, no impacts are identified for this intersection.

Based on the thresholds of significance for project opening year (2023) with project condition, the addition of project generated trips is not projected to have a significant direct impact at any of the study intersections.

Mr. Hersel Zahab
July 13, 2020

Covina Commons & Cypress Village Project
Supplemental Traffic Analysis

If you have any questions regarding this letter or project, please feel free to contact us at (949) 878-3509.

Sincerely,



Thomas Wheat, PE, TE
Principal
TJW Engineering, Inc.



David Chew, PTP
Transportation Planner
TJW Engineering, Inc.

Mr. Hersel Zahab
July 13, 2020

Covina Commons & Cypress Village Project
Supplemental Traffic Analysis

Attachment A – Level of Service Analysis Sheets

Intersection Level Of Service Report

Intersection 1: Vincent Ave / Cypress St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: C
 Volume to Capacity (v/c): 0.770

Intersection Setup

Name	Vincent Ave			Vincent Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Ave			Vincent Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	156	447	105	75	469	81	32	325	59	205	1193	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	156	447	105	75	469	81	32	325	59	205	1193	77
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	112	26	19	117	20	8	81	15	51	298	19
Total Analysis Volume [veh/h]	156	447	105	75	469	81	32	325	59	205	1193	77
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.17	0.17	0.05	0.17	0.17	0.02	0.12	0.12	0.13	0.40	0.40
Intersection LOS	C											
Intersection V/C	0.770											

Intersection Level Of Service Report

Intersection 2: Lake Ellen Ave / Cypress St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

Intersection Setup

Name	Lake Ellen Ave			Lake Ellen Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lake Ellen Ave			Lake Ellen Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	123	394	165	67	291	84	48	409	119	243	1175	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	394	165	67	291	84	48	409	119	243	1175	79
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	99	41	17	73	21	12	102	30	61	294	20
Total Analysis Volume [veh/h]	123	394	165	67	291	84	48	409	119	243	1175	79
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.17	0.17	0.04	0.12	0.12	0.03	0.17	0.17	0.15	0.39	0.39
Intersection LOS	B											
Intersection V/C	0.694											

Intersection Level Of Service Report
Intersection 3: Azusa Ave / Gladstone St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: C
 Volume to Capacity (v/c): 0.776

Intersection Setup

Name	Azusa Ave			Azusa Ave			Gladstone St			Gladstone St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Gladstone St			Gladstone St		
Base Volume Input [veh/h]	180	899	97	150	659	88	112	251	267	167	865	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	899	97	150	659	88	112	251	267	167	865	110
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	225	24	38	165	22	28	63	67	42	216	28
Total Analysis Volume [veh/h]	180	899	97	150	659	88	112	251	267	167	865	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.28	0.00	0.05	0.23	0.23	0.07	0.16	0.16	0.10	0.30	0.30
Intersection LOS	C											
Intersection V/C	0.776											

Intersection Level Of Service Report

Intersection 4: Azusa Ave / Arrow Highway

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.849

Intersection Setup

Name	Azusa Ave			Azusa Ave			Arrow Hwy			Arrow Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L R			T L R			T L R			T L R		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Arrow Hwy			Arrow Hwy		
Base Volume Input [veh/h]	232	481	108	156	603	263	440	696	108	153	1002	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	232	481	108	156	603	263	440	696	108	153	1002	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	120	27	39	151	66	110	174	27	38	251	29
Total Analysis Volume [veh/h]	232	481	108	156	603	263	440	696	108	153	1002	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.18	0.18	0.05	0.27	0.27	0.14	0.22	0.00	0.10	0.31	0.07
Intersection LOS	D											
Intersection V/C	0.849											

Intersection Level Of Service Report

Intersection 5: Azusa Ave / Covina Blvd

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.523

Intersection Setup

Name	Azusa Ave			Azusa Ave			Covina Blvd			Covina Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Covina Blvd			Covina Blvd		
Base Volume Input [veh/h]	70	640	164	70	743	16	13	38	35	254	39	271
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	640	164	70	743	16	13	38	35	254	39	271
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	160	41	18	186	4	3	10	9	64	10	68
Total Analysis Volume [veh/h]	70	640	164	70	743	16	13	38	35	254	39	271
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.20	0.10	0.04	0.23	0.01	0.01	0.03	0.02	0.16	0.18	0.17
Intersection LOS	A											
Intersection V/C	0.523											

Intersection Level Of Service Report
Intersection 6: Azusa Ave / Cypress St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.824

Intersection Setup

Name	Azusa Ave			Azusa Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	161	565	65	35	754	320	174	485	129	116	1015	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	161	565	65	35	754	320	174	485	129	116	1015	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	141	16	9	189	80	44	121	32	29	254	5
Total Analysis Volume [veh/h]	161	565	65	35	754	320	174	485	129	116	1015	21
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.18	0.04	0.02	0.24	0.20	0.11	0.19	0.19	0.07	0.32	0.32
Intersection LOS	D											
Intersection V/C	0.824											

Intersection Level Of Service Report
Intersection 7: Azusa Ave / San Bernardino Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	Azusa Ave			Azusa Ave			San Bernardino Rd			San Bernardino Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			San Bernardino Rd			San Bernardino Rd		
Base Volume Input [veh/h]	135	582	58	66	829	202	114	341	128	159	717	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	582	58	66	829	202	114	341	128	159	717	54
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	146	15	17	207	51	29	85	32	40	179	14
Total Analysis Volume [veh/h]	135	582	58	66	829	202	114	341	128	159	717	54
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.18	0.04	0.04	0.26	0.13	0.07	0.15	0.15	0.10	0.24	0.24
Intersection LOS	C											
Intersection V/C	0.711											

Intersection Level Of Service Report

Intersection 8: Azusa Ave / Badillo St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.835

Intersection Setup

Name	Azusa Ave			Azusa Ave			Badillo St			Badillo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Badillo St			Badillo St		
Base Volume Input [veh/h]	235	659	122	89	876	158	82	545	143	161	983	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	235	659	122	89	876	158	82	545	143	161	983	69
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	165	31	22	219	40	21	136	36	40	246	17
Total Analysis Volume [veh/h]	235	659	122	89	876	158	82	545	143	161	983	69
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.21	0.08	0.06	0.27	0.10	0.05	0.17	0.09	0.10	0.31	0.04
Intersection LOS	D											
Intersection V/C	0.835											

Intersection Level Of Service Report

Intersection 9: Hollenbeck Ave / Cypress St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

Intersection Setup

Name	Hollenbeck Ave			Hollenbeck Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hollenbeck Ave			Hollenbeck Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	107	564	64	57	703	225	90	457	69	124	695	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	564	64	57	703	225	90	457	69	124	695	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	141	16	14	176	56	23	114	17	31	174	16
Total Analysis Volume [veh/h]	107	564	64	57	703	225	90	457	69	124	695	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.20	0.20	0.04	0.29	0.29	0.06	0.16	0.16	0.08	0.24	0.24
Intersection LOS	C											
Intersection V/C	0.706											

Intersection Level Of Service Report

Intersection 10: Citrus Ave / Cypress St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.478

Intersection Setup

Name	Citrus Ave			Citrus Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Citrus Ave			Citrus Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	46	340	23	66	406	214	82	301	42	40	619	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	340	23	66	406	214	82	301	42	40	619	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	85	6	17	102	54	21	75	11	10	155	13
Total Analysis Volume [veh/h]	46	340	23	66	406	214	82	301	42	40	619	50
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.11	0.01	0.04	0.13	0.13	0.05	0.11	0.11	0.03	0.21	0.21
Intersection LOS	A											
Intersection V/C	0.478											

Intersection Level Of Service Report

Intersection 11: Residential Dwy / Cypress St

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 2000	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Residential Dwy		Cypress St		Cypress St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Residential Dwy		Cypress St		Cypress St	
Base Volume Input [veh/h]	0	0	0	584	1152	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	584	1152	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	146	288	0
Total Analysis Volume [veh/h]	0	0	0	584	1152	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	34.31	12.82	10.98	0.00	0.00	0.00
Movement LOS	D	B	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.56		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Azusa Ave / Commercial Dwy 3/4

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 2000	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Base Volume Input [veh/h]	760	0	9	1110	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	760	0	9	1110	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	190	0	2	278	0	2
Total Analysis Volume [veh/h]	760	0	9	1110	0	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	9.29	0.00	0.00	10.90
Movement LOS	A	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.80	0.00	0.00	0.98
d_A, Approach Delay [s/veh]	0.00		0.07		10.90	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Azusa Ave / Commercial Dwy RIRO

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 2000	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Base Volume Input [veh/h]	760	14	0	1110	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	760	14	0	1110	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	190	4	0	278	0	2
Total Analysis Volume [veh/h]	760	14	0	1110	0	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.97
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.99
d_A, Approach Delay [s/veh]	0.00		0.00		10.97	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Commercial Dwy 3/4 / Cypress St

Control Type:	Two-way stop	Delay (sec / veh):	35.0
Analysis Method:	HCM 2000	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Commercial Dwy		Cypress St		Cypress St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Commercial Dwy		Cypress St		Cypress St	
Base Volume Input [veh/h]	3	12	0	584	1152	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	12	0	584	1152	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	3	0	146	288	1
Total Analysis Volume [veh/h]	3	12	0	584	1152	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	35.04	13.49	11.00	0.00	0.00	0.00
Movement LOS	E	B	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.98	3.98	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.80		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.15					
Intersection LOS	E					

Intersection Level Of Service Report

Intersection 1: Vincent Ave / Cypress St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: C
 Volume to Capacity (v/c): 0.792

Intersection Setup

Name	Vincent Ave			Vincent Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Ave			Vincent Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	76	463	164	100	562	39	86	1123	115	102	344	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	463	164	100	562	39	86	1123	115	102	344	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	116	41	25	141	10	22	281	29	26	86	11
Total Analysis Volume [veh/h]	76	463	164	100	562	39	86	1123	115	102	344	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.20	0.20	0.06	0.19	0.19	0.05	0.39	0.39	0.06	0.12	0.12
Intersection LOS	C											
Intersection V/C	0.792											

Intersection Level Of Service Report
Intersection 2: Lake Ellen Ave / Cypress St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: C
 Volume to Capacity (v/c): 0.771

Intersection Setup

Name	Lake Ellen Ave			Lake Ellen Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lake Ellen Ave			Lake Ellen Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	114	482	153	83	227	36	83	1135	124	114	406	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	482	153	83	227	36	83	1135	124	114	406	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	121	38	21	57	9	21	284	31	29	102	18
Total Analysis Volume [veh/h]	114	482	153	83	227	36	83	1135	124	114	406	73
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.20	0.20	0.05	0.08	0.08	0.05	0.39	0.39	0.07	0.15	0.15
Intersection LOS	C											
Intersection V/C	0.771											

Intersection Level Of Service Report
Intersection 3: Azusa Ave / Gladstone St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.857

Intersection Setup

Name	Azusa Ave			Azusa Ave			Gladstone St			Gladstone St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Gladstone St			Gladstone St		
Base Volume Input [veh/h]	124	972	206	230	827	51	213	766	272	163	319	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	972	206	230	827	51	213	766	272	163	319	110
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	243	52	58	207	13	53	192	68	41	80	28
Total Analysis Volume [veh/h]	124	972	206	230	827	51	213	766	272	163	319	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.30	0.03	0.07	0.27	0.27	0.13	0.32	0.32	0.10	0.13	0.13
Intersection LOS	D											
Intersection V/C	0.857											

Intersection Level Of Service Report
Intersection 4: Azusa Ave / Arrow Highway

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: E
 Volume to Capacity (v/c): 0.902

Intersection Setup

Name	Azusa Ave			Azusa Ave			Arrow Hwy			Arrow Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L T			T L T			T L T			T L T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Arrow Hwy			Arrow Hwy		
Base Volume Input [veh/h]	203	626	211	266	757	156	467	1074	167	260	614	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	203	626	211	266	757	156	467	1074	167	260	614	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	157	53	67	189	39	117	269	42	65	154	35
Total Analysis Volume [veh/h]	203	626	211	266	757	156	467	1074	167	260	614	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.26	0.26	0.08	0.29	0.29	0.15	0.34	0.04	0.16	0.19	0.09
Intersection LOS	E											
Intersection V/C	0.902											

Intersection Level Of Service Report
Intersection 5: Azusa Ave / Covina Blvd

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.573

Intersection Setup

Name	Azusa Ave			Azusa Ave			Covina Blvd			Covina Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Covina Blvd			Covina Blvd		
Base Volume Input [veh/h]	81	860	210	183	939	38	34	30	35	142	35	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	860	210	183	939	38	34	30	35	142	35	181
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	215	53	46	235	10	9	8	9	36	9	45
Total Analysis Volume [veh/h]	81	860	210	183	939	38	34	30	35	142	35	181
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.27	0.13	0.11	0.29	0.02	0.02	0.04	0.02	0.09	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.573											

Intersection Level Of Service Report

Intersection 6: Azusa Ave / Cypress St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.835

Intersection Setup

Name	Azusa Ave			Azusa Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	143	862	125	62	878	216	248	996	115	110	473	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	862	125	62	878	216	248	996	115	110	473	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	216	31	16	220	54	62	249	29	28	118	7
Total Analysis Volume [veh/h]	143	862	125	62	878	216	248	996	115	110	473	28
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.27	0.08	0.04	0.27	0.14	0.16	0.35	0.35	0.07	0.16	0.16
Intersection LOS	D											
Intersection V/C	0.835											

Intersection Level Of Service Report
Intersection 7: Azusa Ave / San Bernardino Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

Intersection Setup

Name	Azusa Ave			Azusa Ave			San Bernardino Rd			San Bernardino Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			San Bernardino Rd			San Bernardino Rd		
Base Volume Input [veh/h]	146	847	65	189	884	141	206	651	119	118	357	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	146	847	65	189	884	141	206	651	119	118	357	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	212	16	47	221	35	52	163	30	30	89	19
Total Analysis Volume [veh/h]	146	847	65	189	884	141	206	651	119	118	357	75
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.26	0.04	0.12	0.28	0.09	0.13	0.24	0.24	0.07	0.14	0.14
Intersection LOS	C											
Intersection V/C	0.753											

Intersection Level Of Service Report

Intersection 8: Azusa Ave / Badillo St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.831

Intersection Setup

Name	Azusa Ave			Azusa Ave			Badillo St			Badillo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Badillo St			Badillo St		
Base Volume Input [veh/h]	144	801	96	129	941	115	149	895	179	178	540	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	801	96	129	941	115	149	895	179	178	540	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	200	24	32	235	29	37	224	45	45	135	27
Total Analysis Volume [veh/h]	144	801	96	129	941	115	149	895	179	178	540	108
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.25	0.06	0.08	0.29	0.07	0.09	0.28	0.11	0.11	0.17	0.07
Intersection LOS	D											
Intersection V/C	0.831											

Intersection Level Of Service Report
Intersection 9: Hollenbeck Ave / Cypress St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.677

Intersection Setup

Name	Hollenbeck Ave			Hollenbeck Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hollenbeck Ave			Hollenbeck Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	73	840	55	45	552	121	256	786	68	75	408	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	840	55	45	552	121	256	786	68	75	408	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	210	14	11	138	30	64	197	17	19	102	9
Total Analysis Volume [veh/h]	73	840	55	45	552	121	256	786	68	75	408	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.28	0.28	0.03	0.21	0.21	0.16	0.27	0.27	0.05	0.14	0.14
Intersection LOS	B											
Intersection V/C	0.677											

Intersection Level Of Service Report

Intersection 10: Citrus Ave / Cypress St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.512

Intersection Setup

Name	Citrus Ave			Citrus Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Citrus Ave			Citrus Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	81	596	47	64	486	141	152	585	64	44	330	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	596	47	64	486	141	152	585	64	44	330	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	149	12	16	122	35	38	146	16	11	83	12
Total Analysis Volume [veh/h]	81	596	47	64	486	141	152	585	64	44	330	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.19	0.03	0.04	0.15	0.09	0.10	0.20	0.20	0.03	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.512											

Intersection Level Of Service Report
Intersection 11: Residential Dwy / Cypress St

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 2000	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Residential Dwy		Cypress St		Cypress St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Residential Dwy		Cypress St		Cypress St	
Base Volume Input [veh/h]	0	0	0	1183	611	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1183	611	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	296	153	0
Total Analysis Volume [veh/h]	0	0	0	1183	611	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	25.33	10.21	8.73	0.00	0.00	0.00
Movement LOS	D	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.77		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Azusa Ave / Commercial Dwy 3/4

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 2000	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Base Volume Input [veh/h]	1137	0	11	1156	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1137	0	11	1156	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	284	0	3	289	0	0
Total Analysis Volume [veh/h]	1137	0	11	1156	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.02	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	11.01	0.00	0.00	12.73
Movement LOS	A	A	B	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.38	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.10		12.73	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Azusa Ave / Commercial Dwy RIRO

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 2000	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Base Volume Input [veh/h]	1137	16	0	1156	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1137	16	0	1156	0	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	284	4	0	289	0	2
Total Analysis Volume [veh/h]	1137	16	0	1156	0	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	12.93
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.99
d_A, Approach Delay [s/veh]	0.00		0.00		12.93	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 14: Commercial Dwy 3/4 / Cypress St

Control Type:	Two-way stop	Delay (sec / veh):	25.7
Analysis Method:	HCM 2000	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	Commercial Dwy		Cypress St		Cypress St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Commercial Dwy		Cypress St		Cypress St	
Base Volume Input [veh/h]	3	9	0	1183	611	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	9	0	1183	611	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	0	296	153	1
Total Analysis Volume [veh/h]	3	9	0	1183	611	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	25.67	10.51	8.75	0.00	0.00	0.00
Movement LOS	D	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.32	2.32	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.30		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 1: Vincent Ave / Cypress St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: C
 Volume to Capacity (v/c): 0.773

Intersection Setup

Name	Vincent Ave			Vincent Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Ave			Vincent Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	156	447	110	80	469	81	32	330	59	211	1199	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	156	447	110	80	469	81	32	330	59	211	1199	83
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	112	28	20	117	20	8	83	15	53	300	21
Total Analysis Volume [veh/h]	156	447	110	80	469	81	32	330	59	211	1199	83
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.17	0.17	0.05	0.17	0.17	0.02	0.12	0.12	0.13	0.40	0.40
Intersection LOS	C											
Intersection V/C	0.773											

Intersection Level Of Service Report

Intersection 2: Lake Ellen Ave / Cypress St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

Intersection Setup

Name	Lake Ellen Ave			Lake Ellen Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lake Ellen Ave			Lake Ellen Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	123	394	170	72	291	84	48	425	119	249	1194	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	394	170	72	291	84	48	425	119	249	1194	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	99	43	18	73	21	12	106	30	62	299	21
Total Analysis Volume [veh/h]	123	394	170	72	291	84	48	425	119	249	1194	84
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.18	0.18	0.05	0.12	0.12	0.03	0.17	0.17	0.16	0.40	0.40
Intersection LOS	C											
Intersection V/C	0.706											

Intersection Level Of Service Report

Intersection 3: Azusa Ave / Gladstone St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: C
 Volume to Capacity (v/c): 0.782

Intersection Setup

Name	Azusa Ave			Azusa Ave			Gladstone St			Gladstone St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Gladstone St			Gladstone St		
Base Volume Input [veh/h]	186	909	103	150	666	88	112	251	272	172	865	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	186	909	103	150	666	88	112	251	272	172	865	110
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	227	26	38	167	22	28	63	68	43	216	28
Total Analysis Volume [veh/h]	186	909	103	150	666	88	112	251	272	172	865	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.28	0.00	0.05	0.24	0.24	0.07	0.16	0.16	0.11	0.30	0.30
Intersection LOS	C											
Intersection V/C	0.782											

Intersection Level Of Service Report
Intersection 4: Azusa Ave / Arrow Highway

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.856

Intersection Setup

Name	Azusa Ave			Azusa Ave			Arrow Hwy			Arrow Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Arrow Hwy			Arrow Hwy		
Base Volume Input [veh/h]	238	503	114	156	620	263	440	696	113	158	1002	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	238	503	114	156	620	263	440	696	113	158	1002	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	126	29	39	155	66	110	174	28	40	251	29
Total Analysis Volume [veh/h]	238	503	114	156	620	263	440	696	113	158	1002	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.19	0.19	0.05	0.28	0.28	0.14	0.22	0.00	0.10	0.31	0.07
Intersection LOS	D											
Intersection V/C	0.856											

Intersection Level Of Service Report

Intersection 5: Azusa Ave / Covina Blvd

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.538

Intersection Setup

Name	Azusa Ave			Azusa Ave			Covina Blvd			Covina Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Covina Blvd			Covina Blvd		
Base Volume Input [veh/h]	70	674	173	70	771	16	13	38	35	264	39	271
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	674	173	70	771	16	13	38	35	264	39	271
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	169	43	18	193	4	3	10	9	66	10	68
Total Analysis Volume [veh/h]	70	674	173	70	771	16	13	38	35	264	39	271
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.21	0.11	0.04	0.24	0.01	0.01	0.03	0.02	0.17	0.19	0.17
Intersection LOS	A											
Intersection V/C	0.538											

Intersection Level Of Service Report
Intersection 6: Azusa Ave / Cypress St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.854

Intersection Setup

Name	Azusa Ave			Azusa Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	161	590	68	39	731	320	213	473	129	170	1044	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	161	590	68	39	731	320	213	473	129	170	1044	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	148	17	10	183	80	53	118	32	43	261	8
Total Analysis Volume [veh/h]	161	590	68	39	731	320	213	473	129	170	1044	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.18	0.04	0.02	0.23	0.20	0.13	0.19	0.19	0.11	0.34	0.34
Intersection LOS	D											
Intersection V/C	0.854											

Intersection Level Of Service Report

Intersection 7: Azusa Ave / San Bernardino Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.722

Intersection Setup

Name	Azusa Ave			Azusa Ave			San Bernardino Rd			San Bernardino Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			San Bernardino Rd			San Bernardino Rd		
Base Volume Input [veh/h]	135	599	58	71	849	208	119	341	128	159	717	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	599	58	71	849	208	119	341	128	159	717	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	150	15	18	212	52	30	85	32	40	179	15
Total Analysis Volume [veh/h]	135	599	58	71	849	208	119	341	128	159	717	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.19	0.04	0.04	0.27	0.13	0.07	0.15	0.15	0.10	0.24	0.24
Intersection LOS	C											
Intersection V/C	0.722											

Intersection Level Of Service Report

Intersection 8: Azusa Ave / Badillo St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.840

Intersection Setup

Name	Azusa Ave			Azusa Ave			Badillo St			Badillo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Badillo St			Badillo St		
Base Volume Input [veh/h]	235	665	122	95	884	164	87	545	143	161	983	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	235	665	122	95	884	164	87	545	143	161	983	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	166	31	24	221	41	22	136	36	40	246	19
Total Analysis Volume [veh/h]	235	665	122	95	884	164	87	545	143	161	983	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.21	0.08	0.06	0.28	0.10	0.05	0.17	0.09	0.10	0.31	0.05
Intersection LOS	D											
Intersection V/C	0.840											

Intersection Level Of Service Report Intersection 9: Hollenbeck Ave / Cypress St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.712

Intersection Setup

Name	Hollenbeck Ave			Hollenbeck Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hollenbeck Ave			Hollenbeck Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	112	564	64	57	703	225	90	471	75	124	706	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	564	64	57	703	225	90	471	75	124	706	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	141	16	14	176	56	23	118	19	31	177	16
Total Analysis Volume [veh/h]	112	564	64	57	703	225	90	471	75	124	706	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.20	0.20	0.04	0.29	0.29	0.06	0.17	0.17	0.08	0.24	0.24
Intersection LOS	C											
Intersection V/C	0.712											

Intersection Level Of Service Report

Intersection 10: Citrus Ave / Cypress St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.485

Intersection Setup

Name	Citrus Ave			Citrus Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Citrus Ave			Citrus Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	51	340	23	66	406	215	84	307	48	40	624	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	340	23	66	406	215	84	307	48	40	624	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	85	6	17	102	54	21	77	12	10	156	13
Total Analysis Volume [veh/h]	51	340	23	66	406	215	84	307	48	40	624	50
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.11	0.01	0.04	0.13	0.13	0.05	0.11	0.11	0.03	0.21	0.21
Intersection LOS	A											
Intersection V/C	0.485											

Intersection Level Of Service Report

Intersection 11: Residential Dwy / Cypress St

Control Type:	Two-way stop	Delay (sec / veh):	38.4
Analysis Method:	HCM 2000	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name	Residential Dwy		Cypress St		Cypress St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Residential Dwy		Cypress St		Cypress St	
Base Volume Input [veh/h]	7	27	9	598	1167	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	27	9	598	1167	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	7	2	150	292	1
Total Analysis Volume [veh/h]	7	27	9	598	1167	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.06	0.02	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	38.43	14.67	11.16	0.00	0.00	0.00
Movement LOS	E	B	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.41	0.41	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.19	10.19	1.15	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.57		0.17		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 12: Azusa Ave / Commercial Dwy 3/4

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 2000	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Base Volume Input [veh/h]	788	5	66	1091	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	788	5	66	1091	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	197	1	17	273	0	6
Total Analysis Volume [veh/h]	788	5	66	1091	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.08	0.01	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	9.75	0.00	0.00	11.22
Movement LOS	A	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.26	0.00	0.00	0.12
95th-Percentile Queue Length [ft/ln]	0.00	0.00	6.52	0.00	0.00	3.10
d_A, Approach Delay [s/veh]	0.00		0.56		11.22	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Azusa Ave / Commercial Dwy RIRO

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 2000	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Base Volume Input [veh/h]	761	88	0	1091	0	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	761	88	0	1091	0	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	190	22	0	273	0	10
Total Analysis Volume [veh/h]	761	88	0	1091	0	39
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.68
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.22
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.41
d_A, Approach Delay [s/veh]	0.00		0.00		11.68	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Commercial Dwy 3/4 / Cypress St

Control Type:	Two-way stop	Delay (sec / veh):	47.5
Analysis Method:	HCM 2000	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.261

Intersection Setup

Name	Commercial Dwy		Cypress St		Cypress St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Commercial Dwy		Cypress St		Cypress St	
Base Volume Input [veh/h]	31	104	0	579	1154	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	104	0	579	1154	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	26	0	145	289	11
Total Analysis Volume [veh/h]	31	104	0	579	1154	44
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.23	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	47.53	25.34	11.22	0.00	0.00	0.00
Movement LOS	E	D	B	A	A	A
95th-Percentile Queue Length [veh/ln]	2.56	2.56	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	63.92	63.92	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	30.44		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.15					
Intersection LOS	E					

Intersection Level Of Service Report

Intersection 1: Vincent Ave / Cypress St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.803

Intersection Setup

Name	Vincent Ave			Vincent Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Ave			Vincent Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	76	463	170	106	562	39	86	1129	115	107	349	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	463	170	106	562	39	86	1129	115	107	349	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	116	43	27	141	10	22	282	29	27	87	12
Total Analysis Volume [veh/h]	76	463	170	106	562	39	86	1129	115	107	349	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.20	0.20	0.07	0.19	0.19	0.05	0.39	0.39	0.07	0.12	0.12
Intersection LOS	D											
Intersection V/C	0.803											

Intersection Level Of Service Report

Intersection 2: Lake Ellen Ave / Cypress St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.784

Intersection Setup

Name	Lake Ellen Ave			Lake Ellen Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lake Ellen Ave			Lake Ellen Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	114	482	159	87	227	36	83	1154	124	119	420	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	482	159	87	227	36	83	1154	124	119	420	77
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	121	40	22	57	9	21	289	31	30	105	19
Total Analysis Volume [veh/h]	114	482	159	87	227	36	83	1154	124	119	420	77
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.20	0.20	0.05	0.08	0.08	0.05	0.40	0.40	0.07	0.16	0.16
Intersection LOS	C											
Intersection V/C	0.784											

Intersection Level Of Service Report
Intersection 3: Azusa Ave / Gladstone St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.865

Intersection Setup

Name	Azusa Ave			Azusa Ave			Gladstone St			Gladstone St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Gladstone St			Gladstone St		
Base Volume Input [veh/h]	129	979	211	230	837	51	213	766	278	169	319	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	979	211	230	837	51	213	766	278	169	319	110
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	245	53	58	209	13	53	192	70	42	80	28
Total Analysis Volume [veh/h]	129	979	211	230	837	51	213	766	278	169	319	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.31	0.03	0.07	0.28	0.28	0.13	0.33	0.33	0.11	0.13	0.13
Intersection LOS	D											
Intersection V/C	0.865											

Intersection Level Of Service Report
Intersection 4: Azusa Ave / Arrow Highway

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: E
 Volume to Capacity (v/c): 0.915

Intersection Setup

Name	Azusa Ave			Azusa Ave			Arrow Hwy			Arrow Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L T			T L T			T L T			T L T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Arrow Hwy			Arrow Hwy		
Base Volume Input [veh/h]	208	642	216	266	780	156	467	1074	173	266	614	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	208	642	216	266	780	156	467	1074	173	266	614	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	161	54	67	195	39	117	269	43	67	154	35
Total Analysis Volume [veh/h]	208	642	216	266	780	156	467	1074	173	266	614	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.27	0.27	0.08	0.29	0.29	0.15	0.34	0.04	0.17	0.19	0.09
Intersection LOS	E											
Intersection V/C	0.915											

Intersection Level Of Service Report
Intersection 5: Azusa Ave / Covina Blvd

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.584

Intersection Setup

Name	Azusa Ave			Azusa Ave			Covina Blvd			Covina Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Covina Blvd			Covina Blvd		
Base Volume Input [veh/h]	81	885	217	183	974	38	34	30	35	151	35	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	885	217	183	974	38	34	30	35	151	35	181
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	221	54	46	244	10	9	8	9	38	9	45
Total Analysis Volume [veh/h]	81	885	217	183	974	38	34	30	35	151	35	181
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.28	0.14	0.11	0.30	0.02	0.02	0.04	0.02	0.09	0.12	0.11
Intersection LOS	A											
Intersection V/C	0.584											

Intersection Level Of Service Report Intersection 6: Azusa Ave / Cypress St

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: D
Volume to Capacity (v/c): 0.851

Intersection Setup

Name	Azusa Ave			Azusa Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	143	884	135	75	859	216	290	984	115	150	495	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	884	135	75	859	216	290	984	115	150	495	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	221	34	19	215	54	73	246	29	38	124	9
Total Analysis Volume [veh/h]	143	884	135	75	859	216	290	984	115	150	495	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.28	0.08	0.05	0.27	0.14	0.18	0.34	0.34	0.09	0.17	0.17
Intersection LOS	D											
Intersection V/C	0.851											

Intersection Level Of Service Report
Intersection 7: Azusa Ave / San Bernardino Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Azusa Ave			Azusa Ave			San Bernardino Rd			San Bernardino Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			San Bernardino Rd			San Bernardino Rd		
Base Volume Input [veh/h]	146	868	65	193	899	146	212	651	119	118	357	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	146	868	65	193	899	146	212	651	119	118	357	79
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	217	16	48	225	37	53	163	30	30	89	20
Total Analysis Volume [veh/h]	146	868	65	193	899	146	212	651	119	118	357	79
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.27	0.04	0.12	0.28	0.09	0.13	0.24	0.24	0.07	0.14	0.14
Intersection LOS	C											
Intersection V/C	0.762											

Intersection Level Of Service Report

Intersection 8: Azusa Ave / Badillo St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.832

Intersection Setup

Name	Azusa Ave			Azusa Ave			Badillo St			Badillo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Ave			Azusa Ave			Badillo St			Badillo St		
Base Volume Input [veh/h]	144	809	96	134	947	120	155	895	179	178	540	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	809	96	134	947	120	155	895	179	178	540	114
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	202	24	34	237	30	39	224	45	45	135	29
Total Analysis Volume [veh/h]	144	809	96	134	947	120	155	895	179	178	540	114
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.25	0.06	0.08	0.30	0.08	0.10	0.28	0.11	0.11	0.17	0.07
Intersection LOS	D											
Intersection V/C	0.832											

Intersection Level Of Service Report Intersection 9: Hollenbeck Ave / Cypress St

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.682

Intersection Setup

Name	Hollenbeck Ave			Hollenbeck Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hollenbeck Ave			Hollenbeck Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	79	840	55	45	552	121	256	796	73	75	422	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	840	55	45	552	121	256	796	73	75	422	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	210	14	11	138	30	64	199	18	19	106	9
Total Analysis Volume [veh/h]	79	840	55	45	552	121	256	796	73	75	422	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.28	0.28	0.03	0.21	0.21	0.16	0.27	0.27	0.05	0.14	0.14
Intersection LOS	B											
Intersection V/C	0.682											

Intersection Level Of Service Report

Intersection 10: Citrus Ave / Cypress St

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.515

Intersection Setup

Name	Citrus Ave			Citrus Ave			Cypress St			Cypress St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Citrus Ave			Citrus Ave			Cypress St			Cypress St		
Base Volume Input [veh/h]	87	596	47	64	486	143	153	590	69	44	336	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	596	47	64	486	143	153	590	69	44	336	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	149	12	16	122	36	38	148	17	11	84	12
Total Analysis Volume [veh/h]	87	596	47	64	486	143	153	590	69	44	336	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.19	0.03	0.04	0.15	0.09	0.10	0.21	0.21	0.03	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.515											

Intersection Level Of Service Report

Intersection 11: Residential Dwy / Cypress St

Control Type:	Two-way stop	Delay (sec / veh):	29.1
Analysis Method:	HCM 2000	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Residential Dwy		Cypress St		Cypress St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Residential Dwy		Cypress St		Cypress St	
Base Volume Input [veh/h]	4	18	30	1194	624	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	18	30	1194	624	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	5	8	299	156	0
Total Analysis Volume [veh/h]	4	18	30	1194	624	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.03	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	29.11	10.74	8.90	0.00	0.00	0.00
Movement LOS	D	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.10	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.15	4.15	2.44	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.08		0.22		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 12: Azusa Ave / Commercial Dwy 3/4

Control Type:	Two-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 2000	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Base Volume Input [veh/h]	1157	4	60	1150	0	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1157	4	60	1150	0	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	289	1	15	288	0	3
Total Analysis Volume [veh/h]	1157	4	60	1150	0	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.10	0.01	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	11.70	0.00	0.00	13.08
Movement LOS	A	A	B	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.33	0.00	0.00	0.08
95th-Percentile Queue Length [ft/ln]	0.00	0.00	8.33	0.00	0.00	2.02
d_A, Approach Delay [s/veh]	0.00		0.58		13.08	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Azusa Ave / Commercial Dwy RIRO

Control Type:	Two-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 2000	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.078

Intersection Setup

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Ave		Azusa Ave		Commercial Dwy	
Base Volume Input [veh/h]	1130	94	0	1150	0	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1130	94	0	1150	0	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	283	24	0	288	0	9
Total Analysis Volume [veh/h]	1130	94	0	1150	0	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	13.95
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.25
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.31
d_A, Approach Delay [s/veh]	0.00		0.00		13.95	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Commercial Dwy 3/4 / Cypress St

Control Type:	Two-way stop	Delay (sec / veh):	30.1
Analysis Method:	HCM 2000	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.191

Intersection Setup

Name	Commercial Dwy		Cypress St		Cypress St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Commercial Dwy		Cypress St		Cypress St	
Base Volume Input [veh/h]	33	72	0	1173	618	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	72	0	1173	618	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	18	0	293	155	7
Total Analysis Volume [veh/h]	33	72	0	1173	618	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.11	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	30.11	14.63	8.85	0.00	0.00	0.00
Movement LOS	D	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.22	1.22	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	30.62	30.62	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.49		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.06					
Intersection LOS	D					