Appendix L

Traffic Study

Kimley»Horn

TRAFFIC STUDY
FOR THE PROPOSED
1515 WALNUT GROVE AVENUE PROJECT
IN THE CITY OF ROSEMEAD

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November 2025

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TRAFFIC STUDY
FOR THE PROPOSED
1515 WALNUT GROVE AVENUE PROJECT
IN THE CITY OF ROSEMEAD

INTRODUCTION

Purpose and Study Objectives

This traffic study has been prepared to address the traffic-related effects of the proposed 1515 Walnut Grove Avenue project in the City of Rosemead. This traffic study has been conducted in accordance with the City of Rosemead *Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (November 2024).

This report includes a description of existing traffic conditions in the surrounding area, estimated project trip generation and distribution, future traffic growth, and an assessment of the project-related effects on the roadway system. Where necessary, circulation system improvements will be recommended at deficient study locations.

Project Overview

The project site is located in the south-central portion of the City of Rosemead, in the County of Los Angeles. The project site is located at 1515 Walnut Grove Avenue. The site is shown in its local setting on **Figure 1**. The site is currently bounded by Walnut Grove Avenue to the east, commercial buildings to the north, single-family housing to the west, and institutional uses to the south.

The proposed project will involve demolition of an existing Southern California Edison building and will construct 191 single-family dwelling units. A copy of the project site plan is provided on **Figure 2**.

Vehicular access provisions for the project site would be provided via two full-movement unsignalized driveways along Walnut Grove Avenue. The proposed Opening Year for the project is 2029. The project will be developed in a single project phase.



FIGURE 1
VICINITY MAP

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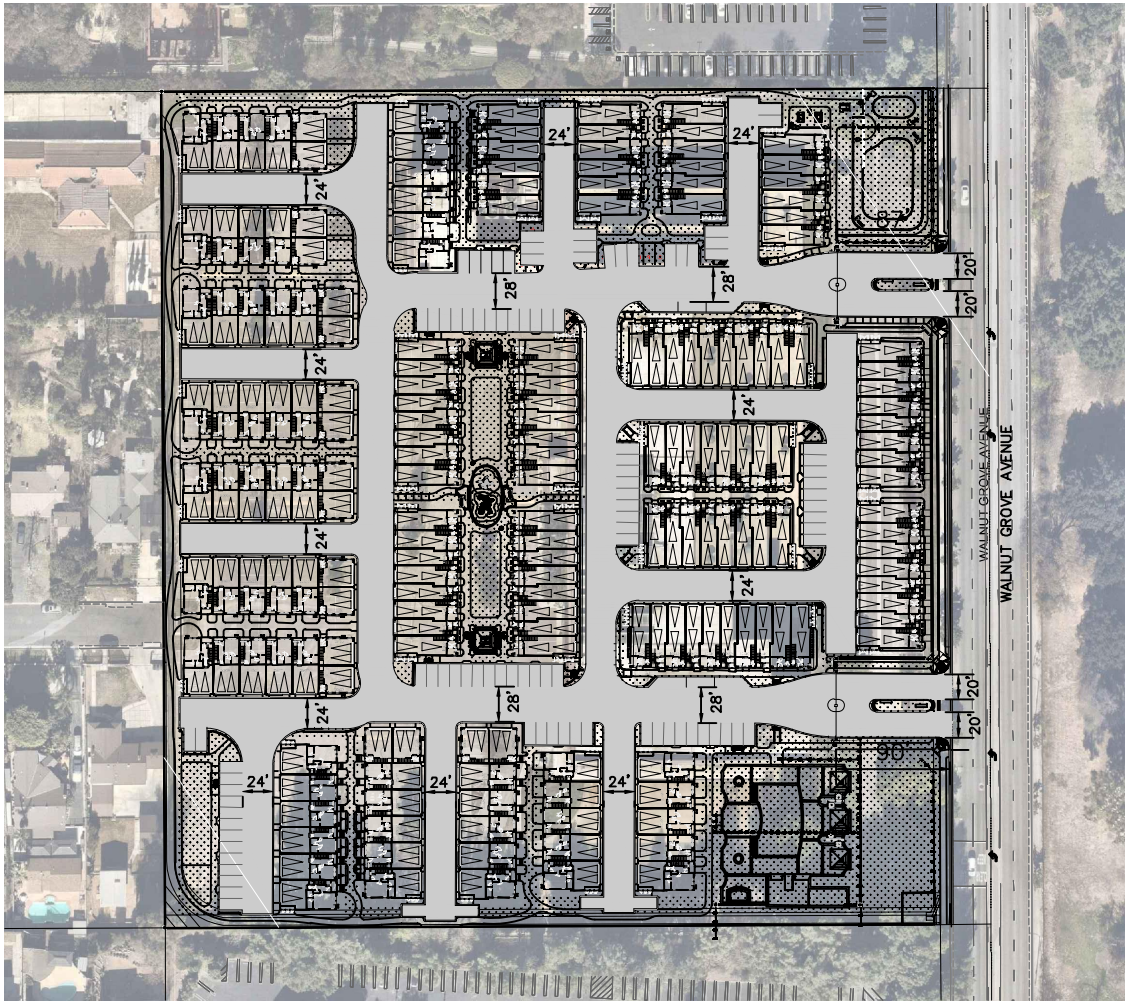
BLDG	UNIT BREAKDOWN	BLDG AREA (SQ.FT.)	BLDG COUNT	TOTAL AREA (SQ.FT.)
TANDEM TOWNS				
Bldg T-6	3-1-2-1-2-3	8,778	4	35,112
Bldg T-8	3-1-2-1-2-1-2-3	11,478	8	91,824
Bldg T-10	3-1-2-1-2-1-2-1-2-3	14,178	2	28,356
		Total	**14**	**155,292**
TANDEM TOWNS				
Bldg R-5	4-3-2-3-4	10,165	2	20,330
Bldg R-6	4-3-2-3-2-4	12,062	4	48,248
Bldg R-7	4-2-3-2-3-1-1	12,269	7	85,883
		Total	**13**	**154,461**

	UNIT COUNT	UNIT AREA (SQ.FT.)	BED-ROOM COUNT	GARAGE SPACES	GUEST SPACES REQD	PRIVATE OUTDOOR SPACE
TANDEM TOWNS						
Plan 1	40	1147	2	2	0.5	69
Plan 2	40	1553	2	2	0.5	60
Plan 3	28	1689	3	2	0.5	71
Plan 3x	0	1701	3	2	0.5	105
Tandem Town Total	**108**					
ROWTOWNS						
Plan 1 (Carriage)	14	1204	2	2	0.5	55
Plan 2	24	1897	3+1	2	1	83
Plan 3	26	1933	3	2	0.5	64
Plan 4	19	2201	4	2	0.5	85
Rowtowns Total	**83**					
TOTAL UNITS	**191**					

PARKING	
Garage Spaces Required	*382*
Guest Spaces Required	*107.5*
Total Spaces Required	***489.5***
Garage Spaces Provided	382
Guest Spaces Provided	109
Total Spaces Provided	**491**

OPEN SPACE	
Total Open Space Required (sq. ft.)	***76,400***
Private Open Space Provided (sq. ft.)	13,189
Public Open Space Provided (sq. ft.)	66,038
Basin Open Space Provided (sq. ft.)	5,000
Total Open Space Provided (sq. ft.)	**84,227**

SITE DATA	
Overall Site Area (Acres)	9.28
Total Units	191
Overall Density (Units per Acre)	*20.58*



NOT TO SCALE

FIGURE 2
PROJECT SITE PLAN

ANALYSIS SCENARIOS AND METHODOLOGY

Analysis Scenarios

In accordance with the City of Rosemead traffic study guidelines, the project will be evaluated in the morning and evening peak hours for the following conditions:

- Existing Conditions
- Existing Plus Project
- Opening Year 2029 Cumulative
- Opening Year 2029 Cumulative Plus Project

Study Locations

The study locations were established in consultation with City staff through the Scoping Agreement process. A copy of the approved Scoping Agreement is provided in ***Appendix A***.

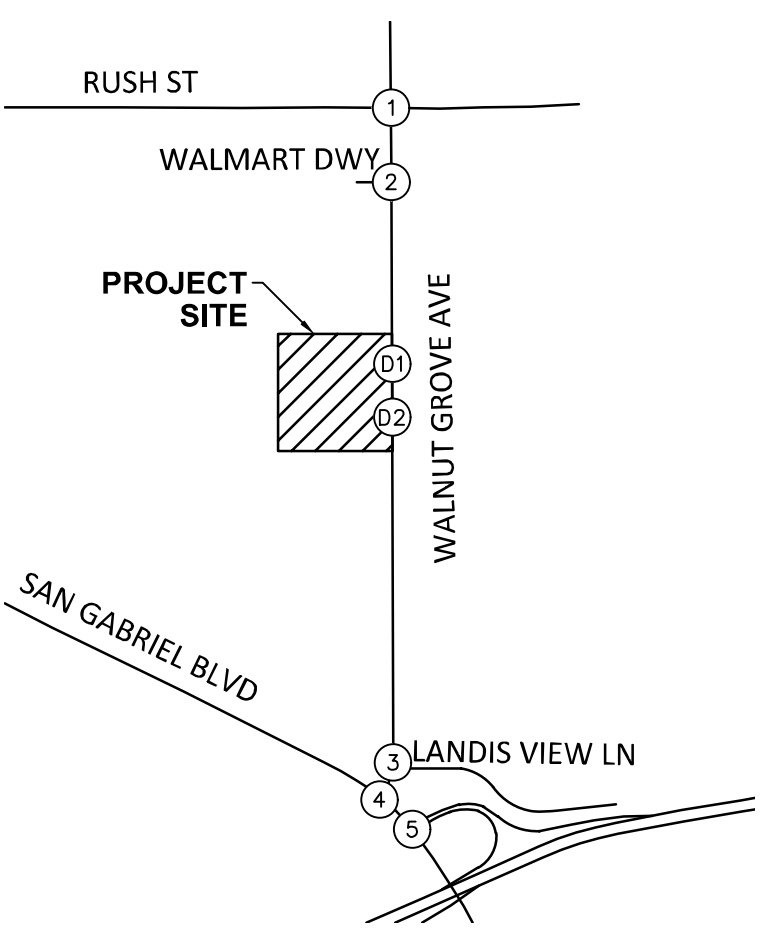
Study Intersections:

1. Walnut Grove Avenue at Rush Street
2. Walnut Grove Avenue at Walmart Driveway
3. Walnut Grove Avenue at Landis View Lane
4. Walnut Grove Avenue at San Gabriel Boulevard
5. San Gabriel Boulevard at State Route 60 West Freeway On-Ramp

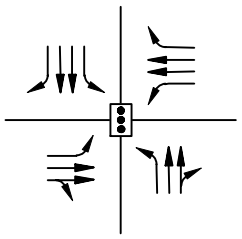
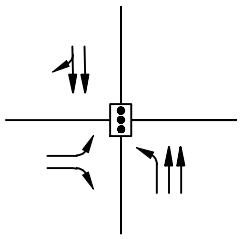
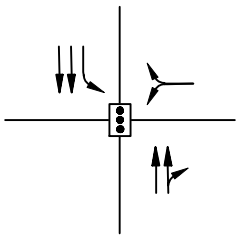
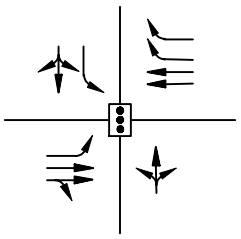
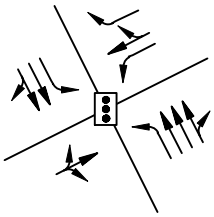
D1. Walnut Grove Avenue at North Project Driveway

D2. Walnut Grove Avenue at South Project Driveway

Existing lane configurations and traffic control at the study intersections are shown on **Figure 3**.



NOT TO SCALE

1. Walnut Grove Ave at Rush Street	2. Walnut Grove Ave at Walmart Dwy	3. Walnut Grove Ave at Landis View Ln	4. Walnut Grove Ave at San Gabriel Blvd
			
5. San Gabriel Blvd at SR 60 West Fwy On-Ramp	**D1. Walnut Grove Ave at North Project Dwy**	**D2. Walnut Grove Ave at South Project Dwy**	
	FUTURE INTERSECTION	FUTURE INTERSECTION	

LEGEND:

(X) = Study Intersection

= Turn or Through Lane

= Signal

FIGURE 3
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

Intersection Analysis – HCM Methodology

In accordance with the City of Rosemead Guidelines, signalized intersection operation is evaluated using the Intersection Capacity Utilization (ICU) methodology, which provides a comparison of the theoretical hourly vehicular capacity of an intersection to the number of vehicles actually passing through that intersection during a given hour. The ICU calculations assume a per-lane capacity of 1,800 vehicles per hour (vph) with a clearance of 0.1. Intersection analysis for unsignalized intersections is evaluated using the Highway Capacity Manual (HCM) methodology, which returns a delay value, expressed in terms of average seconds of delay per vehicle.

Operating conditions for both ICU and HCM methodologies are expressed in terms of "Level of Service" which is also referred to by its acronym, LOS. The ICU calculation returns a volume-to-capacity (V/C) ratio that translates into a corresponding Level of Service, ranging from LOS A, representing uncongested, free-flowing conditions; to LOS F, representing congested, over-capacity conditions.

A summary description of each Level of Service and the corresponding volume/capacity (v/c) ratio or delay is provided on the chart below.

LEVEL OF SERVICE DESCRIPTIONS			
Level of Service	**Signalized: ICU**	**Unsignalized: HCM [1]**	**Description**
	V/C Ratio	**Delay (sec)**	
A	0.00 - 0.60	≤ 10	EXCELLENT. Operations with very low delay and most vehicles do not stop.
B	0.61 - 0.70	> 10 and ≤ 15	VERY GOOD. Operations with good progression but with some restricted movements.
C	0.71 - 0.80	> 15 and ≤ 25	GOOD. Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	0.81 - 0.90	> 25 and ≤ 35	FAIR. Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	0.91 - 1.00	> 35 and ≤ 50	POOR. Operations where there is high delay, extensive queueing, and poor progression.
F	> 1.00	> 50	FAILURE. Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

LOS = Level of Service; ICU = Intersection Capacity Utilization; HCM = Highway Capacity Manual; V/C = volume-to-capacity
[1]Source: Source: Highway Capacity Manual, 7th Edition

Performance Criteria

The City of Rosemead Level of Service standard for peak hour intersection operation is Level of Service "D" or better.

Significance Thresholds

For signalized intersections, the City's thresholds for volume-to-capacity ratio (V/C) are met if the following is met:

- The project-related increase in V/C is equal to or greater than 0.010 at an intersection that is already operating at LOS E or F, or where the project causes the LOS to go from acceptable (LOS D or better) to unacceptable (LOS E or F) and the increase in V/C is equal to or greater than 0.020.

For unsignalized intersections, the City's thresholds for Level of Service (LOS) are met if both of the following conditions are met:

- The addition of project traffic to an intersection results in the degradation of overall intersection operations from acceptable operations (LOS D or better) to unacceptable operations (LOS E or F).

- The project-related increase in traffic contributes 10 percent or more to the total peak hour volume at an intersection that is already operating at LOS E or F.

EXISTING CONDITIONS

Existing Roadway Network

Walnut Grove Avenue is generally a 4-lane divided roadway with a two-way left turn lane (TWLTL) and two lanes in each direction south of Rush Street. The posted speed limit is 45 miles per hour (mph) south of Rush Street and 40 mph north of Rush Street. Sidewalks are provided on both sides of the roadway and on-street parking is not allowed on the roadway. Walnut Grove Avenue is designated as a Minor Arterial in the City of Rosemead General Plan.

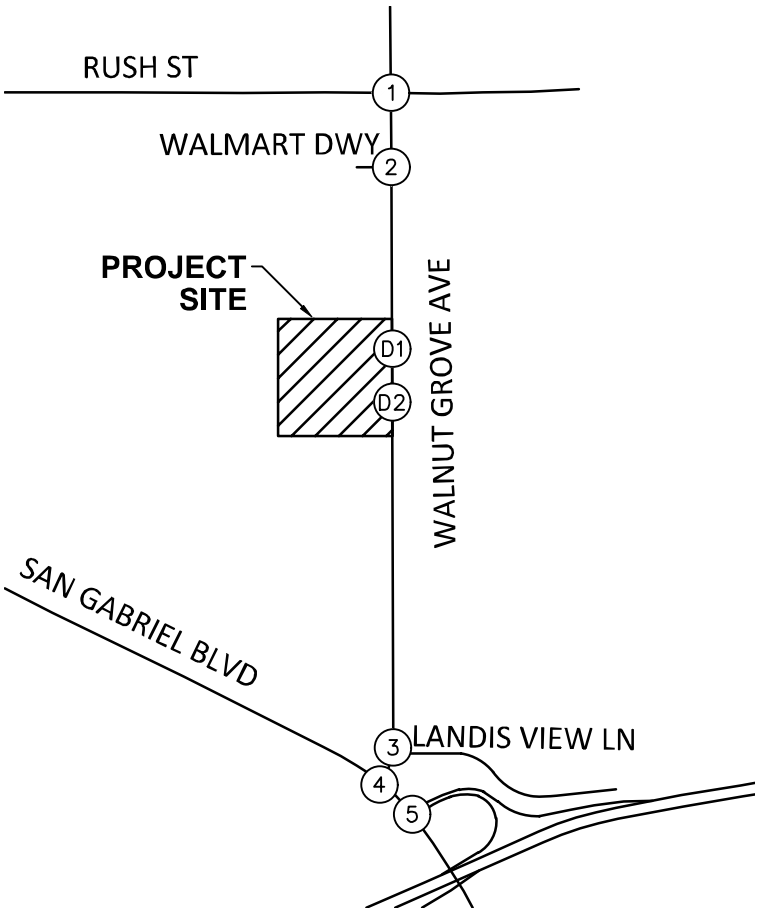
Rush Street is generally a 4-lane divided roadway with a raised median and two lanes in each direction. The posted speed limit is 40 mph. Sidewalks are provided on both sides of the roadway and on-street parking is allowed west of Walnut Grove Avenue. Rush Street is designated as a Minor Arterial in the City of Rosemead General Plan.

Landis View Lane is a 2-lane undivided roadway with one lane in each direction. There is no posted speed limit. Sidewalks are provided on both sides of the roadway and on-street parking is allowed on the roadway. Landis View Lane is a residential street.

San Gabriel Boulevard is generally a 4-lane divided roadway with a raised median and two lanes in each direction. The posted speed limit is 45 mph. Sidewalks are provided on both sides of the roadway and on-street parking is allowed west of Walnut Grove Avenue. San Gabriel Boulevard is designated as a Major Arterial in the City of Rosemead General Plan within the project vicinity.

Existing Traffic Volumes

Existing morning peak hour and evening peak hour counts were conducted at the study intersections in May 2025 while schools were in session. Existing morning and evening peak hour volumes are presented on **Figure 4**. Peak hour intersection traffic count worksheets are provided in ***Appendix B***.



NOT TO SCALE

1. Walnut Grove Ave at Rush Street	2. Walnut Grove Ave at Walmart Dwy	3. Walnut Grove Ave at Landis View Ln	4. Walnut Grove Ave at San Gabriel Blvd
221/214, 398/678, 20/12, 7/22, 5/24, 9/63, 202/262, 16/16, 82/163, 59/103, 564/608, 99/20	90/140, 400/763, 63/188, 17/47, 17/19, 661/541	439/867, 9/19, 18/10, 24/18, 733/634, 14/19	50/46, 7/8, 409/835, 690/628, 848/842, 50/23, 826/781, 8/8, 3/0, 3/2, 6/5

5. San Gabriel Blvd at SR 60 West Fwy On-Ramp	D1. Walnut Grove Ave at North Project Dwy	D2. Walnut Grove Ave at South Project Dwy
687/893, 6/7, 67/167, 113/106, 1105/1501, 1/8, 246/86, 835/560, 19/19, 1/5, 7/7, 8/30	FUTURE INTERSECTION	FUTURE INTERSECTION

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 4
EXISTING TRAFFIC VOLUMES

Existing Operating Conditions

Intersection Level of Service analysis was conducted for the morning and evening peak hours using the analysis procedures and assumptions described previously in this report. The results are shown on **Table 1**. Review of this table indicates that all study intersections currently operate at an acceptable Level of Service.

Copies of the intersection analysis worksheets are provided in ***Appendix C***.

PROJECT TRAFFIC

Trip Generation

Trip generation estimates are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip rates for Single-Family Attached Housing (ITE Land Use 215).

Trip generation rates and the resulting trip generation estimates for the proposed project are summarized on **Table 2**. Review of this table indicates that the proposed project is forecasted to generate 1,375 daily trips with 91 trips (28 inbound and 63 outbound) during the morning peak hour, and 109 trips (62 inbound and 47 outbound) in the evening peak hour.

Trip Distribution and Assignment

Project trip distribution assumptions were developed based on the likely origins and destinations of residents of the proposed project. The driveways are full access; however, the trips were distributed in the analysis based on shortest path. Trip distribution assumptions for the proposed project are shown on **Figure 5**. Trip distribution percentages at each study intersection were applied to the project trip generation to determine the project trips through each study intersection. The resulting project-related peak hour trips are shown on Figure 5, previously mentioned.

TABLE 1
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

ICU Methodology

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS
1	Walnut Grove Ave at Rush St	S	0.414	A	0.522	A
2	Walnut Grove Ave at Walmart Dwy	S	0.329	A	0.486	A
3	Walnut Grove Ave at Landis View Lane	S	0.346	A	0.402	A
4	Walnut Grove Ave at San Gabriel Blvd	S	0.536	A	0.616	B
5	San Gabriel Blvd at SR 60 West Fwy On-Ramp	S	0.601	B	0.745	C

HCM Methodology

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
D1	Walnut Grove Ave at N Project Dwy	U	FUTURE INTERSECTION			
D2	Walnut Grove Ave at S Project Dwy	U	FUTURE INTERSECTION			

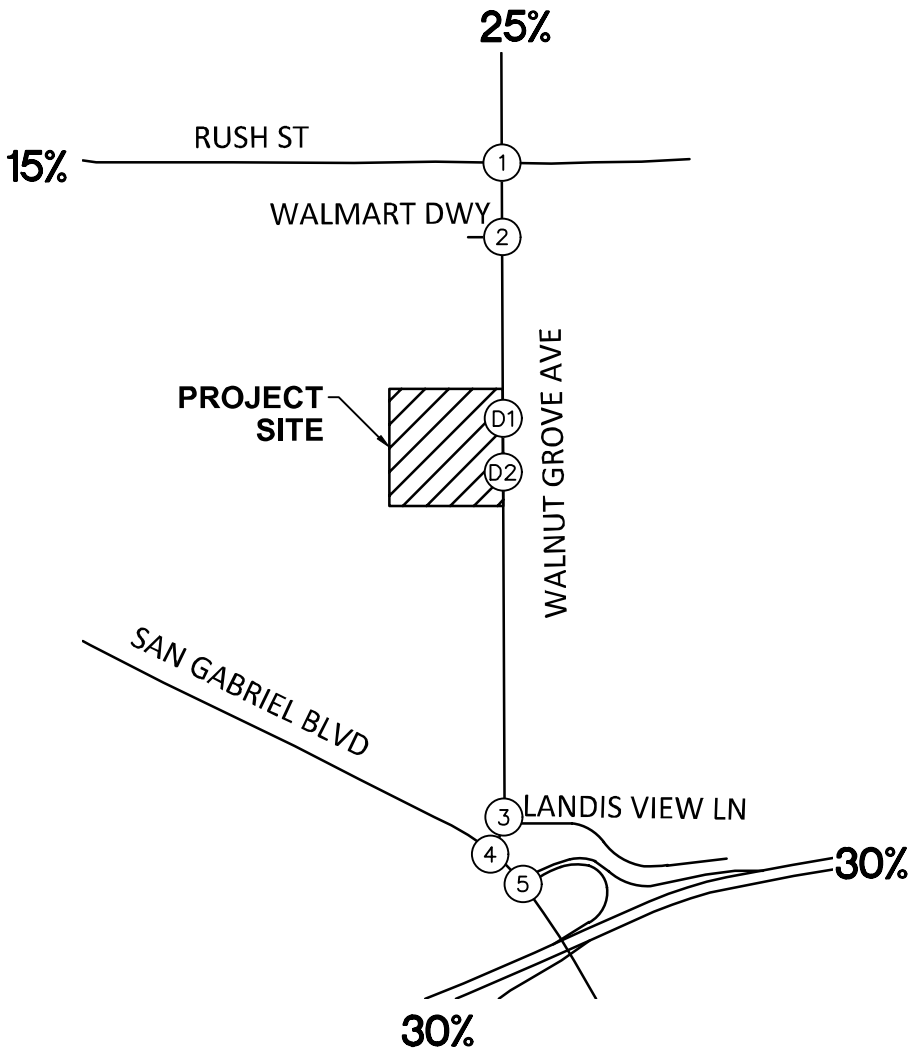
LOS shown in **Bold** and shaded indicates unacceptable Level of Service.
ICU = Intersection Capacity Utilization
HCM = Highway Capacity Manual
LOS = Level of Service
Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections.
Intersection operation is expressed in average seconds of delay (sec/veh) for unsignalized intersections.

TABLE 2
SUMMARY OF PROJECT TRIP GENERATION
PROJECT: 1515 WALNUT GROVE AVENUE

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Attached Housing	215	DU	7.200	0.149	0.331	0.48	0.325	0.245	0.57

Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Attached Housing	191	DU	1,375	28	63	91	62	47	109
Total Project Trips			**1,375**	**28**	**63**	**91**	**62**	**47**	**109**

[1] ***Source:*** Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition



NOT TO SCALE

1. Walnut Grove Ave at Rush Street	2. Walnut Grove Ave at Walmart Dwy	3. Walnut Grove Ave at Landis View Ln	4. Walnut Grove Ave at San Gabriel Blvd
7/15, 5/9, 9/7, 16/12	12/24, 25/19	38/28, 16/38	38/28, 16/38
5. San Gabriel Blvd at SR 60 West Fwy On-Ramp	**D1. Walnut Grove Ave at North Project Dwy**	**D2. Walnut Grove Ave at South Project Dwy**	
8/19, 19/14, 19/14, 8/19	12/24, 25/19	38/28, 16/38	

LEGEND:

- (X) = Study Intersection
- XX% = Trip Distribution Percentage
- XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 5
TRIP DISTRIBUTION AND PROJECT-RELATED TRAFFIC VOLUMES

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EXISTING PLUS PROJECT CONDITIONS

The Existing Plus Project analysis scenario is a hypothetical scenario that assumes completion of the project and full absorption of the project traffic on the surrounding street network at the current time, with no other changes in traffic conditions.

The project-related peak hour trips were added to the existing peak hour volumes to evaluate Existing Plus Project conditions. The resulting traffic volumes are shown on **Figure 6**.

Peak Hour Intersection Operations

Intersection LOS results for Existing Plus Project conditions are summarized on **Table 3**. Review of this table shows that, with the addition of project traffic, all study intersections will continue to operate at an acceptable Level of Service.

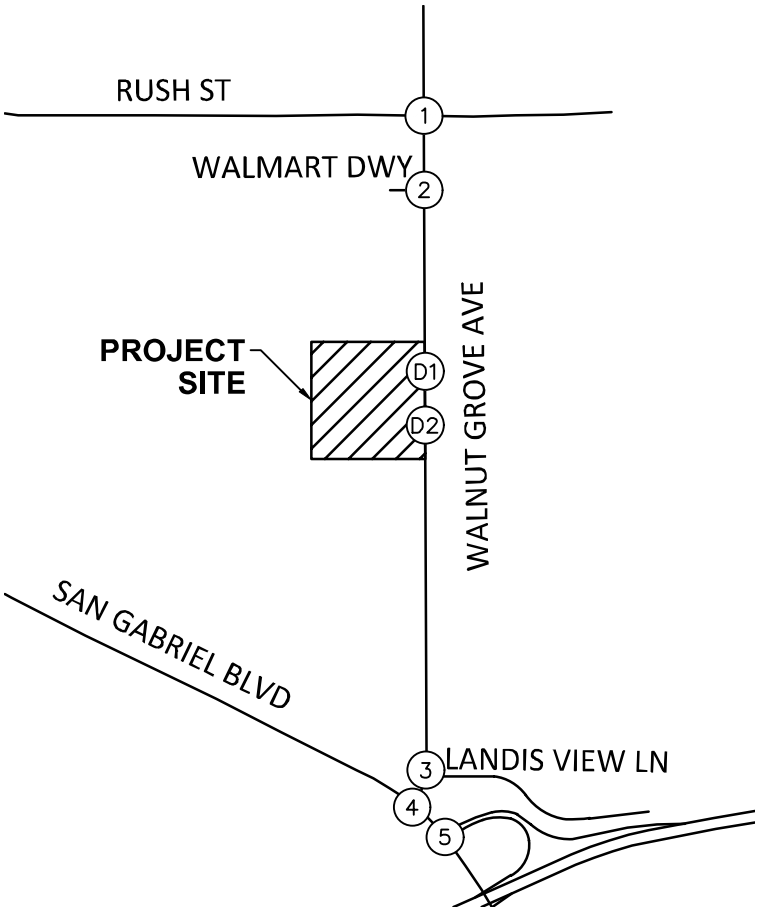
Intersection analysis worksheets are provided in ***Appendix C***.

OPENING YEAR 2029 CUMULATIVE CONDITIONS

The project Opening Year is anticipated to be 2029. Opening Year 2029 Cumulative traffic forecasts have been developed by adding a total ambient growth factor of 1.0136, to existing traffic volumes per the Los Angeles County Congestion Management Plan (CMP). In addition to ambient growth, traffic from Cumulative Projects in the project vicinity were added to the Opening Year forecasts to develop Opening Year 2029 Cumulative conditions. Cumulative Projects consist of any project that has been approved and is not yet occupied, and projects that are in various stages of the application and approval process but have not yet been approved.

Information regarding Cumulative Projects in the area was obtained from the City of Rosemead Planning Department website. A summary of the Cumulative Projects, including the associated trip generation is provided on **Table 4**. The trip generation estimates for the Cumulative Projects were obtained from approved traffic studies, where available; or were developed by Kimley-Horn if approved traffic studies were not available. The locations of the Cumulative Projects are shown on **Figure 7**.

Trip distribution and assignment for the Cumulative Projects were obtained from approved traffic studies, where available; or were developed by Kimley-Horn if approved traffic studies were not available. Traffic volumes associated with the Cumulative Projects were compiled for each of the study intersections and are shown on **Figure 8**. The Cumulative Projects traffic volumes were added to the Opening Year 2029 traffic volumes. The resulting traffic volumes for Opening Year 2029 Cumulative are shown on **Figure 9**. Project information and trip distribution assumptions for Cumulative Projects are provided in ***Appendix D***.



NOT TO SCALE

1. Walnut Grove Ave at Rush Street	2. Walnut Grove Ave at Walmart Dwy	3. Walnut Grove Ave at Landis View Ln	4. Walnut Grove Ave at San Gabriel Blvd
221/214 405/693 20/12 → 7/22 ← 5/24 ← 9/63 202/262 → 16/16 → 87/172 → 68/110 580/620 99/20	90/140 412/787 ← 63/188 → 17/47 → 17/19 686/560	477/895 9/19 ← 18/10 ← 24/18 749/672 14/19	50/46 7/8 447/863 ← 706/666 ← 848/842 50/23 → 826/781 → 8/8 → 3/0 3/2 6/5

5. San Gabriel Blvd at SR 60 West Fwy On-Ramp	D1. Walnut Grove Ave at North Project Dwy	D2. Walnut Grove Ave at South Project Dwy
132/120 1124/1515 1/8 → 695/912 ← 6/7 ← 67/167 1/9 → 7/7 → 8/30 → 843/579 19/19 246/86	12/24 417/810 ← 25/19 → 678/560	417/810 ← 38/28 → 16/38 678/560

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 6
EXISTING PLUS PROJECT TRAFFIC VOLUMES

TABLE 3
SUMMARY OF INTERSECTION OPERATION
EXISTING PLUS PROJECT

ICU Methodology

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Change in	Project-Related Effect	Without Project		With Project		Change in	Project-Related Effect
		V/C	LOS	V/C	LOS	V/C		V/C	LOS	V/C	LOS	V/C	
1	Walnut Grove Ave at Rush St	0.414	A	0.418	A	0.004	No	0.522	A	0.531	A	0.009	No
2	Walnut Grove Ave at Walmart Dwy	0.329	A	0.336	A	0.007	No	0.486	A	0.493	A	0.007	No
3	Walnut Grove Ave at Landis View Lane	0.346	A	0.351	A	0.005	No	0.402	A	0.411	A	0.009	No
4	Walnut Grove Ave at San Gabriel Blvd	0.536	A	0.548	A	0.012	No	0.616	B	0.624	B	0.008	No
5	San Gabriel Blvd at SR 60 West Fwy On-Ramp	0.601	B	0.609	B	0.008	No	0.745	C	0.755	C	0.010	No

HCM Methodology

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Change in	Project-Related Effect	Without Project		With Project		Change in	Project-Related Effect
		Delay	LOS	Delay	LOS	Delay		Delay	LOS	Delay	LOS	Delay	
D1	Walnut Grove Ave at N Project Dwy	--	--	13.7	B	--	No	--	--	18.0	B	--	No
D2	Walnut Grove Ave at S Project Dwy	--	--	9.8	A	--	No	--	--	11.6	B	--	No

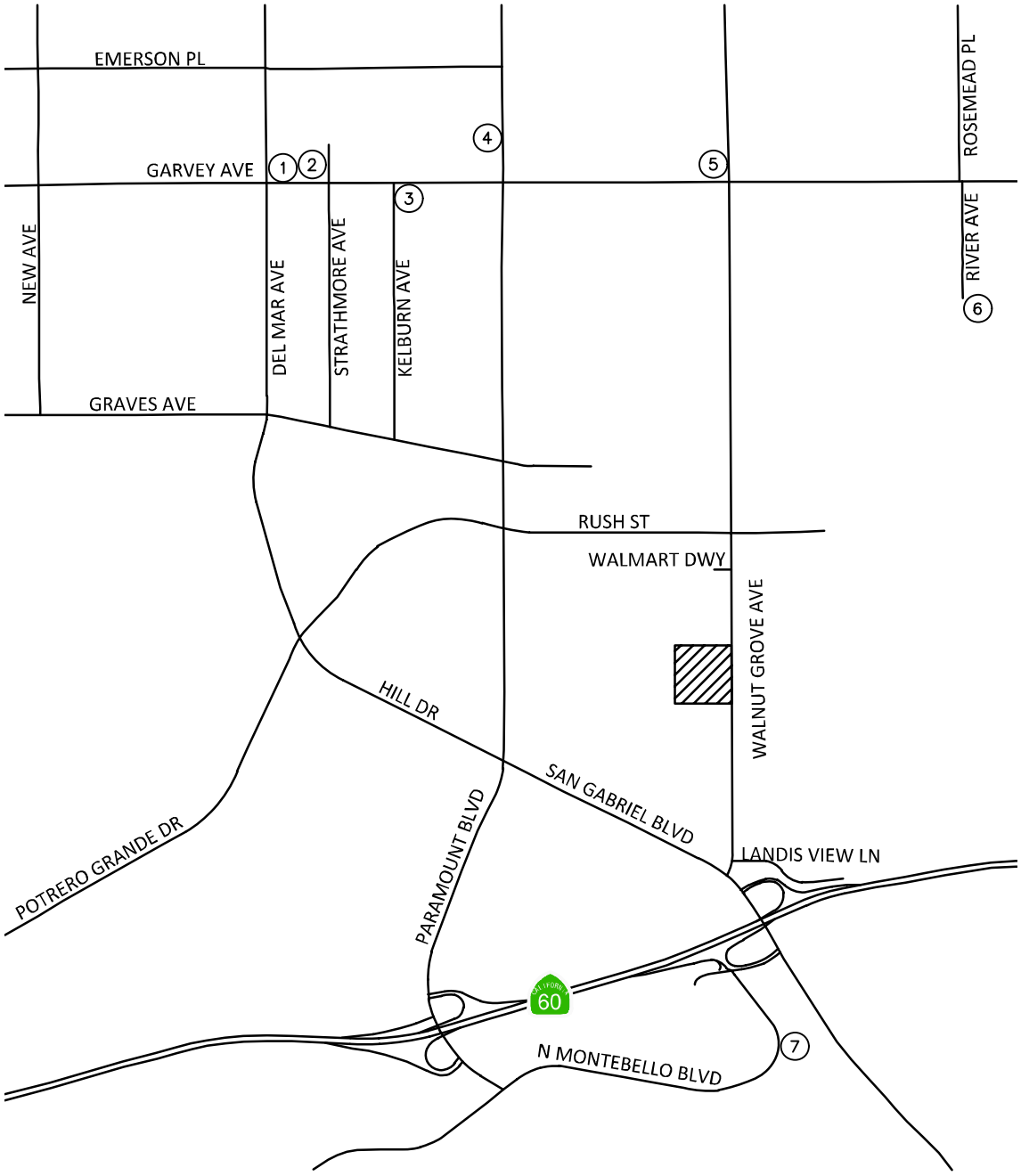
LOS shown in **Bold** and shaded indicates unacceptable Level of Service.
ICU = Intersection Capacity Utilization
HCM = Highway Capacity Manual
LOS = Level of Service
Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections.
Intersection operation is expressed in average seconds of delay (sec/veh) ratio for unsignalized intersections.

TABLE 4
SUMMARY OF CUMULATIVE PROJECTS

Project #	Location	Land Use	Quantity	Unit	Trip Generation Estimates						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1	7801-7825 Garvey Avenue	Multifamily Housing (Mid-Rise)	92	DU	418	8	26	34	22	14	36
		Strip Retail Plaza (<40k)	35.548	KSF	1,936	50	34	84	117	117	234
2	Strathmore and Garvey Mixed-Use	Multifamily Housing (Mid-Rise)	93	DU	422	8	27	35	22	14	36
		General Office Building	12.801	KSF	139	17	2	19	3	15	18
		Strip Retail Plaza (<40k)	6.040	KSF	329	9	6	15	20	20	40
3	8002 Garvey Avenue	Multifamily Housing (Mid-Rise)	109	DU	495	9	31	40	26	17	43
		Strip Retail Plaza (<40k)	11.542	KSF	628	16	11	27	38	38	76
4	3035 San Gabriel Blvd	Multifamily Housing (Mid-Rise)	160	DU	726	14	46	60	38	24	62
		Shopping Plaza (40-150k)	73.750	KSF	6,969	161	99	260	320	346	666
5	3001 Walnut Grove Avenue	Multifamily Housing (Mid-Rise)	42	DU	191	4	12	16	10	6	16
		Strip Retail Plaza (<40k)	17.394	KSF	947	25	16	41	57	57	114
6	2562 River Avenue	Warehousing	35.596	KSF	61	5	1	6	2	5	7
7	500 Montebello Boulevard	Hotel	199	Room	1,590	51	40	91	60	58	118
Total Project Trips					**14,851**	**377**	**351**	**728**	**735**	**731**	**1,466**

KSF = Thousand Square Feet, DU = Dwelling Units

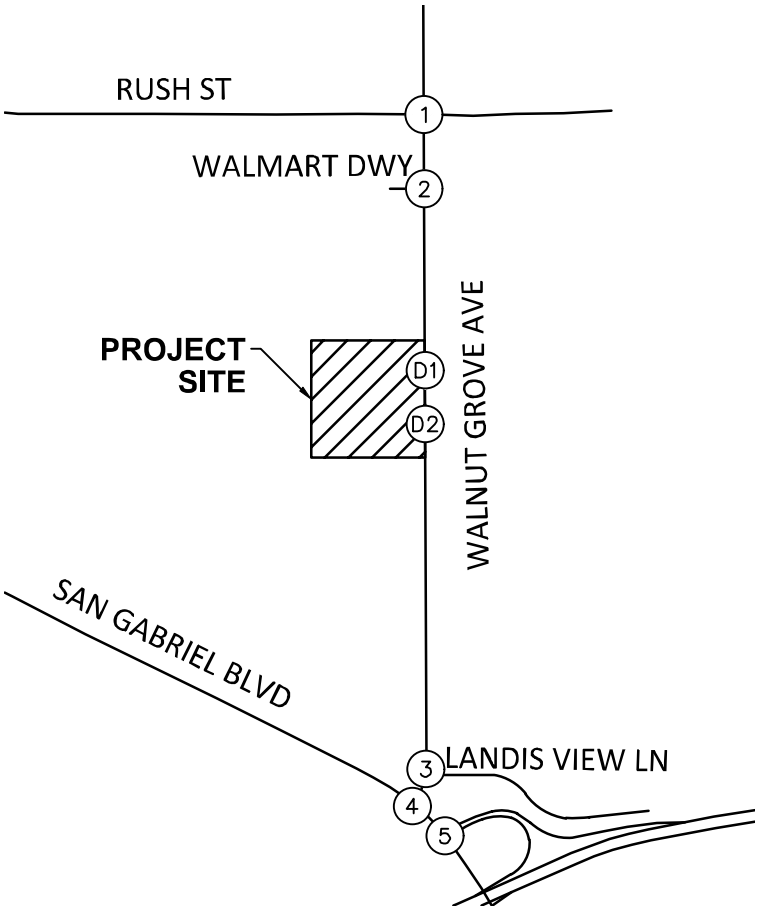
NOT TO SCALE



LEGEND:

(X) = Cumulative Project

FIGURE 7
LOCATION OF CUMULATIVE PROJECTS



NOT TO SCALE

1. Walnut Grove Ave at Rush Street	2. Walnut Grove Ave at Walmart Dwy	3. Walnut Grove Ave at Landis View Ln	4. Walnut Grove Ave at San Gabriel Blvd
← 31/67 → 33/68	← 31/67 → 33/68	← 31/67 → 33/68	← 33/68 ↓ 31/67

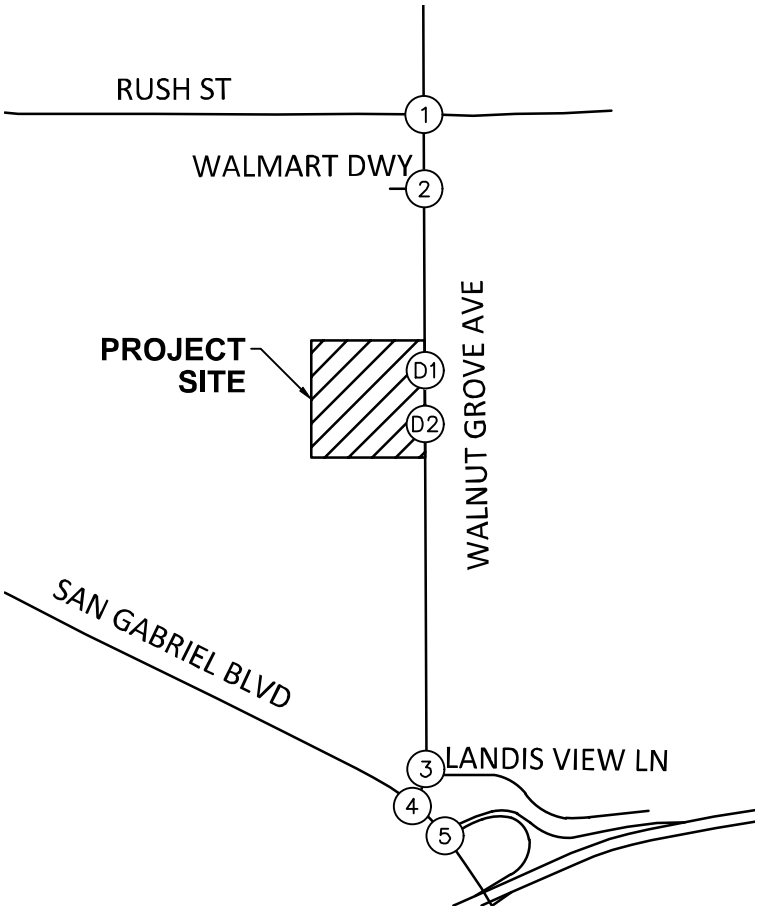
5. San Gabriel Blvd at SR 60 West Fwy On-Ramp	D1. Walnut Grove Ave at North Project Dwy	D2. Walnut Grove Ave at South Project Dwy
← 16/34 ↓ 16/34 ↓ 16/34 ← 10/12 → 16/34 ← 16/23	← 31/67 → 33/68	← 31/67 → 33/68

LEGEND:

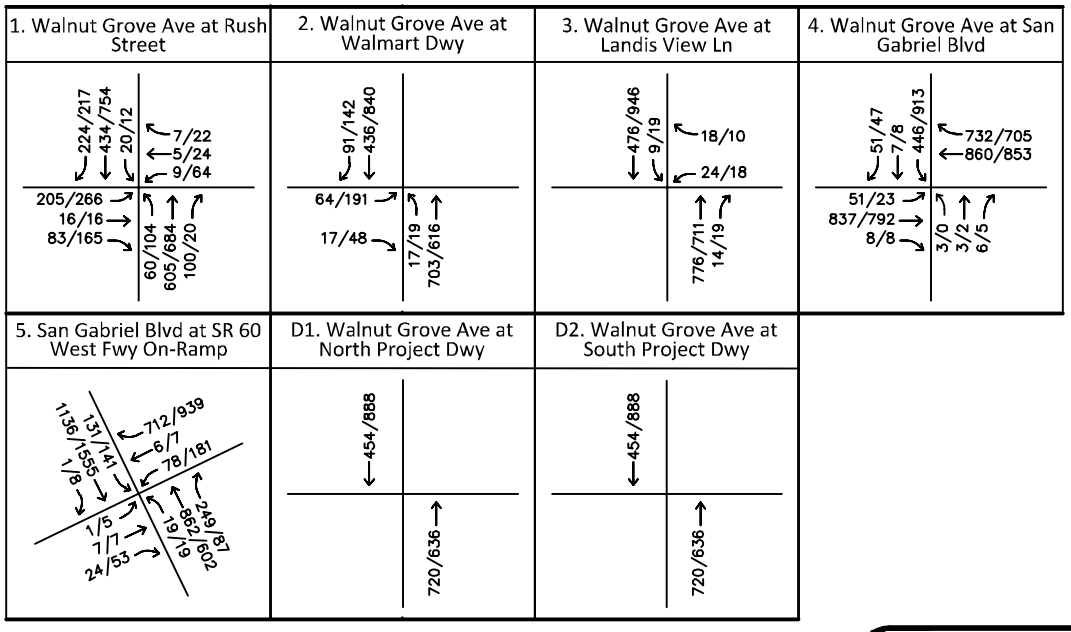
(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 8
CUMULATIVE PROJECTS TRAFFIC VOLUMES



NOT TO SCALE



LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 9
OPENING YEAR 2029 CUMULATIVE TRAFFIC VOLUMES

Peak Hour Intersection Operations

Intersection LOS results for Opening Year 2029 Cumulative conditions are summarized on **Table 5**. Review of this table shows that, with the addition of ambient growth and Cumulative Project traffic, all study intersections would continue to operate at an acceptable Level of Service.

Intersection analysis worksheets are provided in ***Appendix C***.

OPENING YEAR 2029 CUMULATIVE PLUS PROJECT CONDITIONS

Project-related traffic volumes were added to the Opening Year 2029 Cumulative volumes to develop Opening Year 2029 Cumulative Plus Project volumes. The resulting traffic volumes are shown on **Figure 10**.

Peak Hour Intersection Operations

Intersection LOS results for Opening Year 2029 Cumulative Plus Project conditions are summarized on **Table 6**. Review of this table shows that, with the addition of project traffic, all study intersections would continue to operate at an acceptable Level of Service.

Intersection analysis worksheets are provided in ***Appendix C***.

RECOMMENDED IMPROVEMENTS

Based on the significance criteria presented earlier in the report (page 7), the project would not have a significant project-related effect at any of the study intersections. No improvements are required for any of the study intersections.

SITE ACCESS, CIRCULATION, AND LINE OF SIGHT

Vehicular access to the site will be provided by two full movement unsignalized driveways on Walnut Grove Avenue. The internal driveway aisles are designed to accommodate the turning radii required by fire trucks, which are the most restrictive design vehicles expected on site. Therefore, the aisle can also accommodate loading trucks, which require a smaller turning radii. Such trucks will utilize the area adjacent to the garages to park while loading and unloading.

The dual driveway configuration will help dissipate traffic flow, reducing the likelihood of bottlenecks during peak hours. The gates at the driveways are designed to swing away from vehicles, ensuring that entry and exit movements are unobstructed. During peak hours, the gates, which take approximately 30 seconds to open and 30 seconds to close, can be assumed to operate up to 60 cycles per hour. Each driveway entrance and exit is sufficiently wide to accommodate two lanes, enabling simultaneous right and left turns without impeding traffic flow. The available queuing space for each lane is 87 feet at the north driveway and 90 feet at the south driveway, which accommodates up to 3

cars per lane (assuming a car length of 25 feet). This configuration allows each driveway entrance and exit to accommodate up to 6 vehicles. With two driveways, the combined queuing space for the site entrances and exits can accommodate up to 12 cars entering and 12 cars exiting the site, which is sufficient to handle the anticipated peak hour volumes. It should be noted that for vehicles entering the site, residents will be equipped with transponders that automatically open the gates, thus minimizing wait times and ensuring a smooth entry process. Additionally, during busy periods when multiple cars are entering or exiting the site, the gates will remain open, allowing more than one car to enter or exit without the need to close after each vehicle.

The proposed driveways are located along a straight street with no curves or bends that might impede visibility. While the existing driveway is adjacent to a wall at the south side of the site that obstructs visibility, the proposed driveways will be located north of the existing driveway, away from the wall. There are no existing landscaping features along the section of Walnut Grove Avenue where the proposed driveways are located that would impact line of sight. Any proposed foliage would be designed to ensure line of sight is maintained for vehicles to exit the site safely. Thus, line of sight issues are not anticipated for the site.

TABLE 5
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2029 CUMULATIVE

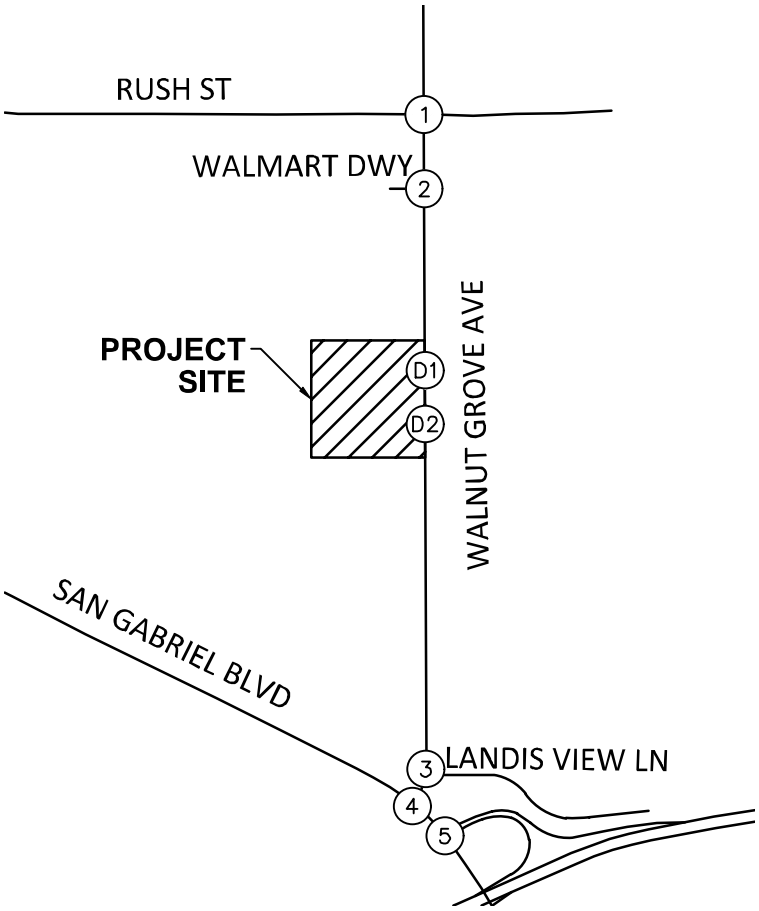
ICU Methodology

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS
1	Walnut Grove Ave at Rush St	S	0.428	A	0.548	A
2	Walnut Grove Ave at Walmart Dwy	S	0.341	A	0.511	A
3	Walnut Grove Ave at Landis View Lane	S	0.359	A	0.428	A
4	Walnut Grove Ave at San Gabriel Blvd	S	0.552	A	0.643	B
5	San Gabriel Blvd at SR 60 West Fwy On-Ramp	S	0.618	B	0.774	C

HCM Methodology

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
D1	Walnut Grove Ave at N Project Dwy	U	FUTURE INTERSECTION			
D2	Walnut Grove Ave at S Project Dwy	U	FUTURE INTERSECTION			

LOS shown in **Bold** and shaded indicates unacceptable Level of Service.
ICU = Intersection Capacity Utilization
HCM = Highway Capacity Manual
LOS = Level of Service
Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections.
Intersection operation is expressed in average seconds of delay (sec/veh) for unsignalized intersections.



NOT TO SCALE

1. Walnut Grove Ave at Rush Street	2. Walnut Grove Ave at Walmart Dwy	3. Walnut Grove Ave at Landis View Ln	4. Walnut Grove Ave at San Gabriel Blvd
224/217 ↓ 441/769 ↓ 20/12 ↖ 7/22 ← 5/24 ← 9/64 205/266 → 16/16 → 88/174 ↘ 69/111 ↑ 621/696 ↑ 100/20 ↱	91/142 ↓ 448/864 ← 64/191 → 17/48 ↘ 17/19 ↑ 728/635 ↑	514/974 ← 9/19 ↓ ↖ 18/10 ← 24/18 792/749 ↑ 14/19 ↱	51/47 ↓ 7/8 ↓ 484/941 ↓ ↖ 748/743 ← 860/853 51/23 → 837/792 → 8/8 ↘ 3/0 ↑ 3/2 ↑ 6/5 ↱

5. San Gabriel Blvd at SR 60 West Fwy On-Ramp	D1. Walnut Grove Ave at North Project Dwy	D2. Walnut Grove Ave at South Project Dwy
1155/1569 ↓ 150/155 ↓ 1/8 ↓ ← 720/958 ← 6/7 ← 78/181 ↱ 1/5 → 7/7 → 24/53 ↘ ↑ 870/821 ↑ 19/19 ↑ 249/87 ↱	12/24 ↓ 454/888 ← 25/19 → ↑ 720/636 ↑	454/888 ← 38/28 ↘ 16/38 ↑ 720/636 ↑

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 10
OPENING YEAR 2029 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

TABLE 6
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2029 CUMULATIVE PLUS PROJECT

ICU Methodology

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Change in	Project-Related Effect	Without Project		With Project		Change in	Project-Related Effect
		V/C	LOS	V/C	LOS	V/C		V/C	LOS	V/C	LOS	V/C	
1	Walnut Grove Ave at Rush St	0.428	A	0.433	A	0.005	No	0.548	A	0.556	A	0.008	No
2	Walnut Grove Ave at Walmart Dwy	0.341	A	0.349	A	0.008	No	0.511	A	0.518	A	0.007	No
3	Walnut Grove Ave at Landis View Lane	0.359	A	0.364	A	0.005	No	0.428	A	0.438	A	0.010	No
4	Walnut Grove Ave at San Gabriel Blvd	0.552	A	0.563	A	0.011	No	0.643	B	0.651	B	0.008	No
5	San Gabriel Blvd at SR 60 West Fwy On-Ramp	0.618	B	0.626	B	0.008	No	0.774	C	0.784	C	0.010	No

HCM Methodology

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Change in	Project-Related Effect	Without Project		With Project		Change in	Project-Related Effect
		Delay	LOS	Delay	LOS	Delay		Delay	LOS	Delay	LOS	Delay	
D1	Walnut Grove Ave at N Project Dwy	--	--	14.2	B	--	No	--	--	19.6	B	--	No
D2	Walnut Grove Ave at S Project Dwy	--	--	10.0	A	--	No	--	--	12.0	B	--	No

LOS shown in **Bold** and shaded indicates unacceptable Level of Service.
ICU = Intersection Capacity Utilization
HCM = Highway Capacity Manual
LOS = Level of Service
Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections.
Intersection operation is expressed in average seconds of delay (sec/veh) ratio for unsignalized intersections.

SUMMARY OF FINDINGS AND CONCLUSIONS

- The project site is located at 1515 Walnut Grove Avenue in the south-central portion of the City of Rosemead, in the County of Los Angeles.

- The proposed project will involve demolition of an existing Edison building and the construction of 191 single-family dwelling units.

- Vehicular access provisions for the project site would be provided via ambient

- Full-movement unsignalized driveways along Walnut Grove Avenue. The combined queuing space for the proposed driveways can accommodate up to 12 cars entering and 12 cars exiting the site, which is sufficient to handle the peak hour volumes.

- Under Existing Conditions, all study intersections currently operate at an acceptable Level of Service.

- The proposed project would generate 1,375 trips per day, with 91 trips during the morning peak hour and 109 trips during the evening peak hour.

- Under Existing Plus Project conditions, all study intersections would continue to operate at an acceptable Level of Service.

- Under Opening Year 2029 Cumulative conditions, all study intersections would continue to operate at an acceptable Level of Service.

- Under Opening year 2029 Cumulative Plus Project conditions, all study intersections would continue to operate at an acceptable Level of Service.

- Based on the significance criteria presented earlier in the report, the project would not have a project-related effect at any of the study intersections. No improvements are required for any of the study intersections.

APPENDIX A

APPROVED SCOPING AGREEMENT

To: City of Rosemead
Public Works Department
8838 East Valley Boulevard
Rosemead, CA 91770

Romany Basilyous
Digitally signed by Romany Basilyous
DN: C=US, E=rbasilyous@cityofrosemead.org, O=City of Rosemead, OU=Public Works Department, CN=Romany Basilyous
Date: 2025.06.24 16:13:45-07'00'

From: Ryan Calad, PE, TE
Carla Aboud, PE
Kimley-Horn and Associates, Inc.

May 13, 2025

Subject: **Traffic Scoping Letter Agreement for the Proposed Residential Development at 1515 Walnut Grove Avenue in the City of Rosemead**

To Whom it May Concern:

Kimley-Horn and Associates, Inc. is submitting this Traffic Scoping Letter Agreement to the City of Rosemead for the proposed residential development located at 1515 Walnut Grove Avenue in the City of Rosemead. This scope of work is based on a review of the City of Rosemead Transportation Study Guidelines (November 2024).

PROJECT DESCRIPTION

The project site is located at 1515 Walnut Grove Avenue. The proposed project will demolish an existing Edison building and will construct 191 single-family dwelling units. The project, in its local setting, is shown on **Figure 1**. The project site plan is shown on **Figure 2**.

The proposed project is bounded by Walnut Grove Avenue to the East, commercial buildings to the North, single-family housing to the West, and institutional uses to the South. Access to the project would be provided by two driveways along Walnut Grove Avenue.

TRIP GENERATION ASSESSMENT

A trip generation calculation has been conducted for the proposed site characteristics. The trips expected to be generated by the project were calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2023) for Single-Family Attached Housing (Land Use 215). As the existing portion of the site is a vacant building, no existing trip credits were taken.

It is estimated that the proposed project would generate approximately 1,375 trips per day, with 91 trips (28 inbound and 63 outbound) in the morning peak hour, and 109 trips (62 inbound and 47 outbound) in the evening peak hour.

The ITE trip generation rates and resulting trip generation for the proposed conditions are summarized on **Table 1**.

TABLE 1
SUMMARY OF PROJECT TRIP GENERATION
PROJECT: 1515 WALNUT GROVE AVENUE

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Attached Housing	215	DU	7.200	0.149	0.331	0.48	0.325	0.245	0.57

Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Attached Housing	191.00	DU	1,375	28	63	91	62	47	109
Total Project Trips			**1,375**	**28**	**63**	**91**	**62**	**47**	**109**

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition



NOT TO SCALE

FIGURE 1
VICINITY MAP

	BLDG	UNIT BREAKDOWN	BLDG AREA (SQ.FT.)	BLDG COUNT	TOTAL AREA (SQ.FT.)
TANDEM TOWNS					
	Bldg T-6	3-1-2-1-2-3	8,778	4	35,112
	Bldg T-8	3-1-2-1-2-1-2-3	11,478	8	91,824
	Bldg T-10	3-1-2-1-2-1-2-1-2-3	14,178	2	28,356
			Total	**14**	**155,292**

TANDEM TOWNS					
	Bldg R-5	4-3-2-3-4	10,165	2	20,330
	Bldg R-6	4-3-2-3-2-4	12,062	4	48,248
	Bldg R-7	4-2-3-2-3-1-1	12,269	7	85,883
			Total	**13**	**154,461**

	UNIT COUNT	UNIT AREA (SQ.FT.)	BED-ROOM COUNT	GARAGE SPACES	GUEST SPACES REQD	PRIVATE OUTDOOR SPACE
TANDEM TOWNS						
Plan 1	40	1147	2	2	0.5	69
Plan 2	40	1553	2	2	0.5	60
Plan 3	28	1689	3	2	0.5	71
Plan 3x	0	1701	3	2	0.5	105
Tandem Town Total	**108**					
ROWTOWNS						
Plan 1 (Carriage)	14	1204	2	2	0.5	55
Plan 2	24	1897	3+1	2	1	83
Plan 3	26	1933	3	2	0.5	64
Plan 4	19	2201	4	2	0.5	85
Rowtowns Total	**83**					
TOTAL UNITS	**191**					

PARKING	
Garage Spaces Required	*382*
Guest Spaces Required	*107.5*
Total Spaces Required	***489.5***
Garage Spaces Provided	382
Guest Spaces Provided	109
Total Spaces Provided	**491**

OPEN SPACE	
Total Open Space Required (sq. ft.)	***76,400***
Private Open Space Provided (sq. ft.)	13,189
Public Open Space Provided (sq. ft.)	66,038
Basin Open Space Provided (sq. ft.)	5,000
Total Open Space Provided (sq. ft.)	**84,227**

SITE DATA	
Overall Site Area (Acres)	9.28
Total Units	191
Overall Density (Units per Acre)	*20.58*

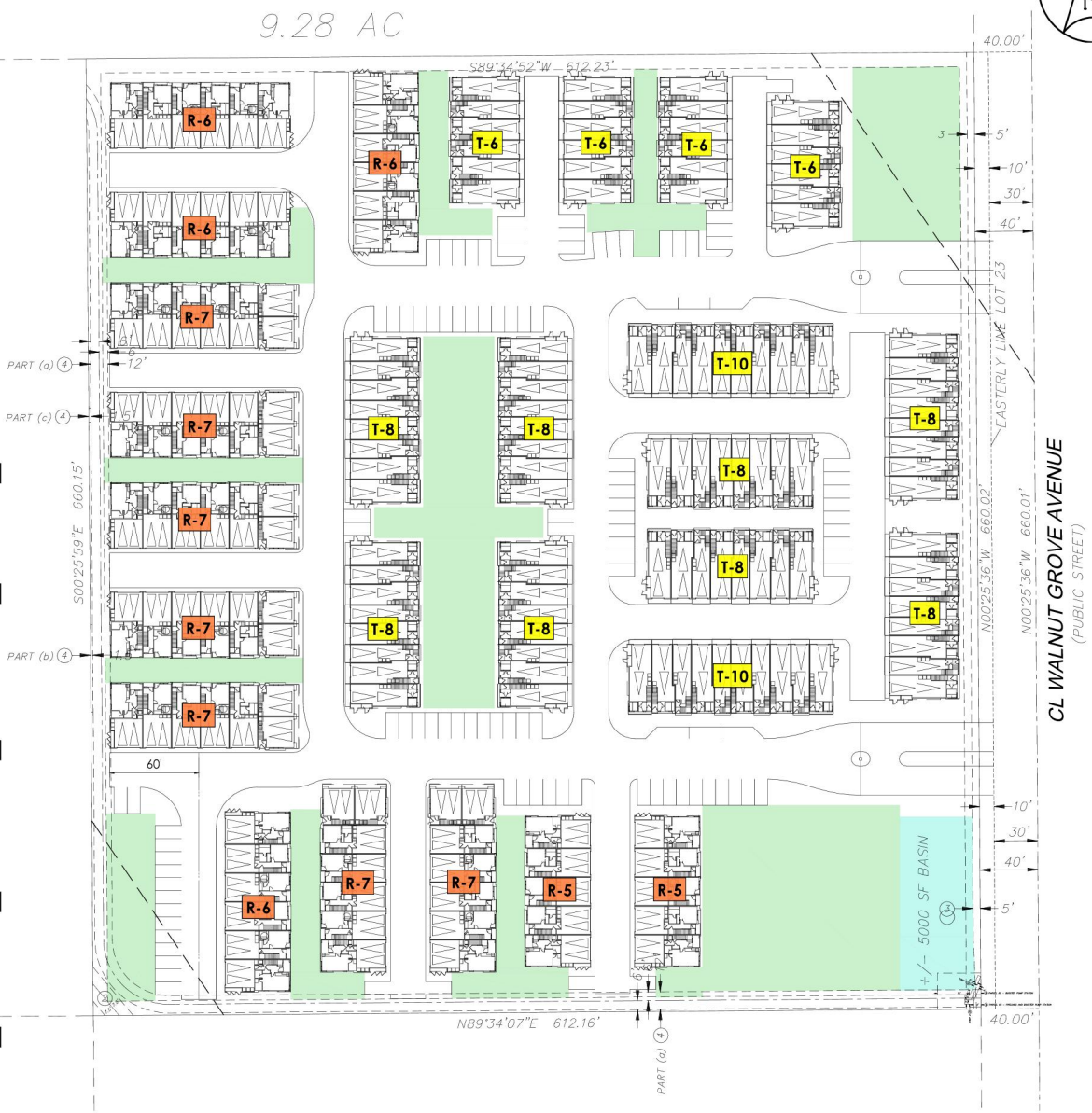


FIGURE 2
PROJECT SITE PLAN

TRIP DISTRIBUTION

Project distribution assumptions were developed based on existing travel patterns, and the likely origins and destinations of the project residents. Trip distribution assumptions are shown in **Figure 3.**

STUDY SCENARIOS

- Existing Conditions
- Existing plus Project Conditions
- Opening Year Conditions
- Opening Year plus Project Conditions

STUDY METHODOLOGY

The intersection analysis will focus on the project's off-site traffic-related impacts and will address the project's peak hour impacts at the intersection. In accordance with the City of Rosemead Transportation Study Guidelines, intersection operation is evaluated using the Intersection Capacity Utilization (ICU) methodology for signalized intersections and Highway Capacity Manual (HCM) for unsignalized intersections.

STUDY AREA

The following is a list of suggested study intersections to be included in the traffic study, as shown in **Figure 3**:

1. Walnut Grove Avenue at Rush Street
2. Walnut Grove Avenue at Walmart Driveway
3. Walnut Grove Avenue at Landis View Lane
4. Walnut Grove Avenue at San Gabriel Boulevard
5. San Gabriel Boulevard at State Route 60 West Freeway On-Ramp

D1. Walnut Grove Avenue at North Project Driveway

D2. Walnut Grove Avenue at South Project Driveway



FIGURE 3
TRIP DISTRIBUTION ASSUMPTIONS

VEHICLE MILES TRAVELED (VMT) ASSESSMENT

Senate Bill 743 (SB 743) was approved by California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The Natural Resources Agency has adopted updates to CEQA Guidelines to incorporate SB 743 that requires VMT for the purposes of determining a significant transportation impact under CEQA.

The City of Rosemead Transportation Study Guidelines (November 2024) provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into the following three criteria:

1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Project Type Screening

Land development projects that meet one or more of the above screening thresholds may be presumed to create a less-than-significant impact on transportation and circulation.

Transit Priority Areas (TPA) Screening

A project would be considered to have a less-than-significant transportation impact if the project is located within a Transit Priority Area (TPA) or within one half (1/2) mile of an existing major transit stop or an existing stop along a high-quality transit corridor.

Based on review of the SGVCOG Regional VMT Analysis Tool, the project is not located within a Transit Priority Area.

The Transit Priority Area Screening threshold is not met.

Low VMT Areas Screening

Projects that are located in low VMT areas and incorporate similar features (i.e., land use type, access to the circulation network, etc.) will tend to exhibit similarly low VMT. If a project is located in a Traffic Analysis Zone (TAZ) with a VMT per service population or VMT per Capita that is equal to or less than 15 percent below the San Gabriel Valley Council of Governments (SGVCOG) average, then the project is considered to be located in a low VMT area and can be presumed to have a less-than-significant impact on VMT. If the proposed project is residential, the project is considered screened out if it is located within the low VMT areas of the "PA/Residential Home-Based VMT per Capita". The Project is located in TAZ #22184200 of the SGVCOG Regional VMT Analysis model. The associated TAZ has a VMT per Capita of 22.96. The SGVCOG average VMT per Capita is 21.87 with a VMT threshold (15% below the SGVCOG average) of 18.59. Per the City guidelines, if the predominant land uses in the

vicinity are nominally of the same type as the proposed project and the proposed project is reasonably expected to generate similar VMT as the existing land uses, the project is considered screened out if it is in the low VMT area for the "Total Daily VMT per Service Population". Land uses within the vicinity of the proposed project include residential, similar to the proposed project. Utilizing the "Total Daily VMT Per Service Population" metric, the associated TAZ has a per service population of 34.15. The SGVCOG average VMT per Service Population is 31.17 with a VMT threshold (15% below the SGVCOG average) of 26.50. As a result, the project is not located in a low VMT area.

The SGVCOG VMT Evaluation Tool Report is provided as **Attachment A**.

The Low VMT Areas screening threshold is not met.

Project Type Screening

The following uses would be presumed to have a less-than-significant VMT impact:

- Local serving retail (retail establishments less than 50,000 square feet in size), including:
  - Gas Stations
  - Banks
  - Restaurants
  - Shopping Center
- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects on or adjacent to a college campus
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS (Regional transportation Plan/Sustainable Communities Strategy)
- Projects generating less than 110 daily vehicle trips. This generally corresponds to the following "typical" development potentials:
  - 11 single family housing units
  - 16 multi-family, condominiums, or townhouse housing units
  - 10,000 sq. ft of office
  - 15,000 sq. of light industrial
  - 63,000 sq. ft of warehousing
  - 79,000 sq. ft of high cube transload and short-term storage warehouse
- Public parking garages and public lots

The project proposes to construct 191 single family housing dwelling units, which is above the 11 single family housing unit threshold and would not meet the local serving land use criteria.

The Project Type Screening threshold is not met.

The project was evaluated using the City of Rosemead VMT screening thresholds to determine if the project would require a VMT analysis. The project does not screen out of VMT. Therefore, further VMT analysis is required for the proposed project, consistent with the City of Rosemead Transportation Study Guidelines.

Please contact me if you have any questions or comments.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Ryan Calad, P.E., T.E.

Project Engineer

APPROVED BY:

Signature: _____

Name: _____

City of Rosemead
Public Works Department

ATTACHMENT A

SGVCOG VMT EVALUATION REPORT

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis	March 10, 2025, 04:59:25 PM
Project Name	Rosemead Residential
Project Description	1515 Walnut Grove Ave

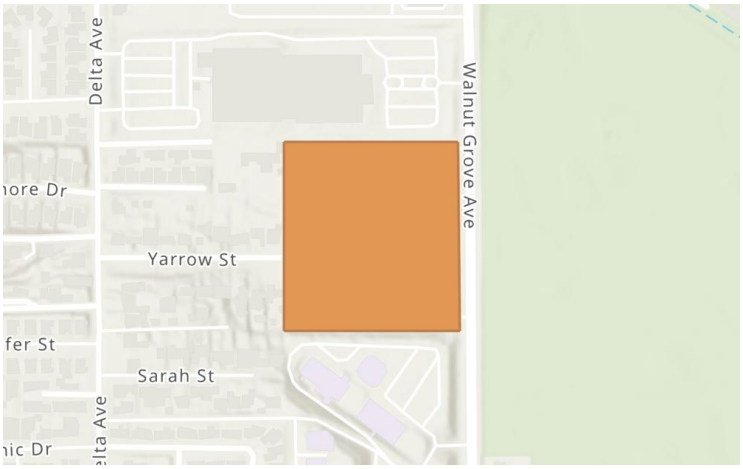
Proximity Transit Screening

Inside a transit priority area?	No

Project Location Map

jurisdiction:
Rosemead

APN	TAZ
5279027001	22184200



Analysis Details

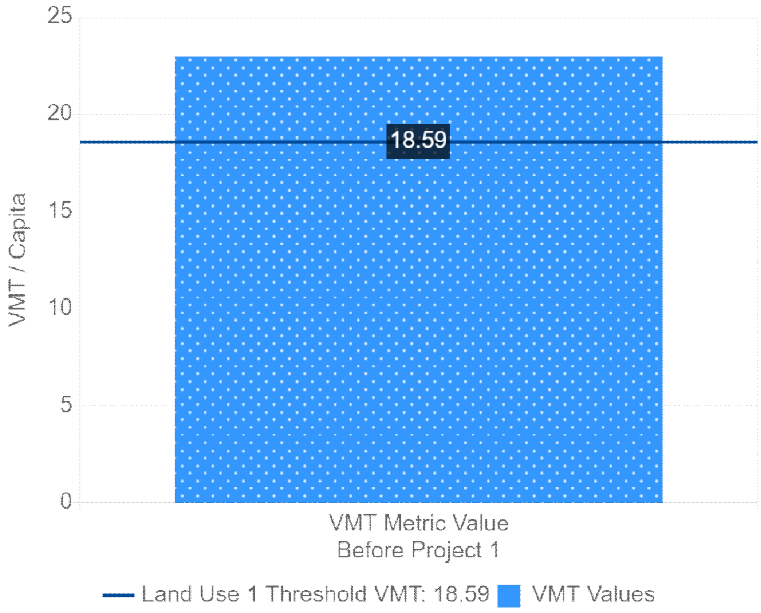
Data Version	SCAG Regional Travel Demand Model 2024
Analysis Methodology	TAZ
Target Baseline Year	2025

SGVCOG VMT Evaluation Tool Report

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Home-Based VMT per Capita
VMT Baseline Description	SGVCOG
VMT Baseline Value	21.87
VMT Threshold Description / Threshold Value	-15% / 18.59

Summary	Baseline Conditions
Project Generated Vehicle Miles Traveled (VMT) Rate	22.96
Screening Results	No (Fail)



SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis	March 10, 2025, 05:00:12 PM
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Project Description	1515 Walnut Grove Ave

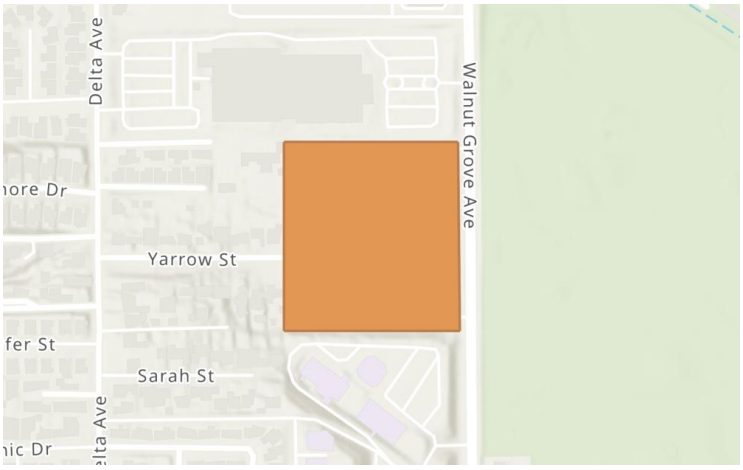
Proximity Transit Screening

Inside a transit priority area?	No

Project Location Map

jurisdiction:
Rosemead

APN	TAZ
5279027001	22184200



Analysis Details

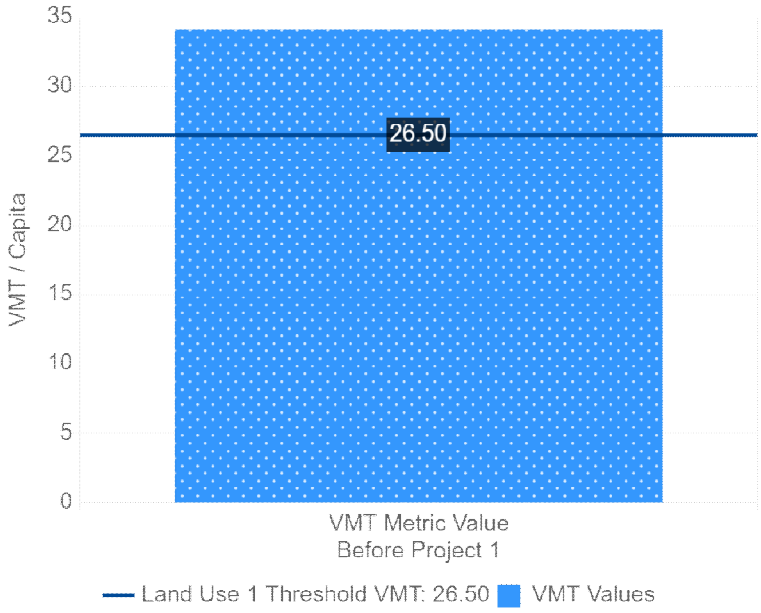
Data Version	SCAG Regional Travel Demand Model 2024
Analysis Methodology	TAZ
Target Baseline Year	2025

SGVCOG VMT Evaluation Tool Report

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Total VMT per Service Population
VMT Baseline Description	SGVCOG
VMT Baseline Value	31.17
VMT Threshold Description / Threshold Value	-15% / 26.50

Summary	Baseline Conditions
Project Generated Vehicle Miles Traveled (VMT) Rate	34.15
Screening Results	No (Fail)



APPENDIX B

TRAFFIC DATA COLLECTION SHEETS

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

City of Rosemead
N/S: Walnut Grove Avenue
E/W: Rush Street
Weather: Clear

File Name : 01_RSM_WG_Rush AM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 1

Groups Printed- Total Volume

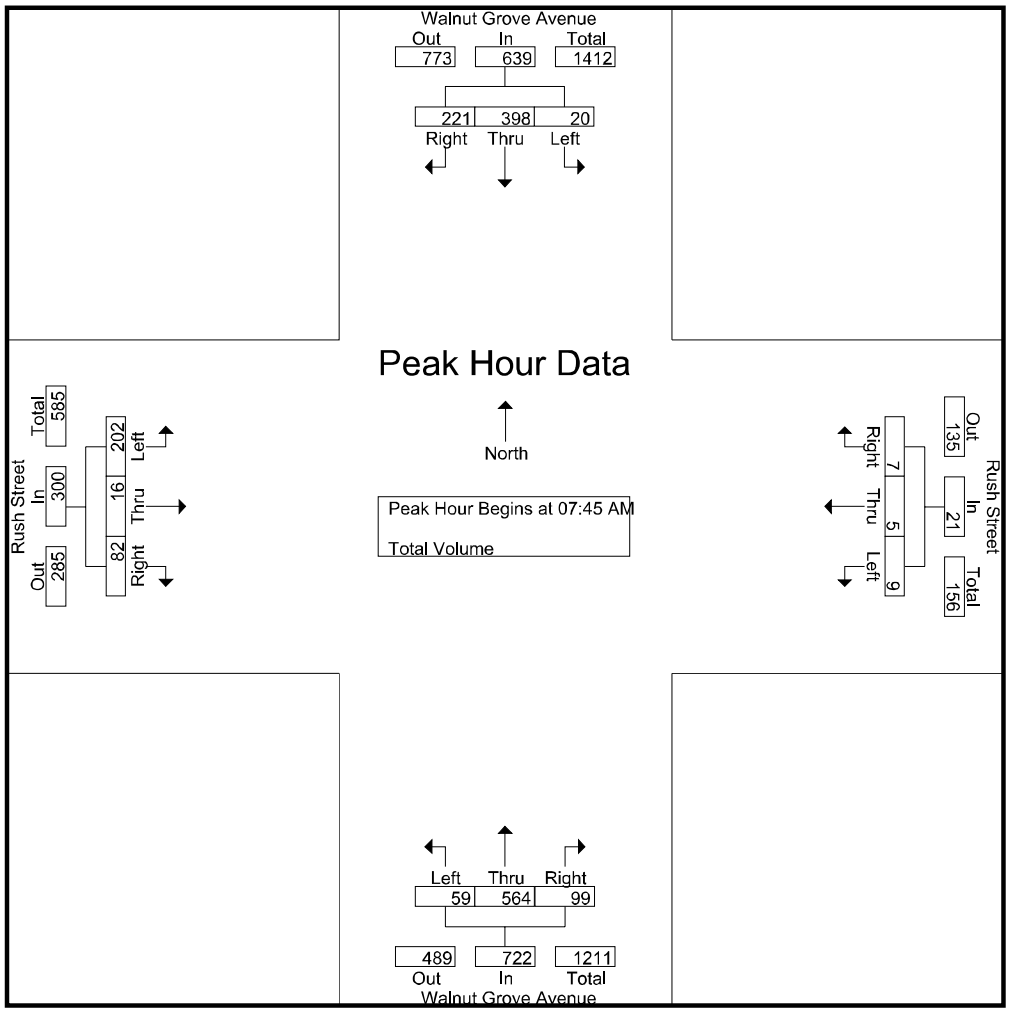
	Walnut Grove Avenue Southbound				Rush Street Westbound				Walnut Grove Avenue Northbound				Rush Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	54	15	75	1	1	0	2	7	91	11	109	17	3	4	24	210
07:15 AM	6	64	30	100	2	0	1	3	7	92	12	111	19	4	12	35	249
07:30 AM	2	86	37	125	0	0	0	0	14	127	23	164	48	1	8	57	346
07:45 AM	6	98	70	174	3	3	1	7	12	140	19	171	58	3	26	87	439
Total	20	302	152	474	6	4	2	12	40	450	65	555	142	11	50	203	1244
08:00 AM	3	98	81	182	1	0	2	3	18	152	25	195	60	2	22	84	464
08:15 AM	8	106	37	151	1	1	2	4	22	135	29	186	43	5	16	64	405
08:30 AM	3	96	33	132	4	1	2	7	7	137	26	170	41	6	18	65	374
08:45 AM	7	82	25	114	7	0	3	10	12	134	18	164	37	5	24	66	354
Total	21	382	176	579	13	2	9	24	59	558	98	715	181	18	80	279	1597
Grand Total	41	684	328	1053	19	6	11	36	99	1008	163	1270	323	29	130	482	2841
Apprch %	3.9	65	31.1		52.8	16.7	30.6		7.8	79.4	12.8		67	6	27		
Total %	1.4	24.1	11.5	37.1	0.7	0.2	0.4	1.3	3.5	35.5	5.7	44.7	11.4	1	4.6	17	

	Walnut Grove Avenue Southbound				Rush Street Westbound				Walnut Grove Avenue Northbound				Rush Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	6	98	70	174	3	**3**	1	**7**	12	140	19	171	58	3	**26**	**87**	439
08:00 AM	3	98	**81**	**182**	1	0	**2**	3	18	**152**	25	**195**	**60**	2	22	84	**464**
08:15 AM	**8**	**106**	37	151	1	1	2	4	**22**	135	**29**	186	43	5	16	64	405
08:30 AM	3	96	33	132	**4**	1	2	7	7	137	26	170	41	**6**	18	65	374
Total Volume	20	398	221	639	9	5	7	21	59	564	99	722	202	16	82	300	1682
% App. Total	3.1	62.3	34.6		42.9	23.8	33.3		8.2	78.1	13.7		67.3	5.3	27.3		
PHF	.625	.939	.682	.878	.563	.417	.875	.750	.670	.928	.853	.926	.842	.667	.788	.862	.906

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City of Rosemead
N/S: Walnut Grove Avenue
E/W: Rush Street
Weather: Clear

File Name : 01_RSM_WG_Rush AM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 2



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

	07:45 AM				08:00 AM				07:45 AM				07:45 AM			
+0 mins.	6	98	70	174	1	0	2	3	12	140	19	171	58	3	**26**	**87**
+15 mins.	3	98	**81**	**182**	1	**1**	2	4	18	**152**	25	**195**	**60**	2	22	84
+30 mins.	**8**	**106**	37	151	4	1	2	7	**22**	135	**29**	186	43	5	16	64
+45 mins.	3	96	33	132	**7**	0	**3**	**10**	7	137	26	170	41	**6**	18	65
Total Volume	20	398	221	639	13	2	9	24	59	564	99	722	202	16	82	300
% App. Total	3.1	62.3	34.6		54.2	8.3	37.5		8.2	78.1	13.7		67.3	5.3	27.3	
PHF	.625	.939	.682	.878	.464	.500	.750	.600	.670	.928	.853	.926	.842	.667	.788	.862

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File Name : 01_RSM_WG_Rush PM
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Groups Printed- Total Volume

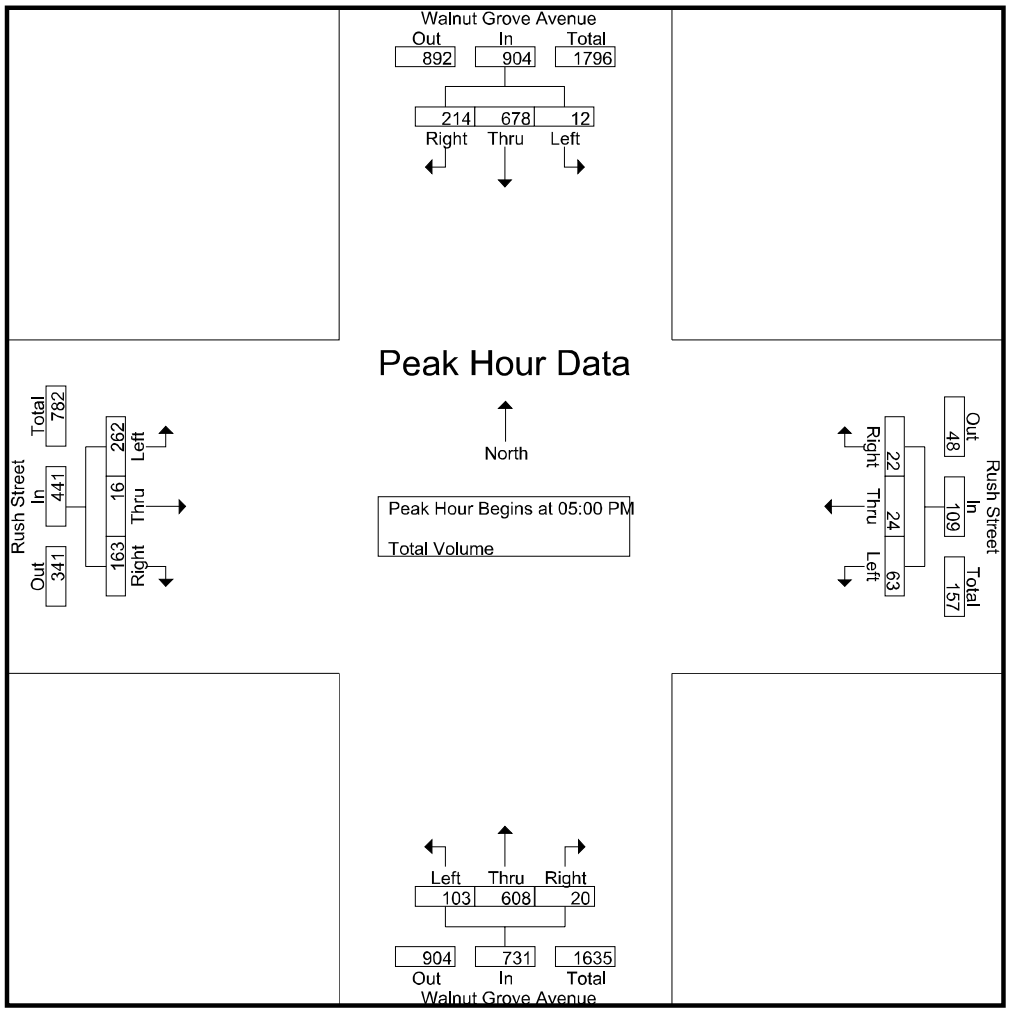
	Walnut Grove Avenue Southbound				Rush Street Westbound				Walnut Grove Avenue Northbound				Rush Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	148	41	193	21	4	4	29	18	122	6	146	52	5	34	91	459
04:15 PM	4	217	35	256	20	2	6	28	20	135	11	166	50	8	46	104	554
04:30 PM	1	166	52	219	20	2	4	26	17	126	4	147	53	8	48	109	501
04:45 PM	4	133	53	190	14	5	1	20	19	116	6	141	63	1	32	96	447
Total	13	664	181	858	75	13	15	103	74	499	27	600	218	22	160	400	1961
05:00 PM	4	148	51	203	32	5	5	42	25	139	8	172	72	5	49	126	543
05:15 PM	1	212	56	269	11	6	7	24	22	155	5	182	56	2	39	97	572
05:30 PM	4	165	49	218	11	5	5	21	28	160	4	192	64	6	48	118	549
05:45 PM	3	153	58	214	9	8	5	22	28	154	3	185	70	3	27	100	521
Total	12	678	214	904	63	24	22	109	103	608	20	731	262	16	163	441	2185
Grand Total	25	1342	395	1762	138	37	37	212	177	1107	47	1331	480	38	323	841	4146
Apprch %	1.4	76.2	22.4		65.1	17.5	17.5		13.3	83.2	3.5		57.1	4.5	38.4		
Total %	0.6	32.4	9.5	42.5	3.3	0.9	0.9	5.1	4.3	26.7	1.1	32.1	11.6	0.9	7.8	20.3	

	Walnut Grove Avenue Southbound				Rush Street Westbound				Walnut Grove Avenue Northbound				Rush Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**4**	148	51	203	**32**	5	5	**42**	25	139	**8**	172	**72**	5	**49**	**126**	543
05:15 PM	1	**212**	56	**269**	11	6	**7**	24	22	155	5	182	56	2	39	97	**572**
05:30 PM	4	165	49	218	11	5	5	21	**28**	**160**	4	**192**	64	**6**	48	118	549
05:45 PM	3	153	**58**	214	9	**8**	5	22	28	154	3	185	70	3	27	100	521
Total Volume	12	678	214	904	63	24	22	109	103	608	20	731	262	16	163	441	2185
% App. Total	1.3	75	23.7		57.8	22	20.2		14.1	83.2	2.7		59.4	3.6	37		
PHF	.750	.800	.922	.840	.492	.750	.786	.649	.920	.950	.625	.952	.910	.667	.832	.875	.955

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City of Rosemead
N/S: Walnut Grove Avenue
E/W: Rush Street
Weather: Clear

File Name : 01_RSM_WG_Rush PM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 2



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

	05:00 PM				04:15 PM				05:00 PM				05:00 PM			
+0 mins.	**4**	148	51	203	20	2	**6**	28	25	139	**8**	172	**72**	5	**49**	**126**
+15 mins.	1	**212**	56	**269**	20	2	4	26	22	155	5	182	56	2	39	97
+30 mins.	4	165	49	218	14	**5**	1	20	**28**	**160**	4	**192**	64	**6**	48	118
+45 mins.	3	153	**58**	214	**32**	5	5	**42**	28	154	3	185	70	3	27	100
Total Volume	12	678	214	904	86	14	16	116	103	608	20	731	262	16	163	441
% App. Total	1.3	75	23.7		74.1	12.1	13.8		14.1	83.2	2.7		59.4	3.6	37	
PHF	.750	.800	.922	.840	.672	.700	.667	.690	.920	.950	.625	.952	.910	.667	.832	.875

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City of Rosemead
N/S: Walnut Grove Avenue
E/W: Shopping Center Driveway
Weather: Clear

File Name : 02_RSM_WG_SC DW AM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 1

Groups Printed- Total Volume

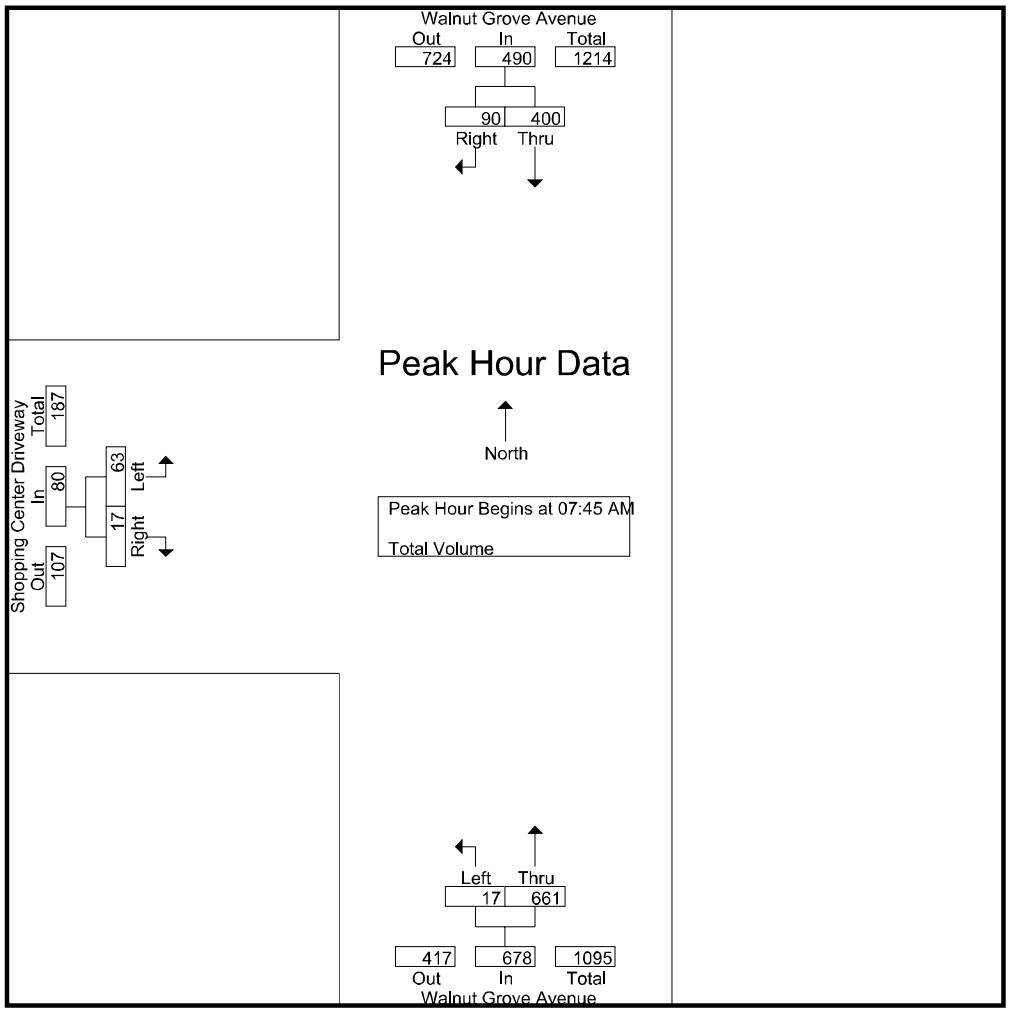
	Walnut Grove Avenue Southbound			Walnut Grove Avenue Northbound			Shopping Center Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	55	5	60	0	106	106	3	3	6	172
07:15 AM	74	5	79	2	105	107	5	2	7	193
07:30 AM	81	8	89	0	161	161	2	1	3	253
07:45 AM	105	22	127	4	163	167	9	2	11	305
Total	315	40	355	6	535	541	19	8	27	923
08:00 AM	90	31	121	4	191	195	7	3	10	326
08:15 AM	99	24	123	7	166	173	17	7	24	320
08:30 AM	106	13	119	2	141	143	30	5	35	297
08:45 AM	97	18	115	2	140	142	20	7	27	284
Total	392	86	478	15	638	653	74	22	96	1227
Grand Total	707	126	833	21	1173	1194	93	30	123	2150
Apprch %	84.9	15.1		1.8	98.2		75.6	24.4		
Total %	32.9	5.9	38.7	1	54.6	55.5	4.3	1.4	5.7	

	Walnut Grove Avenue Southbound			Walnut Grove Avenue Northbound			Shopping Center Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	105	22	**127**	4	163	167	9	2	11	305
08:00 AM	90	**31**	121	4	**191**	**195**	7	3	10	**326**
08:15 AM	99	24	123	**7**	166	173	17	**7**	24	320
08:30 AM	**106**	13	119	2	141	143	**30**	5	**35**	297
Total Volume	400	90	490	17	661	678	63	17	80	1248
% App. Total	81.6	18.4		2.5	97.5		78.8	21.2		
PHF	.943	.726	.965	.607	.865	.869	.525	.607	.571	.957

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City of Rosemead
N/S: Walnut Grove Avenue
E/W: Shopping Center Driveway
Weather: Clear

File Name : 02_RSM_WG_SC DW AM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 2



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

	07:45 AM			07:30 AM			08:00 AM		
+0 mins.	105	22	**127**	0	161	161	7	3	10
+15 mins.	90	**31**	121	4	163	167	17	**7**	24
+30 mins.	99	24	123	4	**191**	**195**	**30**	5	**35**
+45 mins.	**106**	13	119	**7**	166	173	20	7	27
Total Volume	400	90	490	15	681	696	74	22	96
% App. Total	81.6	18.4		2.2	97.8		77.1	22.9	
PHF	.943	.726	.965	.536	.891	.892	.617	.786	.686

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City of Rosemead
N/S: Walnut Grove Avenue
E/W: Shopping Center Driveway
Weather: Clear

File Name : 02_RSM_WG_SC DW PM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 1

Groups Printed- Total Volume

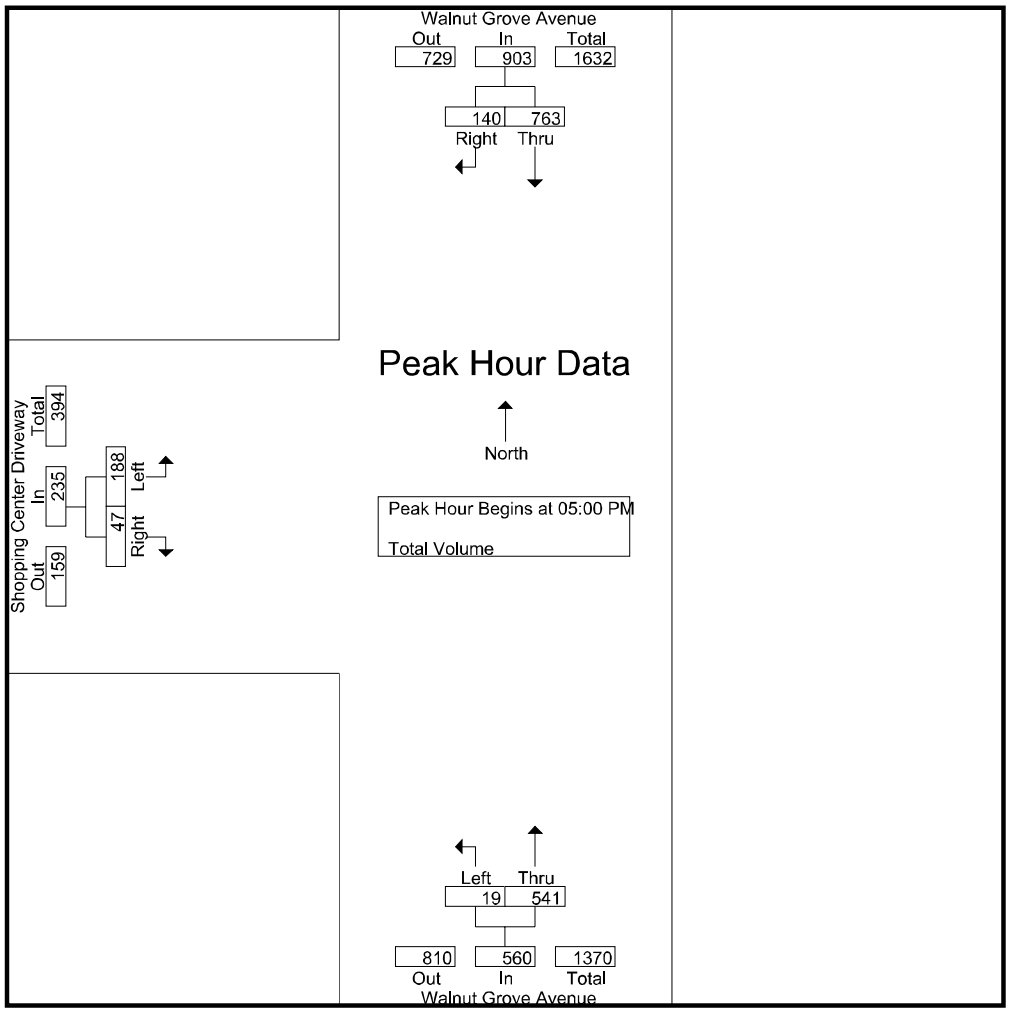
	Walnut Grove Avenue Southbound			Walnut Grove Avenue Northbound			Shopping Center Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	165	35	200	3	94	97	46	15	61	358
04:15 PM	235	47	282	2	119	121	44	9	53	456
04:30 PM	198	38	236	2	107	109	39	11	50	395
04:45 PM	149	32	181	3	98	101	43	11	54	336
Total	747	152	899	10	418	428	172	46	218	1545
05:00 PM	189	36	225	6	131	137	43	20	63	425
05:15 PM	215	30	245	2	142	144	40	7	47	436
05:30 PM	208	33	241	3	135	138	57	12	69	448
05:45 PM	151	41	192	8	133	141	48	8	56	389
Total	763	140	903	19	541	560	188	47	235	1698
Grand Total	1510	292	1802	29	959	988	360	93	453	3243
Apprch %	83.8	16.2		2.9	97.1		79.5	20.5		
Total %	46.6	9	55.6	0.9	29.6	30.5	11.1	2.9	14	

	Walnut Grove Avenue Southbound			Walnut Grove Avenue Northbound			Shopping Center Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	189	36	225	6	131	137	43	**20**	63	425
05:15 PM	**215**	30	**245**	2	**142**	**144**	40	7	47	436
05:30 PM	208	33	241	3	135	138	**57**	12	**69**	**448**
05:45 PM	151	**41**	192	**8**	133	141	48	8	56	389
Total Volume	763	140	903	19	541	560	188	47	235	1698
% App. Total	84.5	15.5		3.4	96.6		80	20		
PHF	.887	.854	.921	.594	.952	.972	.825	.588	.851	.948

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City of Rosemead
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E/W: Shopping Center Driveway
Weather: Clear

File Name : 02_RSM_WG_SC DW PM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 2



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

	04:15 PM			05:00 PM			05:00 PM		
+0 mins.	**235**	**47**	**282**	6	131	137	43	**20**	63
+15 mins.	198	38	236	2	**142**	**144**	40	7	47
+30 mins.	149	32	181	3	135	138	**57**	12	**69**
+45 mins.	189	36	225	**8**	133	141	48	8	56
Total Volume	771	153	924	19	541	560	188	47	235
% App. Total	83.4	16.6		3.4	96.6		80	20	
PHF	.820	.814	.819	.594	.952	.972	.825	.588	.851

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City of Rosemead
N/S: Walnut Grove Avenue
E/W: Landis View Lane
Weather: Clear

File Name : 03_RSM_WG_LV AM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 1

Groups Printed- Total Volume

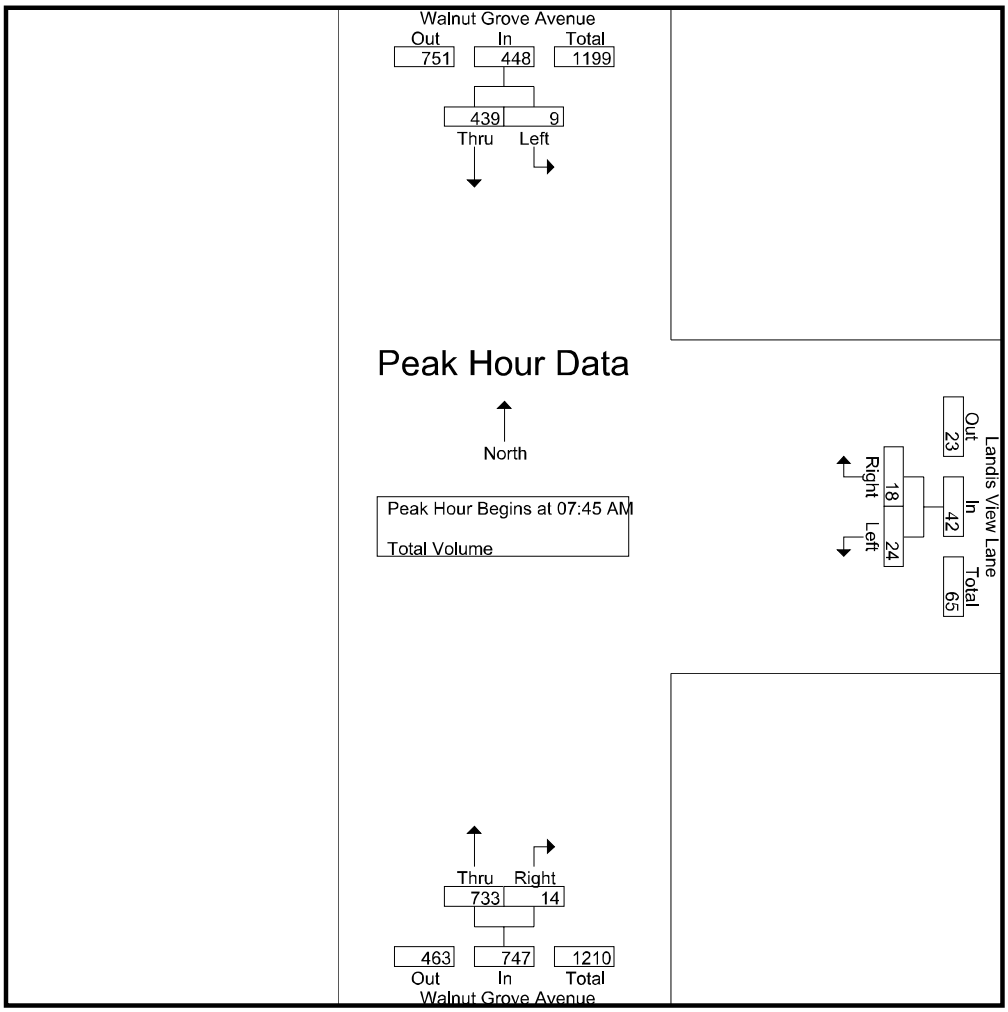
	Walnut Grove Avenue Southbound			Landis View Lane Westbound			Walnut Grove Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	62	63	5	6	11	122	2	124	198
07:15 AM	4	72	76	1	8	9	116	4	120	205
07:30 AM	2	104	106	11	4	15	162	2	164	285
07:45 AM	0	103	103	8	8	16	183	2	185	304
Total	7	341	348	25	26	51	583	10	593	992
08:00 AM	4	108	112	7	4	11	196	4	200	323
08:15 AM	3	112	115	6	5	11	193	3	196	322
08:30 AM	2	116	118	3	1	4	161	5	166	288
08:45 AM	3	104	107	4	6	10	176	3	179	296
Total	12	440	452	20	16	36	726	15	741	1229
Grand Total	19	781	800	45	42	87	1309	25	1334	2221
Apprch %	2.4	97.6		51.7	48.3		98.1	1.9		
Total %	0.9	35.2	36	2	1.9	3.9	58.9	1.1	60.1	

	Walnut Grove Avenue Southbound			Landis View Lane Westbound			Walnut Grove Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	103	103	**8**	**8**	**16**	183	2	185	304
08:00 AM	**4**	108	112	7	4	11	**196**	4	**200**	**323**
08:15 AM	3	112	115	6	5	11	193	3	196	322
08:30 AM	2	**116**	**118**	3	1	4	161	**5**	166	288
Total Volume	9	439	448	24	18	42	733	14	747	1237
% App. Total	2	98		57.1	42.9		98.1	1.9		
PHF	.563	.946	.949	.750	.563	.656	.935	.700	.934	.957

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City of Rosemead
N/S: Walnut Grove Avenue
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Weather: Clear

File Name : 03_RSM_WG_LV AM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 2



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

	08:00 AM			07:30 AM			07:45 AM		
+0 mins.	**4**	108	112	**11**	4	15	183	2	185
+15 mins.	3	112	115	8	**8**	**16**	**196**	4	**200**
+30 mins.	2	**116**	**118**	7	4	11	193	3	196
+45 mins.	3	104	107	6	5	11	161	**5**	166
Total Volume	12	440	452	32	21	53	733	14	747
% App. Total	2.7	97.3		60.4	39.6		98.1	1.9	
PHF	.750	.948	.958	.727	.656	.828	.935	.700	.934

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File Name : 03_RSM_WG_LV PM
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Groups Printed- Total Volume

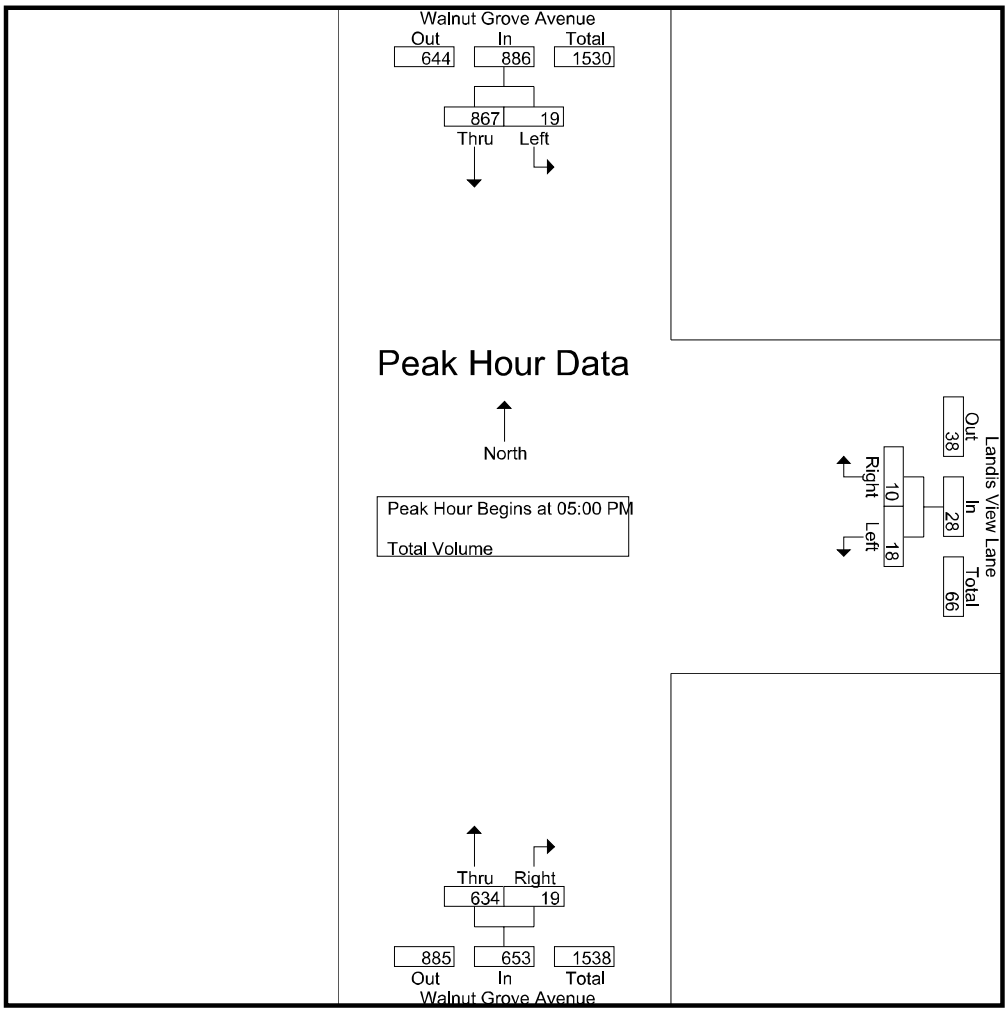
	Walnut Grove Avenue Southbound			Landis View Lane Westbound			Walnut Grove Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	6	208	214	2	1	3	128	8	136	353
04:15 PM	3	217	220	4	4	8	134	5	139	367
04:30 PM	8	203	211	8	1	9	147	8	155	375
04:45 PM	4	246	250	1	2	3	130	2	132	385
Total	21	874	895	15	8	23	539	23	562	1480
05:00 PM	4	175	179	8	2	10	151	3	154	343
05:15 PM	5	283	288	4	2	6	160	8	168	462
05:30 PM	0	182	182	3	2	5	162	3	165	352
05:45 PM	10	227	237	3	4	7	161	5	166	410
Total	19	867	886	18	10	28	634	19	653	1567
Grand Total	40	1741	1781	33	18	51	1173	42	1215	3047
Apprch %	2.2	97.8		64.7	35.3		96.5	3.5		
Total %	1.3	57.1	58.5	1.1	0.6	1.7	38.5	1.4	39.9	

	Walnut Grove Avenue Southbound			Landis View Lane Westbound			Walnut Grove Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	4	175	179	**8**	2	**10**	151	3	154	343
05:15 PM	5	**283**	**288**	4	2	6	160	**8**	**168**	**462**
05:30 PM	0	182	182	3	2	5	**162**	3	165	352
05:45 PM	**10**	227	237	3	**4**	7	161	5	166	410
Total Volume	19	867	886	18	10	28	634	19	653	1567
% App. Total	2.1	97.9		64.3	35.7		97.1	2.9		
PHF	.475	.766	.769	.563	.625	.700	.978	.594	.972	.848

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City of Rosemead
N/S: Walnut Grove Avenue
E/W: Landis View Lane
Weather: Clear

File Name : 03_RSM_WG_LV PM
Site Code : 10825555
Start Date : 5/21/2025
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:15 PM			05:00 PM		
+0 mins.	**8**	203	211	4	**4**	8	151	3	154
+15 mins.	4	246	250	**8**	1	9	160	**8**	**168**
+30 mins.	4	175	179	1	2	3	**162**	3	165
+45 mins.	5	**283**	**288**	8	2	**10**	161	5	166
Total Volume	21	907	928	21	9	30	634	19	653
% App. Total	2.3	97.7		70	30		97.1	2.9	
PHF	.656	.801	.806	.656	.563	.750	.978	.594	.972

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City of Rosemead
N/S: Walnut Grove Avenue
E/W: San Gabriel Boulevard
Weather: Clear

File Name : 04_RSM_WG_SG AM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 1

Groups Printed- Total Volume

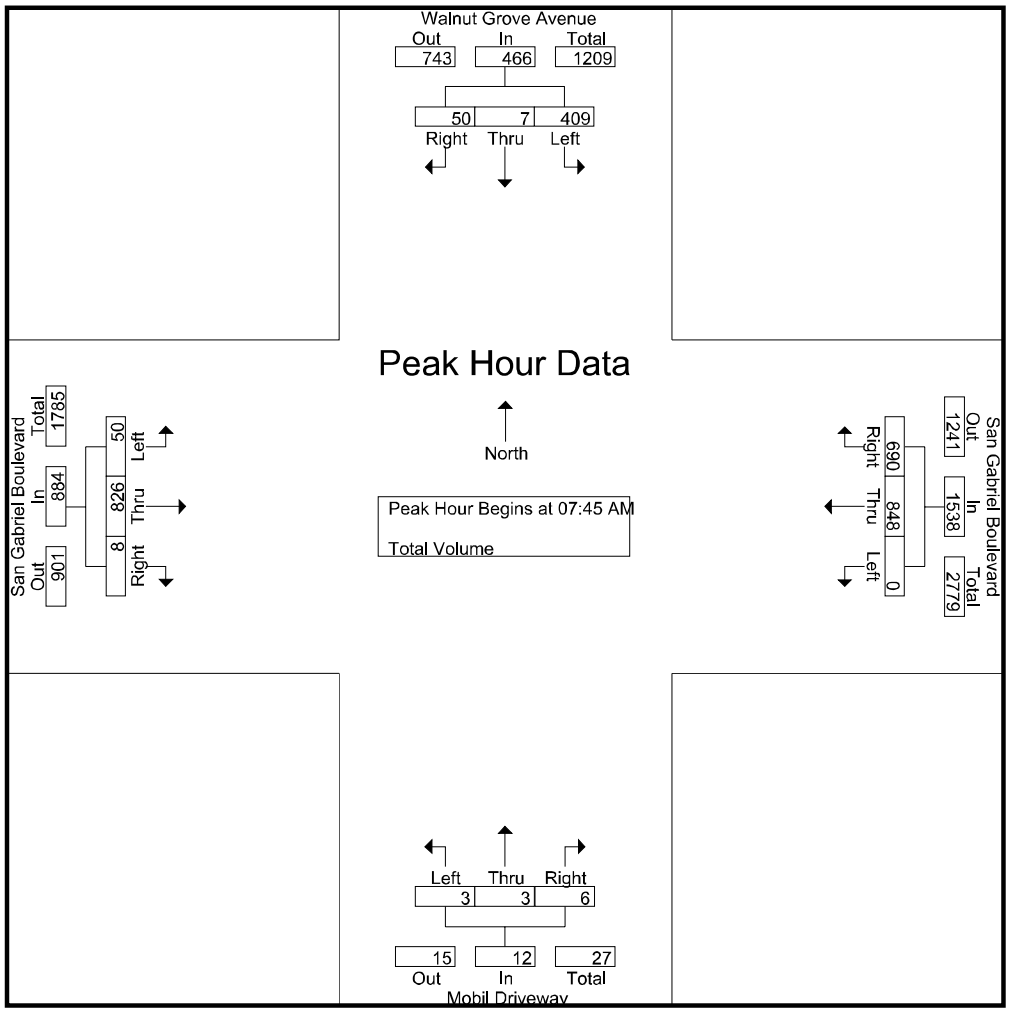
	Walnut Grove Avenue Southbound				San Gabriel Boulevard Westbound				Mobil Driveway Northbound				San Gabriel Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	63	1	6	70	0	251	122	373	0	2	0	2	1	120	1	122	567
07:15 AM	70	0	3	73	0	198	117	315	2	0	0	2	3	149	0	152	542
07:30 AM	100	2	12	114	0	208	152	360	2	3	0	5	6	169	2	177	656
07:45 AM	91	3	15	109	0	276	168	444	1	0	1	2	13	221	2	236	791
Total	324	6	36	366	0	933	559	1492	5	5	1	11	23	659	5	687	2556
08:00 AM	103	1	18	122	0	220	187	407	1	2	2	5	14	185	1	200	734
08:15 AM	110	0	9	119	0	167	180	347	0	0	1	1	13	220	4	237	704
08:30 AM	105	3	8	116	0	185	155	340	1	1	2	4	10	200	1	211	671
08:45 AM	99	1	7	107	0	173	172	345	0	0	1	1	7	168	1	176	629
Total	417	5	42	464	0	745	694	1439	2	3	6	11	44	773	7	824	2738
Grand Total	741	11	78	830	0	1678	1253	2931	7	8	7	22	67	1432	12	1511	5294
Apprch %	89.3	1.3	9.4		0	57.3	42.7		31.8	36.4	31.8		4.4	94.8	0.8		
Total %	14	0.2	1.5	15.7	0	31.7	23.7	55.4	0.1	0.2	0.1	0.4	1.3	27	0.2	28.5	

	Walnut Grove Avenue Southbound				San Gabriel Boulevard Westbound				Mobil Driveway Northbound				San Gabriel Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	91	**3**	15	109	0	**276**	168	**444**	**1**	0	1	2	13	**221**	2	236	**791**
08:00 AM	103	1	**18**	**122**	0	220	**187**	407	1	**2**	**2**	**5**	**14**	185	1	200	734
08:15 AM	**110**	0	9	119	0	167	180	347	0	0	1	1	13	220	**4**	**237**	704
08:30 AM	105	3	8	116	0	185	155	340	1	1	2	4	10	200	1	211	671
Total Volume	409	7	50	466	0	848	690	1538	3	3	6	12	50	826	8	884	2900
% App. Total	87.8	1.5	10.7		0	55.1	44.9		25	25	50		5.7	93.4	0.9		
PHF	.930	.583	.694	.955	.000	.768	.922	.866	.750	.375	.750	.600	.893	.934	.500	.932	.917

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City of Rosemead
N/S: Walnut Grove Avenue
E/W: San Gabriel Boulevard
Weather: Clear

File Name : 04_RSM_WG_SG AM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 2



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

	07:45 AM				07:30 AM				07:15 AM				07:45 AM			
+0 mins.	91	**3**	15	109	0	208	152	360	**2**	0	0	2	13	**221**	2	236
+15 mins.	103	1	**18**	**122**	0	**276**	168	**444**	2	**3**	0	**5**	**14**	185	1	200
+30 mins.	**110**	0	9	119	0	220	**187**	407	1	0	1	2	13	220	**4**	**237**
+45 mins.	105	3	8	116	0	167	180	347	1	2	**2**	5	10	200	1	211
Total Volume	409	7	50	466	0	871	687	1558	6	5	3	14	50	826	8	884
% App. Total	87.8	1.5	10.7		0	55.9	44.1		42.9	35.7	21.4		5.7	93.4	0.9	
PHF	.930	.583	.694	.955	.000	.789	.918	.877	.750	.417	.375	.700	.893	.934	.500	.932

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City of Rosemead
N/S: Walnut Grove Avenue
E/W: San Gabriel Boulevard
Weather: Clear

File Name : 04_RSM_WG_SG PM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 1

Groups Printed- Total Volume

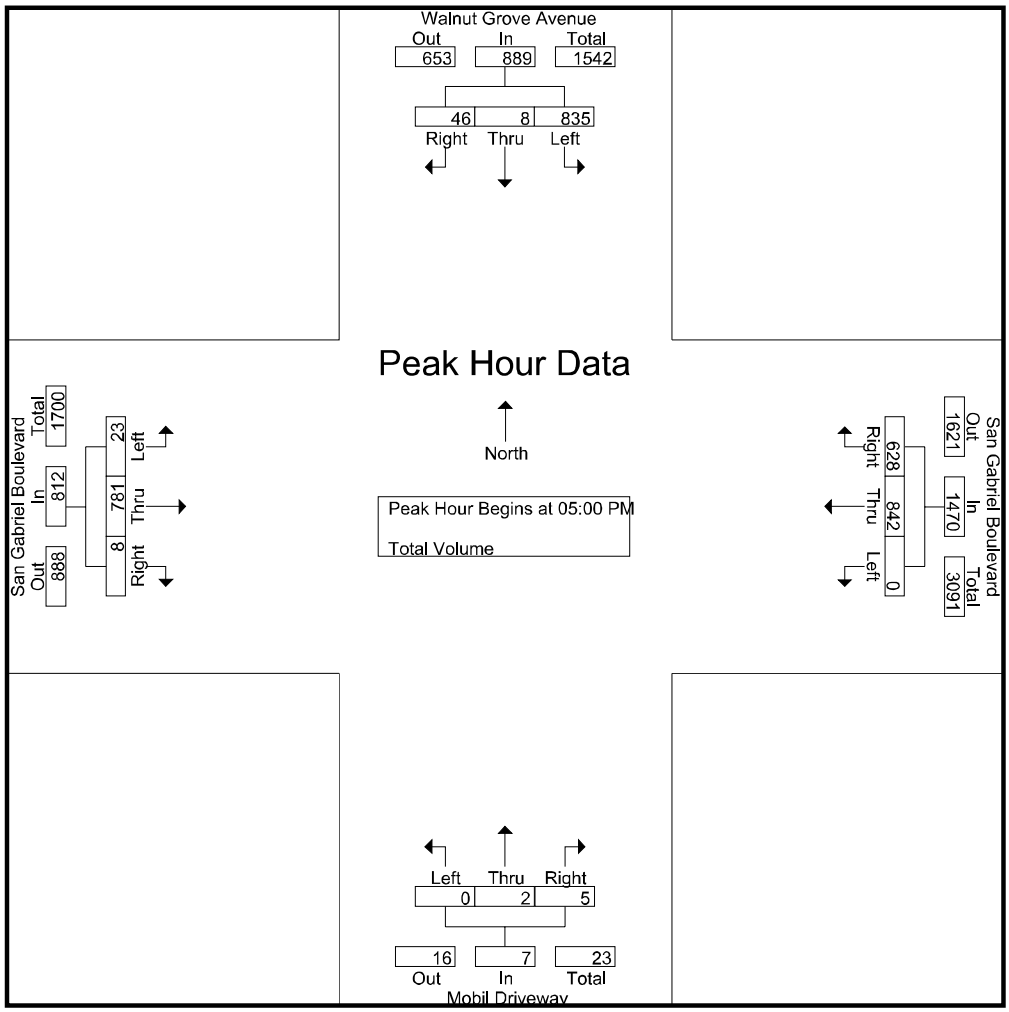
	Walnut Grove Avenue Southbound				San Gabriel Boulevard Westbound				Mobil Driveway Northbound				San Gabriel Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	193	1	17	211	0	163	123	286	1	1	0	2	10	166	5	181	680
04:15 PM	204	2	9	215	1	164	136	301	0	0	1	1	6	174	1	181	698
04:30 PM	201	3	6	210	0	179	144	323	1	0	1	2	10	223	2	235	770
04:45 PM	242	6	8	256	1	182	129	312	1	0	3	4	5	127	0	132	704
Total	840	12	40	892	2	688	532	1222	3	1	5	9	31	690	8	729	2852
05:00 PM	162	1	13	176	0	185	147	332	0	1	3	4	2	237	2	241	753
05:15 PM	276	3	12	291	0	231	162	393	0	0	0	0	4	123	4	131	815
05:30 PM	175	0	9	184	0	209	161	370	0	0	1	1	4	264	2	270	825
05:45 PM	222	4	12	238	0	217	158	375	0	1	1	2	13	157	0	170	785
Total	835	8	46	889	0	842	628	1470	0	2	5	7	23	781	8	812	3178
Grand Total	1675	20	86	1781	2	1530	1160	2692	3	3	10	16	54	1471	16	1541	6030
Apprch %	94	1.1	4.8		0.1	56.8	43.1		18.8	18.8	62.5		3.5	95.5	1		
Total %	27.8	0.3	1.4	29.5	0	25.4	19.2	44.6	0	0	0.2	0.3	0.9	24.4	0.3	25.6	

	Walnut Grove Avenue Southbound				San Gabriel Boulevard Westbound				Mobil Driveway Northbound				San Gabriel Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	162	1	**13**	176	0	185	147	332	0	**1**	**3**	**4**	2	237	2	241	753
05:15 PM	**276**	3	12	**291**	0	**231**	**162**	**393**	0	0	0	0	4	123	**4**	131	815
05:30 PM	175	0	9	184	0	209	161	370	0	0	1	1	4	**264**	2	**270**	**825**
05:45 PM	222	**4**	12	238	0	217	158	375	0	1	1	2	**13**	157	0	170	785
Total Volume	835	8	46	889	0	842	628	1470	0	2	5	7	23	781	8	812	3178
% App. Total	93.9	0.9	5.2		0	57.3	42.7		0	28.6	71.4		2.8	96.2	1		
PHF	.756	.500	.885	.764	.000	.911	.969	.935	.000	.500	.417	.438	.442	.740	.500	.752	.963

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City of Rosemead
N/S: Walnut Grove Avenue
E/W: San Gabriel Boulevard
Weather: Clear

File Name : 04_RSM_WG_SG PM
Site Code : 10825555
Start Date : 5/21/2025
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	201	3	6	210	0	185	147	332	0	0	1	1	2	237	2	241
+15 mins.	242	**6**	8	256	0	**231**	**162**	**393**	**1**	0	1	2	4	123	**4**	131
+30 mins.	162	1	**13**	176	0	209	161	370	1	0	**3**	**4**	4	**264**	2	**270**
+45 mins.	**276**	3	12	**291**	0	217	158	375	0	**1**	3	4	**13**	157	0	170
Total Volume	881	13	39	933	0	842	628	1470	2	1	8	11	23	781	8	812
% App. Total	94.4	1.4	4.2		0	57.3	42.7		18.2	9.1	72.7		2.8	96.2	1	
PHF	.798	.542	.750	.802	.000	.911	.969	.935	.500	.250	.667	.688	.442	.740	.500	.752

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City of Rosemead
N/S: SR-60 Westbound Ramps
E/W: San Gabriel Boulevard
Weather: Clear

File Name : 05_RSM_60W_SG AM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 1

Groups Printed- Total Volume

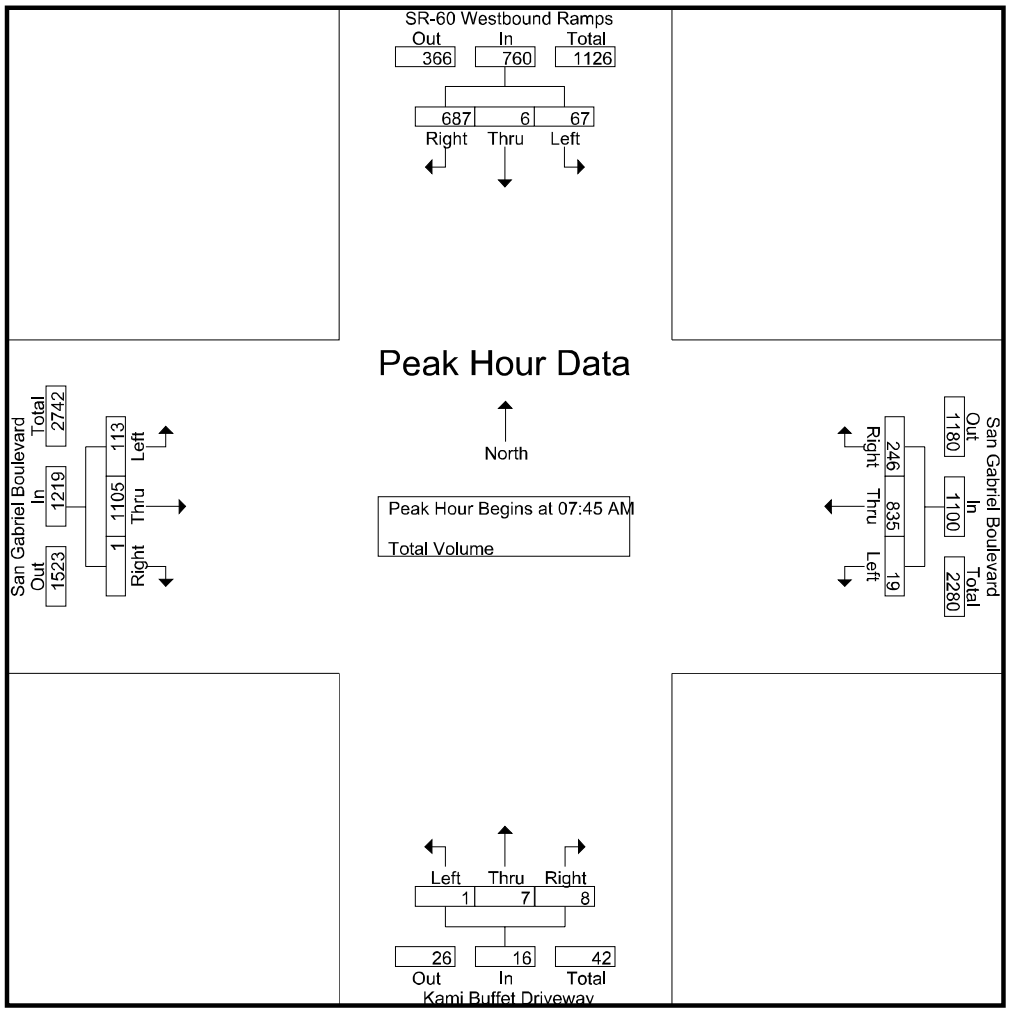
	SR-60 Westbound Ramps Southbound				San Gabriel Boulevard Westbound				Kami Buffet Driveway Northbound				San Gabriel Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	2	131	142	4	229	57	290	0	1	0	1	22	156	1	179	612
07:15 AM	9	3	103	115	3	212	59	274	0	1	0	1	19	197	0	216	606
07:30 AM	13	2	134	149	0	228	51	279	0	0	0	0	28	231	1	260	688
07:45 AM	18	0	188	206	1	264	70	335	0	2	3	5	37	269	1	307	853
Total	49	7	556	612	8	933	237	1178	0	4	3	7	106	853	3	962	2759
08:00 AM	12	1	188	201	5	213	51	269	0	3	1	4	26	260	0	286	760
08:15 AM	15	1	146	162	6	173	59	238	0	2	2	4	25	299	0	324	728
08:30 AM	22	4	165	191	7	185	66	258	1	0	2	3	25	277	0	302	754
08:45 AM	16	2	151	169	7	184	39	230	2	1	5	8	29	234	1	264	671
Total	65	8	650	723	25	755	215	995	3	6	10	19	105	1070	1	1176	2913
Grand Total	114	15	1206	1335	33	1688	452	2173	3	10	13	26	211	1923	4	2138	5672
Apprch %	8.5	1.1	90.3		1.5	77.7	20.8		11.5	38.5	50		9.9	89.9	0.2		
Total %	2	0.3	21.3	23.5	0.6	29.8	8	38.3	0.1	0.2	0.2	0.5	3.7	33.9	0.1	37.7	

	SR-60 Westbound Ramps Southbound				San Gabriel Boulevard Westbound				Kami Buffet Driveway Northbound				San Gabriel Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	18	0	**188**	**206**	1	**264**	**70**	**335**	0	2	**3**	**5**	**37**	269	**1**	307	**853**
08:00 AM	12	1	188	201	5	213	51	269	0	**3**	1	4	26	260	0	286	760
08:15 AM	15	1	146	162	6	173	59	238	0	2	2	4	25	**299**	0	**324**	728
08:30 AM	**22**	**4**	165	191	**7**	185	66	258	**1**	0	2	3	25	277	0	302	754
Total Volume	67	6	687	760	19	835	246	1100	1	7	8	16	113	1105	1	1219	3095
% App. Total	8.8	0.8	90.4		1.7	75.9	22.4		6.2	43.8	50		9.3	90.6	0.1		
PHF	.761	.375	.914	.922	.679	.791	.879	.821	.250	.583	.667	.800	.764	.924	.250	.941	.907

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City of Rosemead
N/S: SR-60 Westbound Ramps
E/W: San Gabriel Boulevard
Weather: Clear

File Name : 05_RSM_60W_SG AM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 2



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

	07:45 AM				07:00 AM				08:00 AM				07:45 AM			
+0 mins.	18	0	**188**	**206**	**4**	229	57	290	0	**3**	1	4	**37**	269	**1**	307
+15 mins.	12	1	188	201	3	212	59	274	0	2	2	4	26	260	0	286
+30 mins.	15	1	146	162	0	228	51	279	1	0	2	3	25	**299**	0	**324**
+45 mins.	**22**	**4**	165	191	1	**264**	**70**	**335**	**2**	1	**5**	**8**	25	277	0	302
Total Volume	67	6	687	760	8	933	237	1178	3	6	10	19	113	1105	1	1219
% App. Total	8.8	0.8	90.4		0.7	79.2	20.1		15.8	31.6	52.6		9.3	90.6	0.1	
PHF	.761	.375	.914	.922	.500	.884	.846	.879	.375	.500	.500	.594	.764	.924	.250	.941

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City of Rosemead
N/S: SR-60 Westbound Ramps
E/W: San Gabriel Boulevard
Weather: Clear

File Name : 05_RSM_60W_SG PM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 1

Groups Printed- Total Volume

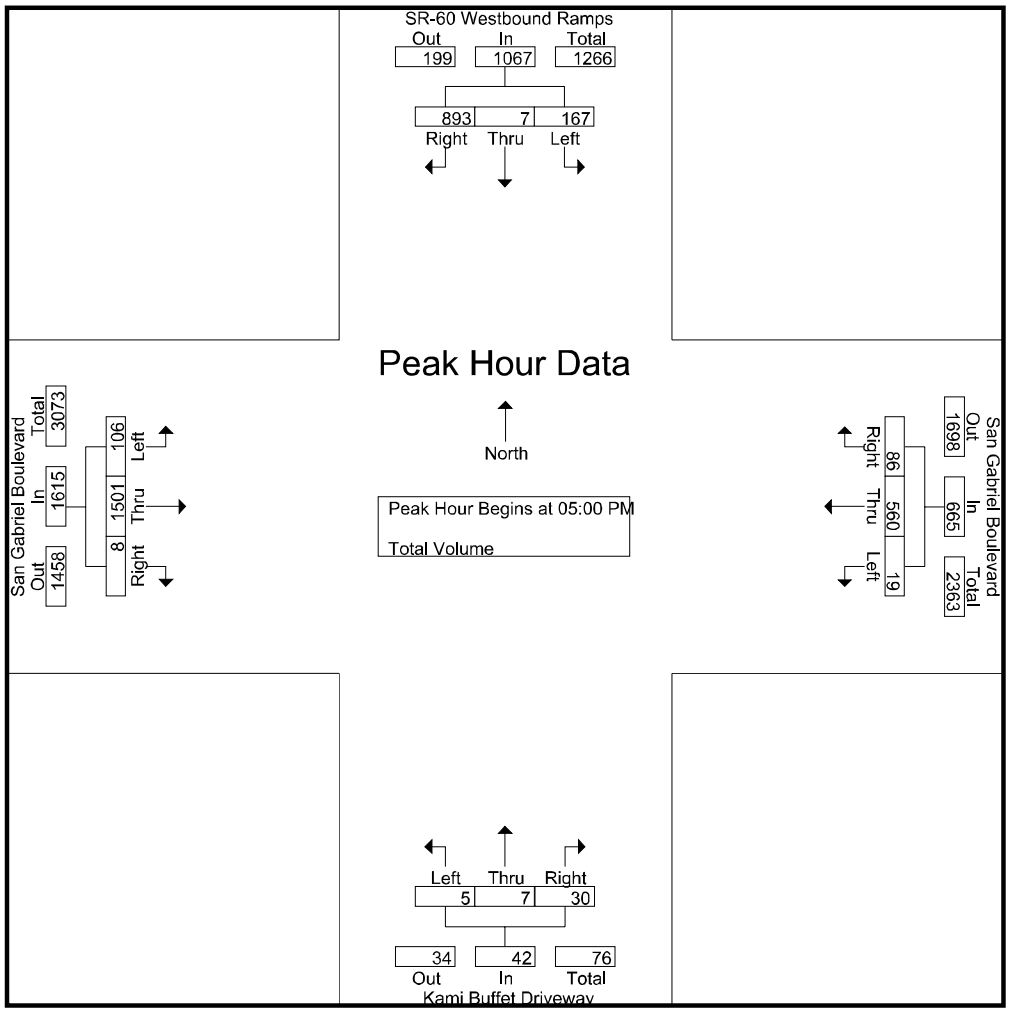
	SR-60 Westbound Ramps Southbound				San Gabriel Boulevard Westbound				Kami Buffet Driveway Northbound				San Gabriel Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	49	2	141	192	7	144	20	171	1	3	5	9	31	324	2	357	729
04:15 PM	30	4	168	202	5	122	23	150	3	2	5	10	28	344	1	373	735
04:30 PM	51	2	185	238	13	137	27	177	1	1	1	3	14	409	0	423	841
04:45 PM	49	6	191	246	5	122	24	151	0	1	2	3	25	340	0	365	765
Total	179	14	685	878	30	525	94	649	5	7	13	25	98	1417	3	1518	3070
05:00 PM	42	3	204	249	3	119	18	140	2	2	8	12	25	384	3	412	813
05:15 PM	44	1	225	270	5	165	28	198	0	2	7	9	22	363	1	386	863
05:30 PM	39	3	229	271	4	136	12	152	1	2	9	12	26	417	1	444	879
05:45 PM	42	0	235	277	7	140	28	175	2	1	6	9	33	337	3	373	834
Total	167	7	893	1067	19	560	86	665	5	7	30	42	106	1501	8	1615	3389
Grand Total	346	21	1578	1945	49	1085	180	1314	10	14	43	67	204	2918	11	3133	6459
Apprch %	17.8	1.1	81.1		3.7	82.6	13.7		14.9	20.9	64.2		6.5	93.1	0.4		
Total %	5.4	0.3	24.4	30.1	0.8	16.8	2.8	20.3	0.2	0.2	0.7	1	3.2	45.2	0.2	48.5	

	SR-60 Westbound Ramps Southbound				San Gabriel Boulevard Westbound				Kami Buffet Driveway Northbound				San Gabriel Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	42	**3**	204	249	3	119	18	140	**2**	**2**	8	**12**	25	384	**3**	412	813
05:15 PM	**44**	1	225	270	5	**165**	**28**	**198**	0	2	7	9	22	363	1	386	863
05:30 PM	39	3	229	271	4	136	12	152	1	2	**9**	12	26	**417**	1	**444**	**879**
05:45 PM	42	0	**235**	**277**	**7**	140	28	175	2	1	6	9	**33**	337	3	373	834
Total Volume	167	7	893	1067	19	560	86	665	5	7	30	42	106	1501	8	1615	3389
% App. Total	15.7	0.7	83.7		2.9	84.2	12.9		11.9	16.7	71.4		6.6	92.9	0.5		
PHF	.949	.583	.950	.963	.679	.848	.768	.840	.625	.875	.833	.875	.803	.900	.667	.909	.964

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

City of Rosemead
N/S: SR-60 Westbound Ramps
E/W: San Gabriel Boulevard
Weather: Clear

File Name : 05_RSM_60W_SG PM
Site Code : 10825555
Start Date : 5/21/2025
Page No : 2



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

	05:00 PM				04:30 PM				05:00 PM				05:00 PM			
+0 mins.	42	**3**	204	249	**13**	137	27	177	**2**	**2**	8	**12**	25	384	**3**	412
+15 mins.	**44**	1	225	270	5	122	24	151	0	2	7	9	22	363	1	386
+30 mins.	39	3	229	271	3	119	18	140	1	2	**9**	12	26	**417**	1	**444**
+45 mins.	42	0	**235**	**277**	5	**165**	**28**	**198**	2	1	6	9	**33**	337	3	373
Total Volume	167	7	893	1067	26	543	97	666	5	7	30	42	106	1501	8	1615
% App. Total	15.7	0.7	83.7		3.9	81.5	14.6		11.9	16.7	71.4		6.6	92.9	0.5	
PHF	.949	.583	.950	.963	.500	.823	.866	.841	.625	.875	.833	.875	.803	.900	.667	.909

APPENDIX C

INTERSECTION ANALYSIS WORKSHEETS

APPENDIX C-1

INTERSECTION ANALYSIS WORKSHEETS – EXISTING CONDITIONS

1515 Walnut Grove Avenue

Vistro File: K:\...\Rosemead AM.vistro
Report File: K:\...\1 EX AM.pdf

Scenario 1 Existing AM
7/9/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Walnut Grove Ave at Rush St	Signalized	ICU 1	NB Thru	0.414	-	A
2	Walnut Grove Ave at Walmart Dwy	Signalized	ICU 1	NB Thru	0.329	-	A
3	Walnut Grove Ave at Landis View Ln	Signalized	ICU 1	NB Right	0.346	-	A
4	Walnut Grove Ave at San Gabriel Blvd	Signalized	ICU 1	WB Thru	0.536	-	A
5	SR-60 WB Ramps at San Gabriel Blvd	Signalized	ICU 1	EB Thru	0.601	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Walnut Grove Ave at Rush St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.414

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	95.00	100.00	50.00	170.00	100.00	80.00	295.00	100.00	295.00	160.00	100.00	160.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	59	564	99	20	398	221	202	16	82	9	5	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	564	99	20	398	221	202	16	82	9	5	7
Peak Hour Factor	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	156	27	6	110	61	56	4	23	2	1	2
Total Analysis Volume [veh/h]	65	623	109	22	439	244	223	18	91	10	6	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.17	0.06	0.01	0.12	0.14	0.12	0.01	0.05	0.01	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.414											

Intersection Level Of Service Report
Intersection 2: Walnut Grove Ave at Walmart Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.329

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	17	661	400	90	63	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	661	400	90	63	17
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	173	104	24	16	4
Total Analysis Volume [veh/h]	18	691	418	94	66	18
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.19	0.14	0.14	0.04	0.01
Intersection LOS	A					
Intersection V/C	0.329					

Intersection Level Of Service Report
Intersection 3: Walnut Grove Ave at Landis View Ln

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.346

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	733	14	9	439	24	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	733	14	9	439	24	18
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	191	4	2	115	6	5
Total Analysis Volume [veh/h]	766	15	9	459	25	19
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.22	0.01	0.13	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.346					

Intersection Level Of Service Report
Intersection 4: Walnut Grove Ave at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	175.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	3	3	6	409	7	50	50	826	8	0	848	690
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	6	409	7	50	50	826	8	0	848	690
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	1.0000	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	2	112	2	14	14	225	2	0	231	188
Total Analysis Volume [veh/h]	3	3	7	446	8	55	55	901	9	0	925	752
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	0	6	0	0	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.12	0.14	0.14	0.03	0.25	0.25	0.00	0.26	0.09
Intersection LOS	A											
Intersection V/C	0.536											

Intersection Level Of Service Report
Intersection 5: SR-60 WB Ramps at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.601

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	130.00	100.00	130.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	7	8	67	6	687	113	1105	1	19	835	246
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	7	8	67	6	687	113	1105	1	19	835	246
Peak Hour Factor	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	2	18	2	189	31	305	0	5	230	68
Total Analysis Volume [veh/h]	1	8	9	74	7	757	125	1218	1	21	921	271
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.21	0.21	0.07	0.34	0.34	0.01	0.22	0.22
Intersection LOS	B											
Intersection V/C	0.601											

1515 Walnut Grove Avenue

Vistro File: K:\...\Rosemead PM.vistro
Report File: K:\...\1 EX PM.pdf

Scenario 1 Existing PM
7/9/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Walnut Grove Ave at Rush St	Signalized	ICU 1	SB Thru	0.522	-	A
2	Walnut Grove Ave at Walmart Dwy	Signalized	ICU 1	SB Thru	0.486	-	A
3	Walnut Grove Ave at Landis View Ln	Signalized	ICU 1	SB Thru	0.402	-	A
4	Walnut Grove Ave at San Gabriel Blvd	Signalized	ICU 1	SB Thru	0.616	-	B
5	SR-60 WB Ramps at San Gabriel Blvd	Signalized	ICU 1	EB Thru	0.745	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Walnut Grove Ave at Rush St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.522

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	95.00	100.00	50.00	170.00	100.00	80.00	295.00	100.00	295.00	160.00	100.00	160.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	103	608	20	12	678	214	262	16	163	63	24	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	608	20	12	678	214	262	16	163	63	24	22
Peak Hour Factor	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	159	5	3	177	56	69	4	43	16	6	6
Total Analysis Volume [veh/h]	108	637	21	13	710	224	274	17	171	66	25	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.18	0.01	0.01	0.20	0.12	0.15	0.00	0.10	0.04	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.522											

Intersection Level Of Service Report
Intersection 2: Walnut Grove Ave at Walmart Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.486

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	19	541	763	140	188	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	541	763	140	188	47
Peak Hour Factor	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	143	201	37	50	12
Total Analysis Volume [veh/h]	20	571	805	148	198	50
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.16	0.26	0.26	0.11	0.03
Intersection LOS	A					
Intersection V/C	0.486					

Intersection Level Of Service Report
Intersection 3: Walnut Grove Ave at Landis View Ln

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.402

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	634	19	19	867	18	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	634	19	19	867	18	10
Peak Hour Factor	0.8480	0.8480	0.8480	0.8480	0.8480	0.8480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	187	6	6	256	5	3
Total Analysis Volume [veh/h]	748	22	22	1022	21	12
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.21	0.01	0.28	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.402					

Intersection Level Of Service Report
Intersection 4: Walnut Grove Ave at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	175.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	0	2	5	835	8	46	23	781	8	0	842	628
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2	5	835	8	46	23	781	8	0	842	628
Peak Hour Factor	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	1.0000	0.9630	0.9630
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	217	2	12	6	203	2	0	219	163
Total Analysis Volume [veh/h]	0	2	5	867	8	48	24	811	8	0	874	652
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	0	6	0	0	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.24	0.26	0.26	0.01	0.23	0.23	0.00	0.24	0.00
Intersection LOS	B											
Intersection V/C	0.616											

Intersection Level Of Service Report
Intersection 5: SR-60 WB Ramps at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	130.00	100.00	130.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	5	7	30	167	7	893	106	1501	8	19	560	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	7	30	167	7	893	106	1501	8	19	560	86
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	8	43	2	232	27	389	2	5	145	22
Total Analysis Volume [veh/h]	5	7	31	173	7	926	110	1557	8	20	581	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.10	0.26	0.26	0.06	0.43	0.43	0.01	0.12	0.12
Intersection LOS	C											
Intersection V/C	0.745											

APPENDIX C-2

INTERSECTION ANALYSIS WORKSHEETS – EXISTING PLUS PROJECT

1515 Walnut Grove Avenue

Vistro File: K:\...\Rosemead AM.vistro
Report File: K:\...\2 EX PP AM.pdf

Scenario 2 Existing Plus Project AM
7/9/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Walnut Grove Ave at Rush St	Signalized	ICU 1	NB Thru	0.418	-	A
2	Walnut Grove Ave at Walmart Dwy	Signalized	ICU 1	NB Thru	0.336	-	A
3	Walnut Grove Ave at Landis View Ln	Signalized	ICU 1	NB Thru	0.351	-	A
4	Walnut Grove Ave at San Gabriel Blvd	Signalized	ICU 1	WB Thru	0.548	-	A
5	SR-60 WB Ramps at San Gabriel Blvd	Signalized	ICU 1	EB Thru	0.609	-	B
101	Walnut Grove Ave at North Project Dwy	Two-way stop	HCM 7th Edition	EB Left	0.059	13.7	B
102	Walnut Grove Ave at South Project Dwy	Two-way stop	HCM 7th Edition	EB Right	0.051	9.8	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Walnut Grove Ave at Rush St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.418

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	95.00	100.00	50.00	170.00	100.00	80.00	295.00	100.00	295.00	160.00	100.00	160.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	59	564	99	20	398	221	202	16	82	9	5	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	16	0	0	7	0	0	0	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	580	99	20	405	221	202	16	87	9	5	7
Peak Hour Factor	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	160	27	6	112	61	56	4	24	2	1	2
Total Analysis Volume [veh/h]	75	640	109	22	447	244	223	18	96	10	6	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.18	0.06	0.01	0.12	0.14	0.12	0.01	0.05	0.01	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.418											

Intersection Level Of Service Report
Intersection 2: Walnut Grove Ave at Walmart Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.336

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	17	661	400	90	63	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	25	12	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	686	412	90	63	17
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	179	108	24	16	4
Total Analysis Volume [veh/h]	18	717	431	94	66	18
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.20	0.15	0.15	0.04	0.01
Intersection LOS	A					
Intersection V/C	0.336					

Intersection Level Of Service Report
Intersection 3: Walnut Grove Ave at Landis View Ln

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.351

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	733	14	9	439	24	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	0	0	38	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	749	14	9	477	24	18
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	196	4	2	125	6	5
Total Analysis Volume [veh/h]	783	15	9	498	25	19
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.22	0.01	0.14	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.351					

Intersection Level Of Service Report
Intersection 4: Walnut Grove Ave at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.548

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	175.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	3	3	6	409	7	50	50	826	8	0	848	690
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	38	0	0	0	0	0	0	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	6	447	7	50	50	826	8	0	848	706
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	1.0000	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	2	122	2	14	14	225	2	0	231	192
Total Analysis Volume [veh/h]	3	3	7	487	8	55	55	901	9	0	925	770
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	0	6	0	0	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.14	0.15	0.15	0.03	0.25	0.25	0.00	0.26	0.08
Intersection LOS	A											
Intersection V/C	0.548											

Intersection Level Of Service Report
Intersection 5: SR-60 WB Ramps at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	130.00	100.00	130.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	7	8	67	6	687	113	1105	1	19	835	246
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	8	19	19	0	0	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	7	8	67	6	695	132	1124	1	19	843	246
Peak Hour Factor	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	2	18	2	192	36	310	0	5	232	68
Total Analysis Volume [veh/h]	1	8	9	74	7	766	146	1239	1	21	929	271
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.21	0.21	0.08	0.34	0.34	0.01	0.22	0.22
Intersection LOS	B											
Intersection V/C	0.609											

Intersection Level Of Service Report
Intersection 101: Walnut Grove Ave at North Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	678	417	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	12	25	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	678	417	12	25	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	178	110	3	7	0
Total Analysis Volume [veh/h]	0	714	439	13	26	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	8.26	0.00	0.00	0.00	13.70	10.15
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.19	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	4.70	4.70
d_A, Approach Delay [s/veh]	0.00		0.00		13.70	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.30					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 102: Walnut Grove Ave at South Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.051

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	678	417	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	0	0	0	0	38
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	678	417	0	0	38
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	178	110	0	0	10
Total Analysis Volume [veh/h]	17	714	439	0	0	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.00	0.05
d_M, Delay for Movement [s/veh]	8.24	0.00	0.00	0.00	13.72	9.84
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.03	0.01	0.00	0.00	0.16	0.16
95th-Percentile Queue Length [ft/ln]	0.71	0.36	0.00	0.00	4.02	4.02
d_A, Approach Delay [s/veh]	0.19		0.00		9.84	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.44					
Intersection LOS	A					

1515 Walnut Grove Avenue

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Scenario 2 Existing Plus Project PM
7/9/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Walnut Grove Ave at Rush St	Signalized	ICU 1	SB Thru	0.531	-	A
2	Walnut Grove Ave at Walmart Dwy	Signalized	ICU 1	SB Thru	0.493	-	A
3	Walnut Grove Ave at Landis View Ln	Signalized	ICU 1	SB Thru	0.411	-	A
4	Walnut Grove Ave at San Gabriel Blvd	Signalized	ICU 1	SB Thru	0.624	-	B
5	SR-60 WB Ramps at San Gabriel Blvd	Signalized	ICU 1	EB Thru	0.755	-	C
101	Walnut Grove Ave at North Project Dwy	Two-way stop	HCM 7th Edition	EB Left	0.067	18.0	C
102	Walnut Grove Ave at South Project Dwy	Two-way stop	HCM 7th Edition	EB Right	0.050	11.6	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Walnut Grove Ave at Rush St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.531

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	95.00	100.00	50.00	170.00	100.00	80.00	295.00	100.00	295.00	160.00	100.00	160.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	103	608	20	12	678	214	262	16	163	63	24	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	12	0	0	15	0	0	0	9	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	620	20	12	693	214	262	16	172	63	24	22
Peak Hour Factor	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	162	5	3	181	56	69	4	45	16	6	6
Total Analysis Volume [veh/h]	115	649	21	13	726	224	274	17	180	66	25	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.18	0.01	0.01	0.20	0.12	0.15	0.00	0.10	0.04	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.531											

Intersection Level Of Service Report
Intersection 2: Walnut Grove Ave at Walmart Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.493

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	19	541	763	140	188	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	24	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	560	787	140	188	47
Peak Hour Factor	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	148	208	37	50	12
Total Analysis Volume [veh/h]	20	591	830	148	198	50
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.16	0.27	0.27	0.11	0.03
Intersection LOS	A					
Intersection V/C	0.493					

Intersection Level Of Service Report
Intersection 3: Walnut Grove Ave at Landis View Ln

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.411

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	634	19	19	867	18	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	38	0	0	28	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	672	19	19	895	18	10
Peak Hour Factor	0.8480	0.8480	0.8480	0.8480	0.8480	0.8480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	198	6	6	264	5	3
Total Analysis Volume [veh/h]	792	22	22	1055	21	12
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.23	0.01	0.29	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.411					

Intersection Level Of Service Report
Intersection 4: Walnut Grove Ave at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.624

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	175.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	0	2	5	835	8	46	23	781	8	0	842	628
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	28	0	0	0	0	0	0	0	38
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2	5	863	8	46	23	781	8	0	842	666
Peak Hour Factor	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	1.0000	0.9630	0.9630
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	224	2	12	6	203	2	0	219	173
Total Analysis Volume [veh/h]	0	2	5	896	8	48	24	811	8	0	874	692
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	0	6	0	0	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.25	0.26	0.26	0.01	0.23	0.23	0.00	0.24	0.00
Intersection LOS	B											
Intersection V/C	0.624											

Intersection Level Of Service Report
Intersection 5: SR-60 WB Ramps at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.755

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	130.00	100.00	130.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	5	7	30	167	7	893	106	1501	8	19	560	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	19	14	14	0	0	19	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	7	30	167	7	912	120	1515	8	19	579	86
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	8	43	2	237	31	393	2	5	150	22
Total Analysis Volume [veh/h]	5	7	31	173	7	946	124	1572	8	20	601	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.10	0.26	0.26	0.07	0.44	0.44	0.01	0.13	0.13
Intersection LOS	C											
Intersection V/C	0.755											

Intersection Level Of Service Report
Intersection 101: Walnut Grove Ave at North Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	560	810	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	24	19	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	560	810	24	19	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	147	213	6	5	0
Total Analysis Volume [veh/h]	0	589	853	25	20	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	9.71	0.00	0.00	0.00	17.98	12.23
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	5.37	5.37
d_A, Approach Delay [s/veh]	0.00		0.00		17.98	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 102: Walnut Grove Ave at South Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	560	810	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	38	0	0	0	0	28
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	560	810	0	0	28
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	147	213	0	0	7
Total Analysis Volume [veh/h]	40	589	853	0	0	29
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.01	0.00	0.00	0.05
d_M, Delay for Movement [s/veh]	9.65	0.00	0.00	0.00	18.12	11.58
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.07	0.03	0.00	0.00	0.16	0.16
95th-Percentile Queue Length [ft/ln]	1.70	0.85	0.00	0.00	3.96	3.96
d_A, Approach Delay [s/veh]	0.61		0.00		11.58	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	B					

APPENDIX C-3

INTERSECTION ANALYSIS
WORKSHEETS – OPENING YEAR 2029
CUMULATIVE

1515 Walnut Grove Avenue

Vistro File: K:\...\Rosemead AM.vistro
Report File: K:\...\3 OY 29 AM.pdf

Scenario 3 Opening Year 2029 AM
11/4/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Walnut Grove Ave at Rush St	Signalized	ICU 1	NB Thru	0.428	-	A
2	Walnut Grove Ave at Walmart Dwy	Signalized	ICU 1	NB Thru	0.341	-	A
3	Walnut Grove Ave at Landis View Ln	Signalized	ICU 1	NB Right	0.359	-	A
4	Walnut Grove Ave at San Gabriel Blvd	Signalized	ICU 1	WB Thru	0.552	-	A
5	SR-60 WB Ramps at San Gabriel Blvd	Signalized	ICU 1	EB Thru	0.618	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Walnut Grove Ave at Rush St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.428

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	95.00	100.00	50.00	170.00	100.00	80.00	295.00	100.00	295.00	160.00	100.00	160.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	59	564	99	20	398	221	202	16	82	9	5	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	33	0	0	31	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	605	100	20	434	224	205	16	83	9	5	7
Peak Hour Factor	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	167	28	6	120	62	57	4	23	2	1	2
Total Analysis Volume [veh/h]	66	668	110	22	479	247	226	18	92	10	6	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.19	0.06	0.01	0.13	0.14	0.13	0.01	0.05	0.01	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.428											

Intersection Level Of Service Report
Intersection 2: Walnut Grove Ave at Walmart Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.341

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	17	661	400	90	63	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	33	31	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	703	436	91	64	17
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	184	114	24	17	4
Total Analysis Volume [veh/h]	18	735	456	95	67	18
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.20	0.15	0.15	0.04	0.01
Intersection LOS	A					
Intersection V/C	0.341					

Intersection Level Of Service Report
Intersection 3: Walnut Grove Ave at Landis View Ln

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	733	14	9	439	24	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	33	0	0	31	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	776	14	9	476	24	18
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	203	4	2	124	6	5
Total Analysis Volume [veh/h]	811	15	9	497	25	19
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.23	0.01	0.14	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.359					

Intersection Level Of Service Report
Intersection 4: Walnut Grove Ave at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.552

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	175.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	3	3	6	409	7	50	50	826	8	0	848	690
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0000	1.0136	1.0136
In-Process Volume [veh/h]	0	0	0	31	0	0	0	0	0	0	0	33
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	6	446	7	51	51	837	8	0	860	732
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	1.0000	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	2	122	2	14	14	228	2	0	234	200
Total Analysis Volume [veh/h]	3	3	7	486	8	56	56	913	9	0	938	798
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	0	6	0	0	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.14	0.15	0.15	0.03	0.26	0.26	0.00	0.26	0.09
Intersection LOS	A											
Intersection V/C	0.552											

Intersection Level Of Service Report
Intersection 5: SR-60 WB Ramps at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	130.00	100.00	130.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	7	8	67	6	687	113	1105	1	19	835	246
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	0	16	10	0	16	16	16	0	0	16	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	7	24	78	6	712	131	1136	1	19	862	249
Peak Hour Factor	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	7	21	2	196	36	313	0	5	238	69
Total Analysis Volume [veh/h]	1	8	26	86	7	785	144	1252	1	21	950	275
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.05	0.22	0.22	0.08	0.35	0.35	0.01	0.23	0.23
Intersection LOS	B											
Intersection V/C	0.618											

1515 Walnut Grove Avenue

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Scenario 3 Opening Year 2029 PM
11/11/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Walnut Grove Ave at Rush St	Signalized	ICU 1	SB Thru	0.548	-	A
2	Walnut Grove Ave at Walmart Dwy	Signalized	ICU 1	SB Thru	0.511	-	A
3	Walnut Grove Ave at Landis View Ln	Signalized	ICU 1	SB Thru	0.428	-	A
4	Walnut Grove Ave at San Gabriel Blvd	Signalized	ICU 1	SB Thru	0.643	-	B
5	SR-60 WB Ramps at San Gabriel Blvd	Signalized	ICU 1	EB Thru	0.774	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Walnut Grove Ave at Rush St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.548

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	95.00	100.00	50.00	170.00	100.00	80.00	295.00	100.00	295.00	160.00	100.00	160.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	103	608	20	12	678	214	262	16	163	63	24	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	68	0	0	67	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	684	20	12	754	217	266	16	165	64	24	22
Peak Hour Factor	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	179	5	3	197	57	70	4	43	17	6	6
Total Analysis Volume [veh/h]	109	716	21	13	790	227	279	17	173	67	25	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.20	0.01	0.01	0.22	0.13	0.16	0.00	0.10	0.04	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.548											

Intersection Level Of Service Report
Intersection 2: Walnut Grove Ave at Walmart Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	19	541	763	140	188	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	68	67	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	616	840	142	191	48
Peak Hour Factor	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	162	222	37	50	13
Total Analysis Volume [veh/h]	20	650	886	150	201	51
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.29	0.29	0.11	0.03
Intersection LOS	A					
Intersection V/C	0.511					

Intersection Level Of Service Report
Intersection 3: Walnut Grove Ave at Landis View Ln

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.428

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	634	19	19	867	18	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	68	0	0	67	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	711	19	19	946	18	10
Peak Hour Factor	0.8480	0.8480	0.8480	0.8480	0.8480	0.8480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	210	6	6	279	5	3
Total Analysis Volume [veh/h]	838	22	22	1116	21	12
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.24	0.01	0.31	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.428					

Intersection Level Of Service Report
Intersection 4: Walnut Grove Ave at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.643

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	175.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	0	2	5	835	8	46	23	781	8	0	842	628
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0000	1.0136	1.0136
In-Process Volume [veh/h]	0	0	0	67	0	0	0	0	0	0	0	68
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2	5	913	8	47	23	792	8	0	853	705
Peak Hour Factor	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	1.0000	0.9630	0.9630
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	237	2	12	6	206	2	0	221	183
Total Analysis Volume [veh/h]	0	2	5	948	8	49	24	822	8	0	886	732
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	0	6	0	0	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.26	0.28	0.28	0.01	0.23	0.23	0.00	0.25	0.00
Intersection LOS	B											
Intersection V/C	0.643											

Intersection Level Of Service Report
Intersection 5: SR-60 WB Ramps at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	130.00	100.00	130.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	5	7	30	167	7	893	106	1501	8	19	560	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	0	23	12	0	34	34	34	0	0	34	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	7	53	181	7	939	141	1555	8	19	602	87
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	14	47	2	244	37	403	2	5	156	23
Total Analysis Volume [veh/h]	5	7	55	188	7	974	146	1613	8	20	624	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.04	0.10	0.27	0.27	0.08	0.45	0.45	0.01	0.13	0.13
Intersection LOS	C											
Intersection V/C	0.774											

APPENDIX C-4

INTERSECTION ANALYSIS
WORKSHEETS – OPENING YEAR 2029
CUMULATIVE PLUS PROJECT

1515 Walnut Grove Avenue

Vistro File: K:\...\Rosemead PM.vistro
Report File: K:\...\4 OY 29 PP PM.pdf

Scenario 4 Opening Year 2029 Plus Project PM
11/4/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Walnut Grove Ave at Rush St	Signalized	ICU 1	SB Thru	0.556	-	A
2	Walnut Grove Ave at Walmart Dwy	Signalized	ICU 1	SB Right	0.518	-	A
3	Walnut Grove Ave at Landis View Ln	Signalized	ICU 1	SB Thru	0.438	-	A
4	Walnut Grove Ave at San Gabriel Blvd	Signalized	ICU 1	SB Thru	0.651	-	B
5	SR-60 WB Ramps at San Gabriel Blvd	Signalized	ICU 1	EB Thru	0.784	-	C
101	Walnut Grove Ave at North Project Dwy	Two-way stop	HCM 7th Edition	EB Left	0.075	19.6	C
102	Walnut Grove Ave at South Project Dwy	Two-way stop	HCM 7th Edition	EB Right	0.054	12.0	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Walnut Grove Ave at Rush St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	95.00	100.00	50.00	170.00	100.00	80.00	295.00	100.00	295.00	160.00	100.00	160.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	103	608	20	12	678	214	262	16	163	63	24	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	68	0	0	67	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	12	0	0	15	0	0	0	9	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	111	696	20	12	769	217	266	16	174	64	24	22
Peak Hour Factor	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	182	5	3	201	57	70	4	46	17	6	6
Total Analysis Volume [veh/h]	116	729	21	13	805	227	279	17	182	67	25	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.20	0.01	0.01	0.22	0.13	0.16	0.00	0.10	0.04	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.556											

Intersection Level Of Service Report
Intersection 2: Walnut Grove Ave at Walmart Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	19	541	763	140	188	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	68	67	0	0	0
Site-Generated Trips [veh/h]	0	19	24	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	635	864	142	191	48
Peak Hour Factor	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	167	228	37	50	13
Total Analysis Volume [veh/h]	20	670	911	150	201	51
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.19	0.29	0.29	0.11	0.03
Intersection LOS	A					
Intersection V/C	0.518					

Intersection Level Of Service Report
Intersection 3: Walnut Grove Ave at Landis View Ln

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.438

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	634	19	19	867	18	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	68	0	0	67	0	0
Site-Generated Trips [veh/h]	38	0	0	28	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	749	19	19	974	18	10
Peak Hour Factor	0.8480	0.8480	0.8480	0.8480	0.8480	0.8480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	221	6	6	287	5	3
Total Analysis Volume [veh/h]	883	22	22	1149	21	12
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.25	0.01	0.32	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.438					

Intersection Level Of Service Report
Intersection 4: Walnut Grove Ave at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	175.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	0	2	5	835	8	46	23	781	8	0	842	628
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0000	1.0136	1.0136
In-Process Volume [veh/h]	0	0	0	67	0	0	0	0	0	0	0	68
Site-Generated Trips [veh/h]	0	0	0	28	0	0	0	0	0	0	0	38
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2	5	941	8	47	23	792	8	0	853	743
Peak Hour Factor	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	1.0000	0.9630	0.9630
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	244	2	12	6	206	2	0	221	193
Total Analysis Volume [veh/h]	0	2	5	977	8	49	24	822	8	0	886	772
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	0	6	0	0	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.27	0.29	0.29	0.01	0.23	0.23	0.00	0.25	0.00
Intersection LOS	B											
Intersection V/C	0.651											

Intersection Level Of Service Report
Intersection 5: SR-60 WB Ramps at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.784

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	130.00	100.00	130.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	5	7	30	167	7	893	106	1501	8	19	560	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	0	23	12	0	34	34	34	0	0	34	0
Site-Generated Trips [veh/h]	0	0	0	0	0	19	14	14	0	0	19	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	7	53	181	7	958	155	1569	8	19	621	87
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	14	47	2	248	40	407	2	5	161	23
Total Analysis Volume [veh/h]	5	7	55	188	7	994	161	1628	8	20	644	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.04	0.10	0.28	0.28	0.09	0.45	0.45	0.01	0.14	0.14
Intersection LOS	C											
Intersection V/C	0.784											

Intersection Level Of Service Report
Intersection 101: Walnut Grove Ave at North Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	19.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.075

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	560	810	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	68	67	0	0	0
Site-Generated Trips [veh/h]	0	0	0	24	19	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	636	888	24	19	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	167	234	6	5	0
Total Analysis Volume [veh/h]	0	669	935	25	20	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	10.05	0.00	0.00	0.00	19.59	12.86
Movement LOS	B	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.24	0.24
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	6.03	6.03
d_A, Approach Delay [s/veh]	0.00		0.00		19.59	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 102: Walnut Grove Ave at South Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	560	810	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	68	67	0	0	0
Site-Generated Trips [veh/h]	38	0	0	0	0	28
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	636	888	0	0	28
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	167	234	0	0	7
Total Analysis Volume [veh/h]	40	669	935	0	0	29
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.01	0.00	0.00	0.05
d_M, Delay for Movement [s/veh]	9.99	0.00	0.00	0.00	19.64	12.02
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.07	0.03	0.00	0.00	0.17	0.17
95th-Percentile Queue Length [ft/ln]	1.70	0.85	0.00	0.00	4.23	4.23
d_A, Approach Delay [s/veh]	0.56		0.00		12.02	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.45					
Intersection LOS	B					

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Walnut Grove Ave at Rush St	Signalized	ICU 1	NB Thru	0.433	-	A
2	Walnut Grove Ave at Walmart Dwy	Signalized	ICU 1	NB Thru	0.349	-	A
3	Walnut Grove Ave at Landis View Ln	Signalized	ICU 1	NB Thru	0.364	-	A
4	Walnut Grove Ave at San Gabriel Blvd	Signalized	ICU 1	WB Thru	0.563	-	A
5	SR-60 WB Ramps at San Gabriel Blvd	Signalized	ICU 1	EB Thru	0.626	-	B
101	Walnut Grove Ave at North Project Dwy	Two-way stop	HCM 7th Edition	EB Left	0.062	14.2	B
102	Walnut Grove Ave at South Project Dwy	Two-way stop	HCM 7th Edition	EB Right	0.052	10.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Walnut Grove Ave at Rush St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.433

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	95.00	100.00	50.00	170.00	100.00	80.00	295.00	100.00	295.00	160.00	100.00	160.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	59	564	99	20	398	221	202	16	82	9	5	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	33	0	0	31	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	16	0	0	7	0	0	0	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	621	100	20	441	224	205	16	88	9	5	7
Peak Hour Factor	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	171	28	6	122	62	57	4	24	2	1	2
Total Analysis Volume [veh/h]	76	685	110	22	487	247	226	18	97	10	6	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.19	0.06	0.01	0.14	0.14	0.13	0.01	0.05	0.01	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.433											

Intersection Level Of Service Report
Intersection 2: Walnut Grove Ave at Walmart Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.349

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	17	661	400	90	63	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	33	31	0	0	0
Site-Generated Trips [veh/h]	0	25	12	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	728	448	91	64	17
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	190	117	24	17	4
Total Analysis Volume [veh/h]	18	761	468	95	67	18
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.21	0.16	0.16	0.04	0.01
Intersection LOS	A					
Intersection V/C	0.349					

Intersection Level Of Service Report
Intersection 3: Walnut Grove Ave at Landis View Ln

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.364

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	733	14	9	439	24	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	33	0	0	31	0	0
Site-Generated Trips [veh/h]	16	0	0	38	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	792	14	9	514	24	18
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	207	4	2	134	6	5
Total Analysis Volume [veh/h]	828	15	9	537	25	19
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.23	0.01	0.15	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.364					

Intersection Level Of Service Report
Intersection 4: Walnut Grove Ave at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	175.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	3	3	6	409	7	50	50	826	8	0	848	690
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0000	1.0136	1.0136
In-Process Volume [veh/h]	0	0	0	31	0	0	0	0	0	0	0	33
Site-Generated Trips [veh/h]	0	0	0	38	0	0	0	0	0	0	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	6	484	7	51	51	837	8	0	860	748
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	1.0000	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	2	132	2	14	14	228	2	0	234	204
Total Analysis Volume [veh/h]	3	3	7	528	8	56	56	913	9	0	938	816
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	0	6	0	0	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.15	0.16	0.16	0.03	0.26	0.26	0.00	0.26	0.08
Intersection LOS	A											
Intersection V/C	0.563											

Intersection Level Of Service Report
Intersection 5: SR-60 WB Ramps at San Gabriel Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	130.00	100.00	130.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	7	8	67	6	687	113	1105	1	19	835	246
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	0	16	10	0	16	16	16	0	0	16	0
Site-Generated Trips [veh/h]	0	0	0	0	0	8	19	19	0	0	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	7	24	78	6	720	150	1155	1	19	870	249
Peak Hour Factor	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	7	21	2	198	41	318	0	5	240	69
Total Analysis Volume [veh/h]	1	8	26	86	7	794	165	1273	1	21	959	275
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.05	0.22	0.22	0.09	0.35	0.35	0.01	0.23	0.23
Intersection LOS	B											
Intersection V/C	0.626											

Intersection Level Of Service Report
Intersection 101: Walnut Grove Ave at North Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	678	417	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	33	31	0	0	0
Site-Generated Trips [veh/h]	0	0	0	12	25	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	720	454	12	25	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	189	119	3	7	0
Total Analysis Volume [veh/h]	0	758	478	13	26	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	8.37	0.00	0.00	0.00	14.22	10.34
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.20	0.20
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	4.97	4.97
d_A, Approach Delay [s/veh]	0.00		0.00		14.22	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 102: Walnut Grove Ave at South Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.052

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	678	417	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0136	1.0136	1.0136	1.0136	1.0136	1.0136
In-Process Volume [veh/h]	0	33	31	0	0	0
Site-Generated Trips [veh/h]	16	0	0	0	0	38
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	720	454	0	0	38
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	189	119	0	0	10
Total Analysis Volume [veh/h]	17	758	478	0	0	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.00	0.05
d_M, Delay for Movement [s/veh]	8.35	0.00	0.00	0.00	14.21	9.98
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.03	0.01	0.00	0.00	0.17	0.17
95th-Percentile Queue Length [ft/ln]	0.71	0.36	0.00	0.00	4.15	4.15
d_A, Approach Delay [s/veh]	0.18		0.00		9.98	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	A					

APPENDIX D

CUMULATIVE PROJECTS INFORMATION

TOTAL CUMULATIVE PROJECTS TRAFFIC

AM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Walnut Grove Ave at Rush St	0	33	0	0	31	0	0	0	0	0	0	0
2	Walnut Grove Ave at Walmart Dwy	0	33	0	0	31	0	0	0	0	0	0	0
3	Walnut Grove Ave at Landis View Lane	0	33	0	0	31	0	0	0	0	0	0	0
4	Walnut Grove Ave at San Gabriel Blvd	0	0	0	31	0	0	0	0	0	0	0	33
5	San Gabriel Blvd at SR-60 West Ramps	0	0	16	10	0	16	16	16	0	0	16	0
6	Walnut Grove Ave at N Project Dwy	0	33	0	0	31	0	0	0	0	0	0	0
7	Walnut Grove Ave at S Project Dwy	0	33	0	0	31	0	0	0	0	0	0	0

PM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Walnut Grove Ave at Rush St	0	68	0	0	67	0	0	0	0	0	0	0
2	Walnut Grove Ave at Walmart Dwy	0	68	0	0	67	0	0	0	0	0	0	0
3	Walnut Grove Ave at Landis View Lane	0	68	0	0	67	0	0	0	0	0	0	0
4	Walnut Grove Ave at San Gabriel Blvd	0	0	0	67	0	0	0	0	0	0	0	68
5	San Gabriel Blvd at SR-60 West Ramps	0	0	23	12	0	34	34	34	0	0	34	0
6	Walnut Grove Ave at N Project Dwy	0	68	0	0	67	0	0	0	0	0	0	0
7	Walnut Grove Ave at S Project Dwy	0	68	0	0	67	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	1	Walnut Grove Ave at Rush St

Mirror distribution? Y Entire Intersection

Mirror distribution?

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	33	0	0	0	0	0	0	0	0	0	0
AM Out		0	0	0	0	31	0	0	0	0	0	0	0
AM Tot		0	33	0	0	31	0	0	0	0	0	0	0
PM In		0	68	0	0	0	0	0	0	0	0	0	0
PM Out		0	0	0	0	67	0	0	0	0	0	0	0
PM Tot		0	68	0	0	67	0	0	0	0	0	0	0

Zone #	1	North Projects

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										
Y	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	326	0	33	0	0	0	0	0	0	0	0	0	0
AM Out	311	0	0	0	0	31	0	0	0	0	0	0	0
PM In	675	0	68	0	0	0	0	0	0	0	0	0	0
PM Out	673	0	0	0	0	67	0	0	0	0	0	0	0

Zone #	2	South Project

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	40	0	0	0	0	0	0	0	0	0	0	0	0
PM In	60	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	58	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	2	Walnut Grove Ave at Walmart Dwy

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	33	0	0	0	0	0	0	0	0	0	0
AM Out		0	0	0	0	31	0	0	0	0	0	0	0
AM Tot		0	33	0	0	31	0	0	0	0	0	0	0
PM In		0	68	0	0	0	0	0	0	0	0	0	0
PM Out		0	0	0	0	67	0	0	0	0	0	0	0
PM Tot		0	68	0	0	67	0	0	0	0	0	0	0

Zone #	1	North Projects

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										
Y	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	326	0	33	0	0	0	0	0	0	0	0	0	0
AM Out	311	0	0	0	0	31	0	0	0	0	0	0	0
PM In	675	0	68	0	0	0	0	0	0	0	0	0	0
PM Out	673	0	0	0	0	67	0	0	0	0	0	0	0

Zone #	2	South Project

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	40	0	0	0	0	0	0	0	0	0	0	0	0
PM In	60	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	58	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	3	Walnut Grove Ave at Landis View Lane

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC													
Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	33	0	0	0	0	0	0	0	0	0	0
AM Out		0	0	0	0	31	0	0	0	0	0	0	0
AM Tot		0	33	0	0	31	0	0	0	0	0	0	0
PM In		0	68	0	0	0	0	0	0	0	0	0	0
PM Out		0	0	0	0	67	0	0	0	0	0	0	0
PM Tot		0	68	0	0	67	0	0	0	0	0	0	0

Zone #	1	North Projects

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										
Y	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	326	0	33	0	0	0	0	0	0	0	0	0	0
AM Out	311	0	0	0	0	31	0	0	0	0	0	0	0
PM In	675	0	68	0	0	0	0	0	0	0	0	0	0
PM Out	673	0	0	0	0	67	0	0	0	0	0	0	0

Zone #	2	South Project

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	40	0	0	0	0	0	0	0	0	0	0	0	0
PM In	60	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	58	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	4	Walnut Grove Ave at San Gabriel Blvd

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	0	0	0	0	33
AM Out		0	0	0	31	0	0	0	0	0	0	0	0
AM Tot		0	0	0	31	0	0	0	0	0	0	0	33
PM In		0	0	0	0	0	0	0	0	0	0	0	68
PM Out		0	0	0	67	0	0	0	0	0	0	0	0
PM Tot		0	0	0	67	0	0	0	0	0	0	0	68

Zone #	1	North Projects

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												10%
Y	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	10%
PM Out	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	326	0	0	0	0	0	0	0	0	0	0	0	33
AM Out	311	0	0	0	31	0	0	0	0	0	0	0	0
PM In	675	0	0	0	0	0	0	0	0	0	0	0	68
PM Out	673	0	0	0	67	0	0	0	0	0	0	0	0

Zone #	2	South Project

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	40	0	0	0	0	0	0	0	0	0	0	0	0
PM In	60	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	58	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	5	San Gabriel Blvd at SR-60 West Ramps

N

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	10	0	16	0	0	0	0	16	0
AM Out		0	0	16	0	0	0	16	16	0	0	0	0
AM Tot		0	0	16	10	0	16	16	16	0	0	16	0
PM In		0	0	0	12	0	34	0	0	0	0	34	0
PM Out		0	0	23	0	0	0	34	34	0	0	0	0
PM Tot		0	0	23	12	0	34	34	34	0	0	34	0

Zone #	1	North Projects

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In						5%					5%	
N	0%	0%	0%	0%	0%	0%	5%	5%	0%	0%	0%	0%
AM Out							5%	5%				
PM In	0%	0%	0%	0%	0%	5%	0%	0%	0%		5%	0%
PM Out	0%	0%	0%	0%	0%	0%	5%	5%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	326	0	0	0	0	0	16	0	0	0	0	16	0
AM Out	311	0	0	0	0	0	0	16	16	0	0	0	0
PM In	675	0	0	0	0	0	34	0	0	0	0	34	0
PM Out	673	0	0	0	0	0	0	34	34	0	0	0	0

Zone #	2	South Project

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In				20%								
N	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out			40%									
PM In	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	0	0	10	0	0	0	0	0	0	0	0
AM Out	40	0	0	16	0	0	0	0	0	0	0	0	0
PM In	60	0	0	0	12	0	0	0	0	0	0	0	0
PM Out	58	0	0	23	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	6	Walnut Grove Ave at N Project Dwy

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC													
Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	33	0	0	0	0	0	0	0	0	0	0
AM Out		0	0	0	0	31	0	0	0	0	0	0	0
AM Tot		0	33	0	0	31	0	0	0	0	0	0	0
PM In		0	68	0	0	0	0	0	0	0	0	0	0
PM Out		0	0	0	0	67	0	0	0	0	0	0	0
PM Tot		0	68	0	0	67	0	0	0	0	0	0	0

Zone #	1	North Projects

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										
Y	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	326	0	33	0	0	0	0	0	0	0	0	0	0
AM Out	311	0	0	0	0	31	0	0	0	0	0	0	0
PM In	675	0	68	0	0	0	0	0	0	0	0	0	0
PM Out	673	0	0	0	0	67	0	0	0	0	0	0	0

Zone #	2	South Project

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	40	0	0	0	0	0	0	0	0	0	0	0	0
PM In	60	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	58	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	7	Walnut Grove Ave at S Project Dwy

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC													
Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	33	0	0	0	0	0	0	0	0	0	0
AM Out		0	0	0	0	31	0	0	0	0	0	0	0
AM Tot		0	33	0	0	31	0	0	0	0	0	0	0
PM In		0	68	0	0	0	0	0	0	0	0	0	0
PM Out		0	0	0	0	67	0	0	0	0	0	0	0
PM Tot		0	68	0	0	67	0	0	0	0	0	0	0

Zone #	1	North Projects

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										
Y	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	326	0	33	0	0	0	0	0	0	0	0	0	0
AM Out	311	0	0	0	0	31	0	0	0	0	0	0	0
PM In	675	0	68	0	0	0	0	0	0	0	0	0	0
PM Out	673	0	0	0	0	67	0	0	0	0	0	0	0

Zone #	2	South Project

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	40	0	0	0	0	0	0	0	0	0	0	0	0
PM In	60	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	58	0	0	0	0	0	0	0	0	0	0	0	0