Appendix A

Existing Peak Hour Intersection Turning Movements Counts and Roadway Link ADT's

Tuesday, November 13, 2018 Location: El Monte PROJECT: SC1989

ADT1 Valley between Peck and Meeker. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	18		19					12:00	248		229				
0:15	15		20					12:15	248		186				
0:30	13		20					12:30	199		220				
0:45	14	60	19	78			138	12:45	199	894	219	854			1748
1:00	7		9					13:00	192		220				
1:15	12		8					13:15	246		219				
1:30	17		8					13:30	235		206				
1:45	7	43	14	39			82	13:45	205	878	206	851			1729
2:00	14		13					14:00	215		193				
2:15	3		6					14:15	191		200				
2:30	13		8					14:30	274		210				
2:45	8	38	12	39			77	14:45	215	895	216	819			1714
3:00	8		6					15:00	268		175				
3:15	10		9					15:15	251		212				
3:30	14		12					15:30	264		193				
3:45	10	42	15	42			84	15:45	227	1010	206	786			1796
4:00	8		12					16:00	271		197				
4:15	15		15					16:15	276		186				
4:30	27		20					16:30	307		172				
4:45	19	69	34	81			150	16:45	284	1138	185	740			1878
5:00	23		39					17:00	306		180				
5:15	42		58					17:15	274		164				
5:30	47		85					17:30	276		190				
5:45	46	158	91	273			431	17:45	247	1103	239	773			1876
6:00	51		74					18:00	280		203				
6:15	71		126					18:15	288		192				
6:30	96		162					18:30	238		177				
6:45	81	299	148	510			809	18:45	178	984	148	720			1704
7:00	99		194					19:00	196		110				
7:15	114		211					19:15	166		115				
7:30	150		267					19:30	121		101				
7:45	221	584	260	932			1516	19:45	123	606	103	429			1035
8:00	180		262					20:00	141		98				
8:15	156		280					20:15	110		83				
8:30	166		246					20:30	94		73				
8:45	161	663	316	1104			1767	20:45	111	456	70	324			780
9:00	157		221					21:00	130		56				
9:15	183		212					21:15	85		62				
9:30	160		229					21:30	78		67				
9:45	180	680	191	853			1533	21:45	45	338	38	223			561
10:00	149		178					22:00	77		38				
10:15	173		209					22:15	61		36				
10:30	166		181					22:30	37		33				
10:45	173	661	197	765			1426	22:45	31	206	40	147			353
11:00	178		226					23:00	29		25				
11:15	192		193					23:15	25		31				
11:30	210		205					23:30	20		12				
11:45	206	786	192	816			1602	23:45	16	90	20	88			178
Total Vol.		4083		5532			**9615**			8598		6754			**15352**

Daily Totals

NB	SB	EB	WB	**Combined**
12681	12286			**24967**

	AM			**PM**		
Split %	42.5%	57.5%	**38.5%**	56.0%	44.0%	**61.5%**
Peak Hour	11:30	8:00	**7:30**	16:15	12:30	**17:30**
Volume	912	1104	**1776**	1173	878	**1915**
P.H.F.	0.92	0.87	**0.92**	0.94	1.00	**0.99**

Tuesday, November 13, 2018 Location: El Monte PROJECT: SC1989

ADT2 Peck south of Valley. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	69		20					12:00	278		130				
0:15	30		14					12:15	318		140				
0:30	54		17					12:30	278		163				
0:45	44	197	16	67			264	12:45	303	1177	120	553			1730
1:00	32		13					13:00	288		133				
1:15	31		15					13:15	330		164				
1:30	31		12					13:30	327		138				
1:45	35	129	21	61			190	13:45	326	1271	158	593			1864
2:00	24		7					14:00	309		153				
2:15	22		4					14:15	303		174				
2:30	23		3					14:30	340		177				
2:45	19	88	8	22			110	14:45	358	1310	185	689			1999
3:00	15		8					15:00	369		185				
3:15	29		12					15:15	372		206				
3:30	30		14					15:30	370		189				
3:45	33	107	12	46			153	15:45	359	1470	176	756			2226
4:00	28		10					16:00	397		188				
4:15	51		23					16:15	438		199				
4:30	60		30					16:30	427		200				
4:45	63	202	37	100			302	16:45	437	1699	170	757			2456
5:00	65		38					17:00	414		203				
5:15	84		37					17:15	392		252				
5:30	128		64					17:30	409		228				
5:45	133	410	72	211			621	17:45	393	1608	195	878			2486
6:00	130		57					18:00	400		185				
6:15	159		85					18:15	374		172				
6:30	201		117					18:30	384		169				
6:45	214	704	142	401			1105	18:45	345	1503	139	665			2168
7:00	232		147					19:00	324		147				
7:15	245		172					19:15	279		130				
7:30	309		220					19:30	241		105				
7:45	322	1108	245	784			1892	19:45	291	1135	120	502			1637
8:00	304		204					20:00	270		102				
8:15	278		196					20:15	236		92				
8:30	275		241					20:30	219		86				
8:45	297	1154	238	879			2033	20:45	203	928	84	364			1292
9:00	233		164					21:00	185		89				
9:15	222		162					21:15	188		71				
9:30	268		165					21:30	164		81				
9:45	278	1001	167	658			1659	21:45	142	679	77	318			997
10:00	255		151					22:00	152		62				
10:15	236		149					22:15	157		37				
10:30	245		137					22:30	113		48				
10:45	257	993	128	565			1558	22:45	122	544	53	200			744
11:00	256		142					23:00	120		32				
11:15	258		131					23:15	76		40				
11:30	284		153					23:30	79		27				
11:45	269	1067	129	555			1622	23:45	66	341	25	124			465
Total Vol.		7160		4349			**11509**			13665		6399			**20064**

Daily Totals

NB	SB	EB	WB	**Combined**
20825	10748			**31573**

	AM			**PM**		
Split %	62.2%	37.8%	**36.5%**	68.1%	31.9%	**63.5%**
Peak Hour	7:30	7:45	**7:30**	16:15	17:00	**16:45**
Volume	1213	886	**2078**	1716	878	**2505**
P.H.F.	0.94	0.90	**0.92**	0.99	0.87	**0.97**

Tuesday, November 13, 2018 Location: El Monte PROJECT: SC1989

ADT3 Peck north of Valley.

Prepared by AimTD tel. 714 253 7888

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	53		37					12:00	246		243				
0:15	21		31					12:15	234		240				
0:30	41		34					12:30	262		261				
0:45	26	141	22	124			265	12:45	261	1003	242	986			1989
1:00	22		20					13:00	226		240				
1:15	22		24					13:15	299		284				
1:30	29		18					13:30	261		227				
1:45	27	100	25	87			187	13:45	272	1058	273	1024			2082
2:00	16		28					14:00	279		262				
2:15	17		12					14:15	238		261				
2:30	17		19					14:30	276		300				
2:45	17	67	20	79			146	14:45	312	1105	290	1113			2218
3:00	14		17					15:00	334		294				
3:15	23		23					15:15	311		276				
3:30	21		35					15:30	306		282				
3:45	23	81	26	101			182	15:45	358	1309	266	1118			2427
4:00	19		34					16:00	397		308				
4:15	22		60					16:15	369		327				
4:30	38		64					16:30	367		308				
4:45	51	130	68	226			356	16:45	376	1509	287	1230			2739
5:00	45		96					17:00	370		316				
5:15	56		134					17:15	360		336				
5:30	85		160					17:30	404		339				
5:45	68	254	173	563			817	17:45	388	1522	276	1267			2789
6:00	102		185					18:00	380		258				
6:15	121		214					18:15	323		247				
6:30	143		247					18:30	324		255				
6:45	146	512	266	912			1424	18:45	288	1315	198	958			2273
7:00	158		324					19:00	271		230				
7:15	182		360					19:15	213		198				
7:30	243		358					19:30	199		170				
7:45	269	852	328	1370			2222	19:45	223	906	179	777			1683
8:00	230		344					20:00	212		160				
8:15	235		327					20:15	184		133				
8:30	224		321					20:30	166		147				
8:45	240	929	319	1311			2240	20:45	140	702	120	560			1262
9:00	200		290					21:00	141		159				
9:15	175		250					21:15	134		132				
9:30	216		246					21:30	124		135				
9:45	191	782	281	1067			1849	21:45	114	513	132	558			1071
10:00	195		255					22:00	125		97				
10:15	183		237					22:15	117		72				
10:30	209		263					22:30	109		89				
10:45	232	819	244	999			1818	22:45	90	441	71	329			770
11:00	204		222					23:00	88		57				
11:15	196		245					23:15	55		77				
11:30	263		249					23:30	42		45				
11:45	228	891	261	977			1868	23:45	52	237	38	217			454
Total Vol.		5558		7816			**13374**			11620		10137			**21757**

Daily Totals

NB	SB	EB	WB	**Combined**
17178	17953			**35131**

	AM			**PM**		
Split %	41.6%	58.4%	**38.1%**	53.4%	46.6%	**61.9%**
Peak Hour	7:30	7:15	**7:30**	17:15	16:45	**17:00**
Volume	977	1390	**2334**	1532	1278	**2789**
P.H.F.	0.91	0.97	**0.97**	0.95	0.94	**0.94**

Tuesday, November 13, 2018 Location: El Monte PROJECT: SC1989

ADT4 Valley between Peck and La Madera. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	36		27					12:00	203		285				
0:15	21		17					12:15	248		212				
0:30	23		25					12:30	204		281				
0:45	29	109	20	89			198	12:45	208	863	256	1034			1897
1:00	15		16					13:00	195		266				
1:15	24		15					13:15	214		278				
1:30	18		14					13:30	221		261				
1:45	13	70	15	60			130	13:45	212	842	249	1054			1896
2:00	22		13					14:00	222		236				
2:15	7		13					14:15	207		223				
2:30	16		9					14:30	228		266				
2:45	9	54	18	53			107	14:45	237	894	263	988			1882
3:00	12		10					15:00	259		240				
3:15	15		17					15:15	272		253				
3:30	23		21					15:30	267		251				
3:45	10	60	29	77			137	15:45	254	1052	252	996			2048
4:00	14		35					16:00	280		235				
4:15	19		46					16:15	303		232				
4:30	29		64					16:30	321		237				
4:45	22	84	81	226			310	16:45	309	1213	247	951			2164
5:00	30		97					17:00	297		261				
5:15	49		109					17:15	303		247				
5:30	60		147					17:30	313		310				
5:45	64	203	146	499			702	17:45	266	1179	266	1084			2263
6:00	66		179					18:00	263		275				
6:15	84		249					18:15	305		238				
6:30	74		350					18:30	293		224				
6:45	103	327	362	1140			1467	18:45	229	1090	205	942			2032
7:00	115		386					19:00	235		163				
7:15	154		409					19:15	205		171				
7:30	166		406					19:30	150		149				
7:45	209	644	381	1582			2226	19:45	162	752	137	620			1372
8:00	207		334					20:00	128		122				
8:15	203		332					20:15	134		104				
8:30	182		361					20:30	128		101				
8:45	175	767	299	1326			2093	20:45	133	523	89	416			939
9:00	171		250					21:00	140		100				
9:15	172		247					21:15	106		84				
9:30	153		252					21:30	105		84				
9:45	192	688	212	961			1649	21:45	76	427	87	355			782
10:00	159		204					22:00	94		72				
10:15	167		223					22:15	91		73				
10:30	183		228					22:30	68		72				
10:45	178	687	233	888			1575	22:45	48	301	54	271			572
11:00	176		248					23:00	61		48				
11:15	168		205					23:15	52		41				
11:30	197		289					23:30	48		26				
11:45	209	750	258	1000			1750	23:45	31	192	30	145			337
Total Vol.		4443		7901			**12344**			9328		8856			**18184**

Daily Totals

NB	SB	EB	WB	**Combined**
13771	16757			**30528**

	AM			**PM**		
Split %	36.0%	64.0%	**40.4%**	51.3%	48.7%	**59.6%**
Peak Hour	11:45	7:00	**7:15**	16:15	17:15	**16:45**
Volume	864	1582	**2266**	1230	1098	**2287**
P.H.F.	0.87	0.97	**0.96**	0.97	0.89	**0.92**

Tuesday, November 13, 2018 | Location: El Monte | PROJECT: SC1989

ADT5 La Madera south of Valley.

Prepared by AimTD tel. 714 253 7888

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	0		4					12:00	8		8				
0:15	0		0					12:15	8		4				
0:30	0		2					12:30	8		4				
0:45	0	0	0	6			6	12:45	4	28	8	24			52
1:00	0		0					13:00	6		9				
1:15	0		2					13:15	8		10				
1:30	0		0					13:30	8		6				
1:45	3	3	0	2			5	13:45	13	35	6	31			66
2:00	0		0					14:00	3		11				
2:15	0		0					14:15	10		12				
2:30	0		0					14:30	11		11				
2:45	2	2	0	0			2	14:45	12	36	9	43			79
3:00	0		0					15:00	14		13				
3:15	0		0					15:15	9		12				
3:30	0		0					15:30	6		5				
3:45	0	0	0	0				15:45	4	33	4	34			67
4:00	0		0					16:00	4		6				
4:15	2		0					16:15	9		9				
4:30	4		0					16:30	12		10				
4:45	2	8	0	0			8	16:45	9	34	10	35			69
5:00	3		2					17:00	17		8				
5:15	8		4					17:15	11		12				
5:30	5		0					17:30	19		15				
5:45	6	22	3	9			31	17:45	8	55	17	52			107
6:00	6		0					18:00	15		14				
6:15	7		2					18:15	10		13				
6:30	11		7					18:30	9		10				
6:45	7	31	3	12			43	18:45	5	39	5	42			81
7:00	10		3					19:00	9		3				
7:15	13		12					19:15	4		5				
7:30	17		5					19:30	4		9				
7:45	18	58	15	35			93	19:45	6	23	6	23			46
8:00	9		10					20:00	6		9				
8:15	5		14					20:15	3		4				
8:30	14		13					20:30	2		8				
8:45	3	31	4	41			72	20:45	2	13	5	26			39
9:00	6		3					21:00	5		6				
9:15	7		8					21:15	5		6				
9:30	7		5					21:30	2		4				
9:45	12	32	5	21			53	21:45	3	15	5	21			36
10:00	5		4					22:00	4		4				
10:15	8		4					22:15	5		3				
10:30	2		8					22:30	0		6				
10:45	5	20	8	24			44	22:45	0	9	3	16			25
11:00	3		5					23:00	2		3				
11:15	9		6					23:15	0		4				
11:30	4		6					23:30	0		2				
11:45	8	24	4	21			45	23:45	0	2	0	9			11
Total Vol.		231		171			**402**			322		356			**678**

Daily Totals

NB	SB	EB	WB	**Combined**
553	527			**1080**

	AM			**PM**		
Split %	57.5%	42.5%	**37.2%**	47.5%	52.5%	**62.8%**
Peak Hour	7:00	7:45	**7:15**	16:45	17:30	**17:15**
Volume	58	52	**99**	56	59	**111**
P.H.F.	0.81	0.87	**0.75**	0.71	0.87	**0.82**

Tuesday, November 13, 2018 Location: El Monte PROJECT: SC1989

ADT6 Mountain View between Garvey and Valley. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	6		3					12:00	74		62				
0:15	4		0					12:15	87		68				
0:30	2		4					12:30	89		59				
0:45	3	15	2	9			24	12:45	74	324	69	258			582
1:00	3		2					13:00	84		63				
1:15	6		7					13:15	80		63				
1:30	2		2					13:30	66		65				
1:45	0	11	0	11			22	13:45	73	303	69	260			563
2:00	0		6					14:00	75		59				
2:15	0		2					14:15	85		70				
2:30	0		2					14:30	79		59				
2:45	0	0	5	15			15	14:45	86	325	75	263			588
3:00	2		0					15:00	89		71				
3:15	2		0					15:15	91		66				
3:30	2		4					15:30	108		71				
3:45	2	8	0	4			12	15:45	107	395	70	278			673
4:00	0		5					16:00	96		73				
4:15	0		3					16:15	91		72				
4:30	5		5					16:30	102		76				
4:45	3	8	7	20			28	16:45	105	394	69	290			684
5:00	6		13					17:00	103		64				
5:15	12		7					17:15	118		82				
5:30	9		12					17:30	106		68				
5:45	17	44	14	46			90	17:45	104	431	96	310			741
6:00	20		14					18:00	115		62				
6:15	23		19					18:15	87		89				
6:30	20		25					18:30	83		61				
6:45	42	105	44	102			207	18:45	83	368	53	265			633
7:00	45		62					19:00	72		54				
7:15	50		86					19:15	60		46				
7:30	61		93					19:30	63		33				
7:45	89	245	83	324			569	19:45	49	244	41	174			418
8:00	67		79					20:00	51		34				
8:15	68		77					20:15	41		19				
8:30	52		71					20:30	43		30				
8:45	43	230	74	301			531	20:45	35	170	31	114			284
9:00	58		39					21:00	37		19				
9:15	45		45					21:15	32		21				
9:30	44		47					21:30	25		18				
9:45	48	195	44	175			370	21:45	31	125	9	67			192
10:00	40		46					22:00	17		21				
10:15	65		51					22:15	15		12				
10:30	58		39					22:30	21		14				
10:45	51	214	41	177			391	22:45	14	67	14	61			128
11:00	63		50					23:00	12		8				
11:15	54		56					23:15	9		5				
11:30	66		60					23:30	12		8				
11:45	71	254	60	226			480	23:45	9	42	0	21			63
Total Vol.		1329		1410			**2739**			3188		2361			**5549**

Daily Totals

NB	SB	EB	WB	**Combined**
4517	3771			**8288**

	AM			**PM**		
Split %	48.5%	51.5%	**33.0%**	57.5%	42.5%	**67.0%**
Peak Hour	11:45	7:15	**7:30**	17:15	17:30	**17:15**
Volume	321	341	**617**	443	315	**751**
P.H.F.	0.90	0.92	**0.90**	0.92	0.82	**0.94**

Tuesday, November 13, 2018 Location: El Monte PROJECT: SC1989

ADT7 Valley between Mountain View and Garvey. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	28		20					12:00	154		216				
0:15	18		17					12:15	176		171				
0:30	16		21					12:30	195		203				
0:45	20	82	15	73			155	12:45	174	699	196	786			1485
1:00	13		16					13:00	165		219				
1:15	20		14					13:15	192		233				
1:30	17		13					13:30	199		198				
1:45	11	61	17	60			121	13:45	177	733	194	844			1577
2:00	15		12					14:00	205		186				
2:15	5		11					14:15	161		185				
2:30	11		7					14:30	164		192				
2:45	8	39	14	44			83	14:45	219	749	192	755			1504
3:00	12		10					15:00	223		193				
3:15	13		12					15:15	243		194				
3:30	22		18					15:30	221		180				
3:45	8	55	19	59			114	15:45	214	901	188	755			1656
4:00	11		23					16:00	243		183				
4:15	15		20					16:15	256		176				
4:30	33		40					16:30	268		188				
4:45	23	82	51	134			216	16:45	258	1025	198	745			1770
5:00	20		66					17:00	260		194				
5:15	41		93					17:15	237		190				
5:30	61		117					17:30	229		210				
5:45	55	177	121	397			574	17:45	236	962	196	790			1752
6:00	62		145					18:00	209		198				
6:15	75		230					18:15	244		189				
6:30	84		295					18:30	233		173				
6:45	86	307	313	983			1290	18:45	183	869	143	703			1572
7:00	115		323					19:00	235		133				
7:15	154		320					19:15	179		109				
7:30	172		336					19:30	130		109				
7:45	178	619	314	1293			1912	19:45	127	671	110	461			1132
8:00	157		251					20:00	116		83				
8:15	184		287					20:15	117		74				
8:30	164		263					20:30	94		76				
8:45	140	645	247	1048			1693	20:45	107	434	72	305			739
9:00	158		177					21:00	132		66				
9:15	145		191					21:15	93		58				
9:30	129		209					21:30	91		66				
9:45	166	598	169	746			1344	21:45	58	374	57	247			621
10:00	122		169					22:00	62		50				
10:15	140		150					22:15	63		66				
10:30	141		181					22:30	59		52				
10:45	154	557	207	707			1264	22:45	35	219	42	210			429
11:00	158		185					23:00	47		29				
11:15	138		179					23:15	39		28				
11:30	164		240					23:30	38		23				
11:45	167	627	199	803			1430	23:45	33	157	22	102			259
Total Vol.		3849		6347			**10196**			7793		6703			**14496**

Daily Totals

NB	SB	EB	WB	**Combined**
11642	13050			**24692**

	AM			**PM**		
Split %	37.8%	62.2%	**41.3%**	53.8%	46.2%	**58.7%**
Peak Hour	11:45	7:00	**7:00**	16:15	12:30	**16:15**
Volume	692	1293	**1912**	1042	851	**1798**
P.H.F.	0.89	0.96	**0.94**	0.97	0.91	**0.99**

Tuesday, November 13, 2018 Location: El Monte PROJECT: SC1989

ADT8 Garvey east of Valley. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
0:30			17		14			12:00			88		99		
0:15			12		9			12:15			83		77		
0:30			4		10			12:30			106		80		
0:45			11	44	6	39	83	12:45			91	368	93	349	717
1:00			5		14			13:00			97		101		
1:15			8		4			13:15			124		91		
1:30			6		7			13:30			108		100		
1:45			10	29	7	32	61	13:45			102	431	92	384	815
2:00			6		3			14:00			115		78		
2:15			6		8			14:15			104		100		
2:30			5		4			14:30			111		98		
2:45			4	21	12	27	48	14:45			138	468	124	400	868
3:00			4		4			15:00			134		118		
3:15			15		5			15:15			137		103		
3:30			11		24			15:30			166		99		
3:45			12	42	11	44	86	15:45			147	584	102	422	1006
4:00			8		11			16:00			138		129		
4:15			12		14			16:15			148		118		
4:30			13		21			16:30			171		123		
4:45			20	53	29	75	128	16:45			167	624	122	492	1116
5:00			26		31			17:00			185		139		
5:15			29		39			17:15			203		131		
5:30			40		58			17:30			199		137		
5:45			49	144	60	188	332	17:45			210	797	142	549	1346
6:00			34		66			18:00			176		103		
6:15			50		72			18:15			183		84		
6:30			76		98			18:30			154		84		
6:45			66	226	89	325	551	18:45			107	620	78	349	969
7:00			85		120			19:00			127		85		
7:15			102		146			19:15			87		71		
7:30			93		185			19:30			83		52		
7:45			122	402	157	608	1010	19:45			79	376	77	285	661
8:00			88		165			20:00			70		50		
8:15			56		121			20:15			69		47		
8:30			80		142			20:30			69		59		
8:45			75	299	107	535	834	20:45			68	276	47	203	479
9:00			59		102			21:00			61		43		
9:15			70		73			21:15			67		39		
9:30			89		80			21:30			53		43		
9:45			71	289	92	347	636	21:45			38	219	39	164	383
10:00			76		77			22:00			27		34		
10:15			71		81			22:15			35		32		
10:30			57		92			22:30			27		28		
10:45			77	281	83	333	614	22:45			30	119	19	113	232
11:00			80		90			23:00			22		24		
11:15			90		98			23:15			26		14		
11:30			90		98			23:30			17		17		
11:45			105	365	91	377	742	23:45			17	82	16	71	153
Total Vol.				2195		2930	**5125**					4964		3781	**8745**

Daily Totals

NB	SB	EB	WB	**Combined**
		7159	6711	**13870**

			AM					**PM**		
Split %			42.8%	57.2%	**37.0%**			56.8%	43.2%	**63.0%**
Peak Hour	0:30	0:30	7:15	7:15	**7:15**			17:00	17:00	**17:00**
Volume			405	653	**1058**			797	549	**1346**
P.H.F.			0.83	0.88	**0.95**			0.95	0.97	**0.96**

cs@aimtd.com Tell. 714 253 7888

Tuesday, November 13, 2018 Location: El Monte PROJECT: SC1989

ADT9 Garvey between Dee and Musgrove. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
0:00			17		12			12:00			140		128		
0:15			18		16			12:15			139		137		
0:30			7		16			12:30			136		132		
0:45			12	54	18	62	116	12:45			144	559	127	524	1083
1:00			16		14			13:00			149		142		
1:15			15		11			13:15			157		132		
1:30			13		10			13:30			167		148		
1:45			6	50	9	44	94	13:45			151	624	125	547	1171
2:00			10		14			14:00			177		153		
2:15			9		9			14:15			175		148		
2:30			13		6			14:30			191		130		
2:45			9	41	10	39	80	14:45			165	708	187	618	1326
3:00			9		9			15:00			191		156		
3:15			14		8			15:15			219		143		
3:30			14		17			15:30			221		123		
3:45			23	60	15	49	109	15:45			221	852	135	557	1409
4:00			10		18			16:00			167		122		
4:15			15		14			16:15			200		136		
4:30			31		20			16:30			212		155		
4:45			21	77	33	85	162	16:45			207	786	115	528	1314
5:00			30		36			17:00			252		158		
5:15			29		46			17:15			235		141		
5:30			55		74			17:30			247		157		
5:45			71	185	67	223	408	17:45			214	948	141	597	1545
6:00			54		71			18:00			221		134		
6:15			60		98			18:15			219		136		
6:30			63		104			18:30			168		116		
6:45			65	242	121	394	636	18:45			171	779	115	501	1280
7:00			84		148			19:00			152		94		
7:15			89		175			19:15			122		86		
7:30			144		232			19:30			112		78		
7:45			138	455	207	762	1217	19:45			94	480	81	339	819
8:00			117		167			20:00			116		79		
8:15			88		166			20:15			88		82		
8:30			94		170			20:30			104		69		
8:45			107	406	153	656	1062	20:45			69	377	59	289	666
9:00			100		136			21:00			89		65		
9:15			102		105			21:15			73		67		
9:30			100		128			21:30			50		57		
9:45			101	403	122	491	894	21:45			48	260	42	231	491
10:00			131		99			22:00			50		49		
10:15			94		102			22:15			48		36		
10:30			111		118			22:30			43		48		
10:45			123	459	112	431	890	22:45			32	173	31	164	337
11:00			109		102			23:00			27		23		
11:15			126		118			23:15			23		26		
11:30			123		126			23:30			31		25		
11:45			140	498	136	482	980	23:45			13	94	20	94	188
Total Vol.				2930		3718	**6648**					6640		4989	**11629**

Daily Totals

NB	SB	EB	WB	**Combined**
		9570	8707	**18277**

	AM			**PM**		
Split %	44.1%	55.9%	**36.4%**	57.1%	42.9%	**63.6%**
Peak Hour	11:45	7:15	**7:15**	17:00	14:15	**17:00**
Volume	555	781	**1269**	948	621	**1545**
P.H.F.	0.99	0.84	**0.84**	0.94	0.83	**0.94**

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Tuesday, November 13, 2018 Location: El Monte PROJECT: SC1989

ADT10 Peck between Concert and Bodger. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	25		25					12:00	165		168				
0:15	14		22					12:15	155		162				
0:30	21		23					12:30	165		190				
0:45	9	69	23	93			162	12:45	161	646	155	675			1321
1:00	11		11					13:00	172		168				
1:15	10		22					13:15	155		216				
1:30	12		16					13:30	168		193				
1:45	12	45	24	73			118	13:45	184	679	202	779			1458
2:00	7		10					14:00	138		203				
2:15	4		10					14:15	153		208				
2:30	8		4					14:30	174		205				
2:45	5	24	10	34			58	14:45	186	651	259	875			1526
3:00	5		13					15:00	175		255				
3:15	15		11					15:15	166		271				
3:30	13		20					15:30	183		253				
3:45	16	49	16	60			109	15:45	187	711	275	1054			1765
4:00	15		16					16:00	188		300				
4:15	33		27					16:15	171		344				
4:30	36		38					16:30	185		333				
4:45	42	126	40	121			247	16:45	202	746	377	1354			2100
5:00	39		45					17:00	216		382				
5:15	47		46					17:15	214		369				
5:30	88		74					17:30	209		389				
5:45	69	243	89	254			497	17:45	170	809	346	1486			2295
6:00	78		72					18:00	179		292				
6:15	92		96					18:15	183		274				
6:30	116		141					18:30	161		257				
6:45	125	411	174	483			894	18:45	153	676	229	1052			1728
7:00	122		161					19:00	127		193				
7:15	171		206					19:15	92		181				
7:30	218		266					19:30	112		155				
7:45	181	692	293	926			1618	19:45	95	426	158	687			1113
8:00	152		246					20:00	102		151				
8:15	126		256					20:15	75		123				
8:30	137		275					20:30	91		127				
8:45	148	563	258	1035			1598	20:45	75	343	124	525			868
9:00	130		213					21:00	62		106				
9:15	120		186					21:15	65		97				
9:30	151		208					21:30	56		103				
9:45	155	556	187	794			1350	21:45	54	237	107	413			650
10:00	148		180					22:00	56		93				
10:15	122		164					22:15	57		73				
10:30	113		172					22:30	40		68				
10:45	128	511	142	658			1169	22:45	37	190	74	308			498
11:00	146		173					23:00	29		53				
11:15	126		162					23:15	24		48				
11:30	147		180					23:30	25		45				
11:45	131	550	172	687			1237	23:45	15	93	33	179			272
Total Vol.		3839		5218			**9057**			6207		9387			**15594**

Daily Totals

NB	SB	EB	WB	**Combined**
10046	14605			**24651**

	AM			**PM**		
Split %	42.4%	57.6%	**36.7%**	39.8%	60.2%	**63.3%**
Peak Hour	7:15	7:45	**7:30**	16:45	16:45	**16:45**
Volume	722	1070	**1738**	841	1517	**2358**
P.H.F.	0.83	0.91	**0.90**	0.98	0.97	**0.99**

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
Tue, Nov 13, 18	LOCATION:	El Monte	PROJECT #:	SC1989
	NORTH & SOUTH:	Ramona	LOCATION #:	1
	EAST & WEST:	Valley	CONTROL:	SIGNAL

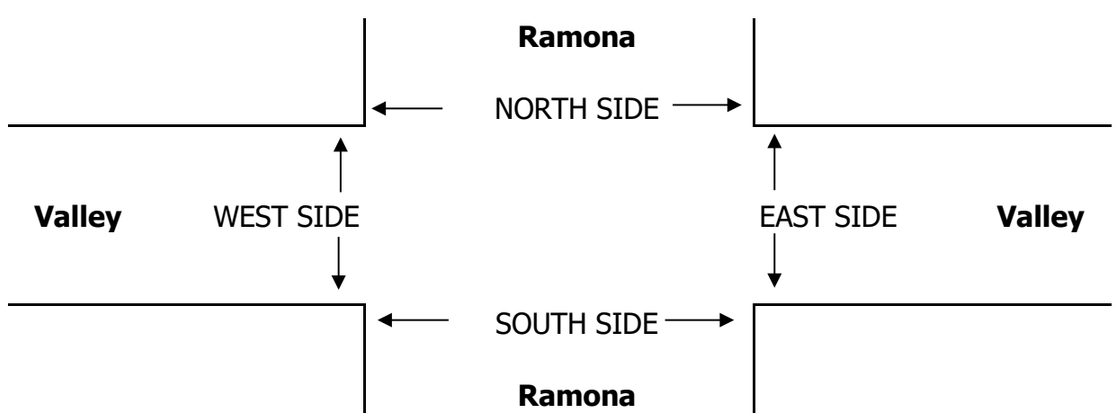
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

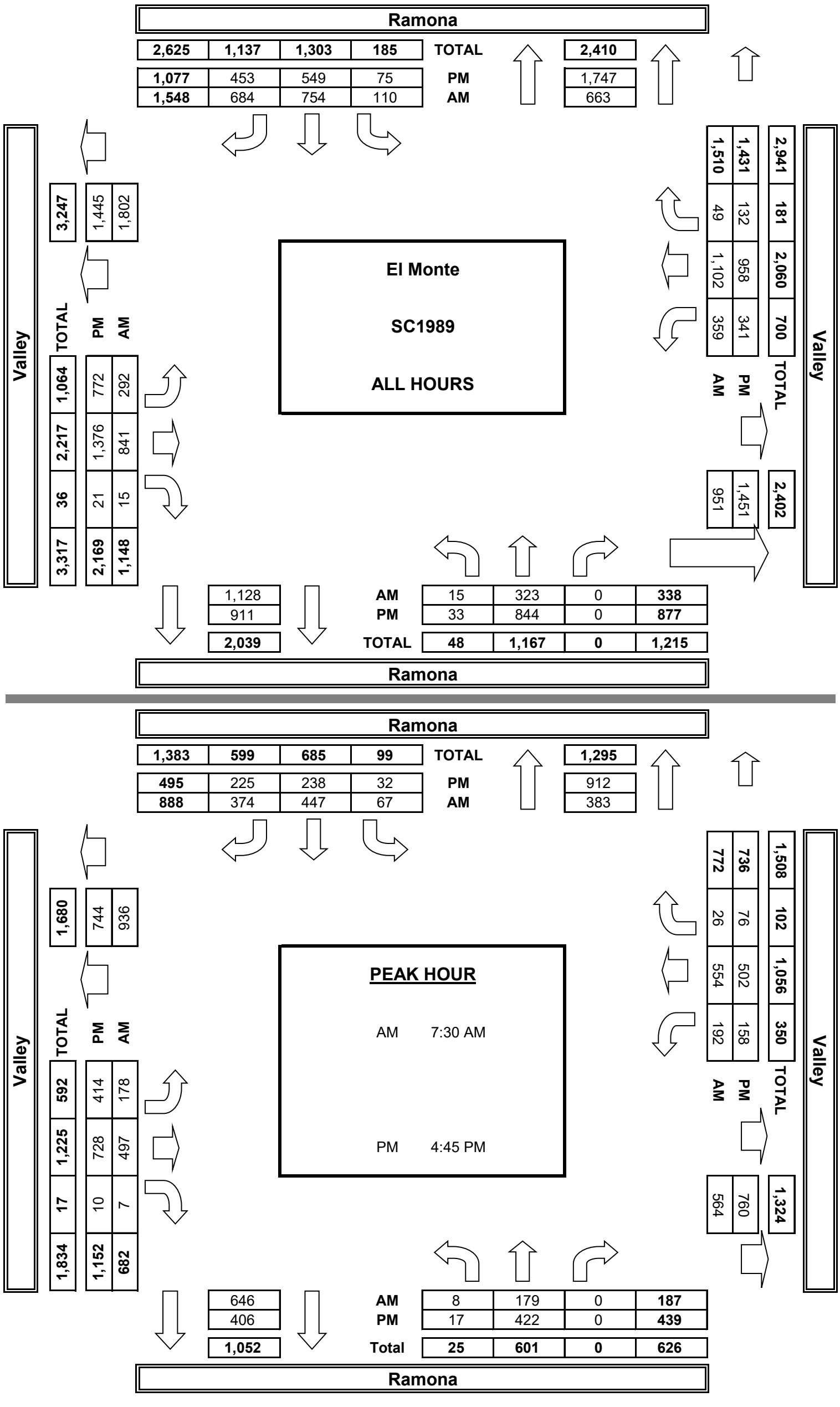
		NORTHBOUND Ramona			SOUTHBOUND Ramona			EASTBOUND Valley			WESTBOUND Valley				U-TURNS				
	LANES:	NL 1	NT 2	NR X	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	1	33	0	6	39	71	22	56	2	36	114	2	382	0	0	0	0	0
	7:15 AM	3	34	0	18	109	115	30	78	1	33	125	6	552	0	0	1	0	1
	7:30 AM	2	48	0	19	111	108	43	104	0	39	149	3	626	0	0	0	0	0
	7:45 AM	4	51	0	18	115	110	39	111	2	44	147	4	645	0	0	0	0	0
	8:00 AM	1	43	0	14	118	73	55	152	1	51	128	11	647	0	0	0	0	0
	8:15 AM	1	37	0	16	103	83	41	130	4	58	130	8	611	0	0	0	0	0
	8:30 AM	2	31	0	12	88	76	35	118	3	49	160	10	584	0	0	0	0	0
	8:45 AM	1	46	0	7	71	48	27	92	2	49	149	5	497	0	0	0	0	0
	VOLUMES	15	323	0	110	754	684	292	841	15	359	1,102	49	4,544	0	0	1	0	1
	APPROACH %	4%	96%	0%	7%	49%	44%	25%	73%	1%	24%	73%	3%						
	APP/DEPART	338	/	663	1,548	/	1,128	1,148	/	951	1,510	/	1,802	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	8	179	0	67	447	374	178	497	7	192	554	26	2,529					
	APPROACH %	4%	96%	0%	8%	50%	42%	26%	73%	1%	25%	72%	3%						
	PEAK HR FACTOR		0.850			0.914			0.820			0.985		0.977					
	APP/DEPART	187	/	383	888	/	646	682	/	564	772	/	936	0					
PM	4:00 PM	6	97	0	8	74	53	80	138	1	33	116	8	614	0	0	0	0	0
	4:15 PM	5	105	0	12	86	61	94	181	5	42	108	11	710	0	0	0	0	0
	4:30 PM	4	99	0	13	68	52	100	163	4	49	110	20	682	0	0	1	0	1
	4:45 PM	5	112	0	14	71	68	84	189	2	52	142	21	760	0	0	0	0	0
	5:00 PM	3	89	0	7	53	48	118	174	3	38	114	18	665	0	0	0	0	0
	5:15 PM	4	104	0	8	45	51	107	175	3	27	128	14	666	0	0	0	0	0
	5:30 PM	5	117	0	3	69	58	105	190	2	41	118	23	731	0	0	0	0	0
	5:45 PM	1	121	0	10	83	62	84	166	1	59	122	17	726	0	0	0	0	0
	VOLUMES	33	844	0	75	549	453	772	1,376	21	341	958	132	5,554	0	0	1	0	1
	APPROACH %	4%	96%	0%	7%	51%	42%	36%	63%	1%	24%	67%	9%						
	APP/DEPART	877	/	1,747	1,077	/	911	2,169	/	1,451	1,431	/	1,445	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	17	422	0	32	238	225	414	728	10	158	502	76	2,822					
	APPROACH %	4%	96%	0%	6%	48%	45%	36%	63%	1%	21%	68%	10%						
	PEAK HR FACTOR		0.900			0.809			0.970			0.856		0.928					
	APP/DEPART	439	/	912	495	/	406	1,152	/	760	736	/	744	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:30 AM					0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:45 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
Tue, Nov 13, 18	LOCATION:	El Monte	PROJECT #:	SC1989
	NORTH & SOUTH:	Johnson	LOCATION #:	2
	EAST & WEST:	Valley	CONTROL:	SIGNAL

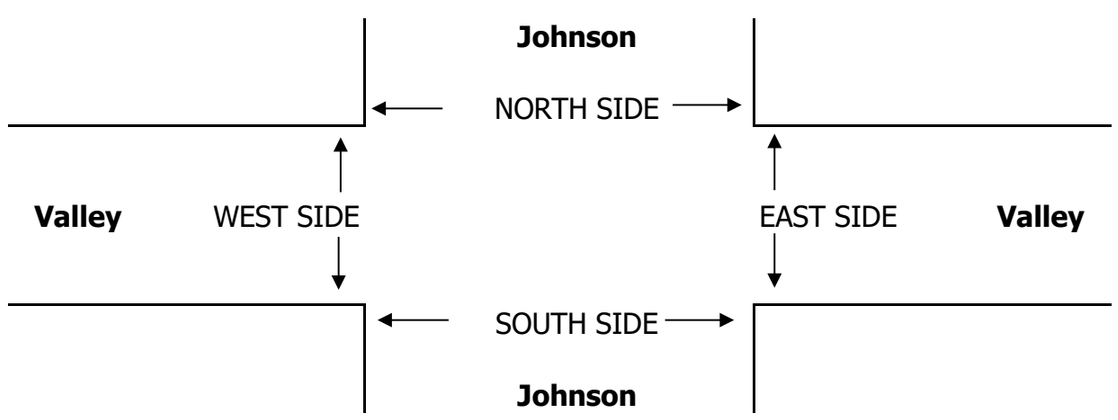
NOTES:

AM
PM
MD
OTHER
OTHER

◄ W ▲ N S ▼ E ►

☐ Add U-Turns to Left Turns

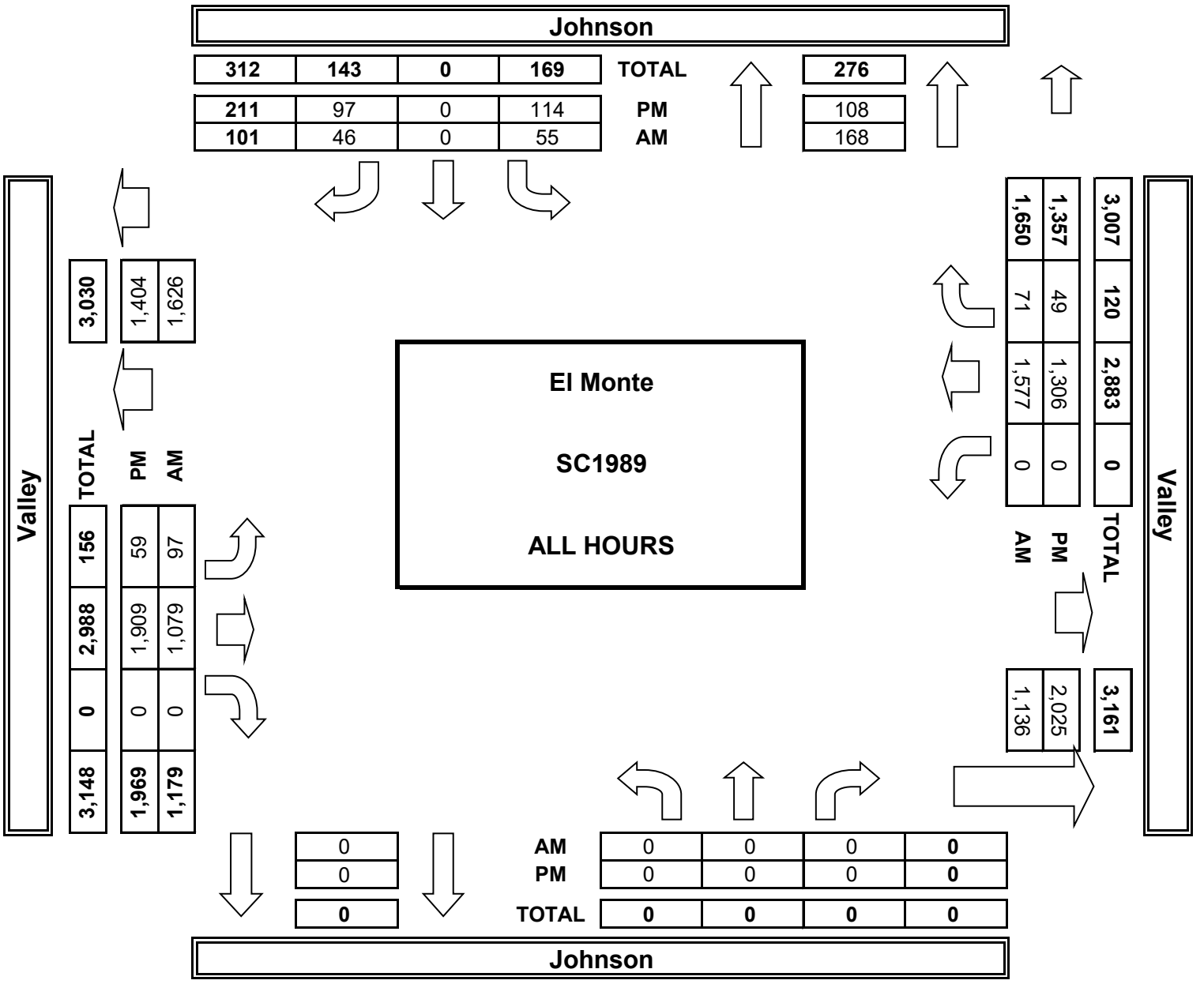
		NORTHBOUND Johnson			SOUTHBOUND Johnson			EASTBOUND Valley			WESTBOUND Valley				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	1	0	2	13	74	0	0	171	19	280	0	0	2	0	2
	7:15 AM	0	0	0	3	0	6	11	84	0	0	164	10	278	0	0	0	0	0
	7:30 AM	0	0	0	8	0	7	8	150	0	0	190	4	367	0	0	0	1	1
	7:45 AM	0	0	0	5	0	9	18	173	0	0	216	15	436	0	0	0	0	0
	8:00 AM	0	0	0	9	0	4	13	167	0	0	230	8	431	0	0	0	1	1
	8:15 AM	0	0	0	8	0	3	8	145	0	0	193	5	362	0	0	1	0	1
	8:30 AM	0	0	0	12	0	9	11	146	0	0	197	7	382	0	0	0	0	0
	8:45 AM	0	0	0	9	0	6	15	140	0	0	216	3	389	0	0	0	0	0
	VOLUMES	0	0	0	55	0	46	97	1,079	0	0	1,577	71	2,930	0	0	3	2	5
	APPROACH %	0%	0%	0%	54%	0%	46%	8%	92%	0%	0%	96%	4%						
	APP/DEPART	0	/	168	101	/	0	1,179	/	1,136	1,650	/	1,626	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	34	0	25	50	631	0	0	836	35	1,613					
	APPROACH %	0%	0%	0%	58%	0%	42%	7%	93%	0%	0%	96%	4%						
	PEAK HR FACTOR		0.000			0.702			0.893			0.912		0.925					
	APP/DEPART	0	/	85	59	/	0	682	/	666	872	/	862	0					
PM	4:00 PM	0	0	0	16	0	18	10	226	0	0	140	4	414	0	0	0	1	1
	4:15 PM	0	0	0	12	0	11	8	256	0	0	155	5	447	0	0	0	0	0
	4:30 PM	0	0	0	13	0	22	8	236	0	0	179	6	464	0	0	0	1	1
	4:45 PM	0	0	0	17	0	8	15	235	0	0	173	9	457	0	0	0	0	0
	5:00 PM	0	0	0	18	0	10	6	269	0	0	154	10	467	0	0	0	0	0
	5:15 PM	0	0	0	13	0	7	2	236	0	0	168	4	430	0	0	0	0	0
	5:30 PM	0	0	0	13	0	13	7	243	0	0	177	4	457	0	0	0	0	0
	5:45 PM	0	0	0	12	0	8	3	208	0	0	160	7	398	0	0	1	0	1
	VOLUMES	0	0	0	114	0	97	59	1,909	0	0	1,306	49	3,537	0	0	1	2	3
	APPROACH %	0%	0%	0%	54%	0%	46%	3%	97%	0%	0%	96%	4%						
	APP/DEPART	0	/	108	211	/	0	1,969	/	2,025	1,357	/	1,404	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	60	0	51	37	996	0	0	661	30	1,836					
	APPROACH %	0%	0%	0%	54%	0%	46%	4%	96%	0%	0%	96%	4%						
	PEAK HR FACTOR		0.000			0.793			0.939			0.930		0.983					
	APP/DEPART	0	/	67	111	/	0	1,033	/	1,057	692	/	712	0					

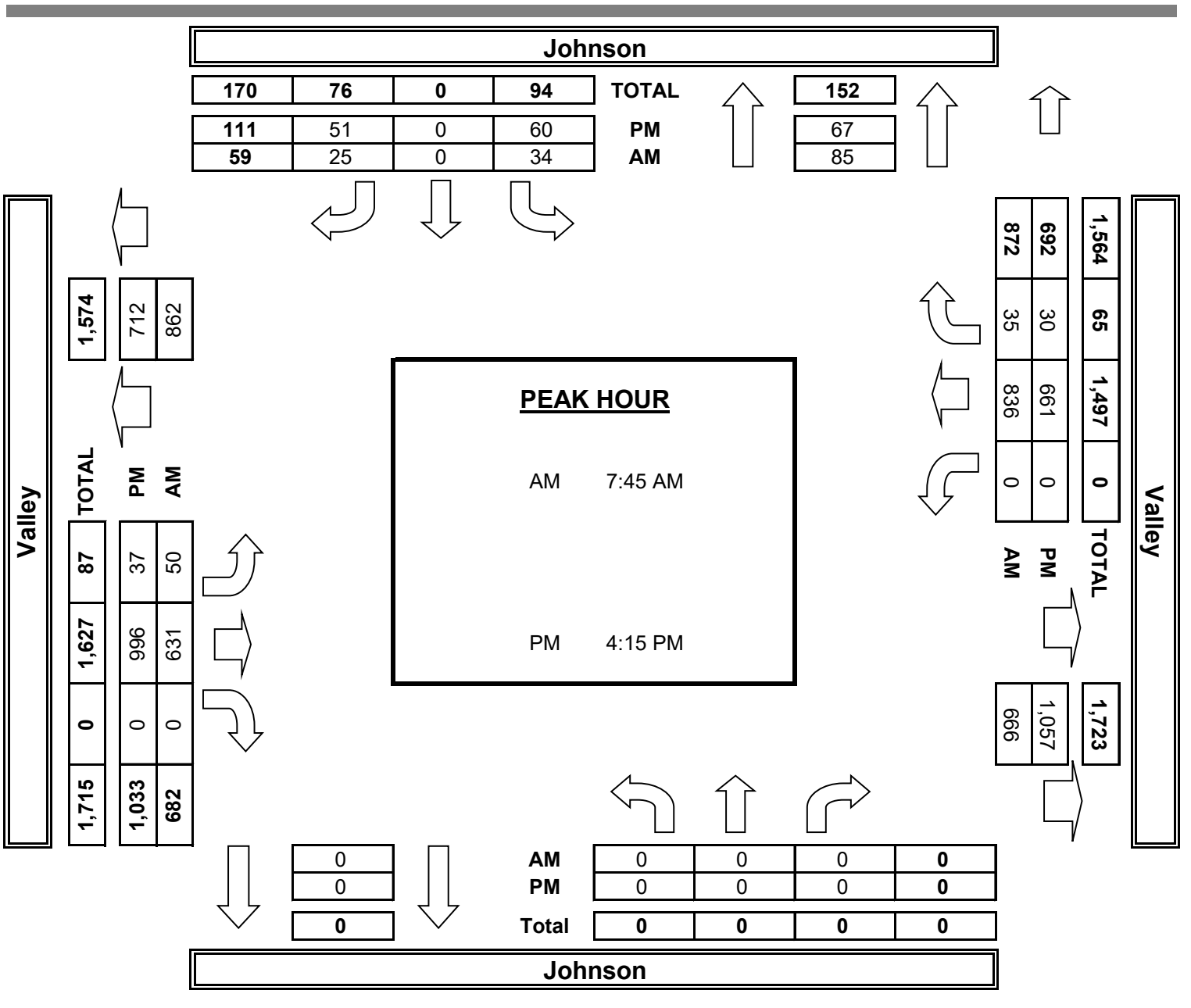


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR			7:45 AM			0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR			4:15 PM			0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
Tue, Nov 13, 18	LOCATION:	El Monte	PROJECT #:	SC1989
	NORTH & SOUTH:	Peck	LOCATION #:	3
	EAST & WEST:	Valley	CONTROL:	SIGNAL

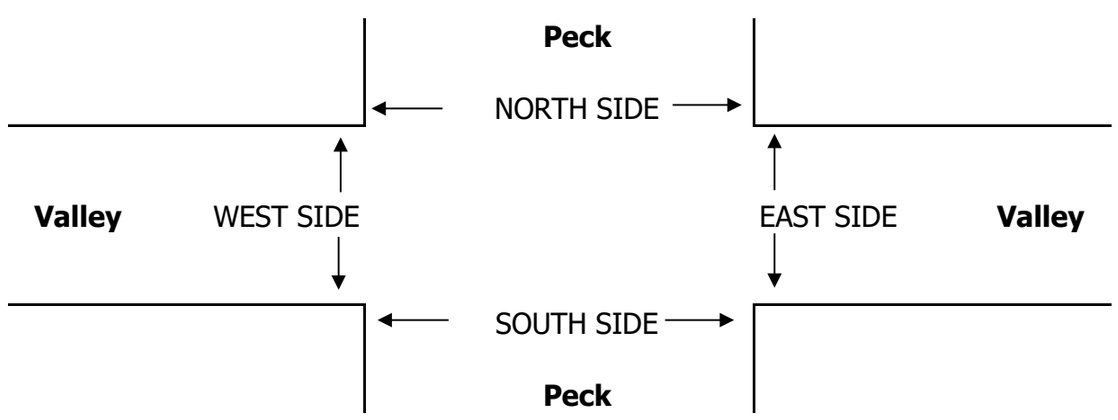
NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

☑ Add U-Turns to Left Turns

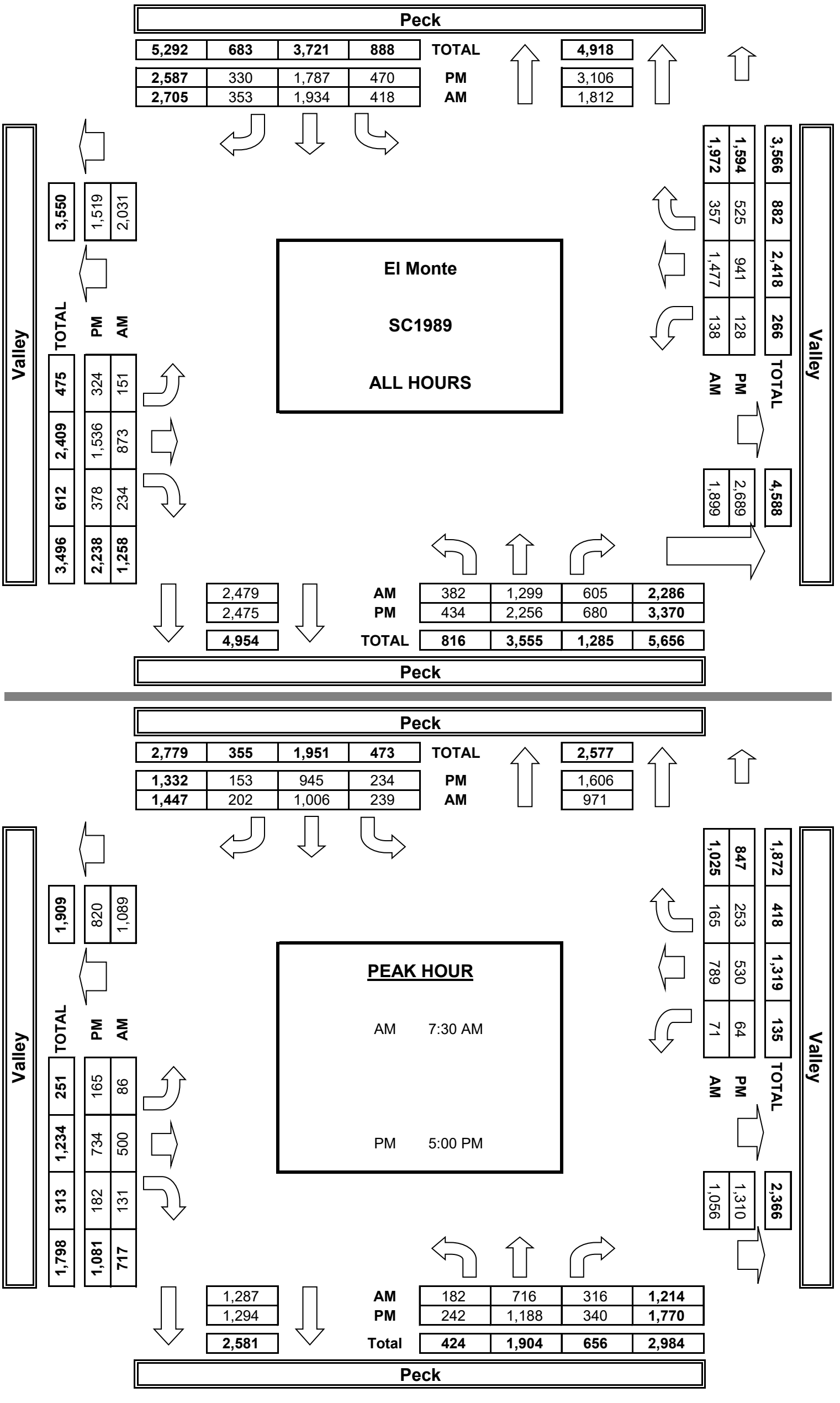
		NORTHBOUND Peck			SOUTHBOUND Peck			EASTBOUND Valley			WESTBOUND Valley				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	54	140	68	40	205	33	10	73	18	19	114	35	809	30	0	1	1	32
	7:15 AM	55	138	66	44	258	43	10	93	15	16	141	51	930	28	1	0	0	29
	7:30 AM	46	155	80	53	265	59	22	97	24	14	199	40	1,054	26	0	0	3	29
	7:45 AM	54	215	77	52	258	52	24	158	37	14	197	44	1,182	23	1	0	0	24
	8:00 AM	41	164	73	76	226	45	25	124	30	22	193	42	1,061	15	2	0	1	18
	8:15 AM	41	182	86	58	257	46	15	121	40	21	200	39	1,106	20	1	0	1	22
	8:30 AM	48	149	69	51	245	33	27	93	37	11	237	53	1,053	25	0	1	3	29
	8:45 AM	43	156	86	44	220	42	18	114	33	21	196	53	1,026	16	2	0	1	19
	VOLUMES	382	1,299	605	418	1,934	353	151	873	234	138	1,477	357	8,221	183	7	2	10	202
	APPROACH %	17%	57%	26%	15%	71%	13%	12%	69%	19%	7%	75%	18%						
	APP/DEPART	2,286	/	1,812	2,705	/	2,479	1,258	/	1,899	1,972	/	2,031	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	182	716	316	239	1,006	202	86	500	131	71	789	165	4,403					
	APPROACH %	15%	59%	26%	17%	70%	14%	12%	70%	18%	7%	77%	16%						
	PEAK HR FACTOR		0.877			0.960			0.818			0.986		0.931					
	APP/DEPART	1,214	/	971	1,447	/	1,287	717	/	1,056	1,025	/	1,089	0					
PM	4:00 PM	29	219	68	66	210	49	41	170	47	11	111	77	1,098	7	0	0	0	7
	4:15 PM	46	267	104	66	203	39	39	166	44	14	115	50	1,153	15	0	0	1	16
	4:30 PM	58	292	73	53	216	38	37	249	56	19	105	61	1,257	24	1	0	0	25
	4:45 PM	59	290	95	51	213	51	42	217	49	20	80	84	1,251	35	0	0	1	36
	5:00 PM	74	319	86	54	242	38	37	211	53	10	115	64	1,303	31	0	0	0	31
	5:15 PM	63	252	86	67	241	34	40	163	52	22	107	63	1,190	29	1	0	0	30
	5:30 PM	61	277	72	59	234	39	53	202	39	15	142	68	1,261	26	0	1	0	27
	5:45 PM	44	340	96	54	228	42	35	158	38	17	166	58	1,276	20	0	0	3	23
	VOLUMES	434	2,256	680	470	1,787	330	324	1,536	378	128	941	525	9,789	187	2	1	5	195
	APPROACH %	13%	67%	20%	18%	69%	13%	14%	69%	17%	8%	59%	33%						
	APP/DEPART	3,370	/	3,106	2,587	/	2,475	2,238	/	2,689	1,594	/	1,519	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	242	1,188	340	234	945	153	165	734	182	64	530	253	5,030					
	APPROACH %	14%	67%	19%	18%	71%	11%	15%	68%	17%	8%	63%	30%						
	PEAK HR FACTOR		0.922			0.974			0.898			0.879		0.965					
	APP/DEPART	1,770	/	1,606	1,332	/	1,294	1,081	/	1,310	847	/	820	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:30 AM					0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	5:00 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
Tue, Nov 13, 18	LOCATION:	El Monte	PROJECT #:	SC1989
	NORTH & SOUTH:	I-10 WB Ramps	LOCATION #:	4
	EAST & WEST:	Valley	CONTROL:	SIGNAL

NOTES:

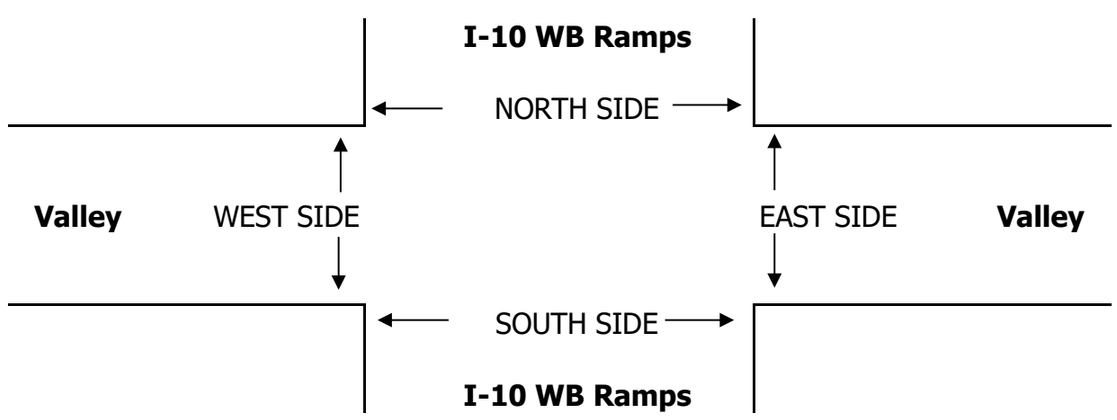
AM/PM WB queue

AM
PM
MD
OTHER
OTHER

◄ W ▲ N S ▼ E ►

☑ Add U-Turns to Left Turns

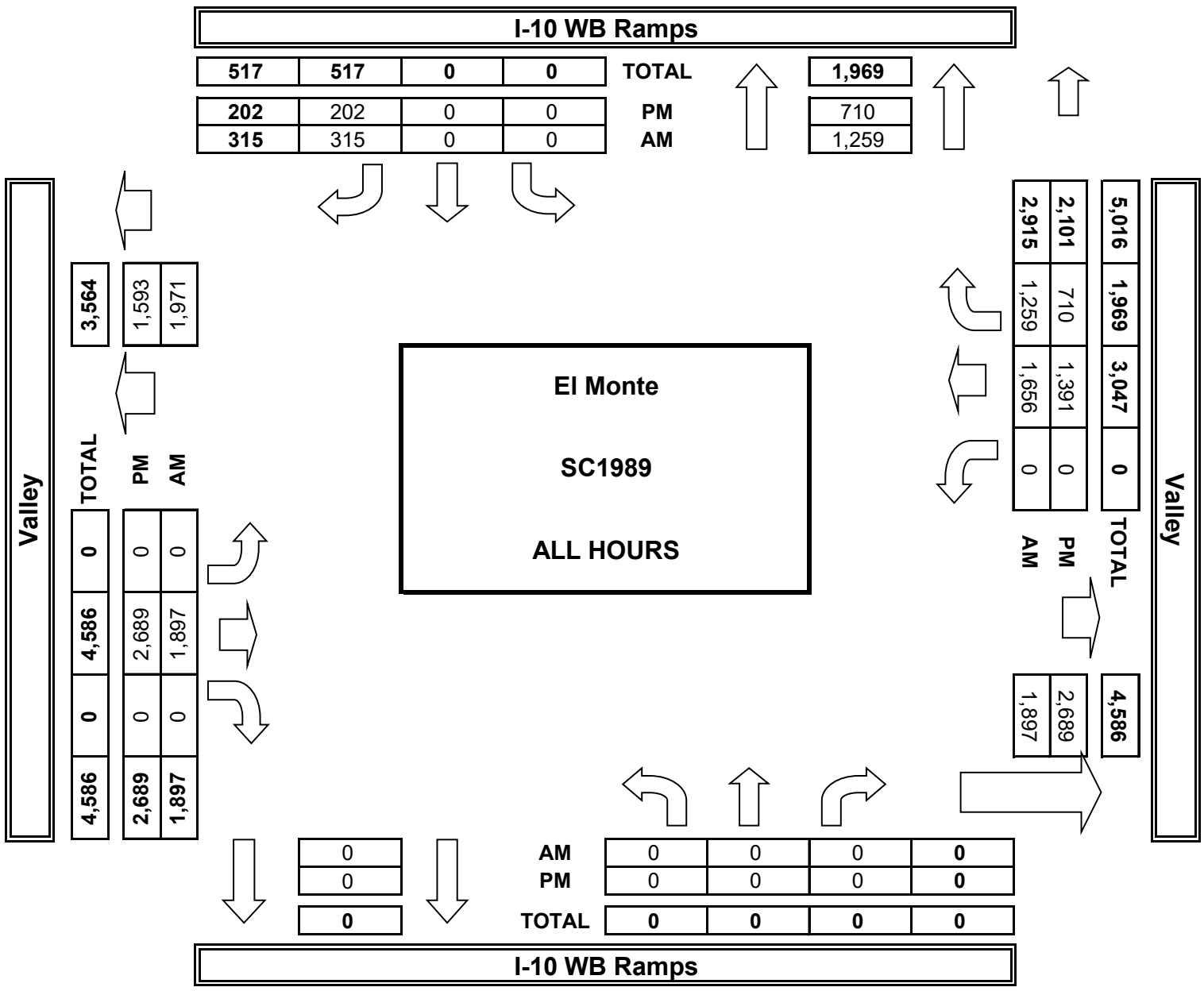
		NORTHBOUND I-10 WB Ramps			SOUTHBOUND I-10 WB Ramps			EASTBOUND Valley			WESTBOUND Valley				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	X	X	X	X	1	X	2	X	X	2	1		0	0	0	0	
AM	7:00 AM	0	0	0	0	0	25	0	182	0	0	142	247	596	0	0	0	0	0
	7:15 AM	0	0	0	0	0	29	0	202	0	0	179	229	639	0	0	0	0	0
	7:30 AM	0	0	0	0	0	20	0	233	0	0	233	182	668	0	0	0	0	0
	7:45 AM	0	0	0	0	0	43	0	286	0	0	212	166	707	0	0	0	0	0
	8:00 AM	0	0	0	0	0	56	0	272	0	0	201	123	652	0	0	0	0	0
	8:15 AM	0	0	0	0	0	47	0	265	0	0	213	126	651	0	0	0	0	0
	8:30 AM	0	0	0	0	0	53	0	214	0	0	248	107	622	0	0	0	0	0
	8:45 AM	0	0	0	0	0	42	0	243	0	0	228	79	592	0	0	0	0	0
	VOLUMES	0	0	0	0	0	315	0	1,897	0	0	1,656	1,259	5,127	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	57%	43%						
	APP/DEPART	0	/	1,259	315	/	0	1,897	/	1,897	2,915	/	1,971	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	166	0	1,056	0	0	859	597	2,678					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	59%	41%						
	PEAK HR FACTOR		0.000			0.741			0.923			0.877		0.947					
	APP/DEPART	0	/	597	166	/	0	1,056	/	1,056	1,456	/	1,025	0					
PM	4:00 PM	0	0	0	0	0	28	0	304	0	0	171	75	578	0	0	0	0	0
	4:15 PM	0	0	0	0	0	18	0	337	0	0	161	81	597	0	0	0	0	0
	4:30 PM	0	0	0	0	0	30	0	374	0	0	155	81	640	0	0	0	0	0
	4:45 PM	0	0	0	0	0	20	0	364	0	0	163	96	643	0	0	0	0	0
	5:00 PM	0	0	0	0	0	20	0	351	0	0	169	98	638	0	0	0	0	0
	5:15 PM	0	0	0	0	0	21	0	315	0	0	171	92	599	0	0	0	0	0
	5:30 PM	0	0	0	0	0	20	0	333	0	0	205	99	657	0	0	0	0	0
	5:45 PM	0	0	0	0	0	45	0	311	0	0	196	88	640	0	0	0	0	0
	VOLUMES	0	0	0	0	0	202	0	2,689	0	0	1,391	710	4,992	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	66%	34%						
	APP/DEPART	0	/	710	202	/	0	2,689	/	2,689	2,101	/	1,593	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	81	0	1,363	0	0	708	385	2,537					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	65%	35%						
	PEAK HR FACTOR		0.000			0.964			0.936			0.899		0.965					
	APP/DEPART	0	/	385	81	/	0	1,363	/	1,363	1,093	/	789	0					

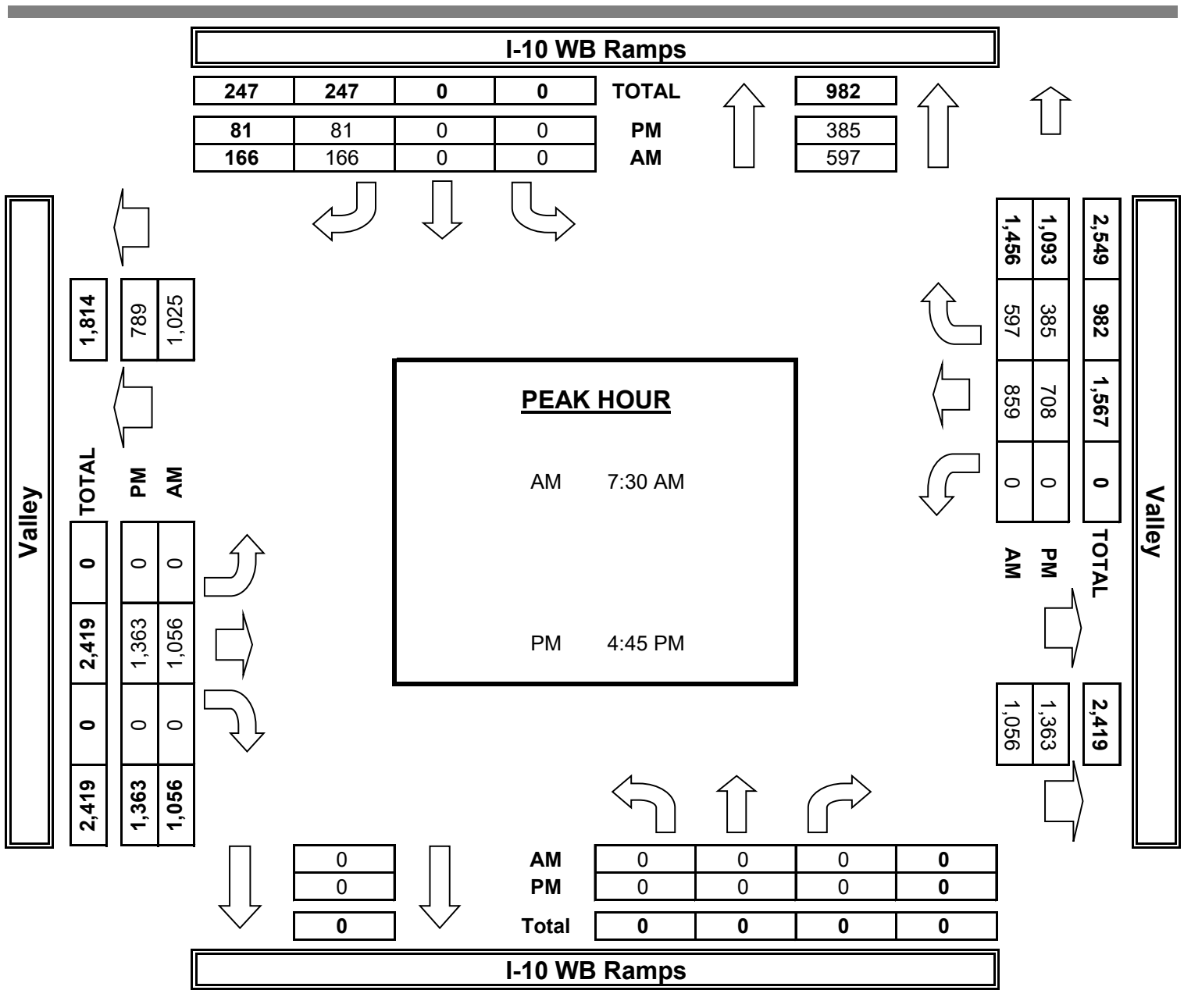


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR			7:30 AM			0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR			4:45 PM			0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
Tue, Nov 13, 18	LOCATION:	El Monte	PROJECT #:	SC1989
	NORTH & SOUTH:	La Madera	LOCATION #:	5
	EAST & WEST:	Valley	CONTROL:	STOP N/S

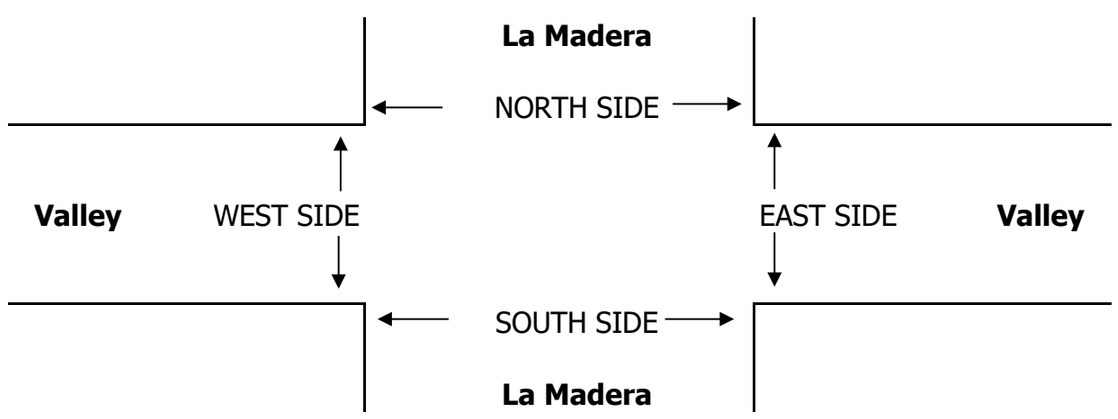
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

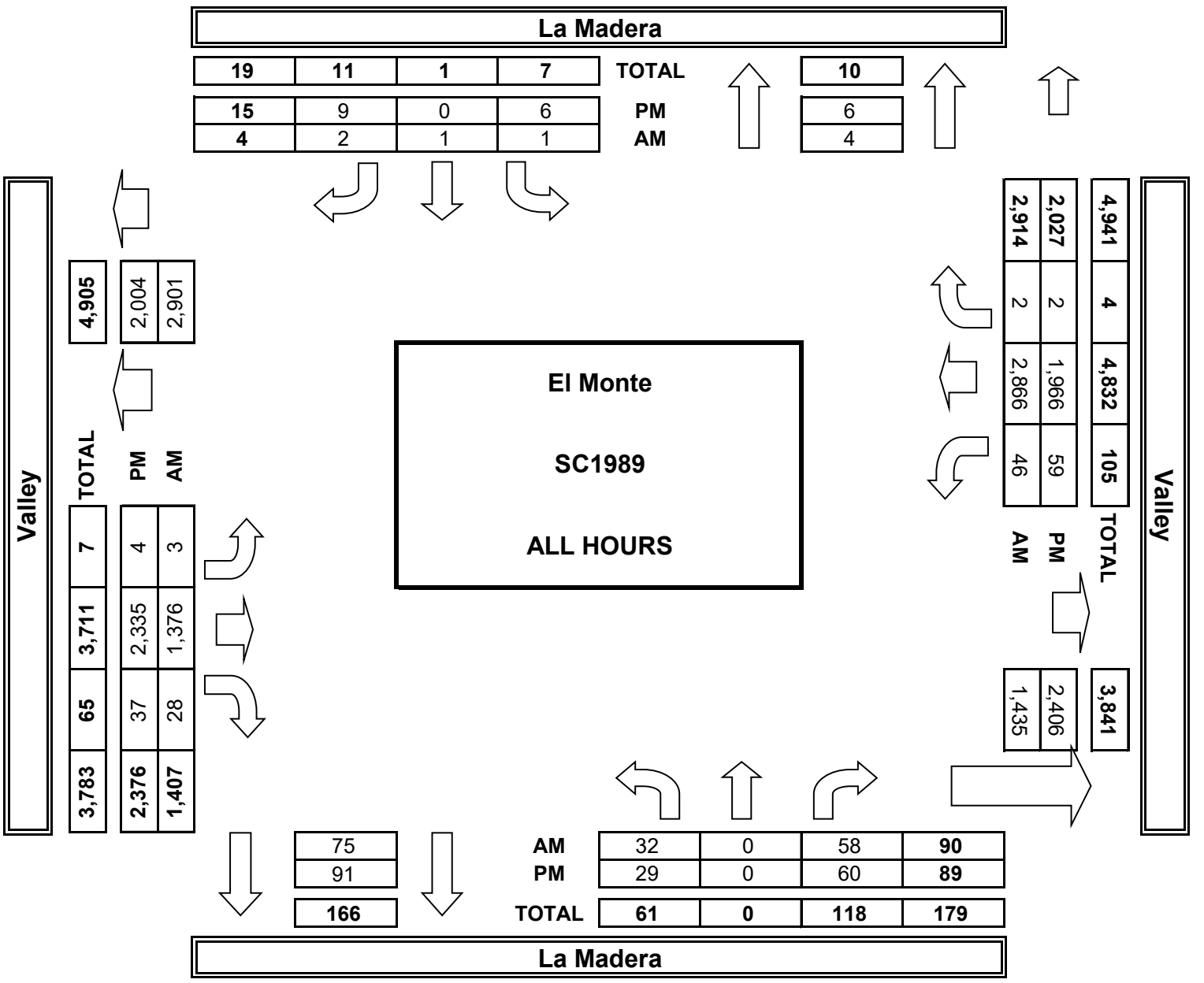
		NORTHBOUND La Madera			SOUTHBOUND La Madera			EASTBOUND Valley			WESTBOUND Valley				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	3	0	8	0	0	0	1	109	1	1	386	0	509	0	0	0	0	0
	7:15 AM	5	0	12	0	0	0	0	154	5	5	399	0	580	0	0	0	0	0
	7:30 AM	9	0	8	0	0	0	0	159	3	7	404	0	590	0	0	0	0	0
	7:45 AM	3	0	12	0	0	0	1	206	3	7	378	1	611	0	0	1	0	1
	8:00 AM	2	0	5	0	0	0	0	202	6	5	320	0	540	0	0	0	0	0
	8:15 AM	2	0	2	1	0	0	1	186	6	10	352	0	560	0	0	0	0	0
	8:30 AM	6	0	11	0	1	2	0	180	2	9	330	0	541	0	0	0	0	0
	8:45 AM	2	0	0	0	0	0	0	180	2	2	297	1	484	0	0	0	0	0
	VOLUMES	32	0	58	1	1	2	3	1,376	28	46	2,866	2	4,415	0	0	1	0	1
	APPROACH %	36%	0%	64%	25%	25%	50%	0%	98%	2%	2%	98%	0%						
	APP/DEPART	90	/	4	4	/	75	1,407	/	1,435	2,914	/	2,901	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	19	0	37	0	0	0	1	721	17	24	1,501	1	2,321					
	APPROACH %	34%	0%	66%	0%	0%	0%	0%	98%	2%	2%	98%	0%						
	PEAK HR FACTOR		0.824			0.000			0.880			0.928		0.950					
	APP/DEPART	56	/	1	0	/	41	739	/	758	1,526	/	1,521	0					
PM	4:00 PM	2	0	2	1	0	0	1	270	3	7	227	1	514	0	0	0	1	1
	4:15 PM	6	0	4	2	0	2	0	296	6	7	220	0	543	0	0	0	0	0
	4:30 PM	5	0	7	0	0	1	1	314	3	7	241	0	579	0	0	0	2	2
	4:45 PM	2	0	9	0	0	2	0	315	2	7	251	1	589	0	0	0	0	0
	5:00 PM	5	0	12	1	0	1	1	302	2	8	245	0	577	0	0	0	0	0
	5:15 PM	3	0	10	2	0	1	0	302	1	6	243	0	568	0	0	0	0	0
	5:30 PM	4	0	10	0	0	2	1	270	11	8	272	0	578	0	0	0	0	0
	5:45 PM	2	0	6	0	0	0	0	266	9	9	267	0	559	0	0	0	2	2
	VOLUMES	29	0	60	6	0	9	4	2,335	37	59	1,966	2	4,507	0	0	0	5	5
	APPROACH %	33%	0%	67%	40%	0%	60%	0%	98%	2%	3%	97%	0%						
	APP/DEPART	89	/	6	15	/	91	2,376	/	2,406	2,027	/	2,004	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	15	0	38	3	0	5	2	1,233	8	28	980	1	2,313					
	APPROACH %	28%	0%	72%	38%	0%	63%	0%	99%	1%	3%	97%	0%						
	PEAK HR FACTOR		0.779			0.667			0.977			0.974		0.982					
	APP/DEPART	53	/	3	8	/	34	1,243	/	1,276	1,009	/	1,000	0					

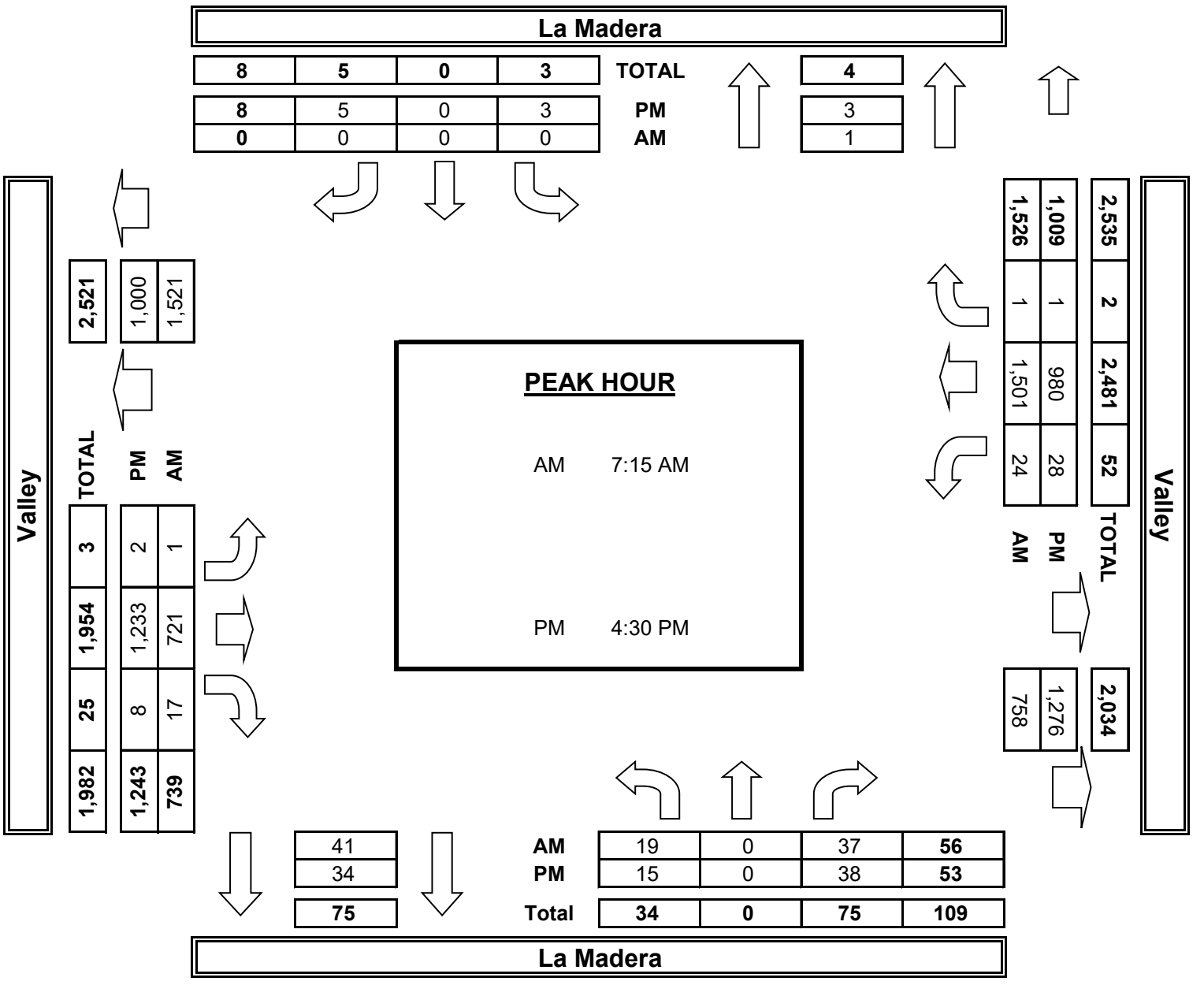


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:15 AM					0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:30 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
Tue, Nov 13, 18	LOCATION:	El Monte	PROJECT #:	SC1989
	NORTH & SOUTH:	Mountain View	LOCATION #:	6
	EAST & WEST:	Valley	CONTROL:	SIGNAL

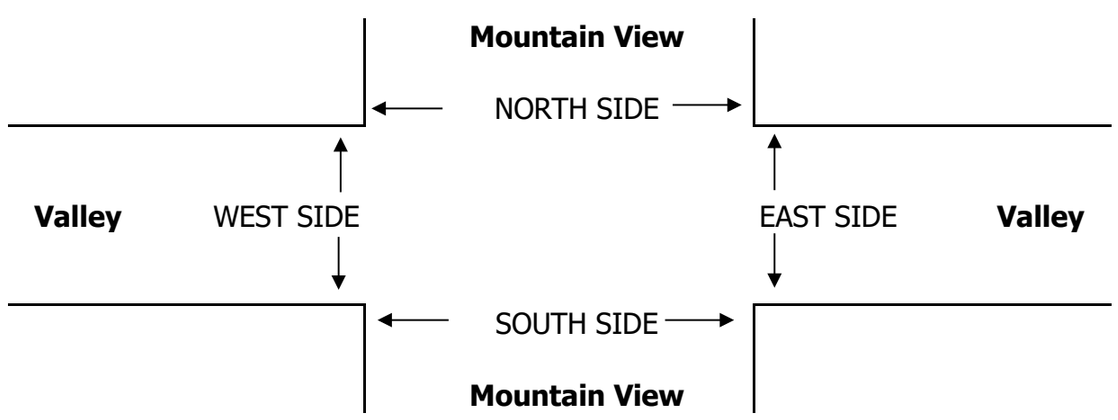
NOTES:

AM
PM
MD
OTHER
OTHER

◄ W ▲ N S ▼ E ►

☑ Add U-Turns to Left Turns

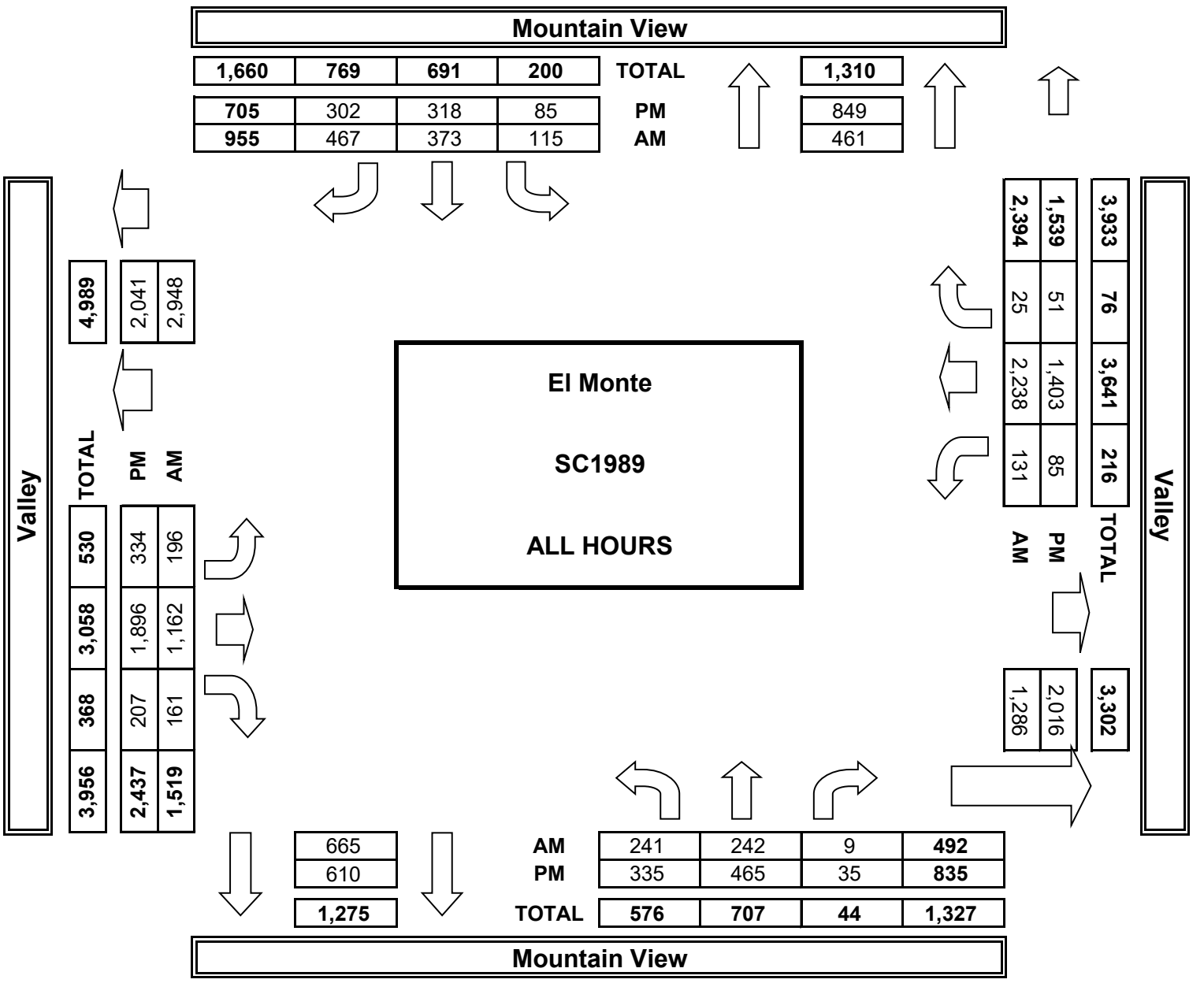
		NORTHBOUND Mountain View			SOUTHBOUND Mountain View			EASTBOUND Valley			WESTBOUND Valley				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	1	0	1	1	0	1	2	0	1	2	0		0	0	0	0	
AM	7:00 AM	31	29	1	24	63	75	18	126	26	11	340	1	745	0	0	0	0	0
	7:15 AM	32	31	2	31	51	80	17	119	30	17	346	1	757	0	0	1	0	1
	7:30 AM	31	35	0	11	73	57	29	152	17	21	301	3	730	0	0	0	0	0
	7:45 AM	35	45	1	13	52	47	33	159	13	12	269	6	685	0	0	0	0	0
	8:00 AM	35	26	3	8	48	55	20	170	18	13	253	4	653	0	0	1	0	1
	8:15 AM	28	25	1	11	38	51	30	145	26	19	241	3	618	0	0	0	0	0
	8:30 AM	31	32	0	10	26	46	29	148	14	21	254	5	616	0	0	0	0	0
	8:45 AM	18	19	1	7	22	56	20	143	17	17	234	2	556	0	0	0	0	0
	VOLUMES	241	242	9	115	373	467	196	1,162	161	131	2,238	25	5,360	0	0	2	0	2
	APPROACH %	49%	49%	2%	12%	39%	49%	13%	76%	11%	5%	93%	1%						
	APP/DEPART	492	/	461	955	/	665	1,519	/	1,286	2,394	/	2,948	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	129	140	4	79	239	259	97	556	86	61	1,256	11	2,917					
	APPROACH %	47%	51%	1%	14%	41%	45%	13%	75%	12%	5%	95%	1%						
	PEAK HR FACTOR		0.843			0.890			0.901			0.912		0.963					
	APP/DEPART	273	/	247	577	/	386	739	/	639	1,328	/	1,645	0					
PM	4:00 PM	50	51	4	11	38	39	28	210	29	7	113	5	585	0	0	0	0	0
	4:15 PM	48	50	8	15	40	37	52	253	31	12	144	9	699	0	0	0	0	0
	4:30 PM	39	65	4	6	32	49	46	238	29	15	168	7	698	0	0	0	0	0
	4:45 PM	47	48	6	8	33	43	39	222	29	7	183	3	668	0	0	0	0	0
	5:00 PM	38	60	4	12	44	39	45	261	38	8	177	8	734	0	0	0	0	0
	5:15 PM	53	74	2	12	42	30	32	250	27	3	231	4	760	0	0	0	0	0
	5:30 PM	29	63	1	7	45	39	45	239	16	10	210	10	714	0	0	1	0	1
	5:45 PM	31	54	6	14	44	26	47	223	8	23	177	5	658	0	0	0	0	0
	VOLUMES	335	465	35	85	318	302	334	1,896	207	85	1,403	51	5,516	0	0	1	0	1
	APPROACH %	40%	56%	4%	12%	45%	43%	14%	78%	8%	6%	91%	3%						
	APP/DEPART	835	/	849	705	/	610	2,437	/	2,016	1,539	/	2,041	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	167	245	13	39	164	151	161	972	110	28	801	25	2,876					
	APPROACH %	39%	58%	3%	11%	46%	43%	13%	78%	9%	3%	94%	3%						
	PEAK HR FACTOR		0.824			0.932			0.903			0.897		0.946					
	APP/DEPART	425	/	430	354	/	302	1,243	/	1,024	854	/	1,120	0					

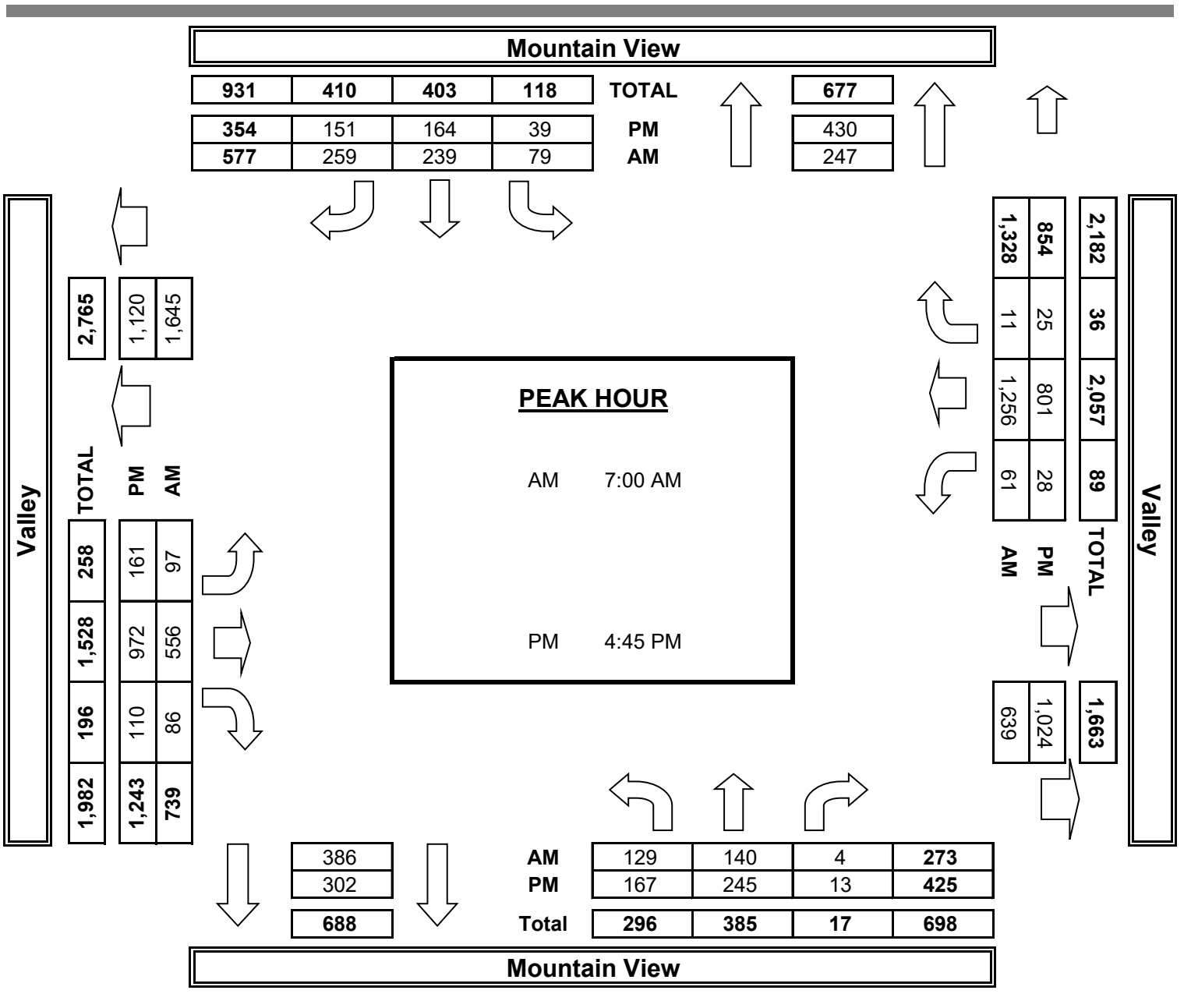


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:00 AM					0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:45 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
Tue, Nov 13, 18	LOCATION:	El Monte	PROJECT #:	SC1989
	NORTH & SOUTH:	Garvey	LOCATION #:	7
	EAST & WEST:	Valley	CONTROL:	SIGNAL

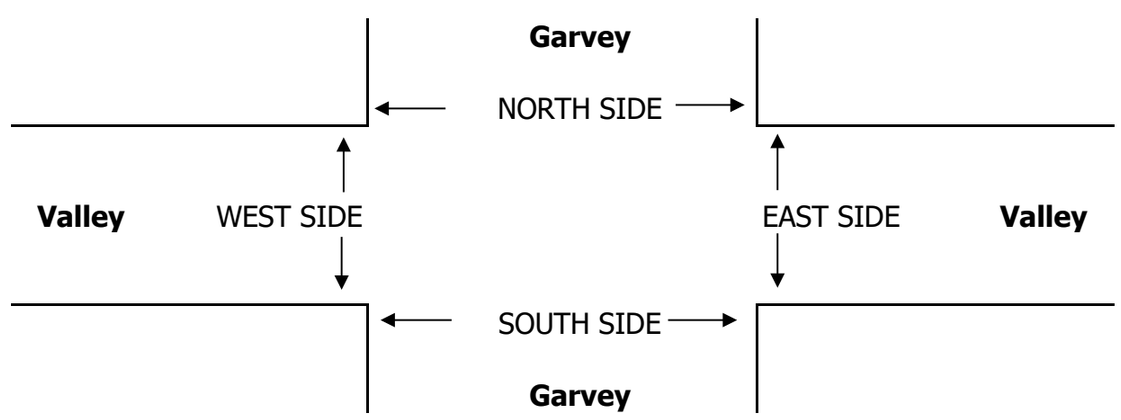
NOTES:

AM | PM | MD | OTHER | OTHER

▲ N
◄ W E ►
S ▼

☑ Add U-Turns to Left Turns

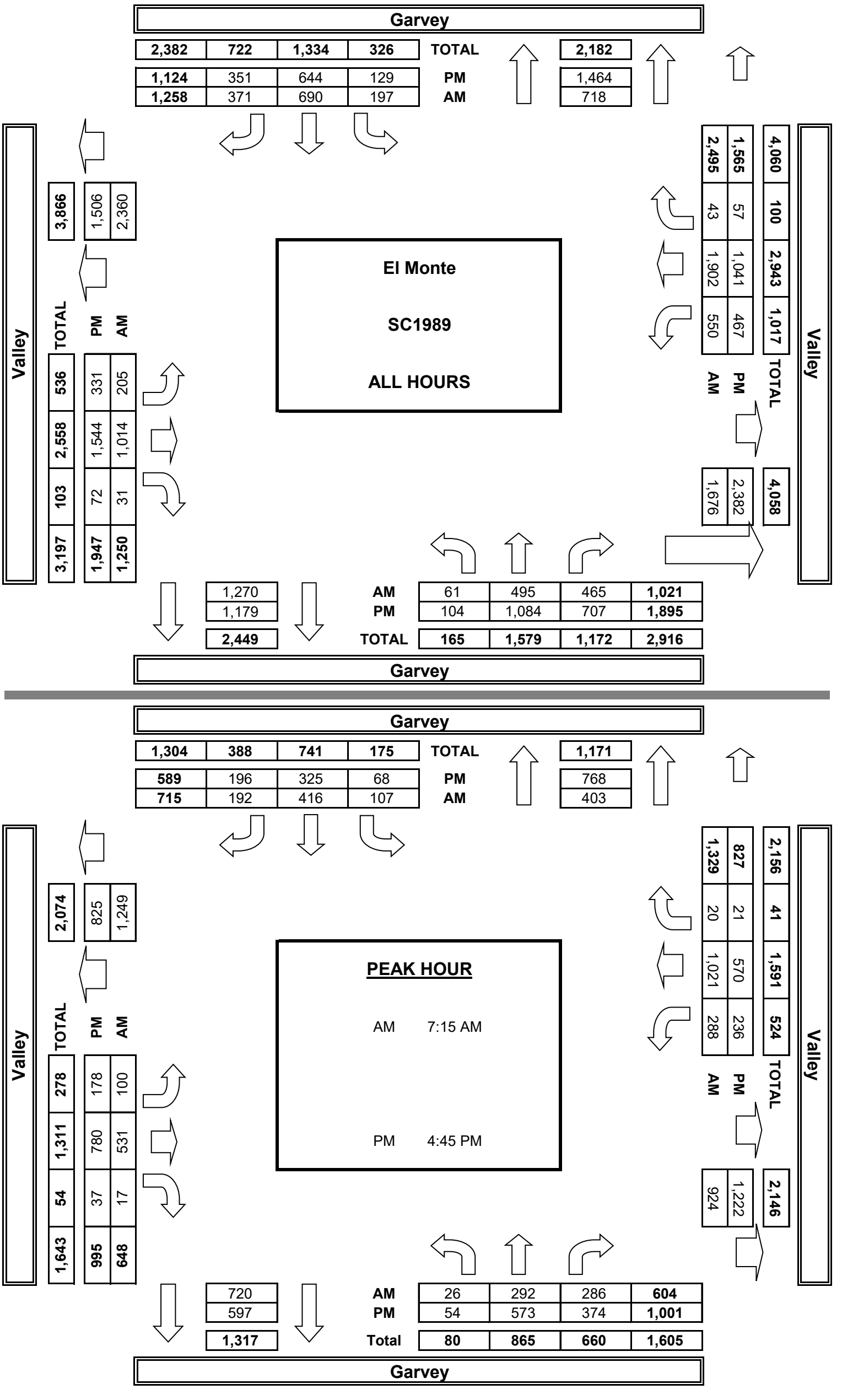
		NORTHBOUND Garvey			SOUTHBOUND Garvey			EASTBOUND Valley			WESTBOUND Valley				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	5	63	50	24	68	36	25	71	7	54	269	7	679	0	0	5	0	5
	7:15 AM	5	65	75	30	105	47	19	105	5	67	284	8	815	0	1	4	0	5
	7:30 AM	10	76	69	24	95	55	28	151	2	74	291	3	878	0	0	1	0	1
	7:45 AM	7	83	85	29	119	61	23	119	6	83	237	5	857	0	0	3	0	3
	8:00 AM	4	68	57	24	97	29	30	156	4	64	209	4	746	0	0	2	1	3
	8:15 AM	10	46	48	16	73	44	29	150	2	66	224	7	715	0	0	5	0	5
	8:30 AM	8	36	30	22	61	48	31	119	1	70	197	5	628	0	0	4	0	4
	8:45 AM	12	58	51	28	72	51	20	143	4	72	191	4	706	0	0	2	0	2
	VOLUMES	61	495	465	197	690	371	205	1,014	31	550	1,902	43	6,024	0	1	26	1	28
	APPROACH %	6%	48%	46%	16%	55%	29%	16%	81%	2%	22%	76%	2%						
	APP/DEPART	1,021	/	718	1,258	/	1,270	1,250	/	1,676	2,495	/	2,360	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	26	292	286	107	416	192	100	531	17	288	1,021	20	3,296					
	APPROACH %	4%	48%	47%	15%	58%	27%	15%	82%	3%	22%	77%	2%						
	PEAK HR FACTOR		0.863			0.855			0.853			0.903		0.938					
	APP/DEPART	604	/	403	715	/	720	648	/	924	1,329	/	1,249	0					
PM	4:00 PM	12	103	70	18	71	21	35	193	8	57	95	14	697	0	0	2	0	2
	4:15 PM	8	117	92	14	79	45	43	224	8	67	116	11	824	0	1	1	0	2
	4:30 PM	13	141	81	14	80	45	31	188	6	43	133	7	782	0	0	1	2	3
	4:45 PM	14	155	118	21	94	53	42	200	3	62	107	9	878	0	0	2	1	3
	5:00 PM	9	104	76	13	64	42	45	218	4	59	149	5	788	0	0	0	0	0
	5:15 PM	11	168	88	18	75	54	52	185	19	56	158	6	890	0	0	3	0	3
	5:30 PM	20	146	92	16	92	47	39	177	11	59	156	1	856	0	1	0	0	1
	5:45 PM	17	150	90	15	89	44	44	159	13	64	127	4	816	0	0	1	1	2
	VOLUMES	104	1,084	707	129	644	351	331	1,544	72	467	1,041	57	6,531	0	2	10	4	16
	APPROACH %	5%	57%	37%	11%	57%	31%	17%	79%	4%	30%	67%	4%						
	APP/DEPART	1,895	/	1,464	1,124	/	1,179	1,947	/	2,382	1,565	/	1,506	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	54	573	374	68	325	196	178	780	37	236	570	21	3,412					
	APPROACH %	5%	57%	37%	12%	55%	33%	18%	78%	4%	29%	69%	3%						
	PEAK HR FACTOR		0.872			0.876			0.932			0.940		0.958					
	APP/DEPART	1,001	/	768	589	/	597	995	/	1,222	827	/	825	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:15 AM					0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:45 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
Tue, Nov 13, 18	LOCATION:	El Monte	PROJECT #:	SC1989
	NORTH & SOUTH:	Meeker	LOCATION #:	8
	EAST & WEST:	Garvey	CONTROL:	SIGNAL

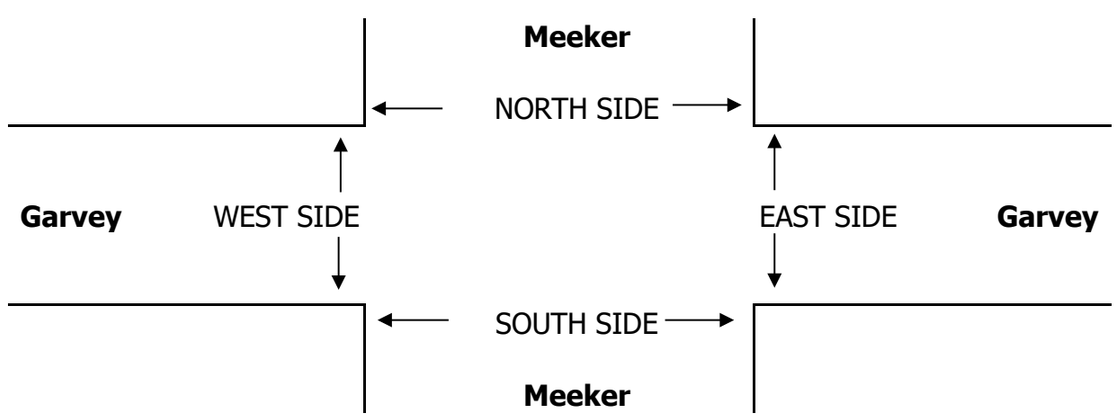
NOTES:

AM | PM | MD | OTHER | OTHER

▲ N
◄ W E ►
S ▼

☑ Add U-Turns to Left Turns

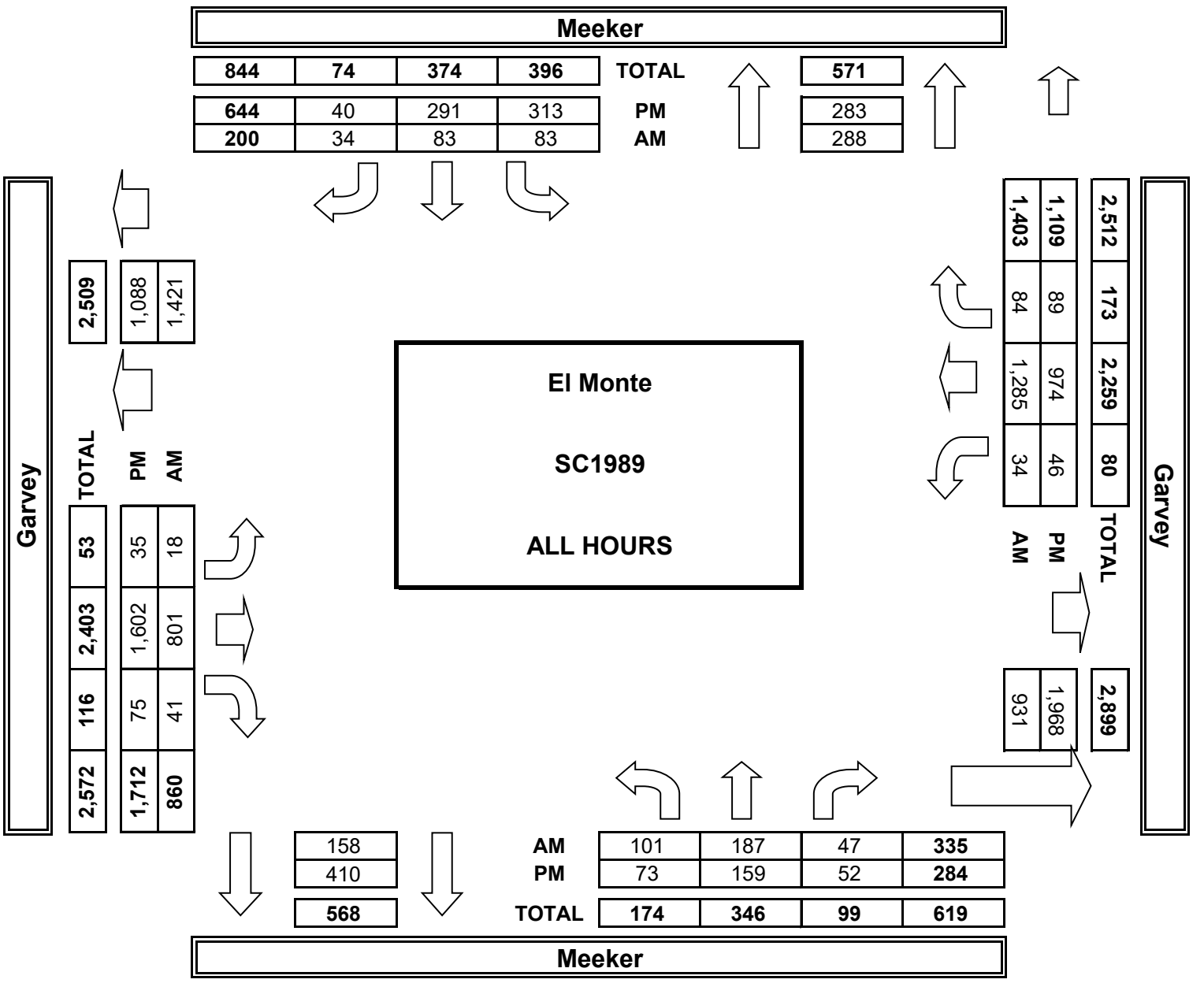
		NORTHBOUND Meeker			SOUTHBOUND Meeker			EASTBOUND Garvey			WESTBOUND Garvey				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	12	16	9	5	10	5	2	80	3	3	132	6	283	0	0	0	0	0
	7:15 AM	14	30	5	10	9	7	0	90	3	5	144	12	329	0	0	0	0	0
	7:30 AM	13	31	9	17	14	4	2	140	4	4	222	16	476	0	0	1	0	1
	7:45 AM	20	30	8	16	9	5	2	132	9	7	200	16	454	0	0	0	0	0
	8:00 AM	17	26	5	9	8	2	2	99	5	4	145	12	334	0	0	0	0	0
	8:15 AM	10	21	3	12	12	3	2	80	6	3	141	6	299	0	0	0	0	0
	8:30 AM	9	15	6	6	8	1	3	89	5	5	154	9	310	0	0	0	0	0
	8:45 AM	6	18	2	8	13	7	5	91	6	3	147	7	313	0	0	0	0	0
	VOLUMES	101	187	47	83	83	34	18	801	41	34	1,285	84	2,798	0	0	1	0	1
	APPROACH %	30%	56%	14%	42%	42%	17%	2%	93%	5%	2%	92%	6%						
	APP/DEPART	335	/	288	200	/	158	860	/	931	1,403	/	1,421	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	64	117	27	52	40	18	6	461	21	20	711	56	1,593					
	APPROACH %	31%	56%	13%	47%	36%	16%	1%	94%	4%	3%	90%	7%						
	PEAK HR FACTOR		0.897			0.786			0.836			0.813		0.837					
	APP/DEPART	208	/	178	110	/	81	488	/	540	787	/	794	0					
PM	4:00 PM	8	17	2	21	22	5	1	165	9	2	107	11	370	0	0	0	0	0
	4:15 PM	8	16	5	32	35	7	7	174	9	4	127	9	433	0	0	1	0	1
	4:30 PM	11	24	4	31	36	2	2	181	6	1	121	9	428	0	0	0	0	0
	4:45 PM	8	24	4	51	46	4	4	189	14	6	120	9	479	0	0	0	1	1
	5:00 PM	11	16	10	39	40	9	9	224	10	6	122	16	512	0	0	0	0	0
	5:15 PM	4	19	9	62	37	2	4	243	12	7	131	4	534	0	0	0	1	1
	5:30 PM	10	22	9	41	35	3	4	236	7	12	123	15	517	0	0	0	0	0
	5:45 PM	13	21	9	36	40	8	4	190	8	8	123	16	476	0	1	0	0	1
	VOLUMES	73	159	52	313	291	40	35	1,602	75	46	974	89	3,749	0	1	1	2	4
	APPROACH %	26%	56%	18%	49%	45%	6%	2%	94%	4%	4%	88%	8%						
	APP/DEPART	284	/	283	644	/	410	1,712	/	1,968	1,109	/	1,088	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	33	81	32	193	158	18	21	892	43	31	496	44	2,042					
	APPROACH %	23%	55%	22%	52%	43%	5%	2%	93%	4%	5%	87%	8%						
	PEAK HR FACTOR		0.890			0.913			0.923			0.952		0.956					
	APP/DEPART	146	/	146	369	/	230	956	/	1,119	571	/	547	0					

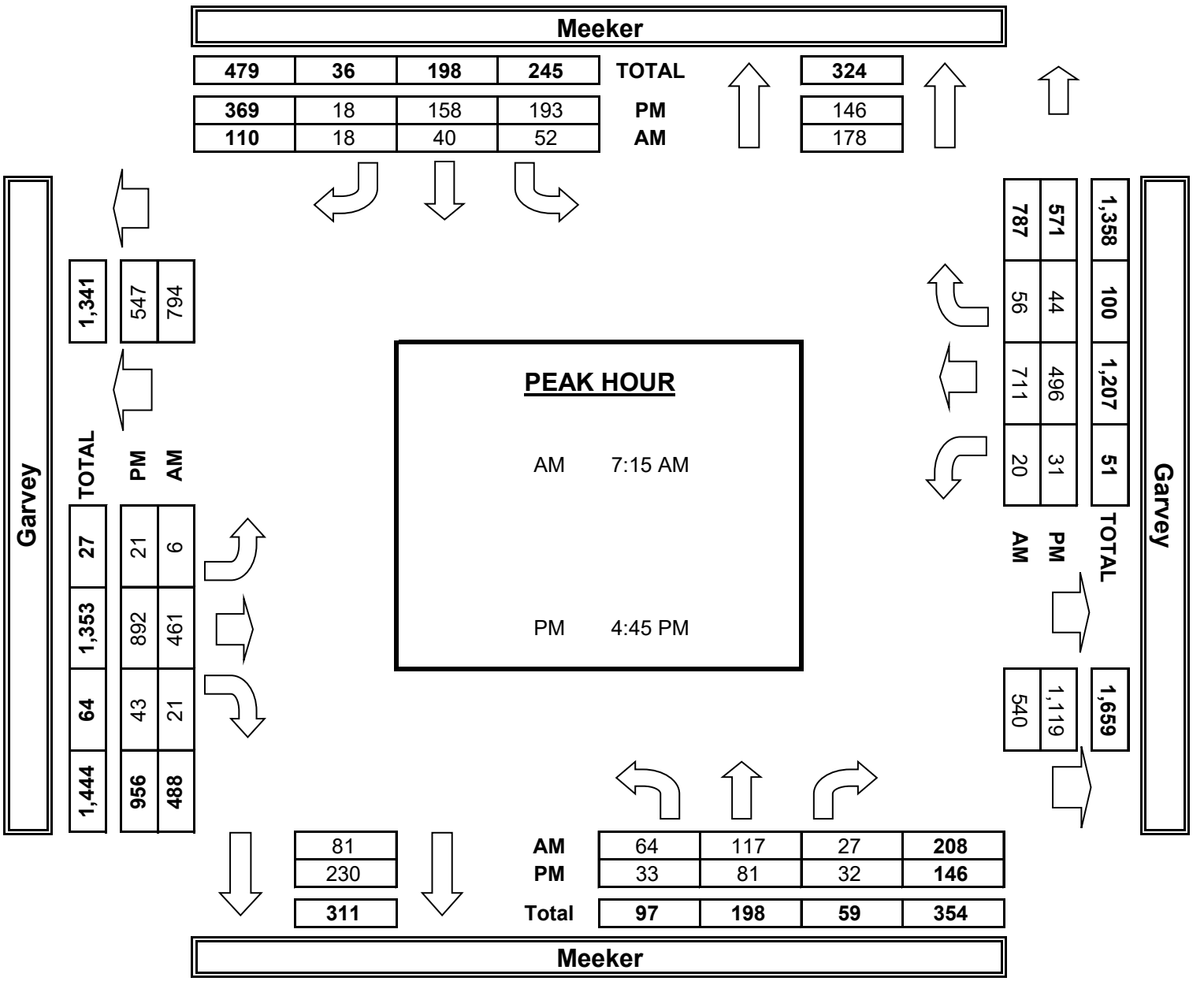


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:15 AM					0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:45 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
Tue, Nov 13, 18	LOCATION:	El Monte	PROJECT #:	SC1989
	NORTH & SOUTH:	Peck	LOCATION #:	9
	EAST & WEST:	Garvey	CONTROL:	SIGNAL

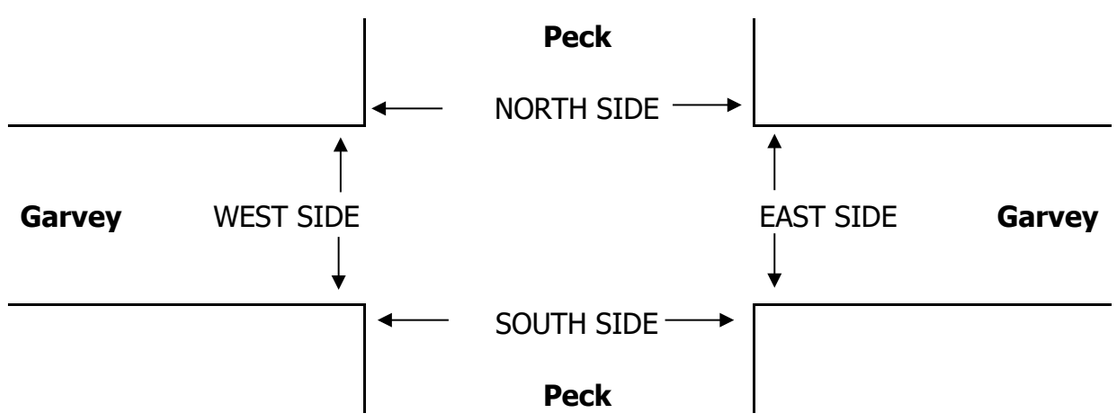
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

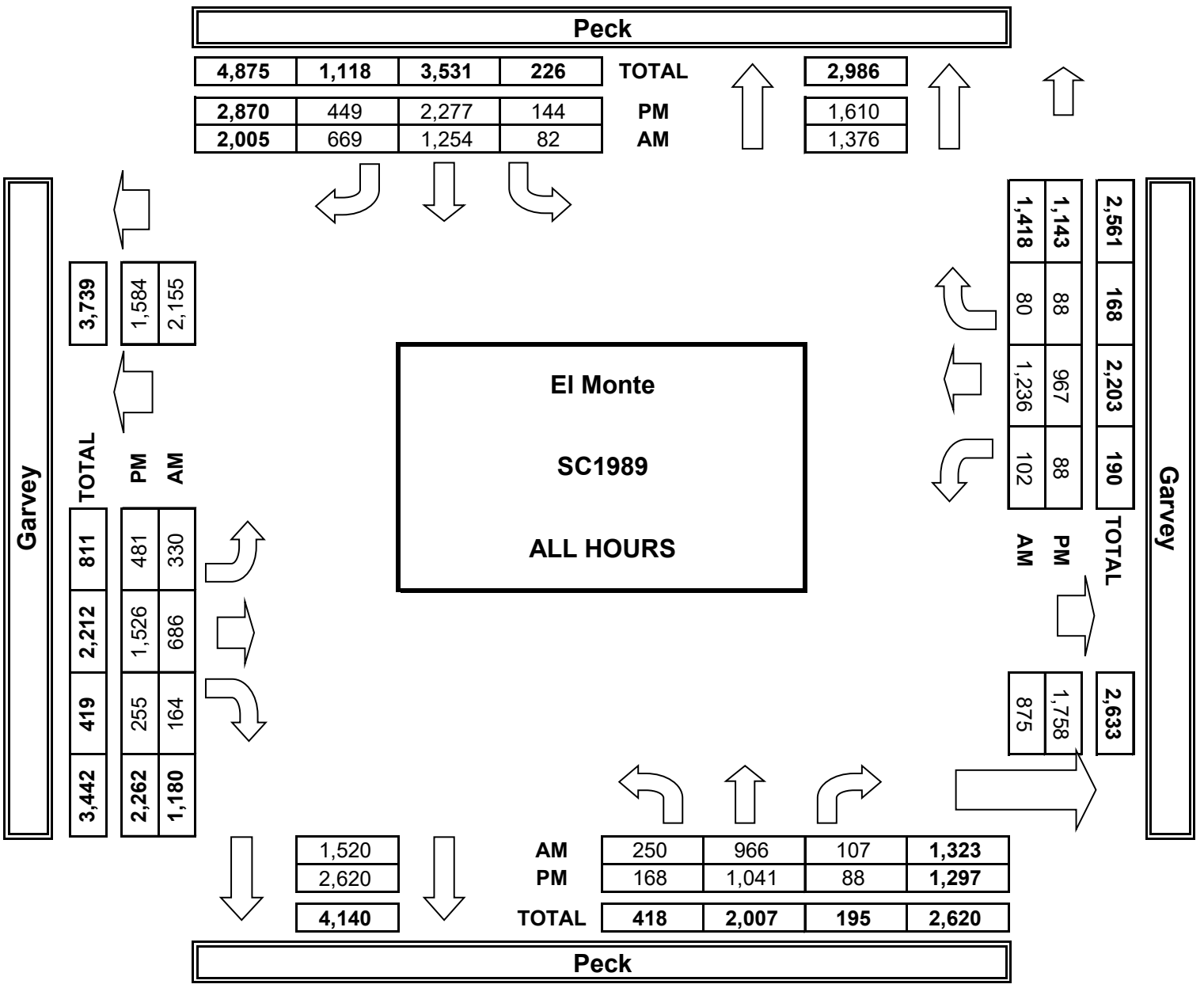
		NORTHBOUND Peck			SOUTHBOUND Peck			EASTBOUND Garvey			WESTBOUND Garvey				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	30	106	6	6	115	64	24	67	24	6	137	5	590	0	0	0	0	0
	7:15 AM	25	144	14	12	123	79	30	71	17	14	156	17	702	0	0	0	0	0
	7:30 AM	35	208	27	13	162	89	53	118	20	16	192	17	950	0	0	0	0	0
	7:45 AM	21	135	15	17	209	107	59	107	20	19	193	7	909	0	0	0	0	0
	8:00 AM	36	104	7	9	159	64	47	89	18	12	133	9	687	0	0	0	0	0
	8:15 AM	27	78	7	7	159	103	32	85	25	11	157	8	699	0	0	0	0	0
	8:30 AM	37	92	18	7	173	80	45	73	19	13	142	5	704	0	0	0	0	0
	8:45 AM	39	99	13	11	154	83	40	76	21	11	126	12	685	0	0	0	0	0
	VOLUMES	250	966	107	82	1,254	669	330	686	164	102	1,236	80	5,926	0	0	0	0	0
	APPROACH %	19%	73%	8%	4%	63%	33%	28%	58%	14%	7%	87%	6%						
	APP/DEPART	1,323	/	1,376	2,005	/	1,520	1,180	/	875	1,418	/	2,155	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	117	591	63	51	653	339	189	385	75	61	674	50	3,248					
	APPROACH %	15%	77%	8%	5%	63%	33%	29%	59%	12%	8%	86%	6%						
	PEAK HR FACTOR		0.714			0.783			0.849			0.872		0.855					
	APP/DEPART	771	/	830	1,043	/	789	649	/	499	785	/	1,130	0					
PM	4:00 PM	18	105	9	10	223	55	65	157	41	9	115	12	819	0	0	0	0	0
	4:15 PM	19	103	14	15	270	49	62	185	27	8	128	10	890	0	0	0	0	0
	4:30 PM	20	150	13	14	291	53	50	177	29	10	123	11	941	0	0	0	0	0
	4:45 PM	19	136	12	14	315	51	59	181	32	12	98	13	942	0	0	0	0	0
	5:00 PM	20	144	10	20	313	54	66	210	25	15	128	14	1,019	0	0	0	0	0
	5:15 PM	22	146	10	18	295	62	69	215	40	9	119	9	1,014	0	0	0	0	0
	5:30 PM	24	151	10	35	317	62	61	219	31	11	131	12	1,064	0	0	0	0	0
	5:45 PM	26	106	10	18	253	63	49	182	30	14	125	7	883	0	0	0	0	0
	VOLUMES	168	1,041	88	144	2,277	449	481	1,526	255	88	967	88	7,572	0	0	0	0	0
	APPROACH %	13%	80%	7%	5%	79%	16%	21%	67%	11%	8%	85%	8%						
	APP/DEPART	1,297	/	1,610	2,870	/	2,620	2,262	/	1,758	1,143	/	1,584	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	85	577	42	87	1,240	229	255	825	128	47	476	48	4,039					
	APPROACH %	12%	82%	6%	6%	80%	15%	21%	68%	11%	8%	83%	8%						
	PEAK HR FACTOR		0.951			0.940			0.932			0.909		0.949					
	APP/DEPART	704	/	880	1,556	/	1,415	1,208	/	954	571	/	790	0					

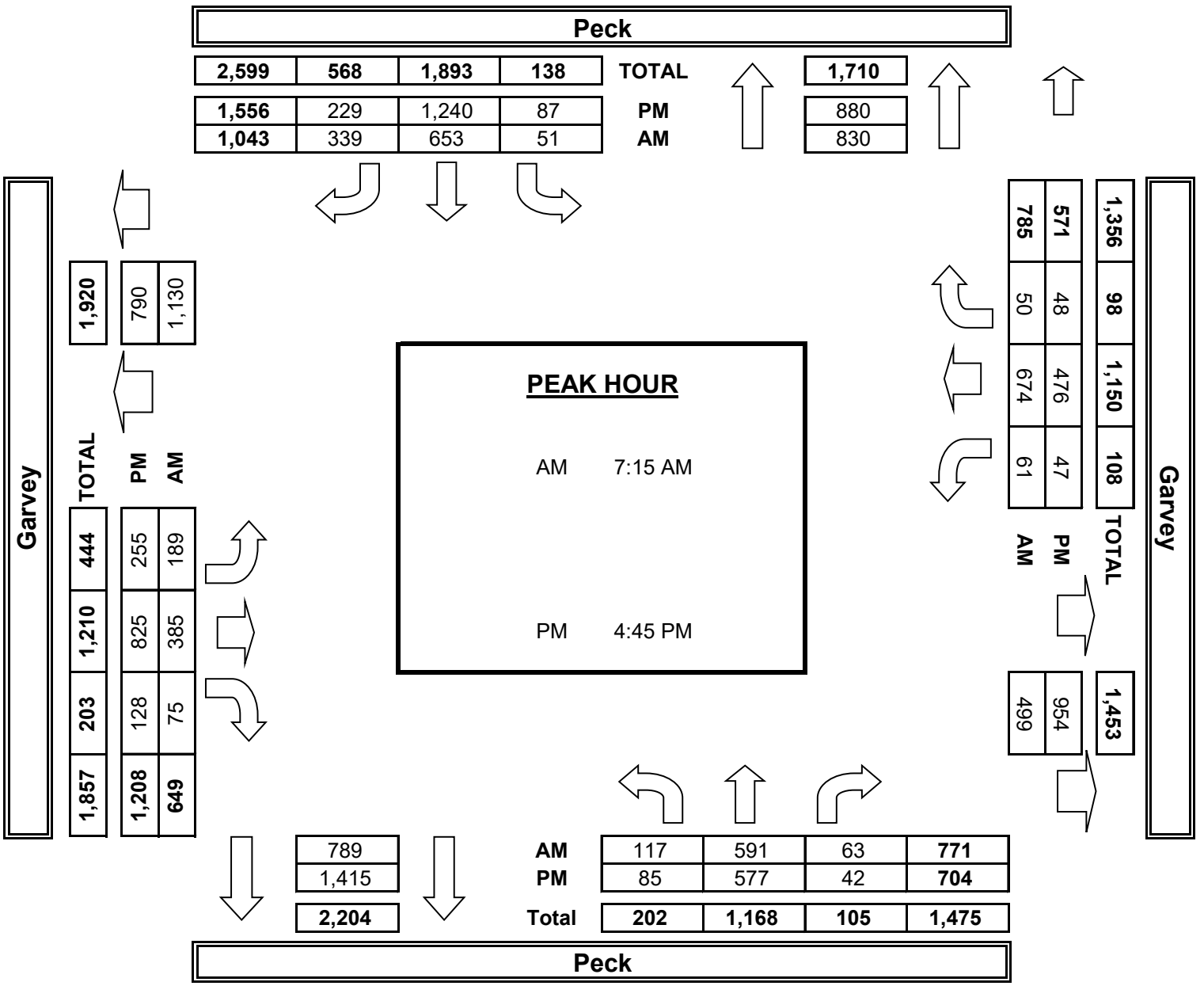


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:15 AM					0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:45 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
Tue, Nov 27, 18	LOCATION:	El Monte	PROJECT #:	SC1989
	NORTH & SOUTH:	La Madera	LOCATION #:	10
	EAST & WEST:	Garvey	CONTROL:	STOP S

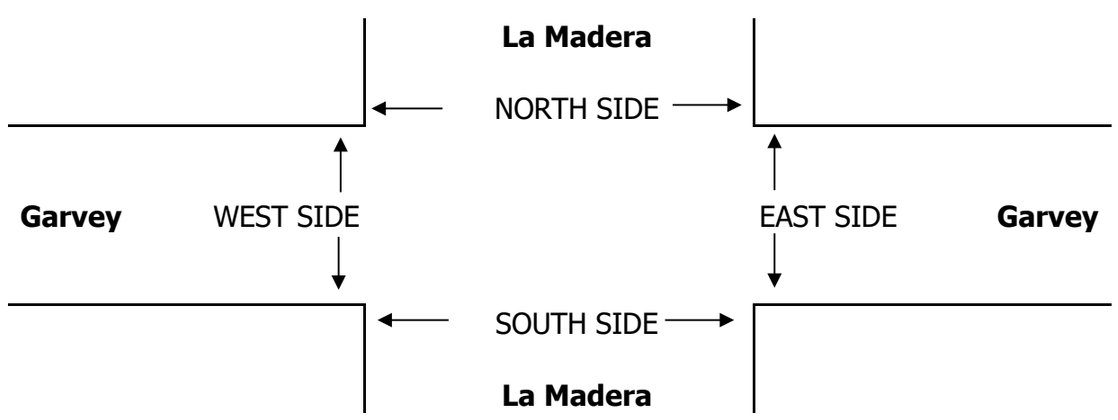
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

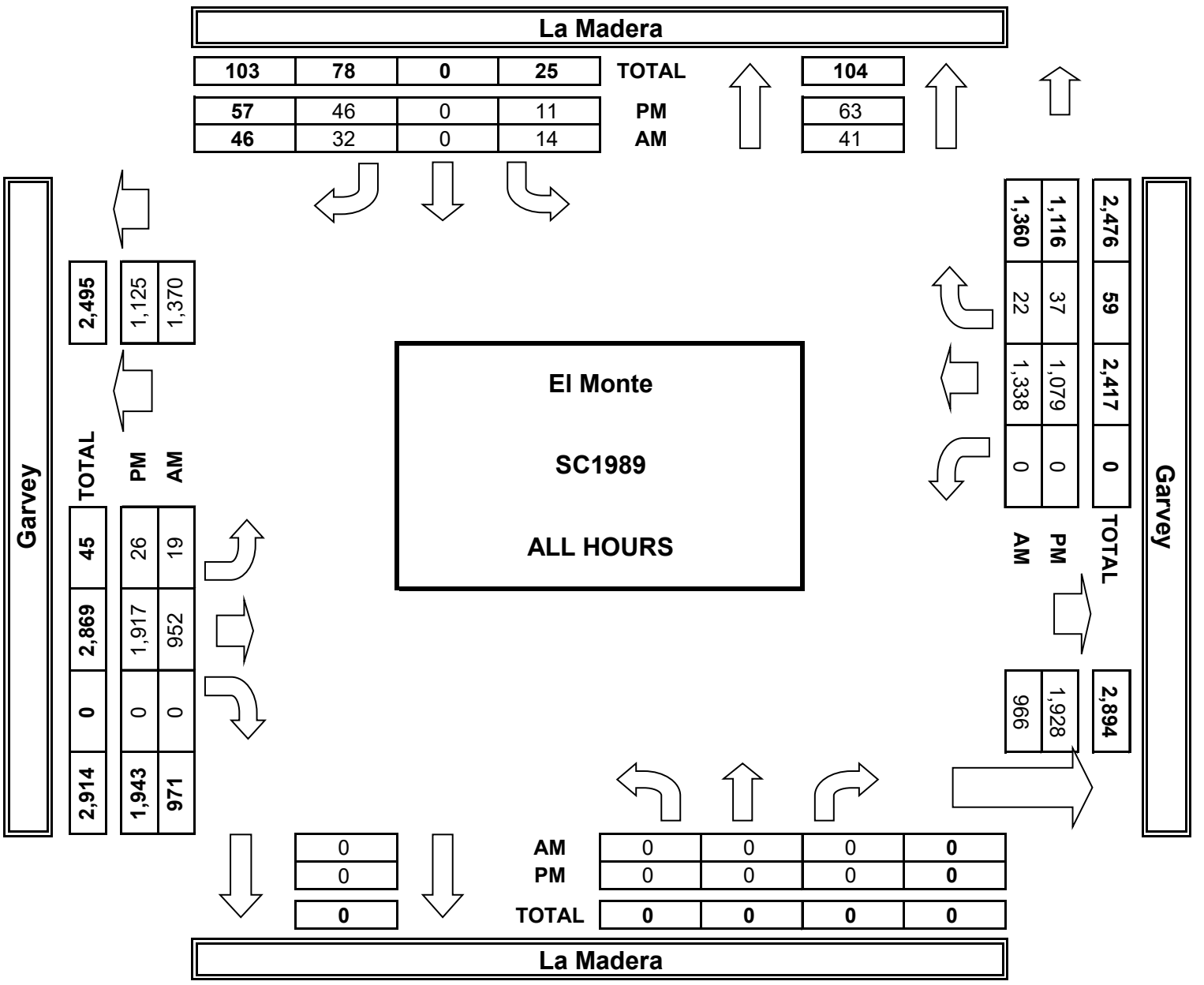
		NORTHBOUND La Madera			SOUTHBOUND La Madera			EASTBOUND Garvey			WESTBOUND Garvey				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	X	X	0	X	0	0	2	X	X	2	0		0	0	0	0	
AM	7:00 AM	0	0	0	1	0	2	1	92	0	0	136	0	232	0	0	0	0	0
	7:15 AM	0	0	0	3	0	4	4	102	0	0	160	3	276	0	0	0	0	0
	7:30 AM	0	0	0	1	0	4	4	163	0	0	201	3	376	0	0	0	0	0
	7:45 AM	0	0	0	1	0	8	0	157	0	0	213	3	382	0	0	0	0	0
	8:00 AM	0	0	0	4	0	1	3	127	0	0	163	5	303	0	0	0	0	0
	8:15 AM	0	0	0	1	0	5	4	109	0	0	146	1	266	0	0	0	0	0
	8:30 AM	0	0	0	1	0	6	2	102	0	0	162	5	278	0	0	0	0	0
	8:45 AM	0	0	0	2	0	2	1	100	0	0	157	2	264	0	0	0	0	0
	VOLUMES	0	0	0	14	0	32	19	952	0	0	1,338	22	2,377	0	0	0	0	0
	APPROACH %	0%	0%	0%	30%	0%	70%	2%	98%	0%	0%	98%	2%						
	APP/DEPART	0	/	41	46	/	0	971	/	966	1,360	/	1,370	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	9	0	17	11	549	0	0	737	14	1,337					
	APPROACH %	0%	0%	0%	35%	0%	65%	2%	98%	0%	0%	98%	2%						
	PEAK HR FACTOR		0.000			0.722			0.838			0.869		0.875					
	APP/DEPART	0	/	25	26	/	0	560	/	558	751	/	754	0					
PM	4:00 PM	0	0	0	1	0	2	2	185	0	0	125	4	319	0	0	0	0	0
	4:15 PM	0	0	0	0	0	6	5	207	0	0	134	3	355	0	0	0	0	0
	4:30 PM	0	0	0	2	0	3	3	217	0	0	129	7	361	0	0	0	0	0
	4:45 PM	0	0	0	0	0	8	5	245	0	0	130	3	391	0	0	0	0	0
	5:00 PM	0	0	0	1	0	6	1	271	0	0	143	5	427	0	0	0	0	0
	5:15 PM	0	0	0	1	0	5	5	297	0	0	133	5	446	0	0	0	0	0
	5:30 PM	0	0	0	2	0	10	3	264	0	0	141	6	426	0	0	0	0	0
	5:45 PM	0	0	0	4	0	6	2	231	0	0	144	4	391	0	0	0	0	0
	VOLUMES	0	0	0	11	0	46	26	1,917	0	0	1,079	37	3,116	0	0	0	0	0
	APPROACH %	0%	0%	0%	19%	0%	81%	1%	99%	0%	0%	97%	3%						
	APP/DEPART	0	/	63	57	/	0	1,943	/	1,928	1,116	/	1,125	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	8	0	27	11	1,063	0	0	561	20	1,690					
	APPROACH %	0%	0%	0%	23%	0%	77%	1%	99%	0%	0%	97%	3%						
	PEAK HR FACTOR		0.000			0.729			0.889			0.981		0.947					
	APP/DEPART	0	/	31	35	/	0	1,074	/	1,071	581	/	588	0					

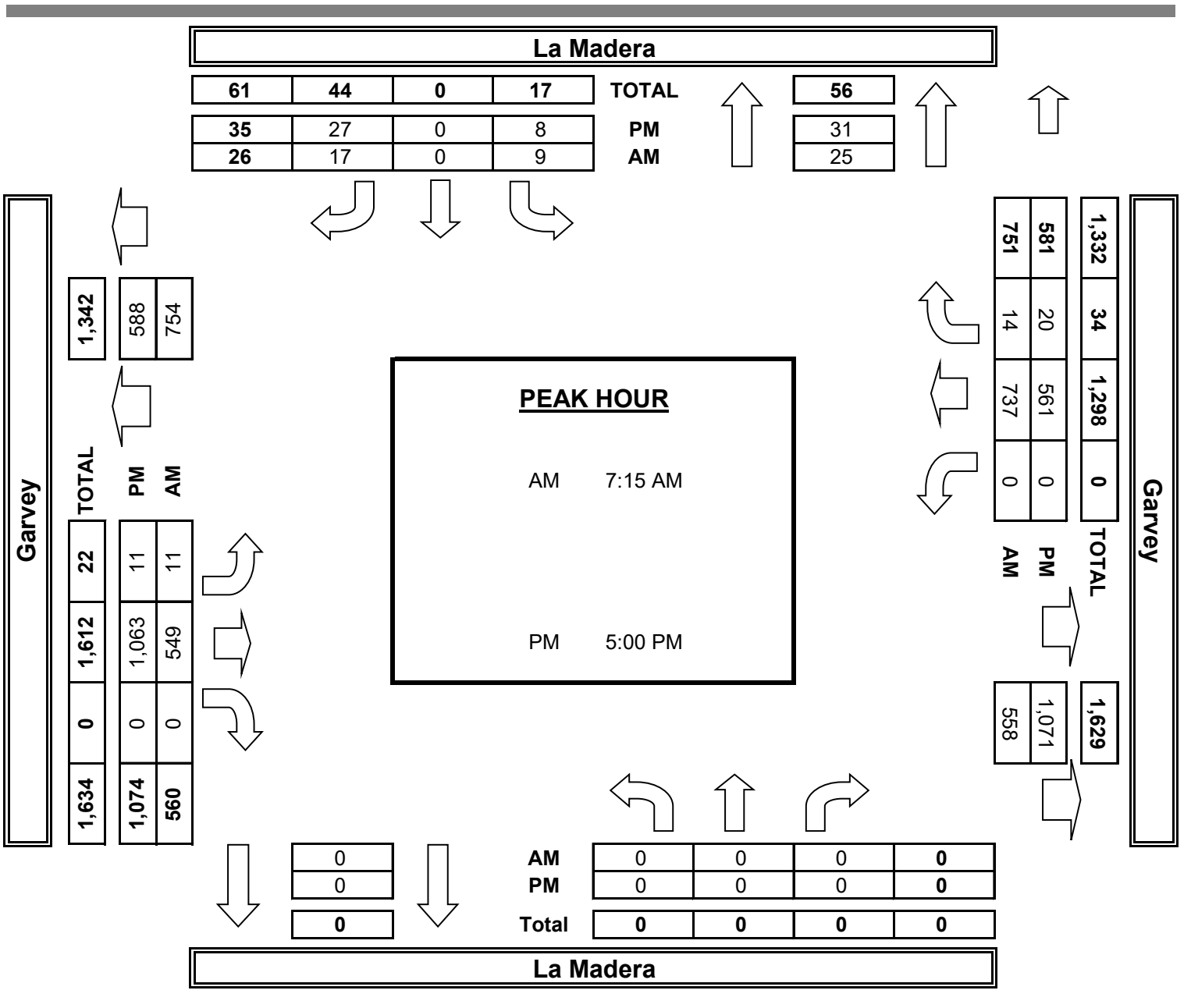


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:15 AM					0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	5:00 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





Appendix B

Level of Service Computation Reports (ICU Calculations)

EXISTING WEEKDAY AM/PM PEAK HOUR

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 1. Ramona Blvd (N/S) and Valley Blvd (E/W)

CONDITION: Existing Peak Hours: Wednesday, November 13, 2018 **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	8	17	0.01 *	0.01 *
NT	2	3200	179	422	0.06	0.13
NR	0	0	0	0	0.00	0.00
SL	1	1600	67	32	0.04	0.02
ST	2	3200	447	238	0.26 *	0.14 *
SR	0	0	374	225	0.23	0.14
EL	1	1600	178	414	0.11 *	0.26 *
ET	2	3200	497	728	0.16	0.23
ER	1	1600	7	10	0.00	0.01
WL	1	1600	192	158	0.12	0.10
WT	2	3200	554	502	0.17 *	0.16 *
WR	1	1600	26	76	0.02	0.05

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.65	0.67
LOS	B	B

NOTE:
ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 2. Johnson Ave (N/S) and Valley Blvd (E/W)

CONDITION: Existing Peak Hours: Wednesday, November 13, 2018 **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	0	0	0	0	0.00	0.00
NT	0	0	0	0	0.00 *	0.00 *
NR	0	0	0	0	0.00	0.00
SL	1	1600	34	60	0.02 *	0.04 *
ST	0	0	0	0	0.00	0.00
SR	1	1600	25	51	0.02	0.03
EL	1	1600	50	37	0.03 *	0.02
ET	2	3200	631	996	0.20	0.31 *
ER	0	0	0	0	0.00	0.00
WL	0	0	0	0	0.00	0.00 *
WT	2	3200	836	661	0.27 *	0.22
WR	0	0	35	30	0.02	0.02

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.42	0.45
LOS	A	A

NOTE: ICU is the sum of critical movements denoted by an asterisk (*) plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 3. Peck Rd (N/S) and Valley Blvd (E/W)

CONDITION: Existing Peak Hours: Wednesday, November 13, 201 **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	182	242	0.11 *	0.15 *
NT	3	4800	716	1188	0.15	0.25
NR (F)	1	1600	316	340	0.20	0.21
SL	1	1600	239	234	0.15	0.15
ST	2	3200	1006	945	0.31 *	0.30 *
SR	1	1600	202	153	0.13	0.10
EL	1	1600	86	165	0.05 *	0.10 *
ET	2	3200	500	734	0.16	0.23
ER	1	1600	131	182	0.08	0.11
WL	1	1600	71	64	0.04	0.04
WT	2	3200	789	530	0.25 *	0.17 *
WR(d)	1	1600	165	253	0.10	0.16

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.82	0.82
LOS	D	D

NOTE: ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 6. Mountain View Rd (N/S) and Valley Blvd (E/W)

CONDITION: Existing Peak Hours: Wednesday, November 13, 2018 **DATE:** 22-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	129	167	0.08 *	0.10 *
NT	1	1600	140	245	0.09	0.16
NR	0	0	4	13	0.00	0.01
SL	1	1600	79	39	0.05	0.02
ST	1	1600	239	164	0.15 *	0.10 *
SR (d)	1	1600	259	151	0.16	0.09
EL	1	1600	97	161	0.06 *	0.10 *
ET	2	3200	556	972	0.20	0.34
ER	0	0	86	110	0.05	0.07
WL	1	1600	61	28	0.04	0.02
WT	2	3200	1256	801	0.40 *	0.26 *
WR	0	0	11	25	0.01	0.02

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.79	0.66
LOS	C	B

NOTE: ICU is the sum of critical movements denoted by an asterisk (*) plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 7. Garvey Ave (N/S) and Valley Blvd (E/W)

CONDITION: Existing Peak Hours: Wednesday, November 13, 201 **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	26	54	0.02	0.03
NT	2	3200	292	573	0.18 *	0.30 *
NR	0	0	286	374	0.18	0.23
SL	1	1600	107	68	0.07 *	0.04 *
ST	2	3200	416	325	0.19	0.16
SR	0	0	192	196	0.12	0.12
EL	1	1600	100	178	0.06 *	0.11
ET	2	3200	531	780	0.17	0.24 *
ER (F)	1	1600	17	37	0.01	0.02
WL	1	1600	288	236	0.18	0.15 *
WT	2	3200	1021	570	0.32 *	0.18
WR (F)	1	1600	20	21	0.01	0.01
			CLEARANCE		0.10	0.10
			CRITICAL RIGHT		-	-
			ICU		0.73	0.83
			LOS		C	D

NOTE: ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 9. Meeker Ave (N/S) and Garvey Ave (E/W)

CONDITION: Existing Peak Hours: Wednesday, November 13, 201 **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	0	0	64	33	0.04	0.02 *
NT	1	1600	117	81	0.13 *	0.09
NR	0	0	27	32	0.02	0.02
SL	0	0	52	193	0.03 *	0.12
ST	1	1600	40	158	0.07	0.23 *
SR	0	0	18	18	0.01	0.01
EL	1	1600	6	21	0.00 *	0.01
ET	2	3200	461	892	0.15	0.29 *
ER	0	0	21	43	0.01	0.03
WL	1	1600	20	31	0.01	0.02 *
WT	2	3200	711	496	0.24 *	0.17
WR	0	0	56	44	0.04	0.03
			CLEARANCE		0.10	0.10
			CRITICAL RIGHT		-	-
			ICU		0.50	0.66
			LOS		A	B

NOTE: ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 10. Peck Rd (N/S) and Garvey Ave (E/W)

CONDITION: Existing Peak Hours: Wednesday, November 13, 201 **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	117	85	0.07 *	0.05 *
NT	2	3200	591	577	0.18	0.18
NR(d)	1	1600	63	42	0.04	0.03
SL	1	1600	51	87	0.03	0.05
ST	2	3200	653	1240	0.20 *	0.39 *
SR(d)	1	1600	339	229	0.21	0.14
EL	1	1600	189	255	0.12 *	0.16 *
ET	2	3200	385	825	0.12	0.26
ER(d)	1	1600	75	128	0.05	0.08
WL	1	1600	61	47	0.04	0.03
WT	2	3200	674	476	0.21 *	0.15 *
WR(d)	1	1600	50	48	0.03	0.03
			CLEARANCE		0.10	0.10
			CRITICAL RIGHT		-	-
			ICU		0.70	0.85
			LOS		B	D

NOTE: ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

BASELINE (2022) WEEKDAY AM/PM PEAK HOUR

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 1. Ramona Blvd (N/S) and Valley Blvd (E/W)

CONDITION: Baseline 2022 **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	8	18	0.01 *	0.01 *
NT	2	3200	187	438	0.06	0.14
NR	0	0	0	0	0.00	0.00
SL	1	1600	69	33	0.04	0.02
ST	2	3200	462	249	0.26 *	0.15 *
SR	0	0	385	232	0.24	0.15
EL	1	1600	183	426	0.11 *	0.27 *
ET	2	3200	519	758	0.16	0.24
ER	1	1600	7	10	0.00	0.01
WL	1	1600	201	172	0.13	0.11
WT	2	3200	577	525	0.18 *	0.16 *
WR	1	1600	27	78	0.02	0.05

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.66	0.69
LOS	B	B

NOTE:
ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 2. Johnson Ave (N/S) and Valley Blvd (E/W)

CONDITION: Baseline 2022 **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	0	0	0	0	0.00	0.00
NT	0	0	0	0	0.00 *	0.00 *
NR	0	0	0	0	0.00	0.00
SL	1	1600	35	62	0.02 *	0.04 *
ST	0	0	0	0	0.00	0.00
SR	1	1600	26	53	0.02	0.03
EL	1	1600	52	38	0.03 *	0.02
ET	2	3200	665	1037	0.21	0.32 *
ER	0	0	0	0	0.00	0.00
WL	0	0	0	0	0.00	0.00 *
WT	2	3200	870	698	0.28 *	0.23
WR	0	0	36	31	0.02	0.02

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.43	0.46
LOS	A	A

NOTE: ICU is the sum of critical movements denoted by an asterisk (*) plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 3. Peck Rd (N/S) and Valley Blvd (E/W)

CONDITION: Baseline 2022 **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	206	270	0.13 *	0.17 *
NT	3	4800	751	1237	0.16	0.26
NR (F)	1	1600	343	366	0.21	0.23
SL	1	1600	246	241	0.15	0.15
ST	2	3200	1043	988	0.33 *	0.31 *
SR	1	1600	208	158	0.13	0.10
EL	1	1600	89	170	0.06 *	0.11 *
ET	2	3200	526	764	0.16	0.24
ER	1	1600	139	189	0.09	0.12
WL	1	1600	73	66	0.05	0.04
WT	2	3200	819	557	0.26 *	0.17 *
WR(d)	1	1600	171	264	0.11	0.17

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.88	0.86
LOS	D	D

NOTE: ICU is the sum of critical movements denoted by an asterisk (*) plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 6. Mountain View Rd (N/S) and Valley Blvd (E/W)

CONDITION: Baseline 2022 **DATE:** 22-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	133	172	0.08 *	0.11 *
NT	1	1600	144	252	0.09	0.17
NR	0	0	4	13	0.00	0.01
SL	1	1600	81	40	0.05	0.03
ST	1	1600	246	169	0.15 *	0.11 *
SR (d)	1	1600	267	156	0.17	0.10
EL	1	1600	100	166	0.06 *	0.10 *
ET	2	3200	582	1009	0.21	0.35
ER	0	0	89	113	0.06	0.07
WL	1	1600	63	29	0.04	0.02
WT	2	3200	1301	834	0.41 *	0.27 *
WR	0	0	11	26	0.01	0.02

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.80	0.69
LOS	C	B

NOTE: ICU is the sum of critical movements denoted by an asterisk (*) plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 7. Garvey Ave (N/S) and Valley Blvd (E/W)

CONDITION: Baseline 2022 **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	28	56	0.02	0.04
NT	2	3200	306	595	0.19 *	0.31 *
NR	0	0	304	393	0.19	0.25
SL	1	1600	110	70	0.07 *	0.04 *
ST	2	3200	430	342	0.20	0.17
SR	0	0	199	204	0.12	0.13
EL	1	1600	105	185	0.07 *	0.12
ET	2	3200	571	842	0.18	0.26 *
ER (F)	1	1600	20	41	0.01	0.03
WL	1	1600	303	255	0.19	0.16 *
WT	2	3200	1076	632	0.34 *	0.20
WR (F)	1	1600	21	23	0.01	0.01
			CLEARANCE		0.10	0.10
			CRITICAL RIGHT		-	-
			ICU		0.77	0.87
			LOS		C	D

NOTE: ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 9. Meeker Ave (N/S) and Garvey Ave (E/W)

CONDITION: Baseline 2022 **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	0	0	66	34	0.04	0.02 *
NT	1	1600	121	83	0.13 *	0.09
NR	0	0	28	33	0.02	0.02
SL	0	0	54	199	0.03 *	0.12
ST	1	1600	41	163	0.07	0.24 *
SR	0	0	19	19	0.01	0.01
EL	1	1600	6	22	0.00 *	0.01
ET	2	3200	519	989	0.17	0.32 *
ER	0	0	22	44	0.01	0.03
WL	1	1600	21	32	0.01	0.02 *
WT	2	3200	781	596	0.26 *	0.20
WR	0	0	58	45	0.04	0.03
			CLEARANCE		0.10	0.10
			CRITICAL RIGHT		-	-
			ICU		0.52	0.70
			LOS		A	B

NOTE: ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 10. Peck Rd (N/S) and Garvey Ave (E/W)

CONDITION: Baseline 2022 **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	121	88	0.08 *	0.06 *
NT	2	3200	611	603	0.19	0.19
NR(d)	1	1600	68	46	0.04	0.03
SL	1	1600	76	113	0.05	0.07
ST	2	3200	681	1282	0.21 *	0.40 *
SR(d)	1	1600	358	248	0.22	0.16
EL	1	1600	204	276	0.13 *	0.17 *
ET	2	3200	425	894	0.13	0.28
ER(d)	1	1600	77	132	0.05	0.08
WL	1	1600	66	52	0.04	0.03
WT	2	3200	720	541	0.23 *	0.17 *
WR(d)	1	1600	71	79	0.04	0.05
			CLEARANCE		0.10	0.10
			CRITICAL RIGHT		-	-
			ICU		0.75	0.90
			LOS		C	D

NOTE: ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

EXISTING WITH PROJECT
WEEKDAY AM/PM PEAK HOUR

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 1. Ramona Blvd (N/S) and Valley Blvd (E/W)

CONDITION: Existing with Project Peak Hours **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	8	17	0.01 *	0.01 *
NT	2	3200	179	422	0.06	0.13
NR	0	0	0	0	0.00	0.00
SL	1	1600	67	32	0.04	0.02
ST	2	3200	447	238	0.26 *	0.14 *
SR	0	0	374	225	0.23	0.14
EL	1	1600	178	414	0.11 *	0.26 *
ET	2	3200	501	733	0.16	0.23
ER	1	1600	7	10	0.00	0.01
WL	1	1600	192	158	0.12	0.10
WT	2	3200	560	506	0.18 *	0.16 *
WR	1	1600	26	76	0.02	0.05

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.66	0.67
LOS	B	B

NOTE:
ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 2. Johnson Ave (N/S) and Valley Blvd (E/W)

CONDITION: Existing with Project Peak Hours **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	0	0	0	0	0.00	0.00
NT	0	0	0	0	0.00 *	0.00 *
NR	0	0	0	0	0.00	0.00
SL	1	1600	34	60	0.02 *	0.04 *
ST	0	0	0	0	0.00	0.00
SR	1	1600	25	51	0.02	0.03
EL	1	1600	50	37	0.03 *	0.02
ET	2	3200	635	1001	0.20	0.31 *
ER	0	0	0	0	0.00	0.00
WL	0	0	0	0	0.00	0.00 *
WT	2	3200	842	665	0.27 *	0.22
WR	0	0	35	30	0.02	0.02

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.42	0.45
LOS	A	A

NOTE: ICU is the sum of critical movements denoted by an asterisk (*) plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 3. Peck Rd (N/S) and Valley Blvd (E/W)

CONDITION: Existing with Project Peak Hours **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	182	242	0.11 *	0.15 *
NT	3	4800	716	1188	0.15	0.25
NR (F)	1	1600	320	345	0.20	0.22
SL	1	1600	242	238	0.15	0.15
ST	2	3200	1006	945	0.31 *	0.30 *
SR	1	1600	202	153	0.13	0.10
EL	1	1600	86	165	0.05 *	0.10 *
ET	2	3200	504	739	0.16	0.23
ER	1	1600	131	182	0.08	0.11
WL	1	1600	71	64	0.04	0.04
WT	2	3200	795	534	0.25 *	0.17 *
WR(d)	1	1600	169	255	0.11	0.16

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.82	0.82
LOS	D	D

NOTE: ICU is the sum of critical movements denoted by an asterisk (*) plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 6. Mountain View Rd (N/S) and Valley Blvd (E/W)

CONDITION: Existing with Project Peak Hours **DATE:** 23-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	132	171	0.08 *	0.11 *
NT	1	1600	140	245	0.09	0.16
NR	0	0	4	13	0.00	0.01
SL	1	1600	79	39	0.05	0.02
ST	1	1600	239	164	0.15 *	0.10 *
SR (d)	1	1600	259	151	0.16	0.09
EL	1	1600	97	161	0.06 *	0.10 *
ET	2	3200	569	982	0.21	0.34
ER	0	0	90	112	0.06	0.07
WL	1	1600	61	28	0.04	0.02
WT	2	3200	1260	806	0.40 *	0.26 *
WR	0	0	11	25	0.01	0.02

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.79	0.67
LOS	C	B

NOTE: ICU is the sum of critical movements denoted by an asterisk (*) plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 7. Garvey Ave (N/S) and Valley Blvd (E/W)

CONDITION: Existing with Project Peak Hours **DATE:** 23-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	26	54	0.02	0.03
NT	2	3200	292	573	0.18 *	0.30 *
NR	0	0	286	374	0.18	0.23
SL	1	1600	107	68	0.07 *	0.04 *
ST	2	3200	416	325	0.19	0.16
SR	0	0	192	196	0.12	0.12
EL	1	1600	106	182	0.07 *	0.11
ET	2	3200	539	787	0.17	0.25 *
ER (F)	1	1600	17	37	0.01	0.02
WL	1	1600	288	236	0.18	0.15 *
WT	2	3200	1025	575	0.32 *	0.18
WR (F)	1	1600	20	21	0.01	0.01
			CLEARANCE		0.10	0.10
			CRITICAL RIGHT		-	-
			ICU		0.74	0.84
			LOS		C	D

NOTE: ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 9. Meeker Ave (N/S) and Garvey Ave (E/W)

CONDITION: Existing with Project Peak Hours **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	0	0	64	33	0.04	0.02 *
NT	1	1600	117	81	0.13 *	0.09
NR	0	0	27	32	0.02	0.02
SL	0	0	56	198	0.04 *	0.12
ST	1	1600	40	158	0.07	0.23 *
SR	0	0	18	18	0.01	0.01
EL	1	1600	6	21	0.00 *	0.01
ET	2	3200	456	899	0.15	0.29 *
ER	0	0	21	43	0.01	0.03
WL	1	1600	20	31	0.01	0.02 *
WT	2	3200	719	501	0.24 *	0.17
WR	0	0	56	44	0.04	0.03
			CLEARANCE		0.10	0.10
			CRITICAL RIGHT		-	-
			ICU		0.51	0.66
			LOS		A	B

NOTE: ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 10. Peck Rd (N/S) and Garvey Ave (E/W)

CONDITION: Existing with Project Peak Hours **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	117	85	0.07 *	0.05 *
NT	2	3200	591	577	0.18	0.18
NR(d)	1	1600	66	46	0.04	0.03
SL	1	1600	51	87	0.03	0.05
ST	2	3200	653	1240	0.20 *	0.39 *
SR(d)	1	1600	339	229	0.21	0.14
EL	1	1600	189	255	0.12 *	0.16 *
ET	2	3200	388	829	0.12	0.26
ER(d)	1	1600	75	128	0.05	0.08
WL	1	1600	65	49	0.04	0.03
WT	2	3200	678	478	0.21 *	0.15 *
WR(d)	1	1600	50	48	0.03	0.03
			CLEARANCE		0.10	0.10
			CRITICAL RIGHT		-	-
			ICU		0.70	0.85
			LOS		B	D

NOTE: ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

BASELINE (2022) WITH PROJECT
WEEKDAY AM/PM PEAK HOUR

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 1. Ramona Blvd (N/S) and Valley Blvd (E/W)

CONDITION: Baseline 2022 with Project **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	8	18	0.01 *	0.01 *
NT	2	3200	187	438	0.06	0.14
NR	0	0	0	0	0.00	0.00
SL	1	1600	69	33	0.04	0.02
ST	2	3200	462	249	0.26 *	0.15 *
SR	0	0	385	232	0.24	0.15
EL	1	1600	183	426	0.11 *	0.27 *
ET	2	3200	523	763	0.16	0.24
ER	1	1600	7	10	0.00	0.01
WL	1	1600	201	172	0.13	0.11
WT	2	3200	583	529	0.18 *	0.17 *
WR	1	1600	27	78	0.02	0.05

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.66	0.70
LOS	B	B

NOTE:
ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 2. Johnson Ave (N/S) and Valley Blvd (E/W)

CONDITION: Baseline 2022 with Project **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	0	0	0	0	0.00	0.00
NT	0	0	0	0	0.00 *	0.00 *
NR	0	0	0	0	0.00	0.00
SL	1	1600	35	62	0.02 *	0.04 *
ST	0	0	0	0	0.00	0.00
SR	1	1600	26	53	0.02	0.03
EL	1	1600	52	38	0.03 *	0.02
ET	2	3200	669	1042	0.21	0.33 *
ER	0	0	0	0	0.00	0.00
WL	0	0	0	0	0.00	0.00 *
WT	2	3200	876	702	0.29 *	0.23
WR	0	0	36	31	0.02	0.02

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.44	0.47
LOS	A	A

NOTE: ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 3. Peck Rd (N/S) and Valley Blvd (E/W)

CONDITION: Baseline 2022 with Project **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	206	270	0.13 *	0.17 *
NT	3	4800	751	1237	0.16	0.26
NR (F)	1	1600	347	371	0.22	0.23
SL	1	1600	249	245	0.16	0.15
ST	2	3200	1043	988	0.33 *	0.31 *
SR	1	1600	208	158	0.13	0.10
EL	1	1600	89	170	0.06 *	0.11 *
ET	2	3200	530	769	0.17	0.24
ER	1	1600	139	189	0.09	0.12
WL	1	1600	73	66	0.05	0.04
WT	2	3200	825	561	0.26 *	0.18 *
WR(d)	1	1600	175	266	0.11	0.17

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.88	0.87
LOS	D	D

NOTE: ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 6. Mountain View Rd (N/S) and Valley Blvd (E/W)

CONDITION: Baseline 2022 with Project **DATE:** 23-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	136	176	0.09 *	0.11 *
NT	1	1600	144	252	0.09	0.17
NR	0	0	4	13	0.00	0.01
SL	1	1600	81	40	0.05	0.03
ST	1	1600	246	169	0.15 *	0.11 *
SR (d)	1	1600	267	156	0.17	0.10
EL	1	1600	100	166	0.06 *	0.10 *
ET	2	3200	595	1019	0.22	0.35
ER	0	0	93	115	0.06	0.07
WL	1	1600	63	29	0.04	0.02
WT	2	3200	1305	839	0.41 *	0.27 *
WR	0	0	11	26	0.01	0.02

CLEARANCE	0.10	0.10
CRITICAL RIGHT	-	-
ICU	0.81	0.69
LOS	D	B

NOTE: ICU is the sum of critical movements denoted by an asterisk (*) plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 7. Garvey Ave (N/S) and Valley Blvd (E/W)

CONDITION: Baseline 2022 with Project **DATE:** 23-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	28	56	0.02	0.04
NT	2	3200	306	595	0.19 *	0.31 *
NR	0	0	304	393	0.19	0.25
SL	1	1600	110	70	0.07 *	0.04 *
ST	2	3200	430	342	0.20	0.17
SR	0	0	199	204	0.12	0.13
EL	1	1600	111	189	0.07 *	0.12
ET	2	3200	579	849	0.18	0.27 *
ER (F)	1	1600	20	41	0.01	0.03
WL	1	1600	303	255	0.19	0.16 *
WT	2	3200	1080	637	0.34 *	0.20
WR (F)	1	1600	21	23	0.01	0.01
			CLEARANCE		0.10	0.10
			CRITICAL RIGHT		-	-
			ICU		0.77	0.88
			LOS		C	D

NOTE: ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 9. Meeker Ave (N/S) and Garvey Ave (E/W)

CONDITION: Baseline 2022 with Project **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	0	0	66	34	0.04	0.02 *
NT	1	1600	121	83	0.13 *	0.09
NR	0	0	28	33	0.02	0.02
SL	0	0	58	204	0.04 *	0.13
ST	1	1600	41	163	0.07	0.24 *
SR	0	0	19	19	0.01	0.01
EL	1	1600	6	22	0.00 *	0.01
ET	2	3200	524	996	0.17	0.33 *
ER	0	0	22	44	0.01	0.03
WL	1	1600	21	32	0.01	0.02 *
WT	2	3200	789	601	0.26 *	0.20
WR	0	0	58	45	0.04	0.03
			CLEARANCE		0.10	0.10
			CRITICAL RIGHT		-	-
			ICU		0.53	0.71
			LOS		A	C

NOTE: ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

INTERSECTION CAPACITY UTILIZATION
CALCULATION WORKSHEET

INTERSECTION 10. Peck Rd (N/S) and Garvey Ave (E/W)

CONDITION: Baseline 2022 with Project **DATE:** 19-Apr-19

INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

MOVEMENT	LANES	SAT. CAPACITY (C)	VOLUME		V/C	
			AM	PM	AM	PM
NL	1	1600	121	88	0.08 *	0.06 *
NT	2	3200	611	603	0.19	0.19
NR(d)	1	1600	71	50	0.04	0.03
SL	1	1600	76	113	0.05	0.07
ST	2	3200	681	1282	0.21 *	0.40 *
SR(d)	1	1600	358	248	0.22	0.16
EL	1	1600	204	276	0.13 *	0.17 *
ET	2	3200	428	898	0.13	0.28
ER(d)	1	1600	77	132	0.05	0.08
WL	1	1600	70	54	0.04	0.03
WT	2	3200	724	543	0.23 *	0.17 *
WR(d)	1	1600	71	79	0.04	0.05
			CLEARANCE		0.10	0.10
			CRITICAL RIGHT		-	-
			ICU		0.75	0.90
			LOS		C	D

NOTE: ICU is the sum of critical movements denoted by an asterisk (*)
plus critical right-turn value if any.

Appendix C

Level of Service Computation Reports (HCM Calculations)

EXISTING WEEKDAY AM/PM PEAK HOUR

HCS7 Two-Way Stop-Control Report

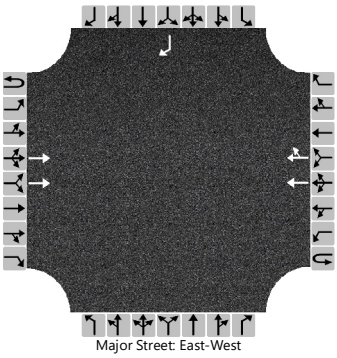
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Existing- AM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/I-10 SB Off
Jurisdiction	CalTrans
East/West Street	Valley Boulevard
North/South Street	I-10 SB Off-Ramp
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1056				859	597								166
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.96
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																180
Capacity, c (veh/h)																330
v/c Ratio																0.55
95% Queue Length, Q_{95} (veh)																3.1
Control Delay (s/veh)																28.3
Level of Service (LOS)																D
Approach Delay (s/veh)													28.3			
Approach LOS													D			

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HCS7 Two-Way Stop-Control Report

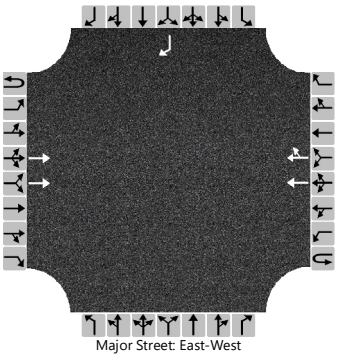
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Existing- PM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/I-10 SB Off
Jurisdiction	CalTrans
East/West Street	Valley Boulevard
North/South Street	I-10 SB Off-Ramp
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1363				708	285								81
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.96
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																88
Capacity, c (veh/h)																484
v/c Ratio																0.18
95% Queue Length, Q_{95} (veh)																0.7
Control Delay (s/veh)																14.1
Level of Service (LOS)																B
Approach Delay (s/veh)													14.1			
Approach LOS													B			

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HCS7 Two-Way Stop-Control Report

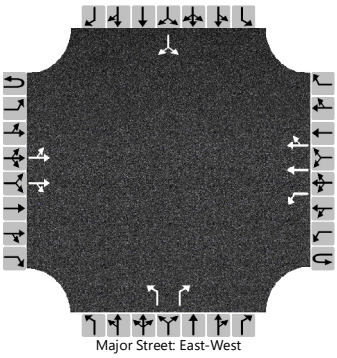
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Existing-AM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Valley Boulevard
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	1	0
Configuration		LT		TR		L	T	TR		L		R			LR	
Volume (veh/h)		1	721	17	0	24	1501	1		19		37		0		0
Percent Heavy Vehicles (%)		0			3	3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5		6.9		7.5		6.9
Critical Headway (sec)		4.10				4.16				7.56		6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.20				2.23				3.53		3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				26				21		40			0	
Capacity, c (veh/h)		403				811				174		596				
v/c Ratio		0.00				0.03				0.12		0.07				
95% Queue Length, Q_{95} (veh)		0.0				0.1				0.4		0.2				
Control Delay (s/veh)		14.0				9.6				28.5		11.5				
Level of Service (LOS)		B				A				D		B				
Approach Delay (s/veh)	0.1				0.2				17.2							
Approach LOS									C							

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HCS7 Two-Way Stop-Control Report

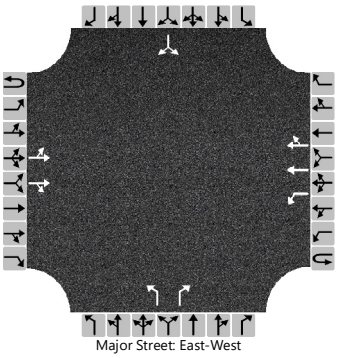
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Existing-PM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Valley Boulevard
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	1	0
Configuration		LT		TR		L	T	TR		L		R			LR	
Volume (veh/h)		2	1233	8	0	28	980	1		15		38		3		5
Percent Heavy Vehicles (%)		0			3	3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5		6.9		7.5		6.9
Critical Headway (sec)		4.10				4.16				7.56		6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.20				2.23				3.53		3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				30				16		41			9	
Capacity, c (veh/h)		661				501				115		394			243	
v/c Ratio		0.00				0.06				0.14		0.10			0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.2				0.5		0.3			0.1	
Control Delay (s/veh)		10.5				12.6				41.3		15.2			20.4	
Level of Service (LOS)		B				B				E		C			C	
Approach Delay (s/veh)	0.1				0.4				22.6				20.4			
Approach LOS									C				C			

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HCS7 Two-Way Stop-Control Report

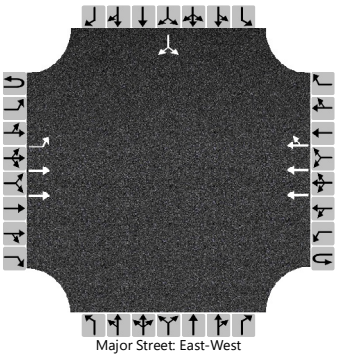
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Existing-AM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Garvey Ave/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Garvey Avenue
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	3	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	11	549				737	14						9		17
Percent Heavy Vehicles (%)	3	0												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.30												5.76		7.16
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.10												3.83		3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12													28	
Capacity, c (veh/h)		486													395	
v/c Ratio		0.02													0.07	
95% Queue Length, Q_{95} (veh)		0.1													0.2	
Control Delay (s/veh)		12.6													14.8	
Level of Service (LOS)		B													B	
Approach Delay (s/veh)	0.2												14.8			
Approach LOS													B			

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HCS7 Two-Way Stop-Control Report

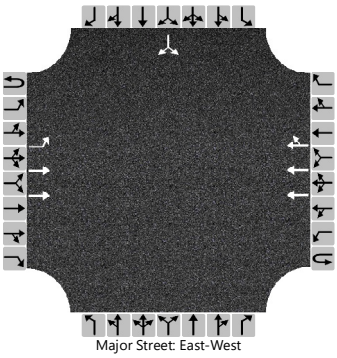
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Existing-PM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Garvey Ave/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Garvey Avenue
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	3	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	11	1063				561	20						8		27
Percent Heavy Vehicles (%)	3	0												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.30												5.76		7.16
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.10												3.83		3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12													38	
Capacity, c (veh/h)		594													478	
v/c Ratio		0.02													0.08	
95% Queue Length, Q_{95} (veh)		0.1													0.3	
Control Delay (s/veh)		11.2													13.2	
Level of Service (LOS)		B													B	
Approach Delay (s/veh)	0.1												13.2			
Approach LOS													B			

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BASELINE (2022) WEEKDAY AM/PM PEAK HOUR

HCS7 Two-Way Stop-Control Report

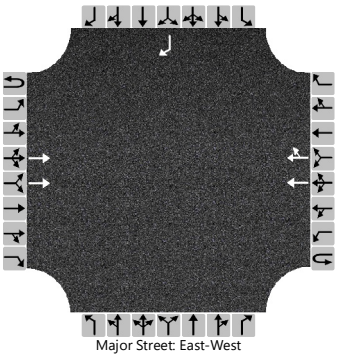
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Baseline- AM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/I-10 SB Off
Jurisdiction	CalTrans
East/West Street	Valley Boulevard
North/South Street	I-10 SB Off-Ramp
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1115				890	615								172
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.96
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																187
Capacity, c (veh/h)																317
v/c Ratio																0.59
95% Queue Length, Q_{95} (veh)																3.5
Control Delay (s/veh)																31.4
Level of Service (LOS)																D
Approach Delay (s/veh)													31.4			
Approach LOS													D			

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HCS7 Two-Way Stop-Control Report

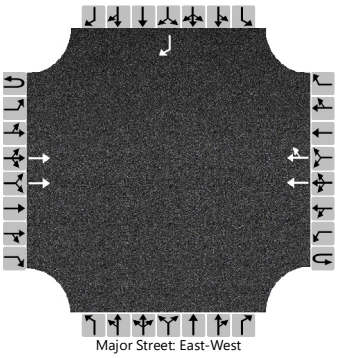
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Baseline- PM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/I-10 SB Off
Jurisdiction	CalTrans
East/West Street	Valley Boulevard
North/South Street	I-10 SB Off-Ramp
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1427				737	296								87
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.96
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																95
Capacity, c (veh/h)																468
v/c Ratio																0.20
95% Queue Length, Q_{95} (veh)																0.7
Control Delay (s/veh)																14.6
Level of Service (LOS)																B
Approach Delay (s/veh)													14.6			
Approach LOS													B			

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HCS7 Two-Way Stop-Control Report

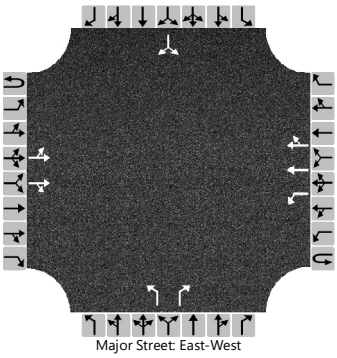
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Baseline-AM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Valley Boulevard
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	1	0
Configuration		LT		TR		L	T	TR		L		R			LR	
Volume (veh/h)		1	752	18	0	25	1552	1		20		38		0		0
Percent Heavy Vehicles (%)		0			3	3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5		6.9		7.5		6.9
Critical Headway (sec)		4.10				4.16				7.56		6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.20				2.23				3.53		3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				27				22		41			0	
Capacity, c (veh/h)		384				786				164		581				
v/c Ratio		0.00				0.03				0.13		0.07				
95% Queue Length, Q_{95} (veh)		0.0				0.1				0.4		0.2				
Control Delay (s/veh)		14.4				9.7				30.2		11.7				
Level of Service (LOS)		B				A				D		B				
Approach Delay (s/veh)	0.1				0.2				18.1							
Approach LOS									C							

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HCS7 Two-Way Stop-Control Report

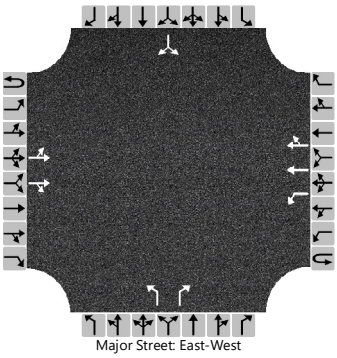
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Baseline-PM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Valley Boulevard
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	1	0
Configuration		LT		TR		L	T	TR		L		R			LR	
Volume (veh/h)		2	1277	8	0	29	1018	1		15		39		3		5
Percent Heavy Vehicles (%)		0			3	3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5		6.9		7.5		6.9
Critical Headway (sec)		4.10				4.16				7.56		6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.20				2.23				3.53		3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				32				16		42			9	
Capacity, c (veh/h)		638				480				107		380			229	
v/c Ratio		0.00				0.07				0.15		0.11			0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.2				0.5		0.4			0.1	
Control Delay (s/veh)		10.7				13.0				44.5		15.6			21.4	
Level of Service (LOS)		B				B				E		C			C	
Approach Delay (s/veh)	0.2				0.4				23.7				21.4			
Approach LOS									C				C			

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HCS7 Two-Way Stop-Control Report

General Information

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Agency/Co.	City of El Monte
Date Performed	4/1/2019
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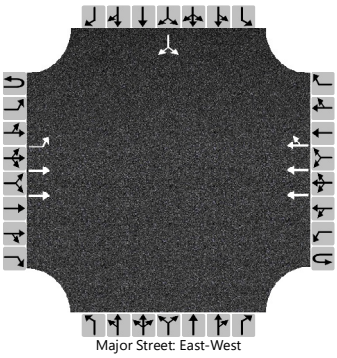
Time Analyzed	Baseline-AM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Garvey Ave/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Garvey Avenue
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	3	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	11	600				787	14						9		18
Percent Heavy Vehicles (%)	3	0												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.30												5.76		7.16
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.10												3.83		3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12													29	
Capacity, c (veh/h)		458													375	
v/c Ratio		0.03													0.08	
95% Queue Length, Q_{95} (veh)		0.1													0.3	
Control Delay (s/veh)		13.1													15.4	
Level of Service (LOS)		B													C	
Approach Delay (s/veh)	0.2												15.4			
Approach LOS													C			

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HCS7 Two-Way Stop-Control Report

General Information

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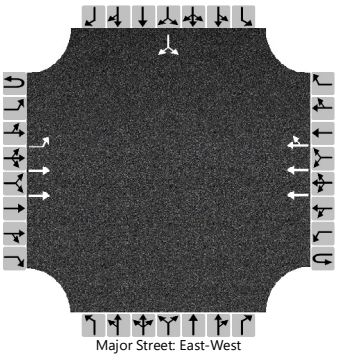
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Baseline-PM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Garvey Ave/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Garvey Avenue
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	3	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	11	1144				637	21						8		28
Percent Heavy Vehicles (%)	3	0												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.30												5.76		7.16
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.10												3.83		3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12													39	
Capacity, c (veh/h)		543													443	
v/c Ratio		0.02													0.09	
95% Queue Length, Q_{95} (veh)		0.1													0.3	
Control Delay (s/veh)		11.8													13.9	
Level of Service (LOS)		B													B	
Approach Delay (s/veh)	0.1												13.9			
Approach LOS													B			

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EXISTING WITH PROJECT
WEEKDAY AM/PM PEAK HOUR

HCS7 Two-Way Stop-Control Report

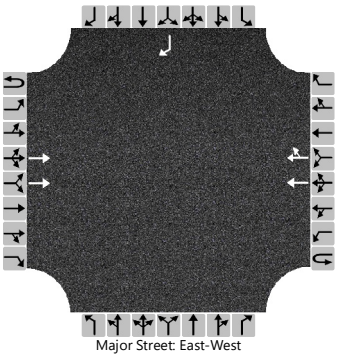
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Ex with Project-AM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/I-10 SB Off
Jurisdiction	CalTrans
East/West Street	Valley Boulevard
North/South Street	I-10 SB Off-Ramp
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1066				869	603								166
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.96
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																180
Capacity, c (veh/h)																326
v/c Ratio																0.55
95% Queue Length, Q_{95} (veh)																3.2
Control Delay (s/veh)																28.9
Level of Service (LOS)																D
Approach Delay (s/veh)													28.9			
Approach LOS													D			

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HCS7 Two-Way Stop-Control Report

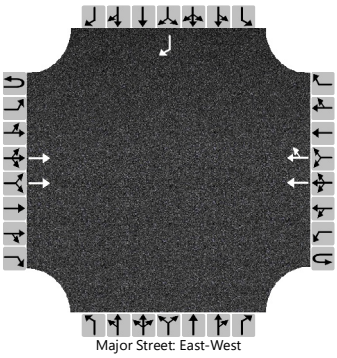
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Ex with Project-PM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/I-10 SB Off
Jurisdiction	CalTrans
East/West Street	Valley Boulevard
North/South Street	I-10 SB Off-Ramp
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1377				714	289								81
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.96
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																88
Capacity, c (veh/h)																480
v/c Ratio																0.18
95% Queue Length, Q_{95} (veh)																0.7
Control Delay (s/veh)																14.2
Level of Service (LOS)																B
Approach Delay (s/veh)													14.2			
Approach LOS													B			

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HCS7 Two-Way Stop-Control Report

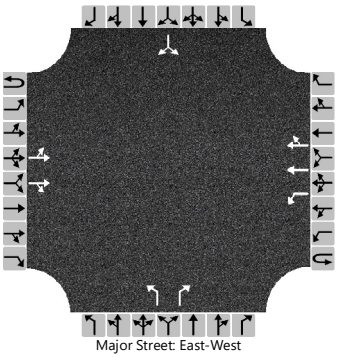
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Ex with Project-AM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Valley Boulevard
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	1	0
Configuration		LT		TR		L	T	TR		L		R			LR	
Volume (veh/h)		1	733	26	0	26	1505	1		30		42		0		0
Percent Heavy Vehicles (%)		0			3	3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5		6.9		7.5		6.9
Critical Headway (sec)		4.10				4.16				7.56		6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.20				2.23				3.53		3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				28				33		46			0	
Capacity, c (veh/h)		401				795				170		586				
v/c Ratio		0.00				0.04				0.19		0.08				
95% Queue Length, Q_{95} (veh)		0.0				0.1				0.7		0.3				
Control Delay (s/veh)		14.0				9.7				31.1		11.7				
Level of Service (LOS)		B				A				D		B				
Approach Delay (s/veh)	0.1				0.2				19.8							
Approach LOS									C							

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HCS7 Two-Way Stop-Control Report

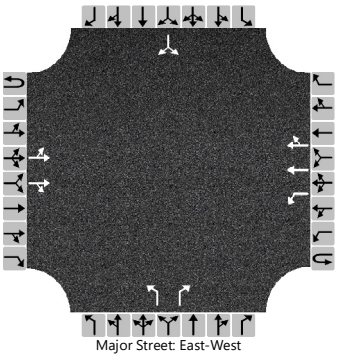
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Ex with Project-PM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Valley Boulevard
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	1	0
Configuration		LT		TR		L	T	TR		L		R			LR	
Volume (veh/h)		2	1242	16	0	31	986	1		26		41		3		5
Percent Heavy Vehicles (%)		0			3	3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5		6.9		7.5		6.9
Critical Headway (sec)		4.10				4.16				7.56		6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.20				2.23				3.53		3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				34				28		45			9	
Capacity, c (veh/h)		657				493				113		389			237	
v/c Ratio		0.00				0.07				0.25		0.11			0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.2				0.9		0.4			0.1	
Control Delay (s/veh)		10.5				12.8				47.4		15.4			20.7	
Level of Service (LOS)		B				B				E		C			C	
Approach Delay (s/veh)	0.1				0.4				27.9				20.7			
Approach LOS									D				C			

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HCS7 Two-Way Stop-Control Report

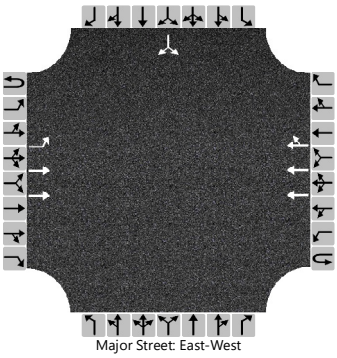
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Ex with Project-AM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Garvey Ave/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Garvey Avenue
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	3	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	20	549				737	14						9		25
Percent Heavy Vehicles (%)	3	0												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.30												5.76		7.16
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.10												3.83		3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22													37	
Capacity, c (veh/h)		486													414	
v/c Ratio		0.04													0.09	
95% Queue Length, Q_{95} (veh)		0.1													0.3	
Control Delay (s/veh)		12.8													14.5	
Level of Service (LOS)		B													B	
Approach Delay (s/veh)	0.4												14.5			
Approach LOS													B			

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HCS7 Two-Way Stop-Control Report

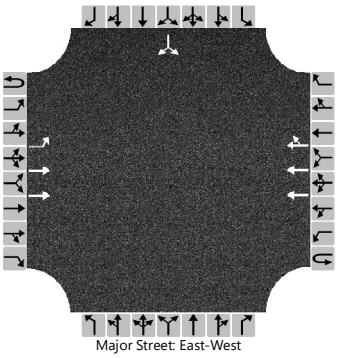
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Ex with Project-PM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Garvey Ave/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Garvey Avenue
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	3	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	24	1063				561	20						8		32
Percent Heavy Vehicles (%)	3	0												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.30												5.76		7.16
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.10												3.83		3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26													43	
Capacity, c (veh/h)		594													482	
v/c Ratio		0.04													0.09	
95% Queue Length, Q_{95} (veh)		0.1													0.3	
Control Delay (s/veh)		11.3													13.2	
Level of Service (LOS)		B													B	
Approach Delay (s/veh)	0.3												13.2			
Approach LOS													B			

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BASELINE (2022) WITH PROJECT
WEEKDAY AM/PM PEAK HOUR

HCS7 Two-Way Stop-Control Report

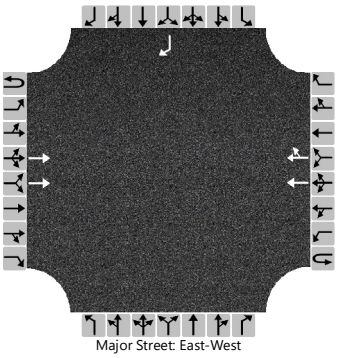
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Baseline w/ Proj- AM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/I-10 SB Off
Jurisdiction	CalTrans
East/West Street	Valley Boulevard
North/South Street	I-10 SB Off-Ramp
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1125				900	621								172
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.96
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																187
Capacity, c (veh/h)																313
v/c Ratio																0.60
95% Queue Length, Q_{95} (veh)																3.6
Control Delay (s/veh)																32.2
Level of Service (LOS)																D
Approach Delay (s/veh)													32.2			
Approach LOS													D			

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HCS7 Two-Way Stop-Control Report

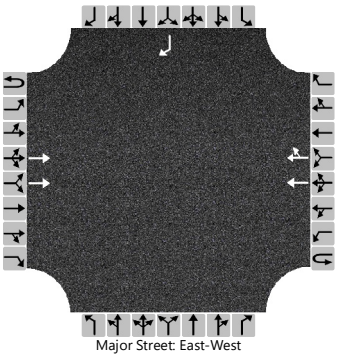
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Baseline w/ Proj- PM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/I-10 SB Off
Jurisdiction	CalTrans
East/West Street	Valley Boulevard
North/South Street	I-10 SB Off-Ramp
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1441				743	300								87
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.96
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																95
Capacity, c (veh/h)																464
v/c Ratio																0.20
95% Queue Length, Q_{95} (veh)																0.8
Control Delay (s/veh)																14.7
Level of Service (LOS)																B
Approach Delay (s/veh)													14.7			
Approach LOS													B			

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HCS7 Two-Way Stop-Control Report

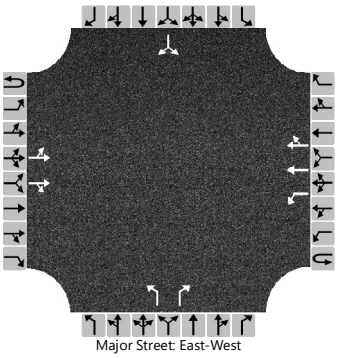
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Baseline w/ Proj- AM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Valley Boulevard
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	1	0
Configuration		LT		TR		L	T	TR		L		R			LR	
Volume (veh/h)		1	764	27	0	27	1556	1		31		43		0		0
Percent Heavy Vehicles (%)		0			3	3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5		6.9		7.5		6.9
Critical Headway (sec)		4.10				4.16				7.56		6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.20				2.23				3.53		3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				29				34		47			0	
Capacity, c (veh/h)		382				771				161		571				
v/c Ratio		0.00				0.04				0.21		0.08				
95% Queue Length, Q_{95} (veh)		0.0				0.1				0.8		0.3				
Control Delay (s/veh)		14.4				9.9				33.3		11.9				
Level of Service (LOS)		B				A				D		B				
Approach Delay (s/veh)	0.1				0.2				20.8							
Approach LOS									C							

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HCS7 Two-Way Stop-Control Report

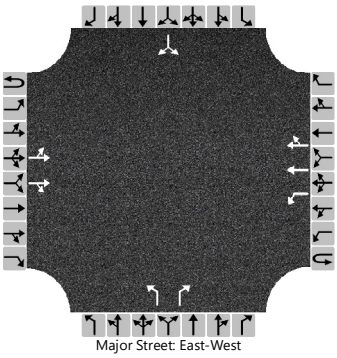
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Baseline w/ Proj-PM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Valley Blvd/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Valley Boulevard
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	1	0
Configuration		LT		TR		L	T	TR		L		R			LR	
Volume (veh/h)		2	1286	16	0	32	1024	1		26		42		3		5
Percent Heavy Vehicles (%)		0			3	3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5		6.9		7.5		6.9
Critical Headway (sec)		4.10				4.16				7.56		6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.20				2.23				3.53		3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				35				28		46			9	
Capacity, c (veh/h)		634				472				104		375			223	
v/c Ratio		0.00				0.07				0.27		0.12			0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.2				1.0		0.4			0.1	
Control Delay (s/veh)		10.7				13.2				51.8		15.9			21.8	
Level of Service (LOS)		B				B				F		C			C	
Approach Delay (s/veh)	0.2				0.4				29.6				21.8			
Approach LOS									D				C			

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HCS7 Two-Way Stop-Control Report

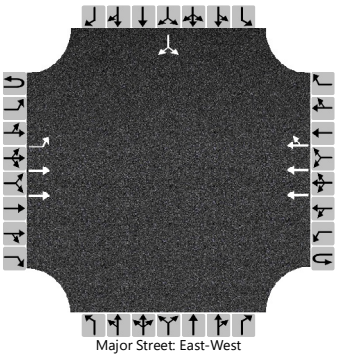
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Baseline w/ Proj-AM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Garvey Ave/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Garvey Avenue
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	3	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	20	600				787	14						9		26
Percent Heavy Vehicles (%)	3	0												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.30												5.76		7.16
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.10												3.83		3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22													38	
Capacity, c (veh/h)		458													394	
v/c Ratio		0.05													0.10	
95% Queue Length, Q_{95} (veh)		0.1													0.3	
Control Delay (s/veh)		13.3													15.1	
Level of Service (LOS)		B													C	
Approach Delay (s/veh)	0.4												15.1			
Approach LOS													C			

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HCS7 Two-Way Stop-Control Report

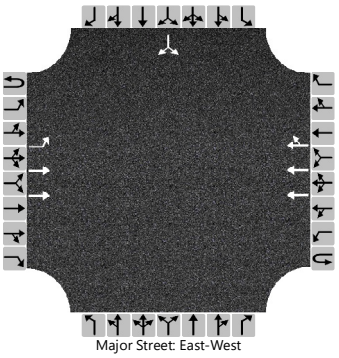
General Information

Analyst	JDP
Agency/Co.	City of El Monte
Date Performed	4/1/2019
Analysis Year	2018
Time Analyzed	Baseline w/ Proj-PM Peak
Intersection Orientation	East-West
Project Description	Valley Blvd Multi-Family Residential

Site Information

Intersection	Garvey Ave/La Madera Ave
Jurisdiction	City of El Monte
East/West Street	Garvey Avenue
North/South Street	La Madera Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	3	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	24	1144				637	21						8		33
Percent Heavy Vehicles (%)	3	0												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.30												5.76		7.16
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.10												3.83		3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26													45	
Capacity, c (veh/h)		543													448	
v/c Ratio		0.05													0.10	
95% Queue Length, Q_{95} (veh)		0.2													0.3	
Control Delay (s/veh)		12.0													13.9	
Level of Service (LOS)		B													B	
Approach Delay (s/veh)	0.2												13.9			
Approach LOS													B			

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Appendix D

Traffic Signal Warrant Analysis

HCS7 Signal Warrants

Signal Warrants Analysis

File Name:	Baseline+Proj- AM.xsw
Analyst:	KP
Agency:	City of El Monte
Date Performed:	4/22/2019
Time Analyzed:	Baseline with Proj-AM Peak
Jurisdiction:	City of El Monte
Analysis Year:	2019
Project Description:	4. Valley Boulevard and I-10 SB Off-Ramp
Units:	U.S. Customary

General

Major Street Direction: East-West	Population <10,000: No
Starting Time Interval: 7	Coordinated Signal System: No
Median Type: Divided	Crashes Per Year: 0
Major Street Speed (mi/h): 0	Adequate Trials of Crash Experience Alternatives: No
Nearest Signal (ft): 0	

School Crossing and Roadway Network

Number of Students in Highest Hour: 0	Two or More Major Routes: No
Number of Adequate Gaps in Period: 0	Weekend Count: No
Number of Minutes in Period: 0	5-year Growth Factor (%): 0

Railroad Crossing

Grade Crossing Approach: None	Rail Traffic (trains/day): 4
Highest Volume Hour with Trains: Unknown	High Occupancy Buses (%): 0
Distance to Stop Line (ft):	Tractor-Trailer Trucks (%): 10

Geometry and Traffic

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	0	0	0	0	0	1
Lane Usage		T			TR							R

Traffic Volumes (veh/h)

	Eastbound			Westbound			Northbound			Southbound		
Hour	L	T	R	L	T	R	L	T	R	L	T	R
07 - 08	0	1125	0	0	900	621	0	0	0	0	0	172
08 - 09	0	0	0	0	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes and Gaps (Per Hour)

	Eastbound		Westbound		Northbound		Southbound	
Hour	Gaps	Volume	Gaps	Volume	Gaps	Volume	Gaps	Volume
07 - 08	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0

Delay

Hour	Eastbound secs/veh	Eastbound veh-hrs	Westbound secs/veh	Westbound veh-hrs	Northbound secs/veh	Northbound veh-hrs	Southbound secs/veh	Southbound veh-hrs
07 - 08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 - 09	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09 - 10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 - 11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 - 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 - 13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 - 14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 - 15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 - 16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 - 17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 - 18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 - 19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Summary

Hour	Major Volume	Minor Volume	Total Volume	1A 100%	1A 80%	1B 100%	1B 80%	2 100%	3A 100%	3B 100%	4A 100%	4B 100%
07 - 08	2646	172	2818	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
08 - 09	0	0	0	No	No	No	No	No	No	No	No	No
09 - 10	0	0	0	No	No	No	No	No	No	No	No	No
10 - 11	0	0	0	No	No	No	No	No	No	No	No	No
11 - 12	0	0	0	No	No	No	No	No	No	No	No	No
12 - 13	0	0	0	No	No	No	No	No	No	No	No	No
13 - 14	0	0	0	No	No	No	No	No	No	No	No	No
14 - 15	0	0	0	No	No	No	No	No	No	No	No	No
15 - 16	0	0	0	No	No	No	No	No	No	No	No	No
16 - 17	0	0	0	No	No	No	No	No	No	No	No	No
17 - 18	0	0	0	No	No	No	No	No	No	No	No	No
18 - 19	0	0	0	No	No	No	No	No	No	No	No	No
Total	2646	172	2818	1	1	1	1	1	0	1	0	0

Results

Warrant 1: Eight-Hour Vehicular Volume [ ]
- A. Minimum Vehicular Volumes [ ]
- B. Interruption of Continuous Traffic [ ]
- 80% Vehicular --and-- Interruption Volumes [ ]

Warrant 2: Four-Hour Vehicular Volume [ ]
- Four-Hour Vehicular Volumes [ ]

Warrant 3: Peak Hour [X]
- A. Peak-Hour Conditions [ ]
- B. Peak-Hour Vehicular Volume Hours Met [X]

Warrant 4: Pedestrian Volume [ ]
- A. Four Hour Volumes [ ]
- B. One-Hour Volumes [ ]

Warrant 5: School Crossing [ ]
- Gaps Same Period [ ]
- Student Volumes [ ]
- Nearest Traffic Control Signal [ ]

Warrant 6: Coordinated Signal System [ ]
- Degree of Platooning [ ]

Warrant 7: Crash Experience [ ]
- A. Adequate Trials of Alternatives [ ]
- B. Reported Crashes [ ]
- C. 80% Volumes for Warrants 1A, 1B --or-- 4 [ ]

Warrant 8: Roadway Network [ ]
- A. Weekday Volume [ ]
- B. Weekend Volume [ ]

Warrant 9: Grade Crossing [ ]
A. Grade Crossing within 140 ft --and-- [ ]
B. Peak-Hour Vehicular Volumes [ ]

This text report was created in HCS™ Signal Warrants Version 7.7 on 4/22/2019 6:38:13 PM

HCS7 Signal Warrants

Signal Warrants Analysis

File Name:	Baseline+Proj- PM.xsw
Analyst:	KP
Agency:	City of El Monte
Date Performed:	4/22/2019
Time Analyzed:	Baseline with Proj-PM Peak
Jurisdiction:	City of El Monte
Analysis Year:	2019
Project Description:	4. Valley Boulevard and I-10 SB Off-Ramp
Units:	U.S. Customary

General

Major Street Direction: East-West	Population <10,000: No
Starting Time Interval: 7	Coordinated Signal System: No
Median Type: Undivided	Crashes Per Year: 0
Major Street Speed (mi/h): 0	Adequate Trials of Crash Experience Alternatives: No
Nearest Signal (ft): 0	

School Crossing and Roadway Network

Number of Students in Highest Hour: 0	Two or More Major Routes: No
Number of Adequate Gaps in Period: 0	Weekend Count: No
Number of Minutes in Period: 0	5-year Growth Factor (%): 0

Railroad Crossing

Grade Crossing Approach: None	Rail Traffic (trains/day): 4
Highest Volume Hour with Trains: Unknown	High Occupancy Buses (%): 0
Distance to Stop Line (ft):	Tractor-Trailer Trucks (%): 10

Geometry and Traffic

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	0	0	0	0	0	1
Lane Usage		T			TR							R

Traffic Volumes (veh/h)

	Eastbound			Westbound			Northbound			Southbound		
Hour	L	T	R	L	T	R	L	T	R	L	T	R
07 - 08	0	0	0	0	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0	0	0	0	0
16 - 17	0	1441	0	0	743	300	0	0	0	0	0	87
17 - 18	0	0	0	0	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes and Gaps (Per Hour)

	Eastbound		Westbound		Northbound		Southbound	
Hour	Gaps	Volume	Gaps	Volume	Gaps	Volume	Gaps	Volume
07 - 08	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0

Delay

Hour	Eastbound secs/veh	Eastbound veh-hrs	Westbound secs/veh	Westbound veh-hrs	Northbound secs/veh	Northbound veh-hrs	Southbound secs/veh	Southbound veh-hrs
07 - 08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 - 09	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09 - 10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 - 11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 - 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 - 13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 - 14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 - 15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 - 16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 - 17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 - 18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 - 19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Summary

Hour	Major Volume	Minor Volume	Total Volume	1A 100%	1A 80%	1B 100%	1B 80%	2 100%	3A 100%	3B 100%	4A 100%	4B 100%
07 - 08	0	0	0	No	No	No	No	No	No	No	No	No
08 - 09	0	0	0	No	No	No	No	No	No	No	No	No
09 - 10	0	0	0	No	No	No	No	No	No	No	No	No
10 - 11	0	0	0	No	No	No	No	No	No	No	No	No
11 - 12	0	0	0	No	No	No	No	No	No	No	No	No
12 - 13	0	0	0	No	No	No	No	No	No	No	No	No
13 - 14	0	0	0	No	No	No	No	No	No	No	No	No
14 - 15	0	0	0	No	No	No	No	No	No	No	No	No
15 - 16	0	0	0	No	No	No	No	No	No	No	No	No
16 - 17	2484	87	2571	No	No	Yes	Yes	Yes	No	No	No	No
17 - 18	0	0	0	No	No	No	No	No	No	No	No	No
18 - 19	0	0	0	No	No	No	No	No	No	No	No	No
Total	2484	87	2571	0	0	1	1	1	0	0	0	0

Results

Warrant 1: Eight-Hour Vehicular Volume [ ]
   A. Minimum Vehicular Volumes [ ]
   B. Interruption of Continuous Traffic [ ]
   80% Vehicular --and-- Interruption Volumes [ ]

Warrant 2: Four-Hour Vehicular Volume [ ]
   Four-Hour Vehicular Volumes [ ]

Warrant 3: Peak Hour [ ]
   A. Peak-Hour Conditions [ ]
   B. Peak-Hour Vehicular Volume Hours Met [ ]

Warrant 4: Pedestrian Volume [ ]
   A. Four Hour Volumes [ ]
   B. One-Hour Volumes [ ]

Warrant 5: School Crossing [ ]
   Gaps Same Period [ ]
   Student Volumes [ ]
   Nearest Traffic Control Signal [ ]

Warrant 6: Coordinated Signal System [ ]
   Degree of Platooning [ ]

Warrant 7: Crash Experience [ ]
   A. Adequate Trials of Alternatives [ ]
   B. Reported Crashes [ ]
   C. 80% Volumes for Warrants 1A, 1B --or-- 4 [ ]

Warrant 8: Roadway Network [ ]
   A. Weekday Volume [ ]
   B. Weekend Volume [ ]

Warrant 9: Grade Crossing [ ]
A. Grade Crossing within 140 ft --and-- [ ]
B. Peak-Hour Vehicular Volumes [ ]

This text report was created in HCS™ Signal Warrants Version 7.7 on 4/22/2019 6:40:54 PM

HCS7 Signal Warrants

Signal Warrants Analysis

File Name:	Baseline+Proj- AM.xsw
Analyst:	KP
Agency:	City of El Monte
Date Performed:	4/22/2019
Time Analyzed:	Baseline with Proj-AM Peak
Jurisdiction:	City of El Monte
Analysis Year:	2019
Project Description:	5. Valley Boulevard and La Madera Avenue
Units:	U.S. Customary

General

Major Street Direction: East-West	Population <10,000: No
Starting Time Interval: 7	Coordinated Signal System: No
Median Type: Undivided	Crashes Per Year: 0
Major Street Speed (mi/h): 0	Adequate Trials of Crash Experience Alternatives: No
Nearest Signal (ft): 0	

School Crossing and Roadway Network

Number of Students in Highest Hour: 0	Two or More Major Routes: No
Number of Adequate Gaps in Period: 0	Weekend Count: No
Number of Minutes in Period: 0	5-year Growth Factor (%): 0

Railroad Crossing

Grade Crossing Approach: None	Rail Traffic (trains/day): 4
Highest Volume Hour with Trains: Unknown	High Occupancy Buses (%): 0
Distance to Stop Line (ft):	Tractor-Trailer Trucks (%): 10

Geometry and Traffic

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	1	0	1	0	0	0
Lane Usage		LTR		L	TR		L		R		LR	

Traffic Volumes (veh/h)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Hour												
07 - 08	1	764	27	27	1556	1	31	0	43	0	0	0
08 - 09	0	0	0	0	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes and Gaps (Per Hour)

	Eastbound		Westbound		Northbound		Southbound	
	Gaps	Volume	Gaps	Volume	Gaps	Volume	Gaps	Volume
Hour								
07 - 08	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0

Delay

Hour	Eastbound secs/veh	Eastbound veh-hrs	Westbound secs/veh	Westbound veh-hrs	Northbound secs/veh	Northbound veh-hrs	Southbound secs/veh	Southbound veh-hrs
07 - 08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 - 09	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09 - 10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 - 11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 - 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 - 13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 - 14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 - 15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 - 16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 - 17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 - 18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 - 19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Summary

Hour	Major Volume	Minor Volume	Total Volume	1A 100%	1A 80%	1B 100%	1B 80%	2 100%	3A 100%	3B 100%	4A 100%	4B 100%
07 - 08	2376	74	2450	No	No	No	No	No	No	No	No	No
08 - 09	0	0	0	No	No	No	No	No	No	No	No	No
09 - 10	0	0	0	No	No	No	No	No	No	No	No	No
10 - 11	0	0	0	No	No	No	No	No	No	No	No	No
11 - 12	0	0	0	No	No	No	No	No	No	No	No	No
12 - 13	0	0	0	No	No	No	No	No	No	No	No	No
13 - 14	0	0	0	No	No	No	No	No	No	No	No	No
14 - 15	0	0	0	No	No	No	No	No	No	No	No	No
15 - 16	0	0	0	No	No	No	No	No	No	No	No	No
16 - 17	0	0	0	No	No	No	No	No	No	No	No	No
17 - 18	0	0	0	No	No	No	No	No	No	No	No	No
18 - 19	0	0	0	No	No	No	No	No	No	No	No	No
Total	2376	74	2450	0	0	0	0	0	0	0	0	0

Results

Warrant 1: Eight-Hour Vehicular Volume [ ]
   A. Minimum Vehicular Volumes [ ]
   B. Interruption of Continuous Traffic [ ]
   80% Vehicular --and-- Interruption Volumes [ ]

Warrant 2: Four-Hour Vehicular Volume [ ]
   Four-Hour Vehicular Volumes [ ]

Warrant 3: Peak Hour [ ]
   A. Peak-Hour Conditions [ ]
   B. Peak-Hour Vehicular Volume Hours Met [ ]

Warrant 4: Pedestrian Volume [ ]
   A. Four Hour Volumes [ ]
   B. One-Hour Volumes [ ]

Warrant 5: School Crossing [ ]
   Gaps Same Period [ ]
   Student Volumes [ ]
   Nearest Traffic Control Signal [ ]

Warrant 6: Coordinated Signal System [ ]
   Degree of Platooning [ ]

Warrant 7: Crash Experience [ ]
   A. Adequate Trials of Alternatives [ ]
   B. Reported Crashes [ ]
   C. 80% Volumes for Warrants 1A, 1B --or-- 4 [ ]

Warrant 8: Roadway Network [ ]
   A. Weekday Volume [ ]
   B. Weekend Volume [ ]

Warrant 9: Grade Crossing [ ]
A. Grade Crossing within 140 ft --and-- [ ]
B. Peak-Hour Vehicular Volumes [ ]

This text report was created in HCS™ Signal Warrants Version 7.7 on 4/23/2019 2:16:07 PM

HCS7 Signal Warrants

Signal Warrants Analysis

File Name:	Baseline+Proj- PM.xsw
Analyst:	KP
Agency:	City of El Monte
Date Performed:	4/22/2019
Time Analyzed:	Baseline with Proj-PM Peak
Jurisdiction:	City of El Monte
Analysis Year:	2019
Project Description:	5. Valley Boulevard and La Madera Avenue
Units:	U.S. Customary

General

Major Street Direction: East-West	Population <10,000: No
Starting Time Interval: 7	Coordinated Signal System: No
Median Type: Undivided	Crashes Per Year: 0
Major Street Speed (mi/h): 0	Adequate Trials of Crash Experience Alternatives: No
Nearest Signal (ft): 0	

School Crossing and Roadway Network

Number of Students in Highest Hour: 0	Two or More Major Routes: No
Number of Adequate Gaps in Period: 0	Weekend Count: No
Number of Minutes in Period: 0	5-year Growth Factor (%): 0

Railroad Crossing

Grade Crossing Approach: None	Rail Traffic (trains/day): 4
Highest Volume Hour with Trains: Unknown	High Occupancy Buses (%): 0
Distance to Stop Line (ft):	Tractor-Trailer Trucks (%): 10

Geometry and Traffic

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	1	0	1	0	0	0
Lane Usage		LTR		L	TR		L		R		LR	

Traffic Volumes (veh/h)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Hour												
07 - 08	0	0	0	0	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0	0	0	0	0
16 - 17	2	1286	16	32	1024	1	26	0	42	3	0	5
17 - 18	0	0	0	0	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes and Gaps (Per Hour)

	Eastbound		Westbound		Northbound		Southbound	
	Gaps	Volume	Gaps	Volume	Gaps	Volume	Gaps	Volume
Hour								
07 - 08	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0

Delay

Hour	Eastbound secs/veh	Eastbound veh-hrs	Westbound secs/veh	Westbound veh-hrs	Northbound secs/veh	Northbound veh-hrs	Southbound secs/veh	Southbound veh-hrs
07 - 08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 - 09	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09 - 10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 - 11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 - 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 - 13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 - 14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 - 15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 - 16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 - 17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 - 18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 - 19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Summary

Hour	Major Volume	Minor Volume	Total Volume	1A 100%	1A 80%	1B 100%	1B 80%	2 100%	3A 100%	3B 100%	4A 100%	4B 100%
07 - 08	0	0	0	No	No	No	No	No	No	No	No	No
08 - 09	0	0	0	No	No	No	No	No	No	No	No	No
09 - 10	0	0	0	No	No	No	No	No	No	No	No	No
10 - 11	0	0	0	No	No	No	No	No	No	No	No	No
11 - 12	0	0	0	No	No	No	No	No	No	No	No	No
12 - 13	0	0	0	No	No	No	No	No	No	No	No	No
13 - 14	0	0	0	No	No	No	No	No	No	No	No	No
14 - 15	0	0	0	No	No	No	No	No	No	No	No	No
15 - 16	0	0	0	No	No	No	No	No	No	No	No	No
16 - 17	2361	68	2437	No	No	No	No	No	No	No	No	No
17 - 18	0	0	0	No	No	No	No	No	No	No	No	No
18 - 19	0	0	0	No	No	No	No	No	No	No	No	No
Total	2361	68	2437	0	0	0	0	0	0	0	0	0

Results

Warrant 1: Eight-Hour Vehicular Volume [ ]
   A. Minimum Vehicular Volumes [ ]
   B. Interruption of Continuous Traffic [ ]
   80% Vehicular --and-- Interruption Volumes [ ]

Warrant 2: Four-Hour Vehicular Volume [ ]
   Four-Hour Vehicular Volumes [ ]

Warrant 3: Peak Hour [ ]
   A. Peak-Hour Conditions [ ]
   B. Peak-Hour Vehicular Volume Hours Met [ ]

Warrant 4: Pedestrian Volume [ ]
   A. Four Hour Volumes [ ]
   B. One-Hour Volumes [ ]

Warrant 5: School Crossing [ ]
   Gaps Same Period [ ]
   Student Volumes [ ]
   Nearest Traffic Control Signal [ ]

Warrant 6: Coordinated Signal System [ ]
   Degree of Platooning [ ]

Warrant 7: Crash Experience [ ]
   A. Adequate Trials of Alternatives [ ]
   B. Reported Crashes [ ]
   C. 80% Volumes for Warrants 1A, 1B --or-- 4 [ ]

Warrant 8: Roadway Network [ ]
   A. Weekday Volume [ ]
   B. Weekend Volume [ ]

Warrant 9: Grade Crossing [ ]
A. Grade Crossing within 140 ft --and-- [ ]
B. Peak-Hour Vehicular Volumes [ ]

This text report was created in HCS™ Signal Warrants Version 7.7 on 4/23/2019 2:17:27 PM

HCS7 Signal Warrants

Signal Warrants Analysis

File Name:	Baseline+Proj- AM.xsw
Analyst:	KP
Agency:	City of El Monte
Date Performed:	4/22/2019
Time Analyzed:	Baseline with Proj-AM Peak
Jurisdiction:	City of El Monte
Analysis Year:	2019
Project Description:	8. Garvey Avenue and La Madera Avenue
Units:	U.S. Customary

General

Major Street Direction: East-West	Population <10,000: No
Starting Time Interval: 7	Coordinated Signal System: No
Median Type: Undivided	Crashes Per Year: 0
Major Street Speed (mi/h): 0	Adequate Trials of Crash Experience Alternatives: No
Nearest Signal (ft): 0	

School Crossing and Roadway Network

Number of Students in Highest Hour: 0	Two or More Major Routes: No
Number of Adequate Gaps in Period: 0	Weekend Count: No
Number of Minutes in Period: 0	5-year Growth Factor (%): 0

Railroad Crossing

Grade Crossing Approach: None	Rail Traffic (trains/day): 4
Highest Volume Hour with Trains: Unknown	High Occupancy Buses (%): 0
Distance to Stop Line (ft):	Tractor-Trailer Trucks (%): 10

Geometry and Traffic

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	3	0	0	0	0	0	0	0
Lane Usage	L	T			TR						LR	

Traffic Volumes (veh/h)

	Eastbound			Westbound			Northbound			Southbound		
Hour	L	T	R	L	T	R	L	T	R	L	T	R
07 - 08	20	600	0	0	787	14	0	0	0	9	0	26
08 - 09	0	0	0	0	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes and Gaps (Per Hour)

	Eastbound		Westbound		Northbound		Southbound	
Hour	Gaps	Volume	Gaps	Volume	Gaps	Volume	Gaps	Volume
07 - 08	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0

Delay

Hour	Eastbound secs/veh	Eastbound veh-hrs	Westbound secs/veh	Westbound veh-hrs	Northbound secs/veh	Northbound veh-hrs	Southbound secs/veh	Southbound veh-hrs
07 - 08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 - 09	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09 - 10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 - 11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 - 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 - 13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 - 14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 - 15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 - 16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 - 17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 - 18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 - 19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Summary

Hour	Major Volume	Minor Volume	Total Volume	1A 100%	1A 80%	1B 100%	1B 80%	2 100%	3A 100%	3B 100%	4A 100%	4B 100%
07 - 08	1421	35	1456	No	No	No	No	No	No	No	No	No
08 - 09	0	0	0	No	No	No	No	No	No	No	No	No
09 - 10	0	0	0	No	No	No	No	No	No	No	No	No
10 - 11	0	0	0	No	No	No	No	No	No	No	No	No
11 - 12	0	0	0	No	No	No	No	No	No	No	No	No
12 - 13	0	0	0	No	No	No	No	No	No	No	No	No
13 - 14	0	0	0	No	No	No	No	No	No	No	No	No
14 - 15	0	0	0	No	No	No	No	No	No	No	No	No
15 - 16	0	0	0	No	No	No	No	No	No	No	No	No
16 - 17	0	0	0	No	No	No	No	No	No	No	No	No
17 - 18	0	0	0	No	No	No	No	No	No	No	No	No
18 - 19	0	0	0	No	No	No	No	No	No	No	No	No
Total	1421	35	1456	0	0	0	0	0	0	0	0	0

Results

Warrant 1: Eight-Hour Vehicular Volume [ ]
   A. Minimum Vehicular Volumes [ ]
   B. Interruption of Continuous Traffic [ ]
   80% Vehicular --and-- Interruption Volumes [ ]

Warrant 2: Four-Hour Vehicular Volume [ ]
   Four-Hour Vehicular Volumes [ ]

Warrant 3: Peak Hour [ ]
   A. Peak-Hour Conditions [ ]
   B. Peak-Hour Vehicular Volume Hours Met [ ]

Warrant 4: Pedestrian Volume [ ]
   A. Four Hour Volumes [ ]
   B. One-Hour Volumes [ ]

Warrant 5: School Crossing [ ]
   Gaps Same Period [ ]
   Student Volumes [ ]
   Nearest Traffic Control Signal [ ]

Warrant 6: Coordinated Signal System [ ]
   Degree of Platooning [ ]

Warrant 7: Crash Experience [ ]
   A. Adequate Trials of Alternatives [ ]
   B. Reported Crashes [ ]
   C. 80% Volumes for Warrants 1A, 1B --or-- 4 [ ]

Warrant 8: Roadway Network [ ]
   A. Weekday Volume [ ]
   B. Weekend Volume [ ]

Warrant 9: Grade Crossing [ ]
   A. Grade Crossing within 140 ft --and-- [ ]
   B. Peak-Hour Vehicular Volumes [ ]

This text report was created in HCS™ Signal Warrants Version 7.7 on 4/22/2019 6:47:51 PM

HCS7 Signal Warrants

Signal Warrants Analysis

File Name:	Baseline+Proj- PM.xsw
Analyst:	KP
Agency:	City of El Monte
Date Performed:	4/22/2019
Time Analyzed:	Baseline with Proj-PM Peak
Jurisdiction:	City of El Monte
Analysis Year:	2019
Project Description:	8. Garvey Avenue and La Madera Avenue
Units:	U.S. Customary

General

Major Street Direction: East-West	Population <10,000: No
Starting Time Interval: 7	Coordinated Signal System: No
Median Type: Undivided	Crashes Per Year: 0
Major Street Speed (mi/h): 0	Adequate Trials of Crash Experience Alternatives: No
Nearest Signal (ft): 0	

School Crossing and Roadway Network

Number of Students in Highest Hour: 0	Two or More Major Routes: No
Number of Adequate Gaps in Period: 0	Weekend Count: No
Number of Minutes in Period: 0	5-year Growth Factor (%): 0

Railroad Crossing

Grade Crossing Approach: None	Rail Traffic (trains/day): 4
Highest Volume Hour with Trains: Unknown	High Occupancy Buses (%): 0
Distance to Stop Line (ft):	Tractor-Trailer Trucks (%): 10

Geometry and Traffic

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	3	0	0	0	0	0	0	0
Lane Usage	L	T			TR						LR	

Traffic Volumes (veh/h)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Hour												
07 - 08	0	0	0	0	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0	0	0	0	0
16 - 17	24	1144	0	0	637	21	0	0	0	8	0	33
17 - 18	0	0	0	0	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes and Gaps (Per Hour)

	Eastbound		Westbound		Northbound		Southbound	
	Gaps	Volume	Gaps	Volume	Gaps	Volume	Gaps	Volume
Hour								
07 - 08	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0

Delay

Hour	Eastbound secs/veh	Eastbound veh-hrs	Westbound secs/veh	Westbound veh-hrs	Northbound secs/veh	Northbound veh-hrs	Southbound secs/veh	Southbound veh-hrs
07 - 08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 - 09	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09 - 10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 - 11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 - 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 - 13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 - 14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 - 15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 - 16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 - 17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 - 18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 - 19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Summary

Hour	Major Volume	Minor Volume	Total Volume	1A 100%	1A 80%	1B 100%	1B 80%	2 100%	3A 100%	3B 100%	4A 100%	4B 100%
07 - 08	0	0	0	No	No	No	No	No	No	No	No	No
08 - 09	0	0	0	No	No	No	No	No	No	No	No	No
09 - 10	0	0	0	No	No	No	No	No	No	No	No	No
10 - 11	0	0	0	No	No	No	No	No	No	No	No	No
11 - 12	0	0	0	No	No	No	No	No	No	No	No	No
12 - 13	0	0	0	No	No	No	No	No	No	No	No	No
13 - 14	0	0	0	No	No	No	No	No	No	No	No	No
14 - 15	0	0	0	No	No	No	No	No	No	No	No	No
15 - 16	0	0	0	No	No	No	No	No	No	No	No	No
16 - 17	1826	41	1867	No	No	No	No	No	No	No	No	No
17 - 18	0	0	0	No	No	No	No	No	No	No	No	No
18 - 19	0	0	0	No	No	No	No	No	No	No	No	No
Total	1826	41	1867	0	0	0	0	0	0	0	0	0

Results

Warrant 1: Eight-Hour Vehicular Volume [ ]
   A. Minimum Vehicular Volumes [ ]
   B. Interruption of Continuous Traffic [ ]
   80% Vehicular --and-- Interruption Volumes [ ]

Warrant 2: Four-Hour Vehicular Volume [ ]
   Four-Hour Vehicular Volumes [ ]

Warrant 3: Peak Hour [ ]
   A. Peak-Hour Conditions [ ]
   B. Peak-Hour Vehicular Volume Hours Met [ ]

Warrant 4: Pedestrian Volume [ ]
   A. Four Hour Volumes [ ]
   B. One-Hour Volumes [ ]

Warrant 5: School Crossing [ ]
   Gaps Same Period [ ]
   Student Volumes [ ]
   Nearest Traffic Control Signal [ ]

Warrant 6: Coordinated Signal System [ ]
   Degree of Platooning [ ]

Warrant 7: Crash Experience [ ]
   A. Adequate Trials of Alternatives [ ]
   B. Reported Crashes [ ]
   C. 80% Volumes for Warrants 1A, 1B --or-- 4 [ ]

Warrant 8: Roadway Network [ ]
   A. Weekday Volume [ ]
   B. Weekend Volume [ ]

Warrant 9: Grade Crossing [ ]
A. Grade Crossing within 140 ft --and-- [ ]
B. Peak-Hour Vehicular Volumes [ ]

This text report was created in HCS™ Signal Warrants Version 7.7 on 4/22/2019 6:49:24 PM

HCS7 Signal Warrants

Signal Warrants Analysis

File Name:	Baseline+Proj- AM.xsw
Analyst:	KP
Agency:	City of El Monte
Date Performed:	4/22/2019
Time Analyzed:	Baseline with Proj-AM Peak
Jurisdiction:	City of El Monte
Analysis Year:	2019
Project Description:	Access 1: Valley Blvd West
Units:	U.S. Customary

General

Major Street Direction: East-West
Starting Time Interval: 7
Median Type: Divided
Major Street Speed (mi/h): 0
Nearest Signal (ft): 0

Population <10,000: No
Coordinated Signal System: No
Crashes Per Year: 0
Adequate Trials of Crash Experience Alternatives: No

School Crossing and Roadway Network

Number of Students in Highest Hour: 0
Number of Adequate Gaps in Period: 0
Number of Minutes in Period: 0

Two or More Major Routes: No
Weekend Count: No
5-year Growth Factor (%): 0

Railroad Crossing

Grade Crossing Approach: None
Highest Volume Hour with Trains: Unknown
Distance to Stop Line (ft):

Rail Traffic (trains/day): 4
High Occupancy Buses (%): 0
Tractor-Trailer Trucks (%): 10

Geometry and Traffic

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	0	0	0	0	0	0
Lane Usage		TR		L	T			LR				

Traffic Volumes (veh/h)

	Eastbound			Westbound			Northbound			Southbound		
Hour	L	T	R	L	T	R	L	T	R	L	T	R
07 - 08	0	778	4	5	1582	0	5	0	8	0	0	0
08 - 09	0	0	0	0	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes and Gaps (Per Hour)

	Eastbound		Westbound		Northbound		Southbound	
Hour	Gaps	Volume	Gaps	Volume	Gaps	Volume	Gaps	Volume
07 - 08	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0

Delay

Hour	Eastbound secs/veh	Eastbound veh-hrs	Westbound secs/veh	Westbound veh-hrs	Northbound secs/veh	Northbound veh-hrs	Southbound secs/veh	Southbound veh-hrs
07 - 08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 - 09	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09 - 10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 - 11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 - 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 - 13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 - 14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 - 15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 - 16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 - 17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 - 18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 - 19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Summary

Hour	Major Volume	Minor Volume	Total Volume	1A 100%	1A 80%	1B 100%	1B 80%	2 100%	3A 100%	3B 100%	4A 100%	4B 100%
07 - 08	2369	13	2382	No	No	No	No	No	No	No	No	No
08 - 09	0	0	0	No	No	No	No	No	No	No	No	No
09 - 10	0	0	0	No	No	No	No	No	No	No	No	No
10 - 11	0	0	0	No	No	No	No	No	No	No	No	No
11 - 12	0	0	0	No	No	No	No	No	No	No	No	No
12 - 13	0	0	0	No	No	No	No	No	No	No	No	No
13 - 14	0	0	0	No	No	No	No	No	No	No	No	No
14 - 15	0	0	0	No	No	No	No	No	No	No	No	No
15 - 16	0	0	0	No	No	No	No	No	No	No	No	No
16 - 17	0	0	0	No	No	No	No	No	No	No	No	No
17 - 18	0	0	0	No	No	No	No	No	No	No	No	No
18 - 19	0	0	0	No	No	No	No	No	No	No	No	No
Total	2369	13	2382	0	0	0	0	0	0	0	0	0

Results

Warrant 1: Eight-Hour Vehicular Volume [ ]
   A. Minimum Vehicular Volumes [ ]
   B. Interruption of Continuous Traffic [ ]
   80% Vehicular --and-- Interruption Volumes [ ]

Warrant 2: Four-Hour Vehicular Volume [ ]
   Four-Hour Vehicular Volumes [ ]

Warrant 3: Peak Hour [ ]
   A. Peak-Hour Conditions [ ]
   B. Peak-Hour Vehicular Volume Hours Met [ ]

Warrant 4: Pedestrian Volume [ ]
   A. Four Hour Volumes [ ]
   B. One-Hour Volumes [ ]

Warrant 5: School Crossing [ ]
   Gaps Same Period [ ]
   Student Volumes [ ]
   Nearest Traffic Control Signal [ ]

Warrant 6: Coordinated Signal System [ ]
   Degree of Platooning [ ]

Warrant 7: Crash Experience [ ]
   A. Adequate Trials of Alternatives [ ]
   B. Reported Crashes [ ]
   C. 80% Volumes for Warrants 1A, 1B --or-- 4 [ ]

Warrant 8: Roadway Network [ ]
   A. Weekday Volume [ ]
   B. Weekend Volume [ ]

Warrant 9: Grade Crossing [ ]
A. Grade Crossing within 140 ft --and-- [ ]
B. Peak-Hour Vehicular Volumes [ ]

This text report was created in HCS™ Signal Warrants Version 7.7 on 4/23/2019 10:41:57 AM

HCS7 Signal Warrants

Signal Warrants Analysis

File Name:	Baseline+Proj- PM.xsw
Analyst:	KP
Agency:	City of El Monte
Date Performed:	4/22/2019
Time Analyzed:	Baseline with Proj-PM Peak
Jurisdiction:	City of El Monte
Analysis Year:	2019
Project Description:	Access 1: Valley Blvd West
Units:	U.S. Customary

General

Major Street Direction: East-West	Population <10,000: No
Starting Time Interval: 7	Coordinated Signal System: No
Median Type: Divided	Crashes Per Year: 0
Major Street Speed (mi/h): 0	Adequate Trials of Crash Experience Alternatives: No
Nearest Signal (ft): 0	

School Crossing and Roadway Network

Number of Students in Highest Hour: 0	Two or More Major Routes: No
Number of Adequate Gaps in Period: 0	Weekend Count: No
Number of Minutes in Period: 0	5-year Growth Factor (%): 0

Railroad Crossing

Grade Crossing Approach: None	Rail Traffic (trains/day): 4
Highest Volume Hour with Trains: Unknown	High Occupancy Buses (%): 0
Distance to Stop Line (ft):	Tractor-Trailer Trucks (%): 10

Geometry and Traffic

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	0	0	0	0	0	0
Lane Usage		TR		L	T			LR				

Traffic Volumes (veh/h)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Hour												
07 - 08	0	0	0	0	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0	0	0	0	0
16 - 17	0	1296	5	7	1039	0	3	0	5	0	0	0
17 - 18	0	0	0	0	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes and Gaps (Per Hour)

	Eastbound		Westbound		Northbound		Southbound	
	Gaps	Volume	Gaps	Volume	Gaps	Volume	Gaps	Volume
Hour								
07 - 08	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0

Delay

Hour	Eastbound secs/veh	Eastbound veh-hrs	Westbound secs/veh	Westbound veh-hrs	Northbound secs/veh	Northbound veh-hrs	Southbound secs/veh	Southbound veh-hrs
07 - 08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 - 09	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09 - 10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 - 11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 - 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 - 13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 - 14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 - 15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 - 16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 - 17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 - 18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 - 19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Summary

Hour	Major Volume	Minor Volume	Total Volume	1A 100%	1A 80%	1B 100%	1B 80%	2 100%	3A 100%	3B 100%	4A 100%	4B 100%
07 - 08	0	0	0	No	No	No	No	No	No	No	No	No
08 - 09	0	0	0	No	No	No	No	No	No	No	No	No
09 - 10	0	0	0	No	No	No	No	No	No	No	No	No
10 - 11	0	0	0	No	No	No	No	No	No	No	No	No
11 - 12	0	0	0	No	No	No	No	No	No	No	No	No
12 - 13	0	0	0	No	No	No	No	No	No	No	No	No
13 - 14	0	0	0	No	No	No	No	No	No	No	No	No
14 - 15	0	0	0	No	No	No	No	No	No	No	No	No
15 - 16	0	0	0	No	No	No	No	No	No	No	No	No
16 - 17	2347	8	2355	No	No	No	No	No	No	No	No	No
17 - 18	0	0	0	No	No	No	No	No	No	No	No	No
18 - 19	0	0	0	No	No	No	No	No	No	No	No	No
Total	2347	8	2355	0	0	0	0	0	0	0	0	0

Results

Warrant 1: Eight-Hour Vehicular Volume [ ]
   A. Minimum Vehicular Volumes [ ]
   B. Interruption of Continuous Traffic [ ]
   80% Vehicular --and-- Interruption Volumes [ ]

Warrant 2: Four-Hour Vehicular Volume [ ]
   Four-Hour Vehicular Volumes [ ]

Warrant 3: Peak Hour [ ]
   A. Peak-Hour Conditions [ ]
   B. Peak-Hour Vehicular Volume Hours Met [ ]

Warrant 4: Pedestrian Volume [ ]
   A. Four Hour Volumes [ ]
   B. One-Hour Volumes [ ]

Warrant 5: School Crossing [ ]
   Gaps Same Period [ ]
   Student Volumes [ ]
   Nearest Traffic Control Signal [ ]

Warrant 6: Coordinated Signal System [ ]
   Degree of Platooning [ ]

Warrant 7: Crash Experience [ ]
   A. Adequate Trials of Alternatives [ ]
   B. Reported Crashes [ ]
   C. 80% Volumes for Warrants 1A, 1B --or-- 4 [ ]

Warrant 8: Roadway Network [ ]
   A. Weekday Volume [ ]
   B. Weekend Volume [ ]

Warrant 9: Grade Crossing [ ]
A. Grade Crossing within 140 ft --and-- [ ]
B. Peak-Hour Vehicular Volumes [ ]

This text report was created in HCS™ Signal Warrants Version 7.7 on 4/23/2019 10:29:13 AM

HCS7 Signal Warrants

Signal Warrants Analysis

File Name:	Baseline+Proj- AM.xsw
Analyst:	KP
Agency:	City of El Monte
Date Performed:	4/22/2019
Time Analyzed:	Baseline with Proj-AM Peak
Jurisdiction:	City of El Monte
Analysis Year:	2019
Project Description:	Access 2: Valley Blvd East
Units:	U.S. Customary

General

Major Street Direction: East-West
Starting Time Interval: 7
Median Type: Divided
Major Street Speed (mi/h): 0
Nearest Signal (ft): 0

Population <10,000: No
Coordinated Signal System: No
Crashes Per Year: 0
Adequate Trials of Crash Experience Alternatives: No

School Crossing and Roadway Network

Number of Students in Highest Hour: 0
Number of Adequate Gaps in Period: 0
Number of Minutes in Period: 0

Two or More Major Routes: No
Weekend Count: No
5-year Growth Factor (%): 0

Railroad Crossing

Grade Crossing Approach: None
Highest Volume Hour with Trains: Unknown
Distance to Stop Line (ft):

Rail Traffic (trains/day): 4
High Occupancy Buses (%): 0
Tractor-Trailer Trucks (%): 10

Geometry and Traffic

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	0	0	0	0	0	0
Lane Usage		TR		L	T			LR				

Traffic Volumes (veh/h)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Hour												
07 - 08	0	783	3	5	1582	0	5	0	7	0	0	0
08 - 09	0	0	0	0	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes and Gaps (Per Hour)

	Eastbound		Westbound		Northbound		Southbound	
	Gaps	Volume	Gaps	Volume	Gaps	Volume	Gaps	Volume
Hour								
07 - 08	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0

Delay

Hour	Eastbound secs/veh	Eastbound veh-hrs	Westbound secs/veh	Westbound veh-hrs	Northbound secs/veh	Northbound veh-hrs	Southbound secs/veh	Southbound veh-hrs
07 - 08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 - 09	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09 - 10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 - 11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 - 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 - 13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 - 14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 - 15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 - 16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 - 17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 - 18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 - 19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Summary

Hour	Major Volume	Minor Volume	Total Volume	1A 100%	1A 80%	1B 100%	1B 80%	2 100%	3A 100%	3B 100%	4A 100%	4B 100%
07 - 08	2373	12	2385	No	No	No	No	No	No	No	No	No
08 - 09	0	0	0	No	No	No	No	No	No	No	No	No
09 - 10	0	0	0	No	No	No	No	No	No	No	No	No
10 - 11	0	0	0	No	No	No	No	No	No	No	No	No
11 - 12	0	0	0	No	No	No	No	No	No	No	No	No
12 - 13	0	0	0	No	No	No	No	No	No	No	No	No
13 - 14	0	0	0	No	No	No	No	No	No	No	No	No
14 - 15	0	0	0	No	No	No	No	No	No	No	No	No
15 - 16	0	0	0	No	No	No	No	No	No	No	No	No
16 - 17	0	0	0	No	No	No	No	No	No	No	No	No
17 - 18	0	0	0	No	No	No	No	No	No	No	No	No
18 - 19	0	0	0	No	No	No	No	No	No	No	No	No
Total	2373	12	2385	0	0	0	0	0	0	0	0	0

Results

Warrant 1: Eight-Hour Vehicular Volume [ ]
   A. Minimum Vehicular Volumes [ ]
   B. Interruption of Continuous Traffic [ ]
   80% Vehicular --and-- Interruption Volumes [ ]

Warrant 2: Four-Hour Vehicular Volume [ ]
   Four-Hour Vehicular Volumes [ ]

Warrant 3: Peak Hour [ ]
   A. Peak-Hour Conditions [ ]
   B. Peak-Hour Vehicular Volume Hours Met [ ]

Warrant 4: Pedestrian Volume [ ]
   A. Four Hour Volumes [ ]
   B. One-Hour Volumes [ ]

Warrant 5: School Crossing [ ]
   Gaps Same Period [ ]
   Student Volumes [ ]
   Nearest Traffic Control Signal [ ]

Warrant 6: Coordinated Signal System [ ]
   Degree of Platooning [ ]

Warrant 7: Crash Experience [ ]
   A. Adequate Trials of Alternatives [ ]
   B. Reported Crashes [ ]
   C. 80% Volumes for Warrants 1A, 1B --or-- 4 [ ]

Warrant 8: Roadway Network [ ]
   A. Weekday Volume [ ]
   B. Weekend Volume [ ]

Warrant 9: Grade Crossing [ ]
A. Grade Crossing within 140 ft --and-- [ ]
B. Peak-Hour Vehicular Volumes [ ]

This text report was created in HCS™ Signal Warrants Version 7.7 on 4/23/2019 10:40:45 AM

HCS7 Signal Warrants

Signal Warrants Analysis

File Name:	Baseline+Proj- PM.xsw
Analyst:	KP
Agency:	City of El Monte
Date Performed:	4/22/2019
Time Analyzed:	Baseline with Proj-PM Peak
Jurisdiction:	City of El Monte
Analysis Year:	2019
Project Description:	Access 2: Valley Blvd East
Units:	U.S. Customary

General

Major Street Direction: East-West
Starting Time Interval: 7
Median Type: Divided
Major Street Speed (mi/h): 0
Nearest Signal (ft): 0

Population <10,000: No
Coordinated Signal System: No
Crashes Per Year: 0
Adequate Trials of Crash Experience Alternatives: No

School Crossing and Roadway Network

Number of Students in Highest Hour: 0
Number of Adequate Gaps in Period: 0
Number of Minutes in Period: 0

Two or More Major Routes: No
Weekend Count: No
5-year Growth Factor (%): 0

Railroad Crossing

Grade Crossing Approach: None
Highest Volume Hour with Trains: Unknown
Distance to Stop Line (ft):

Rail Traffic (trains/day): 4
High Occupancy Buses (%): 0
Tractor-Trailer Trucks (%): 10

Geometry and Traffic

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	0	0	0	0	0	0
Lane Usage		TR		L	T			LR				

Traffic Volumes (veh/h)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Hour												
07 - 08	0	0	0	0	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0	0	0	0	0
16 - 17	0	1297	4	7	1043	0	3	0	4	0	0	0
17 - 18	0	0	0	0	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes and Gaps (Per Hour)

	Eastbound		Westbound		Northbound		Southbound	
	Gaps	Volume	Gaps	Volume	Gaps	Volume	Gaps	Volume
Hour								
07 - 08	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0

Delay

Hour	Eastbound secs/veh	Eastbound veh-hrs	Westbound secs/veh	Westbound veh-hrs	Northbound secs/veh	Northbound veh-hrs	Southbound secs/veh	Southbound veh-hrs
07 - 08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 - 09	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09 - 10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 - 11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 - 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 - 13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 - 14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 - 15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 - 16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 - 17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 - 18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 - 19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Summary

Hour	Major Volume	Minor Volume	Total Volume	1A 100%	1A 80%	1B 100%	1B 80%	2 100%	3A 100%	3B 100%	4A 100%	4B 100%
07 - 08	0	0	0	No	No	No	No	No	No	No	No	No
08 - 09	0	0	0	No	No	No	No	No	No	No	No	No
09 - 10	0	0	0	No	No	No	No	No	No	No	No	No
10 - 11	0	0	0	No	No	No	No	No	No	No	No	No
11 - 12	0	0	0	No	No	No	No	No	No	No	No	No
12 - 13	0	0	0	No	No	No	No	No	No	No	No	No
13 - 14	0	0	0	No	No	No	No	No	No	No	No	No
14 - 15	0	0	0	No	No	No	No	No	No	No	No	No
15 - 16	0	0	0	No	No	No	No	No	No	No	No	No
16 - 17	2351	7	2358	No	No	No	No	No	No	No	No	No
17 - 18	0	0	0	No	No	No	No	No	No	No	No	No
18 - 19	0	0	0	No	No	No	No	No	No	No	No	No
Total	2351	7	2358	0	0	0	0	0	0	0	0	0

Results

Warrant 1: Eight-Hour Vehicular Volume [ ]
   A. Minimum Vehicular Volumes [ ]
   B. Interruption of Continuous Traffic [ ]
   80% Vehicular --and-- Interruption Volumes [ ]

Warrant 2: Four-Hour Vehicular Volume [ ]
   Four-Hour Vehicular Volumes [ ]

Warrant 3: Peak Hour [ ]
   A. Peak-Hour Conditions [ ]
   B. Peak-Hour Vehicular Volume Hours Met [ ]

Warrant 4: Pedestrian Volume [ ]
   A. Four Hour Volumes [ ]
   B. One-Hour Volumes [ ]

Warrant 5: School Crossing [ ]
   Gaps Same Period [ ]
   Student Volumes [ ]
   Nearest Traffic Control Signal [ ]

Warrant 6: Coordinated Signal System [ ]
   Degree of Platooning [ ]

Warrant 7: Crash Experience [ ]
   A. Adequate Trials of Alternatives [ ]
   B. Reported Crashes [ ]
   C. 80% Volumes for Warrants 1A, 1B --or-- 4 [ ]

Warrant 8: Roadway Network [ ]
   A. Weekday Volume [ ]
   B. Weekend Volume [ ]

Warrant 9: Grade Crossing [ ]
A. Grade Crossing within 140 ft --and-- [ ]
B. Peak-Hour Vehicular Volumes [ ]

This text report was created in HCS™ Signal Warrants Version 7.7 on 4/23/2019 10:33:01 AM

HCS7 Signal Warrants

Signal Warrants Analysis

File Name:	Baseline+Proj- AM.xsw
Analyst:	KP
Agency:	City of El Monte
Date Performed:	4/22/2019
Time Analyzed:	Baseline with Proj-AM Peak
Jurisdiction:	City of El Monte
Analysis Year:	2019
Project Description:	Access 3: La Madera Ave
Units:	U.S. Customary

General

Major Street Direction: North-South	Population <10,000: No
Starting Time Interval: 7	Coordinated Signal System: No
Median Type: Divided	Crashes Per Year: 0
Major Street Speed (mi/h): 0	Adequate Trials of Crash Experience Alternatives: No
Nearest Signal (ft): 0	

School Crossing and Roadway Network

Number of Students in Highest Hour: 0	Two or More Major Routes: No
Number of Adequate Gaps in Period: 0	Weekend Count: No
Number of Minutes in Period: 0	5-year Growth Factor (%): 0

Railroad Crossing

Grade Crossing Approach: None	Rail Traffic (trains/day): 4
Highest Volume Hour with Trains: Unknown	High Occupancy Buses (%): 0
Distance to Stop Line (ft):	Tractor-Trailer Trucks (%): 10

Geometry and Traffic

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
Lane Usage		LR						LT			TR	

Traffic Volumes (veh/h)

	Eastbound			Westbound			Northbound			Southbound		
Hour	L	T	R	L	T	R	L	T	R	L	T	R
07 - 08	11	0	3	0	0	0	3	63	0	0	48	6
08 - 09	0	0	0	0	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes and Gaps (Per Hour)

	Eastbound		Westbound		Northbound		Southbound	
Hour	Gaps	Volume	Gaps	Volume	Gaps	Volume	Gaps	Volume
07 - 08	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0

Delay

Hour	Eastbound secs/veh	Eastbound veh-hrs	Westbound secs/veh	Westbound veh-hrs	Northbound secs/veh	Northbound veh-hrs	Southbound secs/veh	Southbound veh-hrs
07 - 08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 - 09	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09 - 10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 - 11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 - 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 - 13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 - 14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 - 15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 - 16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 - 17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 - 18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 - 19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Summary

Hour	Major Volume	Minor Volume	Total Volume	1A 100%	1A 80%	1B 100%	1B 80%	2 100%	3A 100%	3B 100%	4A 100%	4B 100%
07 - 08	120	14	134	No	No	No	No	No	No	No	No	No
08 - 09	0	0	0	No	No	No	No	No	No	No	No	No
09 - 10	0	0	0	No	No	No	No	No	No	No	No	No
10 - 11	0	0	0	No	No	No	No	No	No	No	No	No
11 - 12	0	0	0	No	No	No	No	No	No	No	No	No
12 - 13	0	0	0	No	No	No	No	No	No	No	No	No
13 - 14	0	0	0	No	No	No	No	No	No	No	No	No
14 - 15	0	0	0	No	No	No	No	No	No	No	No	No
15 - 16	0	0	0	No	No	No	No	No	No	No	No	No
16 - 17	0	0	0	No	No	No	No	No	No	No	No	No
17 - 18	0	0	0	No	No	No	No	No	No	No	No	No
18 - 19	0	0	0	No	No	No	No	No	No	No	No	No
Total	120	14	134	0	0	0	0	0	0	0	0	0

Results

Warrant 1: Eight-Hour Vehicular Volume [ ]
- A. Minimum Vehicular Volumes [ ]
- B. Interruption of Continuous Traffic [ ]
- 80% Vehicular --and-- Interruption Volumes [ ]

Warrant 2: Four-Hour Vehicular Volume [ ]
- Four-Hour Vehicular Volumes [ ]

Warrant 3: Peak Hour [ ]
- A. Peak-Hour Conditions [ ]
- B. Peak-Hour Vehicular Volume Hours Met [ ]

Warrant 4: Pedestrian Volume [ ]
- A. Four Hour Volumes [ ]
- B. One-Hour Volumes [ ]

Warrant 5: School Crossing [ ]
- Gaps Same Period [ ]
- Student Volumes [ ]
- Nearest Traffic Control Signal [ ]

Warrant 6: Coordinated Signal System [ ]
- Degree of Platooning [ ]

Warrant 7: Crash Experience [ ]
- A. Adequate Trials of Alternatives [ ]
- B. Reported Crashes [ ]
- C. 80% Volumes for Warrants 1A, 1B --or-- 4 [ ]

Warrant 8: Roadway Network [ ]
- A. Weekday Volume [ ]
- B. Weekend Volume [ ]

Warrant 9: Grade Crossing [ ]
A. Grade Crossing within 140 ft --and-- [ ]
B. Peak-Hour Vehicular Volumes [ ]

This text report was created in HCS™ Signal Warrants Version 7.7 on 4/23/2019 10:43:59 AM

HCS7 Signal Warrants

Signal Warrants Analysis

File Name:	Baseline+Proj- PM.xsw
Analyst:	KP
Agency:	City of El Monte
Date Performed:	4/22/2019
Time Analyzed:	Baseline with Proj-PM Peak
Jurisdiction:	City of El Monte
Analysis Year:	2019
Project Description:	Access 3: La Madera Ave
Units:	U.S. Customary

General

Major Street Direction: North-South	Population <10,000: No
Starting Time Interval: 7	Coordinated Signal System: No
Median Type: Divided	Crashes Per Year: 0
Major Street Speed (mi/h): 0	Adequate Trials of Crash Experience Alternatives: No
Nearest Signal (ft): 0	

School Crossing and Roadway Network

Number of Students in Highest Hour: 0	Two or More Major Routes: No
Number of Adequate Gaps in Period: 0	Weekend Count: No
Number of Minutes in Period: 0	5-year Growth Factor (%): 0

Railroad Crossing

Grade Crossing Approach: None	Rail Traffic (trains/day): 4
Highest Volume Hour with Trains: Unknown	High Occupancy Buses (%): 0
Distance to Stop Line (ft):	Tractor-Trailer Trucks (%): 10

Geometry and Traffic

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
Lane Usage		LR						LT			TR	

Traffic Volumes (veh/h)

	Eastbound			Westbound			Northbound			Southbound		
Hour	L	T	R	L	T	R	L	T	R	L	T	R
07 - 08	0	0	0	0	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0	0	0	0	0
16 - 17	7	0	2	0	0	0	4	61	0	0	40	8
17 - 18	0	0	0	0	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes and Gaps (Per Hour)

	Eastbound		Westbound		Northbound		Southbound	
Hour	Gaps	Volume	Gaps	Volume	Gaps	Volume	Gaps	Volume
07 - 08	0	0	0	0	0	0	0	0
08 - 09	0	0	0	0	0	0	0	0
09 - 10	0	0	0	0	0	0	0	0
10 - 11	0	0	0	0	0	0	0	0
11 - 12	0	0	0	0	0	0	0	0
12 - 13	0	0	0	0	0	0	0	0
13 - 14	0	0	0	0	0	0	0	0
14 - 15	0	0	0	0	0	0	0	0
15 - 16	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0
17 - 18	0	0	0	0	0	0	0	0
18 - 19	0	0	0	0	0	0	0	0

Delay

Hour	Eastbound secs/veh	Eastbound veh-hrs	Westbound secs/veh	Westbound veh-hrs	Northbound secs/veh	Northbound veh-hrs	Southbound secs/veh	Southbound veh-hrs
07 - 08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 - 09	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09 - 10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 - 11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 - 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 - 13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 - 14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 - 15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 - 16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 - 17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 - 18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 - 19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Summary

Hour	Major Volume	Minor Volume	Total Volume	1A 100%	1A 80%	1B 100%	1B 80%	2 100%	3A 100%	3B 100%	4A 100%	4B 100%
07 - 08	0	0	0	No	No	No	No	No	No	No	No	No
08 - 09	0	0	0	No	No	No	No	No	No	No	No	No
09 - 10	0	0	0	No	No	No	No	No	No	No	No	No
10 - 11	0	0	0	No	No	No	No	No	No	No	No	No
11 - 12	0	0	0	No	No	No	No	No	No	No	No	No
12 - 13	0	0	0	No	No	No	No	No	No	No	No	No
13 - 14	0	0	0	No	No	No	No	No	No	No	No	No
14 - 15	0	0	0	No	No	No	No	No	No	No	No	No
15 - 16	0	0	0	No	No	No	No	No	No	No	No	No
16 - 17	113	9	122	No	No	No	No	No	No	No	No	No
17 - 18	0	0	0	No	No	No	No	No	No	No	No	No
18 - 19	0	0	0	No	No	No	No	No	No	No	No	No
Total	113	9	122	0	0	0	0	0	0	0	0	0

Results

Warrant 1: Eight-Hour Vehicular Volume [ ]
   A. Minimum Vehicular Volumes [ ]
   B. Interruption of Continuous Traffic [ ]
   80% Vehicular --and-- Interruption Volumes [ ]

Warrant 2: Four-Hour Vehicular Volume [ ]
   Four-Hour Vehicular Volumes [ ]

Warrant 3: Peak Hour [ ]
   A. Peak-Hour Conditions [ ]
   B. Peak-Hour Vehicular Volume Hours Met [ ]

Warrant 4: Pedestrian Volume [ ]
   A. Four Hour Volumes [ ]
   B. One-Hour Volumes [ ]

Warrant 5: School Crossing [ ]
   Gaps Same Period [ ]
   Student Volumes [ ]
   Nearest Traffic Control Signal [ ]

Warrant 6: Coordinated Signal System [ ]
   Degree of Platooning [ ]

Warrant 7: Crash Experience [ ]
   A. Adequate Trials of Alternatives [ ]
   B. Reported Crashes [ ]
   C. 80% Volumes for Warrants 1A, 1B --or-- 4 [ ]

Warrant 8: Roadway Network [ ]
   A. Weekday Volume [ ]
   B. Weekend Volume [ ]

Warrant 9: Grade Crossing [ ]
A. Grade Crossing within 140 ft --and-- [ ]
B. Peak-Hour Vehicular Volumes [ ]

This text report was created in HCS™ Signal Warrants Version 7.7 on 4/23/2019 10:45:58 AM