Appendix E1
Traffic Impact Assessment



TRAFFIC IMPACT ANALYSIS



MONTEREY PARK MARKET PLACE

City of Monterey Park, California

arch beach

C O N S U L T I N G

March 11, 2011

TRAFFIC IMPACT ANALYSIS

MONTEREY PARK MARKET PLACE

City of Monterey Park, California



Prepared by

arch beach
CONSULTING

Project No. 10-004
Updated March 11, 2011
September 17, 2010

Contact
Dennis M. Pascua, PTP
Arch Beach Consulting
303 Broadway, Suite 104 – 6
Laguna Beach, California 92651
Phone (949) 637-9007
Fax (949) 900-6376
www.archbeachconsulting.com

TABLE OF CONTENTS

1.0 INTRODUCTION 1
Purpose and Objectives of the Traffic Study 1
Site Location and Study Area 2
Methodology 2
Significance Criteria 5
Traffic Analysis Scenarios 7

2.0 PROJECT DESCRIPTION AND TRAFFIC GENERATION 9
Project Size and Description 9
Project Traffic 11
Trip Distribution and Assignment 15

3.0 AREA CONDITIONS 19
Existing Traffic Conditions 19

4.0 OPENING YEAR 2015 TRAFFIC CONDITIONS 27
Opening Year 2015 Baseline Condition 27
Opening Year 2015 plus Project 34

5.0 BUILDOUT YEAR 2025 TRAFFIC CONDITIONS 38
Buildout Year 2025 Baseline Condition 38
Buildout Year 2025 plus Project 43

6.0 PROJECT ACCESS, CIRCULATION AND PARKING 47
Project Access and Circulation 47
Parking 47

7.0 MITIGATION MEASURES 49
Opening Year 2015 plus Project 49
Buildout Year 2025 plus Project 51
Project Access, Circulation and Parking 55

8.0 SMALL-BOX RETAIL CENTER TRAFFIC ASSESSMENT 58
Small-Box Retail Center Traffic 58
Trip Distribution and Assignment 58
Mitigation Measures 64

9.0 REFERENCES 65

LIST OF TABLES

Table A – Level of Service Definitions 4
Table B – Level of Service Descriptions 5
Table C – City of Montebello Significance Criteria 6
Table D – City of Rosemead Significance Criteria 7
Table E – County of Los Angeles Significance Criteria 7
Table F – Los Angeles County CMP Level of Service Definitions for Freeway Mainline Segments 8
Table G – Proposed Plan for Development (Big-Box Retail) 11
Table H – Weekday Project Trip Generation Estimates 12
Table I – Saturday Project Trip Generation Estimates 13
Table J – Project Trip Distribution Percentages 18
Table K – Existing Condition Intersection Level of Service Summary 24
Table L – 2003 CMP and Existing 2010 Freeway Monitoring Stations Levels of Service 25
Table M – Cumulative Projects Trip Generation Estimates 27
Table N – Opening Year 2015 Baseline Intersection Level of Service Summary 32
Table O – Opening Year 2015 Baseline CMP Freeway Mainline Levels of Service 33
Table P – Opening Year 2015 plus Project Intersection Level of Service Summary 36
Table Q – Buildout Year 2025 Intersection Levels of Service 41
Table R – Buildout Year 2025 Baseline and Project Freeway Mainline Levels of Service 42
Table S – Buildout Year 2025 plus Project Levels of Service 45
Table T – Project Parking Demand Estimates Based on ITE Rates 48
Table U – Opening Year 2015 plus Project Levels of Service with Mitigation Measures 53
Table V – Buildout Year 2025 plus Project Levels of Service with Mitigation Measures 57
Table W – Small-Box Retail Center Weekday Trip Generation Estimates 59
Table X – Opening Year 2015 plus Small-Box Retail Center Intersection Level of Service Summary 61
Table Y – Buildout Year 2025 plus Small-Box Retail Center Levels of Service 63

LIST OF FIGURES

Figure 1 – Project Site Location and Study Area 3
Figure 2 – Project Site Plan 10
Figure 3 – Project Trip Distribution 16
Figure 4 – Project Trip Assignment 17
Figure 5 – Existing Traffic Controls and Intersection Geometrics 22
Figure 6 – Existing AM and PM Peak Hour Traffic Volumes 23
Figure 7 – Locations of Cumulative Projects 28
Figure 8 – Cumulative Projects Trip Assignment 29
Figure 9 – Opening Year 2015 Baseline AM and PM Peak Hour Traffic Volumes 31
Figure 10 – Opening Year 2015 plus Project AM and PM Peak Hour Traffic Volumes 35
Figure 11 – Buildout Year 2025 Baseline AM and PM Peak Hour Traffic Volumes 40
Figure 12 – Buildout Year 2025 plus Project AM and PM Peak Hour Traffic Volumes 44
Figure 13 – Opening Year 2015 plus Project Improvements 52
Figure 14 – Buildout Year 2025 plus Project Improvements 54

APPENDICES

Appendix A – Raw Traffic Count Data Sheets
Appendix B – Intersection Level of Service Worksheets
Appendix C – Small-Box Retail Center Level of Service Worksheets

1.0 INTRODUCTION

The following presents the traffic impact analysis (TIA) prepared by Arch Beach Consulting for the proposed Monterey Park Market Place (MPMP), a 600,000 square foot "big-box" retail center located at 2550 Greenwood Avenue in the City of Monterey Park (City). The proposed project would develop a vacant 51.1 acre site partially covered by the northern portion of a former 190 acre landfill, now owned by Operating Industries Incorporated (OII). The project would be developed in two phases with the first phase primarily consisting of site preparation and grading; while the second phase would involve the construction of all buildings and internal roadways and parking lots. This TIA analyses the potential traffic impacts from the full operation of the proposed retail uses on site (i.e., completion of the second phase). In addition, a traffic analysis has also been prepared for a similarly sized "small-box" retail center at 534,751 square feet on the same project site. A traffic assessment of the small-box retail center has been included as a separate chapter in this TIA.

The MPMP project site is located along the north side of the Pomona Freeway, or State Route 60 (SR 60), between the Paramount Boulevard and Potrero Grande Drive freeway exits. The MPMP project site is in the southern portion of Monterey Park, which is located in central Los Angeles County, east of downtown, north of SR 60, and south of Interstate 10 (I-10). The City of Monterey Park shares boundaries with Alhambra on the north, Rosemead on the east, Montebello on the south, and East Los Angeles and unincorporated Los Angeles County on the west.

The project study area is comprised of roadways and intersections within the City and adjacent jurisdictions. Therefore, this TIA has been prepared consistent with the traffic study guidelines and policies of the Cities of Monterey Park, Montebello, Rosemead, and the County of Los Angeles including the Los Angeles County Congestion Management Program (CMP). If an intersection is located on the boundary of two jurisdictions (i.e., centerline of roadway is boundary), the utilized impact standards were taken from the jurisdiction with more stringent standards.

Purpose and Objectives of the Traffic Study

The purpose of this traffic study is to evaluate the traffic and circulation impacts of the proposed project. The study objectives of this traffic study include:

- Documentation of existing traffic conditions and future traffic conditions corresponding to the "Opening Year" (2015 – existing plus ambient growth plus cumulative projects), and the long-term "Buildout" year corresponding to buildout of the City Monterey Park's land uses in their General Plan (2025 per CMP growth rates), of the proposed project when it would be completely built-out and fully occupied.
- Determination of additional circulation system features and system management actions needed to achieve the City's and other affected jurisdictions' levels of service requirements with implementation of the proposed project (if required).

Per review of the 2004 *Los Angeles County Congestion Management Program* (CMP), the nearest CMP facilities in the project vicinity are SR 60, Whittier Boulevard (SR 72), and Rosemead Boulevard (SR 19). Per review of Appendix B of the CMP, *Guidelines for CMP Transportation Impact Analysis*, a CMP traffic analysis is required for CMP segments and/or intersections where a proposed project would add 50 or more peak hour trips to roadways and/or intersections; and 150 or more peak hour trips to freeway mainline segments. Based on the project trip assignment, the proposed project would add more than 150 peak hour trips to the SR 60 mainline however, less than 50 trips would be added to Whittier Boulevard and Rosemead Boulevard.

Site Location and Study Area

Figure 1 illustrates the project site location and study area. As previously mentioned, the vacant 51.1 acre project site is located at 2550 Greenwood Avenue in the southern portion of Monterey Park. Specifically, the project site is located along the north side of State Route 60 (SR 60) between the Paramount Boulevard and Potrero Grande Drive freeway exits.

Regional access is provided by the Pomona Freeway (SR 60) while local access to the site is provided by Paramount Boulevard to east, Potrero Grande Drive to the west, and Greenwood Avenue which is internal to the project site. Also shown on Figure 1 are the study area intersections that were originally estimated to have 50 or more project peak hour trips assigned. The study area intersections, and their jurisdictions, are as follows:

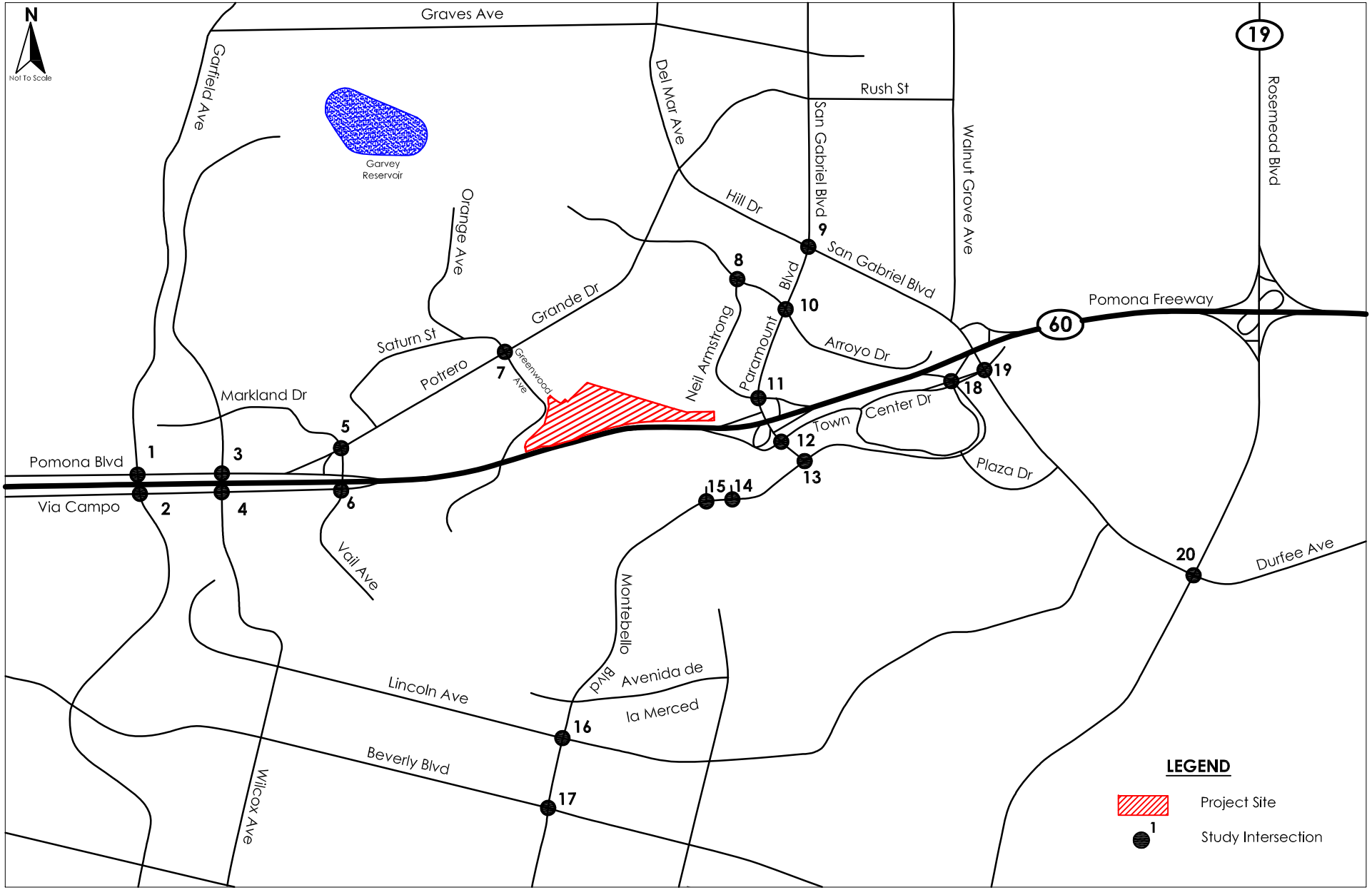
1. Garfield Avenue/Pomona Boulevard (City of Monterey Park and City of Montebello)
2. Garfield Avenue/Via Campo (City of Montebello)
3. Wilcox Avenue/Pomona Boulevard (City of Monterey Park)
4. Wilcox Avenue/Via Campo (City of Montebello)
5. Markland Drive/Potrero Grande Drive (City of Monterey Park)
6. Markland Drive – Vail Avenue/Via Campo (City of Montebello)
7. Saturn Street – Greenwood Avenue/Potrero Grande Drive (City of Monterey Park)
8. Neil Armstrong Street/Arroyo Drive (City of Montebello)
9. San Gabriel Boulevard – Paramount Drive/Hill Drive (City of Monterey Park)
10. Paramount Boulevard/Arroyo Drive (City of Montebello)
11. Paramount Boulevard/SR 60 westbound ramps – future Market Place Drive (City of Montebello)
12. Paramount Boulevard/SR 60 eastbound ramps (City of Montebello)
13. Paramount Boulevard/Montebello Boulevard (City of Montebello)
14. Montebello Town Center Driveway (middle)/Montebello Boulevard (City of Montebello)
15. Montebello Town Center Driveway (west)/Montebello Boulevard (City of Montebello)
16. Montebello Boulevard/Lincoln Avenue (City of Montebello)
17. Montebello Boulevard/Beverly Boulevard (City of Montebello)
18. Montebello Boulevard – SR 60 eastbound ramp/Town Center (City of Rosemead)
19. San Gabriel Boulevard/Town Center Drive (City of Rosemead)
20. Rosemead Boulevard/San Gabriel Boulevard (County of Los Angeles)

As indicated, four intersections are within the jurisdiction of the City of Monterey Park (Lead Agency of proposed project); 12 of the 20 study area intersections are within the jurisdiction of the City of Montebello; two intersections are within the City of Rosemead; one intersection is within the jurisdiction of Los Angeles County; and one intersection lies in both the Cities of Monterey Park and Montebello.

Methodology

Intersections

The study area intersections were analyzed using the Intersection Capacity Utilization (ICU) methodology for signalized intersections, or the Highway Capacity Manual (HCM) "Operations" methodology for unsignalized intersections. Both methodologies are consistent with the requirements of the intersection's respective jurisdiction.



arch beach CONSULTING

Figure 1
Project Site Location
and Study Area

The 19 signalized study intersections were analyzed for weekday a.m. and p.m. peak hour levels of service (LOS) using the ICU methodology. The ICU method determines the volume-to-capacity (V/C) ratio on a critical lane basis and determines LOS associated with each critical V/C ratio at the signalized intersection. The unsignalized intersection was analyzed using the HCM methodology. The HCM method determines the average control delay a driver may experience at the intersection.

The degree of congestion at an intersection is described by the level of service, which ranges from LOS A to LOS F, with LOS A representing free-flow conditions with little delay and LOS F representing over-saturated traffic flow throughout the peak hour. A complete description of the meaning of level of service can be found in the Highway Research Board Special Report 209, *Highway Capacity Manual* (HCM 2000). Brief descriptions of the six levels of service for signalized intersections (ICU methodology) and for unsignalized intersections (HCM methodology) are shown in Table A.

Table A – Level of Service Definitions

Level of Service	V/C Ratio or ICU (signalized)	Control Delay in Seconds (unsignalized)
A	0.00 – 0.60	0.0 – 10.0 seconds
B	0.61 – 0.70	10.1 – 15.0 seconds
C	0.71 – 0.80	15.1 – 25.0 seconds
D	0.81 – 0.90	25.1 – 35.0 seconds
E	0.91 – 1.00	35.1 – 50.0 seconds
F	1.01 or greater	50.1 seconds or greater

Table B below provides detailed descriptions of each level of service.

Freeway Mainline Segments

Per the Los Angeles County CMP, freeway mainline segments where the proposed project would add 150 or more peak hour trips were analyzed for levels of service through the CMP "Demand-to-Capacity" (D/C) calculations. A D/C ratio is calculated in the same manner as a V/C ratio however, the resulting LOS values (LOS A, LOS B, LOS C, etc.) have different ranges between the D/C methodology and V/C methodology. The following provides the Freeway Mainline D/C methodology:

1. Existing traffic conditions at CMP freeway monitoring stations are provided in Appendix A of the 2004 CMP. Included are a.m. and p.m. peak hour traffic demands, capacity, and level of service (LOS) designations. Freeway mainline LOS is estimated through calculation of the D/C ratio and associated LOS (see Table F below). Calculation of LOS based on D/C ratios is a surrogate for the speed-based LOS used by Caltrans for traffic operational analysis. LOS F[1] through F[3] designations are assigned where severely congested (less than 25 miles per hour, or MPH) conditions prevail for more than one hour, converted to an estimate of peak hour demand (shown in Table F below). Note that calculated LOS F traffic demands may therefore be greater than observed traffic volumes.

Table B – Level of Service Descriptions

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

2. At a minimum, estimate horizon year traffic volumes by applying the traffic growth factors provided in the CMP (Exhibit D-1). More refined traffic estimates may be obtained through consultation with Caltrans, or through consistent sub-area modeling. Determine horizon year LOS. Any assumptions regarding future improvements to be operational by the horizon year must be fully documented, including consultation with the responsible agencies.
3. Calculate the impact of the project during a.m. and p.m. peak hours. This is defined by:
    a. Incremental Effect – The increase in D/C ratio due to the proposed project (project traffic demand ÷ horizon year capacity).
    b. Resulting LOS – The LOS due to the total of horizon year and proposed project traffic [(horizon year traffic demand + project traffic demand) ÷ horizon year capacity].

Significance Criteria

As previously noted, the project study area overlaps multiple jurisdictions: the Cities of Monterey Park, Montebello, and Rosemead; and, unincorporated areas of Los Angeles County. Standards applied to the analysis of significant project impacts were determined based on the location of each study intersection. If an intersection is located on the boundary of two jurisdictions (i.e.,

centerline of roadway is boundary), the utilized impact standards were taken from the jurisdiction with more stringent standards.

It should be noted that many agencies do not have established significant impact criteria for unsignalized intersections. For this TIA, significant impacts for the stop-controlled study intersections were determined by conducting analysis under the *Highway Capacity Manual* (HCM) unsignalized intersection methodology, and determining whether the proposed project would cause or worsen LOS E or F values.

Impacts to freeway mainline segments for which the proposed project would add 150 or more peak hour trips were determined to be significant or insignificant using the significance criteria from the Los Angeles County CMP.

For intersections significantly impacted by the project in the weekday a.m. and/or p.m. peak hours, mitigation measures will be provided to bring the intersection LOS back to baseline (i.e., "before project") LOS levels.

The following provides the details of each jurisdictions' significance criteria:

City of Monterey Park

Based on review of the City of Monterey Park's Circulation Element, the City does not have a specific level of service significance criteria. Therefore, for purposes of this TIA, the significance criteria from the City of Montebello (below) will be used since a majority of the proposed project's study area is within Montebello. The significance criteria in Table C below will be utilized for the five study intersections in Monterey Park.

City of Montebello

The City of Montebello has established specific thresholds for project-related increases in the ICU value of the analyzed study intersections. The required level of service analysis methodology within Montebello is the ICU method, which provides an ICU output value that represents a volume-to-capacity or V/C ratio. Table C illustrates the traffic impact thresholds defined by the City of Montebello for signalized intersections.

Table C – City of Montebello Significance Criteria

Existing Level of Service (LOS)	Existing Intersection Capacity Utilization (ICU) Value	Project-Related Increase in ICU Value
A, B	0.00 – 0.690	equal to or greater than 0.05
C	> 0.700 – 0.790	equal to or greater than 0.03
D	> 0.800 – 0.890	equal to or greater than 0.01
E, F	> 0.900	equal to or greater than 0.005

Source: Traffic Study for Montebello Hills Residential Project, KOA Corporation, March 2009.

City of Rosemead

The City of Rosemead has established specific thresholds for project related increases in the V/C of study intersections. The required level of service analysis methodology within the City of Rosemead is also the ICU method. Table D illustrates the V/C ratio increase that is considered to be a significant impact.

Table D – City of Rosemead Significance Criteria

Level of Service	Pre-Project V/C	Project Related V/C increase
E and F	0.901	equal to or greater than 0.020

Source: Traffic Study for Montebello Hills Residential Project, KOA Corporation, March 2009.

County of Los Angeles

The County of Los Angeles has established specific thresholds for project related increases in the V/C ratios of project study intersections. The County level of service analysis methodology allows for the use of either the ICU method or Critical Movement Analysis (CMA). To be consistent with the guidelines of other local jurisdictions, the ICU method was utilized in this TIA. Table E illustrates the V/C ratio increases that are considered to be significant impacts.

Table E – County of Los Angeles Significance Criteria

Level of Service (LOS)	Pre-Project V/C[1]	Project Related V/C increase
C	> 0.70 – 0.80	equal to or greater than 0.040
D	> 0.80 – 0.90	equal to or greater than 0.020
E, F	> 0.90 or more	equal to or greater than 0.010

Notes: [1] As it applies to project impacts, pre-project V/C is based on future ambient growth only.

Source: Traffic Study for Montebello Hills Residential Project, KOA Corporation, March 2009.

Los Angeles County CMP – Freeway Mainline Segments

Per the CMP (section *B.9.1 Criteria for Determining a Significant Impact*): for purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity (V/C ≥ 0.02), causing LOS F (V/C > 1.00). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity (V/C ≥ 0.02). However, the lead agency may apply a more stringent criteria if desired. A D/C ratio is calculated in the same manner as a V/C ratio however, the resulting LOS values (LOS A, LOS B, LOS C, etc.) have different ranges between the D/C methodology and V/C methodology. Table F presents the LOS significance criteria for the freeway mainline segments.

Traffic Analysis Scenarios

This traffic study analyzed the following traffic scenarios:

Existing Condition

Existing traffic volumes in the study area were taken in mid-April 2010 for the 20 study intersections listed above. The existing traffic scenario constitutes the environmental setting in accordance with the California Environmental Quality Act (CEQA) analysis at the time that the hearing body reviews the proposed project.

Table F – Los Angeles County CMP Level of Service Definitions for Freeway Mainline Segments

Level of Service	Demand/Capacity (D/C) Ratio
A	0.00 – 0.35
B	> 0.35 – 0.54
C	> 0.54 – 0.77
D	> 0.77 – 0.93
E	> 0.93 – 1.00
F(0)	> 1.00 – 1.25
F(1)	> 1.25 – 1.35
F(2)	> 1.35 – 1.45
F(3)	> 1.45

Source: Los Angeles County CMP, 2004.

2015 Opening Year Baseline Condition

The proposed project (big-box or small-box retail center) is anticipated to be built and fully operational by year 2015. Opening year traffic in this scenario was forecast for 2015 by applying an ambient growth rate of 1.0 percent per year (rounded up from the CMP ambient growth rate of 0.8 percent for the San Gabriel Valley) to the existing traffic volumes for a growth factor of 1.05. In addition to the ambient growth rate, traffic from approved and pending projects (i.e. cumulative projects) in the project's vicinity have been added. Data for the cumulative projects (location, land use, and peak hour trip generation) were obtained through the *Traffic Impact Study – Montebello Hills Residential Project* prepared by KOA Corporation in March 2009, as directed by the City's Planning Department.

2015 Opening Year plus Project Condition

The 2015 Opening Year plus Project Condition (big-box or small-box retail center) traffic was developed by adding the proposed project traffic to the Opening Year Baseline Condition. This scenario was the basis for determining project-specific impacts and mitigation measures.

2025 Buildout Year Baseline Condition

The long-term 2025 Buildout Year was based on the buildout traffic analyses performed for the 2004 CMP. Traffic for this scenario was forecast by applying an ambient growth rate of 1.0 percent per year to the existing traffic volumes for a growth factor of 1.15. In addition, to the ambient growth rate, traffic from approved and pending projects (i.e. cumulative projects) in the project's vicinity have been added. Data for the cumulative projects was also obtained through the *Traffic Impact Study – Montebello Hills Residential Project* prepared by KOA Corporation in March 2009.

2025 Buildout Year plus Project Condition

The 2025 Buildout Year plus Project Condition (big-box or small-box retail center) traffic was developed by adding the proposed project traffic to the 2025 Buildout Year Baseline Condition. Project mitigation measures identified for facilities in the City of Monterey Park (Lead Agency) in the 2015 Opening Year plus Project condition were assumed to be in-place in the 2025 Buildout plus Project condition.

2.0 PROJECT DESCRIPTION AND TRAFFIC GENERATION

The following section provides information on the permanent operation of the proposed project relative to the local and regional circulation network.

Project Size and Description

Figure 2 illustrates the site plan of the proposed big-box retail project. The proposed Monterey Park Market Place Precise Plan (MPMP Precise Plan) alters the previous project by increasing the amount of retail square feet to 600,000, an increase of 84,618 square feet (16.4 percent). Alternatively, a small-box retail center may be developed at 534,751 square feet, an increase of 19,369 square feet (3.8 percent). The redevelopment would cover 42.1 acres of the north parcel, plus approximately 9 acres of the adjacent SCE easements, totaling 51.1 acres. As depicted in the site plan, four retail anchor stores would be the largest buildings onsite and would include a home improvement store, retail and/or department stores, and a wholesale/discount store. Two garden centers would also be included with these anchor stores, one with the home improvement store and one with one of the retail/discount stores. The smaller retail buildings, Buildings "E" and "G," would be for mixed retail and/or restaurant uses. Smaller retail pads include a bank, fast food restaurant, two sit-down restaurants, and a gas station. A total of 2,386 surface parking spaces would be provided on the project site. Table G summarizes square footages for all buildings in the proposed project.

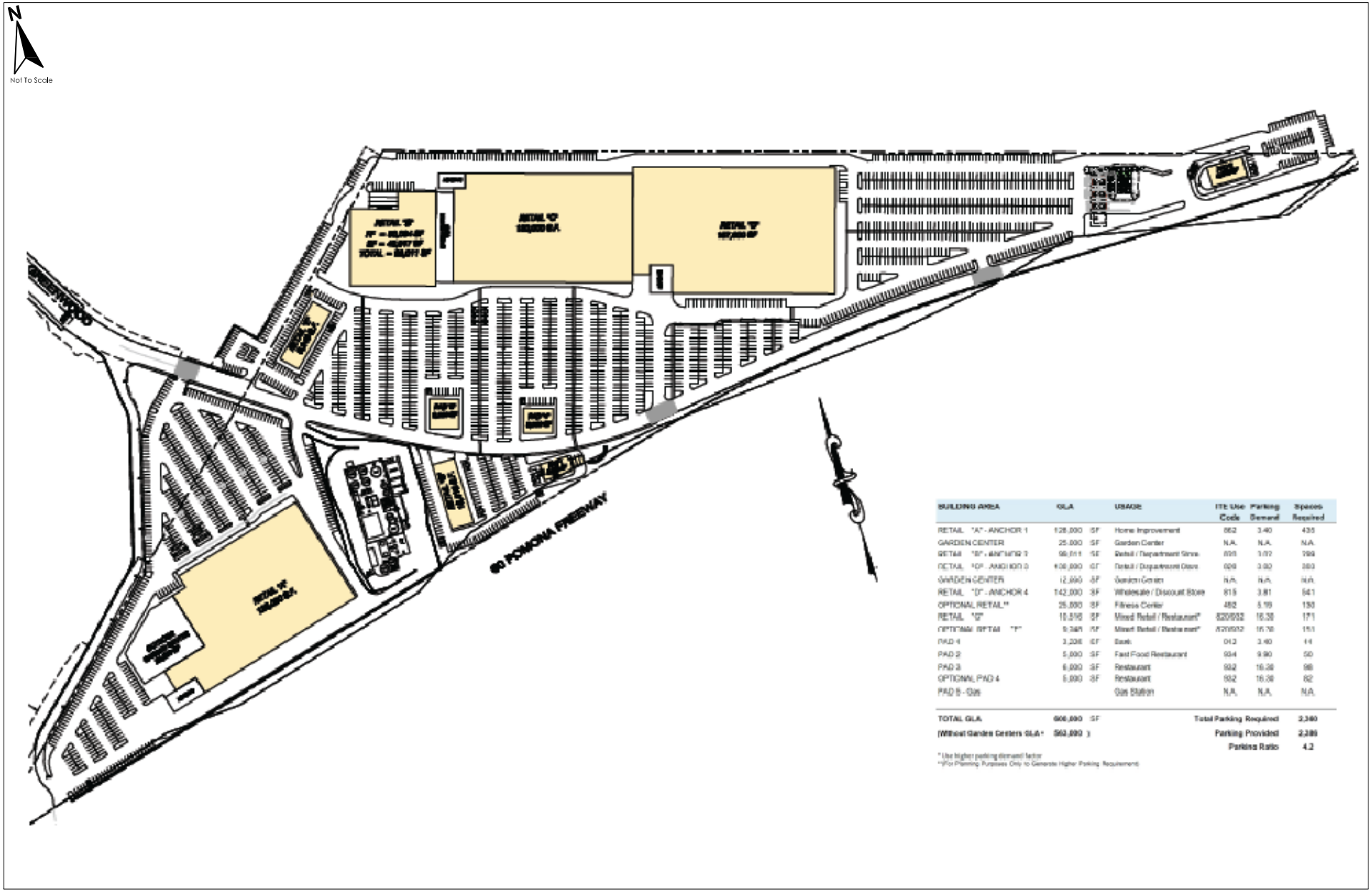
For the big-box retail center; based on the type of commercial business and the various buildout options, anchor stores, including the garden centers, would make up to 561,011 square feet, non-anchor retail would make up 3,225 to 22,989 square feet, and restaurants would make up 16,000 to 35,764 square feet of the total gross building area.

Alternatively, for the small-box retail center; based on the type of commercial and the various buildout options, anchor stores, including the garden centers, would make up 318,370 square feet, non-anchor retail would make up 146,516 square feet, restaurants would make up 20,265 square feet, and non-retail uses (health club and bank) would make up 49,600 square feet of the total gross building area.

Project Phasing

Opening year of the proposed project would be 2015. The previous MPTP project would have required construction in two phases. The first phase would have occurred mainly on the eastern portion of the project site and would have involved berm grading, construction of the Paramount Boulevard access road, construction of various retail uses, and the widening of Greenwood Avenue. The second phase would have occurred on the western portion of the project site and would have included the development of the home improvement store, restaurants, and the remaining parking lots.

The proposed project would also be constructed in phases. The first two phases includes all rough grading and utility infrastructure construction, including the expansion and widening of Market Place Drive. The berm along SR 60 on the southern portion of the site would need to be leveled to accommodate the proposed site plan. Most of this berm material would be used to fill the western portion of the project site to accommodate the proposed maintenance access road. The construction of buildings would occur in the second phase; the larger retail buildings would be constructed first to be followed by smaller retail buildings, pads, and restaurants. The construction process is expected to take between 2½ and 3 years.



BUILDING AREA	GLA		USAGE	ITE Use Code	Parking Demand	Spaces Required
RETAIL "A" - ANCHOR 1	128,000	SF	Home Improvement	862	3.40	435
GARDEN CENTER	25,000	SF	Garden Center	N.A.	N.A.	N.A.
RETAIL "B" - ANCHOR 3	99,011	SF	Retail / Department Store	815	3.82	378
RETAIL "C" - ANCHOR 5	108,000	SF	Retail / Department Store	815	3.82	413
GARDEN CENTER	12,000	SF	Garden Center	N.A.	N.A.	N.A.
RETAIL "D" - ANCHOR 4	142,000	SF	Wholesale / Discount Store	815	3.81	541
OPTIONAL RETAIL**	25,000	SF	Fitness Center	492	5.19	130
RETAIL "E"	10,510	SF	Mixed Retail / Restaurant*	820/932	16.38	171
OPTIONAL RETAIL "F"	9,345	SF	Mixed Retail / Restaurant*	820/932	16.78	157
PAD 1	3,206	SF	Bank	912	3.40	11
PAD 2	5,000	SF	Fast Food Restaurant	934	9.90	50
PAD 3	6,000	SF	Restaurant	932	16.38	98
OPTIONAL PAD 4	5,000	SF	Restaurant	932	16.38	82
PAD 5 - Gas			Gas Station	N.A.	N.A.	N.A.
TOTAL GLA	606,000	SF		Total Parking Required		2,340
(Without Garden Centers GLA*	562,000)			Parking Provided		2,386
				Parking Ratio		4.2

* Use higher parking demand factor
**For Planning Purposes Only to Generate Higher Parking Requirement

Source: Monterey Park Partners, LLC, December 2009.

arch beach CONSULTING

Figure 2
Site Plan of Proposed Project

Table G – Proposed Plan for Development (Big-Box Retail)

Building Type	Gross Building Area (sf)	Building Usage	Parking Demand (per 1,000 sf)[1]	Parking Spaces Required
Buildout by Individual Building				
Retail "A" – Anchor 1	128,000	Home Improvement	3.40	520
Garden Center	25,000	Garden Center	n/a	
Retail "B" – Anchor 2	99,011	Retail/Department Store	3.02	299
Retail "C" – Anchor 3	134,000	Retail/Department Store	3.02	441
Garden Center	12,000	Garden Center	n/a	
Retail "D" – Anchor 4	138,000	Wholesale/Discount Store	2.75	380
Optional Retail (Fitness Center)[2]	25,000	Fitness Center	5.19	130
Retail "E"	9,248	Mixed Retail/Restaurant	16.30	171
Retail "G"	10,516	Mixed Retail/Restaurant	16.30	151
Pad 1	3,225	Bank	3.49	11
Pad 2	5,000	Fast Food Restaurant	9.90	50
Pad 3	6,000	Restaurant	16.30	98
Pad 4	5,000	Restaurant	16.30	82
Pad 5	n/a	Gas Station	n/a	n/a
Total	**600,000**			2,332
Buildout by Building Type				
Total Anchor (including garden centers)[2]		561,011 sf		
Total Retail (nonanchor)[3]		3,225 – 22,989 sf		
Total Restaurant[4]		16,000 – 35,764 sf		
Gas Station		n/a		

Source: Monterey Park Retail Partners, LLC, 2009.

[1] The parking demand is based on the highest possible parking demand for the proposed project site.

[2] The 25,000-square-foot fitness center and the 12,000-square-foot garden center are not shown on the site plan but are included in the total square footage to provide a more conservative parking estimate. If the fitness center option is chosen, it would be built as part of Building D. The second garden center would be built with Building C. The total parking demand is based on the buildout of a fitness center and the 12,000-square-foot garden center in addition to the buildout of Building D and Building C.

[3] This range of totals includes Mixed Retail/Restaurant and Bank. If Retail E and G are developed entirely as mixed retail, total retail (nonanchor) square footage would be 22,989. If Retail E and G are developed entirely as restaurants, total retail (nonanchor) square footage would be 3,225.

[4] This range of totals includes Mixed Retail/Restaurant, Fast Food Restaurant, and Restaurant uses. If Retail E and G are developed entirely as restaurants, the total restaurant square footage would be 35,764. If Retail E and G are entirely developed as mixed retail, the total restaurant square footage would be 16,000.

Project Traffic

This section describes the trip generation, distribution, and assignment of the proposed project's (big-box retail) traffic volumes on the study area transportation network facilities. A traffic assessment of the small-box retail center has been included as a separate chapter in this TIA.

Trip Generation

Weekday and Saturday daily and peak hour trip generation estimates for the proposed project were developed using trip rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition.* Summaries of the trip generation rates and resulting vehicle trips for the proposed project are presented in Table H for the weekday, and Table I for a Saturday.

Table H – Weekday Project Trip Generation Estimates

Land Use	Size[1]	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
TRIP RATES[2]								
- Home Improvement Superstore (862)	per TSF	29.80	0.71	0.55	1.26	1.14	1.23	2.37
- Department Store (875)	per TSF	22.88	0.32	0.21	0.53	0.89	0.89	1.78
- Free-Standing Discount Store (813)	per TSF	53.13	0.94	0.73	1.67	2.26	2.35	4.61
- Health/Fitness Club (492)	per TSF	32.93	0.62	0.76	1.38	2.01	1.52	3.53
- Fast Food Restrant w/ Drive Thru (934)	per TSF	496.12	25.17	24.18	49.35	17.60	16.24	33.84
- Shopping Center (820)	per TSF	*ITE*	*ITE Equation Used*			*ITE Equation Used*		
TRIP GENERATION								
Retail "A" - Anchor 1								
Home Improvement	153.000 TSF	4,559	109	84	193	174	188	363
Pass-by (10% Daily & AM/48% PM		*-456*	*-11*	*-8*	*-19*	*-84*	*-90*	*-174*
Subtotal		**4,103**	**98**	**76**	**174**	**91**	**98**	**189**
Retail "B" - Anchor 2								
Department Store	99.011 TSF	2,265	31	21	52	88	88	176
Pass-by (10% Daily & AM/12% PM		*-227*	*-3*	*-2*	*-5*	*-11*	*-11*	*-21*
Subtotal		**2,039**	**28**	**19**	**47**	**78**	**78**	**155**
Retail "C" - Anchor 3								
Department Store	146.000 TSF	3,340	46	31	77	130	130	260
Pass-by (10% Daily & AM/12% PM		*-334*	*-5*	*-3*	*-8*	*-16*	*-16*	*-31*
Subtotal		**3,006**	**42**	**28**	**70**	**114**	**114**	**229**
Retail "D" - Anchor 4								
Free-Standing Discount Store	138.000 TSF	7,332	129	101	230	312	324	636
Pass-by (10% Daily & AM/17% PM)		*-733*	*-13*	*-10*	*-23*	*-53*	*-55*	*-108*
Subtotal		**6,599**	**116**	**91**	**207**	**259**	**269**	**528**
Health/Fitness Club	25.000 TSF	823	16	19	35	50	38	88
Pass-by (10% Daily & AM/10% PM)		*-82*	*-2*	*-2*	*-3*	*-5*	*-4*	*-9*
Subtotal		**741**	**14**	**17**	**31**	**45**	**34**	**79**
Pad 2 – Restaurant								
Fast-Food with Drive Through	5.000 TSF	2,481	126	121	247	88	81	169
Pass-by (50% Daily & AM/49% PM)		*-1,240*	*-63*	*-60*	*-123*	*-43*	*-40*	*-83*
Subtotal		**1,240**	**63**	**60**	**123**	**45**	**41**	**86**
Non-Anchor Retail Uses								
Shopping Center	33.989 TSF	3,367	50	32	81	151	157	309
Pass-by (10% Daily & AM/44% PM)		*-337*	*-5*	*-3*	*-8*	*-67*	*-69*	*-136*
Subtotal		**3,031**	**45**	**29**	**73**	**85**	**88**	**173**
Pad 6 – Gas								
Gas Station[3]		-	-	-	-	-	-	-
Total Gross Trip Generation		**24,169**	**507**	**409**	**916**	**994**	**1,007**	**2,001**
Pass-By Trip Reduction[4]		***-3,409***	***-101***	***-89***	***-190***	***-278***	***-285***	***-562***
Internal Trip Capture for non-"Shopping Center" uses (5%)[5]		***-1,040***	***-23***	***-19***	***-42***	***-42***	***-42***	***-85***
NET TOTAL TRIP GENERATION		**19,719**	**383**	**301**	**684**	**674**	**680**	**1,354**

Notes: Trip rates based on Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition*, 2008 and *Trip Generation Handbook*, 2004.

[1] TSF = Thousand Square Feet.

[2] Trip rates based on Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition*, 2008.

[3] Gas station is not a stand-alone brand. It is part of Retail D - Anchor 4. Gas station trips are accounted within the Free-Standing Discount Store rate.

[4] Pass-by trip reductions based on ITE *Trip Generation Handbook* (2004). PM peak hour percentages were provided. Daily and AM reductions are conservatively estimated at 10%.

[5] Internal Trip Capture percentage estimated at 5%.

Table I – Saturday Project Trip Generation Estimates

Land Use	Size[1]		Daily	Midday Peak Hour In	Out	Total
TRIP RATES[2]						
- Home Improvement Superstore (862)	per	TSF	56.72	2.30	2.21	4.51
- Department Store (875)	per	TSF	25.40	1.55	1.32	2.87
- Free-Standing Discount Store (813)	per	TSF	64.07	2.82	2.82	5.64
- Health/Fitness Club (492)	per	TSF	38.46	1.25	1.53	2.78
- Fast Food Restrant w/ Drive Thru (934)	per	TSF	722.03	30.29	29.10	59.39
- Shopping Center (820)	per	TSF	*ITE*	*ITE Equation Used*		
TRIP GENERATION						
Retail "A" - Anchor 1						
Home Improvement	153.000	TSF	8,678	352	338	690
Pass-by (10% Daily & AM/48% PM			*-868*	*-169*	*-162*	*-331*
Subtotal			**7,810**	**183**	**176**	**359**
Retail "B" - Anchor 2						
Department Store	99.011	TSF	2,515	153	131	284
Pass-by (10% Daily & AM/12% PM			*-251*	*-18*	*-16*	*-34*
Subtotal			**2,263**	**135**	**115**	**250**
Retail "C" - Anchor 3						
Department Store	146.000	TSF	3,708	226	193	419
Pass-by (10% Daily & AM/12% PM			*-371*	*-27*	*-23*	*-50*
Subtotal			**3,338**	**199**	**170**	**369**
Retail "D" - Anchor 4						
Free-Standing Discount Store	138.000	TSF	8,842	389	389	778
Pass-by (10% Daily & AM/11% PM)			*-884*	*-43*	*-43*	*-86*
Subtotal			**7,957**	**346**	**346**	**693**
Health/Fitness Club	25.000	TSF	962	31	38	70
Pass-by (10% Daily & AM/10% PM)			*-96*	*-3*	*-4*	*-7*
Subtotal			**865**	**28**	**34**	**63**
Pad 2 – Restaurant						
Fast-Food with Drive Through	5.000	TSF	3,610	151	146	297
Pass-by (50% Daily & AM/49% PM)			*-1,805*	*-74*	*-71*	*-146*
Subtotal			**1,805**	**77**	**74**	**151**
Non-Anchor Retail Uses						
Shopping Center	33.989	TSF	4,682	221	204	425
Pass-by (10% Daily & AM/31% PM)			*-468*	*-68*	*-63*	*-132*
Subtotal			**4,213**	**152**	**141**	**293**
Pad 6 – Gas						
Gas Station[3]			--	--	--	--
Total Gross Trip Generation			**32,996**	**1,524**	**1,438**	**2,963**
Pass-By Trip Reduction[4]			***-4,744***	***-403***	***-382***	***-785***
Internal Trip Capture for Non- Anchor uses (5%)[5]			***-1,416***	***-65***	***-62***	***-127***
NET TOTAL TRIP GENERATION			**26,837**	**1,056**	**994**	**2,051**

Notes: Trip rates based on Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition,* 2008 and *Trip Generation Handbook,* 2004.

[1] TSF = Thousand Square Feet.

[2] Trip rates based on Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition,* 2008.

[3] Gas station is not a stand-alone brand. It is part of Retail D - Anchor 4. Gas station trips are accounted within the Free-Standing Discount Store rate.

[4] Pass-by trip reductions based on ITE *Trip Generation Handbook* (2004). PM peak hour percentages were provided. Daily and AM reductions are conservatively estimated at 10%.

[5] Internal Trip Capture percentage estimated at 5%.

According to the tables, during the weekdays, the proposed project would generate approximately 19,719 daily trips, 684 a.m. peak hour trips (383 inbound and 301 outbound), and 1,354 p.m. peak hour trips (674 inbound and 680 outbound). During a typical Saturday, the proposed project would generate approximately 26,837 daily trips and 2,051 midday peak hour trips (1,056 inbound and 994 outbound).

It should be noted that the above trip generation estimates represent a conservative, but realistic, estimate of daily and peak hour trip generation based on the following characteristics: 1) a conservative pass-by percentage reduction was applied to the retail/commercial uses consistent with pass-by data provided by the ITE); 2) a conservative internal trip capture percentage reduction of five percent was applied to the anchor retail uses (non-anchor retail uses have already accounted for internal trip capture in the ITE trip rates); and, 3) trip rates used for the anchor, or "big box", retail uses were taken from rates for stand-alone big box stores that were not part of an integrated center of retail uses that would normally capture trips for a variety of other retail uses. The following provides a discussion of these characteristics.

Pass-by Trips

Pass-by trip reductions for retail/commercial uses allow for a reduction of project trips at all off-site intersections as it assumes that existing and/or baseline (background) traffic, already traveling on the street network, would deviate from their pattern and create a pass-by trip to a retail use. For example, a driver that is already traveling from his office, back to his home (which is called the "primary" trip), may now decide to pass-by a retail use (e.g., to purchase goods, or obtain services, like banks or dry cleaners) now that this use is on his way home. At that point, his existing trip through the street network is now a pass-by trip to the retail use, and not a creation of a new trip on the street network by the retail use.

Pass-by trip reduction percentages were researched in ITE's *Trip Generation Manual* for the anchor and non-anchor uses, separately, for the proposed project. The *Trip Generation Manual* only provided pass-by percentages for the weekday p.m. peak hour for most of the retail uses, except fast-food with drive through uses. Therefore, for the daily and a.m. peak hour, a conservative estimate of 10 percent pass-by trips was applied.

A group of shopping centers/malls were found that ranged around 34,000 square feet, and had a surveyed pass-by percentage averaging 44 percent. This was applied to the 33,989 square feet of non-anchor uses. For the anchor uses, the following pass-by percentages were applied per the *Trip Generation Manual*: 48 percent for home improvement anchor (Anchor 1); 12 percent for department store anchor (Anchor 2 and 3); and, 17 percent for free-standing discount store anchor (Anchor 4). For the health/fitness club, no surveys were conducted by ITE, so a conservative estimate of 10 percent was applied. Also, for the outlying fast-food restaurant on the eastern end of the project site, pass-by percentages of 50 percent for the a.m. peak hour, and 49 percent for the p.m. peak hour were applied per the *Trip Generation Manual*.

Internal Trip Capture

Internal trip capture reduction rates assume that a certain percentage of project-related trips between two or more complementary land uses would be "captured" on-site thereby reducing the number of new trips generated by the project. In other words, the number and variety of retail and restaurant uses on the proposed project site would likely have the same patrons visiting each site which would not require a new trip destined to each visited land use. For example, one patron to the proposed retail center would make one (inbound and outbound) trip to the site to shop at one or more retail uses then, have a meal at a restaurant use on site. This reduces the potential for two or more additional trips since the patron is going to multiple uses on the project site. For the proposed project, a conservative internal trip capture rate of

five percent was applied to the Anchor uses, while the trip rate for the Non-Anchor uses already contained some form of internal trip capture since the trip rate assumes that the Non-Anchor uses are an integrated shopping center.

Stand-Alone Big Box Retail Rates

Another conservative characteristic of the proposed project's trip generation estimates are the use of stand-alone, or freestanding, trip rates of large retail uses, for the anchor uses proposed on site, even though those anchor uses are part of an overall integrated shopping center managed as one retail center. According to the land use descriptions in the ITE *Trip Generation*, 8th Edition publication:

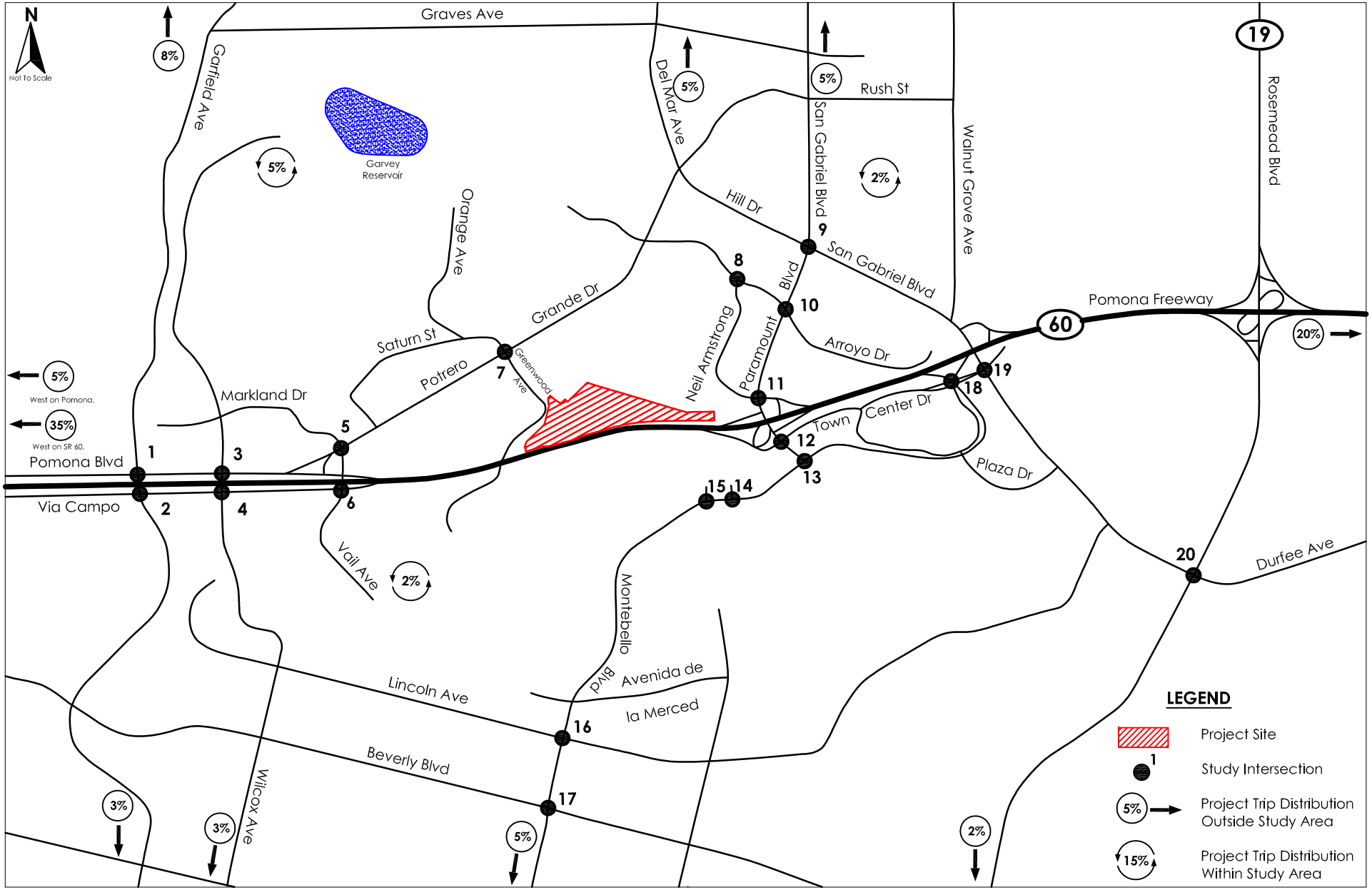
> "*A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit…Shopping centers, including regional centers and super regional centers were surveyed for this land use (trip rates)…The centers ranged in size from 1,700 to 2.2 million square feet of gross leasable area…Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points…*"

Comparison of the use of the ITE Shopping Center rates versus the ITE Free Standing Store (Discount Superstore, Home Improvement Superstore, Electronics Superstore, Toy/Children's Superstore, Baby Superstore, Book Superstore, and Discount Home Furnishings Superstore) indicates that use of the appropriate Shopping Center rate yields a significantly lower trip generation. However, for conservative purposes in the traffic analysis, the anchor uses proposed for the project were analyzed as stand-alone, freestanding, retail uses. With exception of the home improvement anchor, the department store and free-standing discount store anchors had relatively low pass-by rates of 12 percent and 17 percent, respectively, when compared to 44 percent for the non-anchor (integrated shopping center uses) during the weekday p.m. peak hour. The home improvement use used a pass-by of 48 percent during the p.m. peak hour consistent with the ITE surveys.

Trip Distribution and Assignment

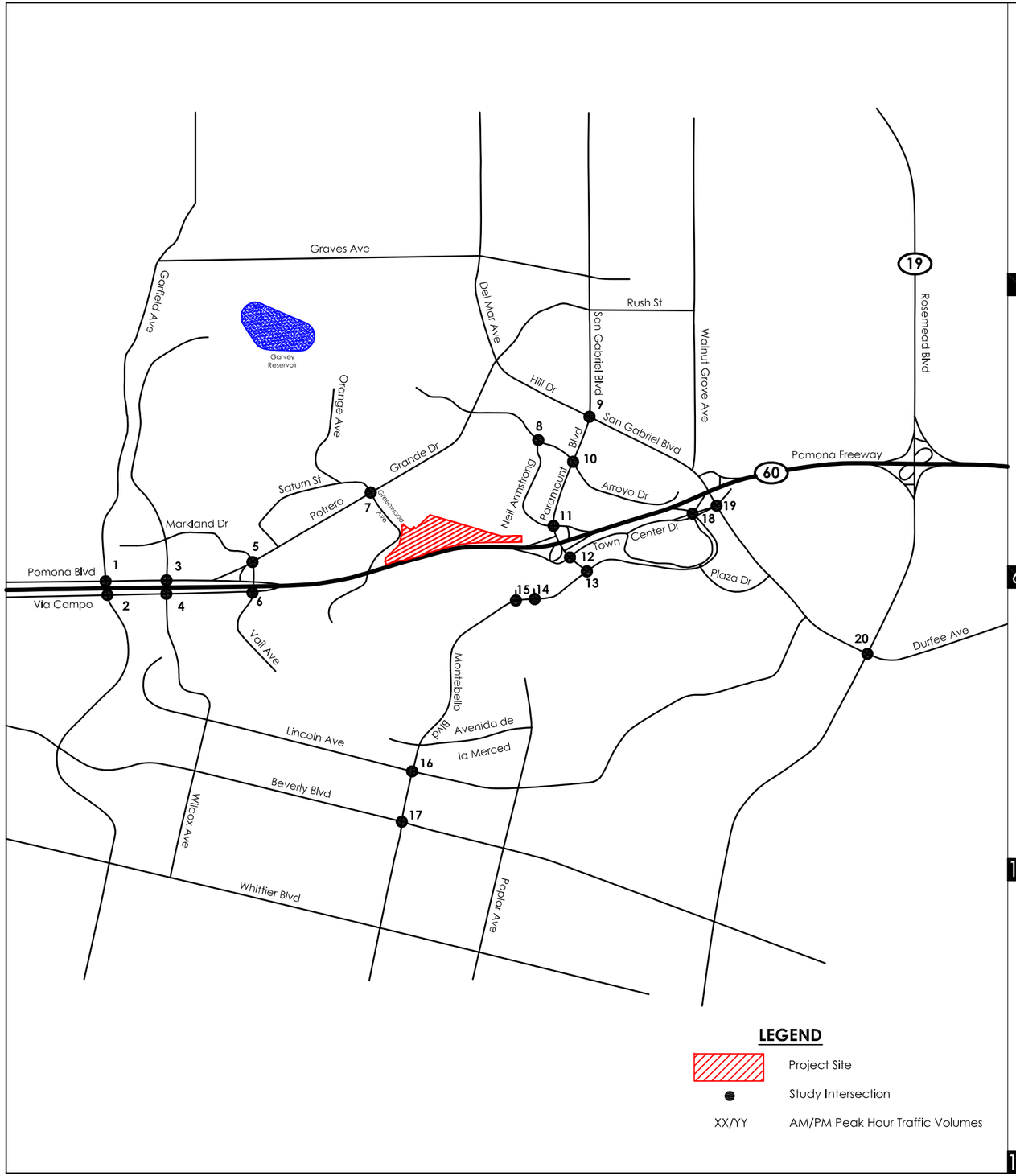
Regional trip distribution percentages for the proposed project were based on review of Regional Daily Trip Distribution Factors provided in *Appendix B – Guidelines for CMP Transportation Impact Analysis*, of the 2004 CMP. The project site is located in Regional Statistical Area (RSA) 25, which is the area generally bounded by La Canada Flintridge, Pasadena, Monterey Park, South El Monte, and Duarte.

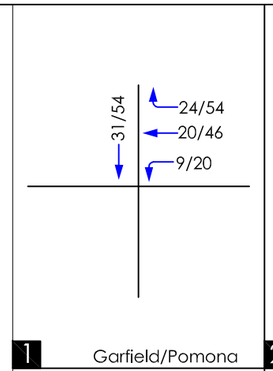
For the local distribution patterns, the regional distribution patterns were specifically refined to local, current commute corridors and travel routes in the study area. Figure 3 illustrates the trip distribution percentages for the proposed project. The trip distribution percentages at each intersection were applied to the proposed project's weekday a.m. and p.m. peak hour trip generation estimates to calculate the project trip assignment (i.e., turn movement volumes that the project would generate at each study area intersection). The resulting weekday a.m. and p.m. peak hour trip assignments are shown on Figure 4. In addition, Table J shows the general distribution local and regional distribution patterns.



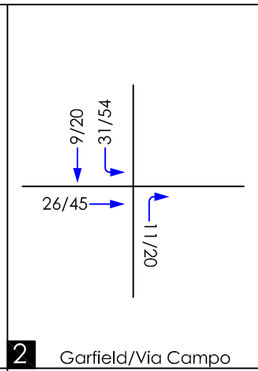
arch beach CONSULTING

Figure 3
Project Trip Distribution

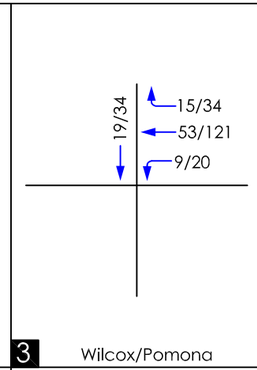




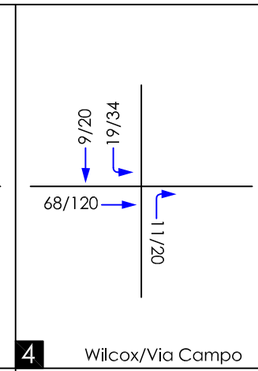
1 Garfield/Pomona



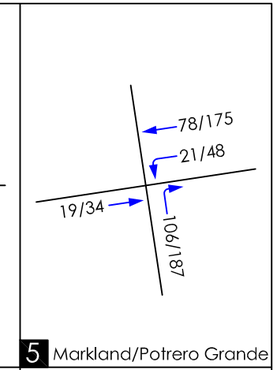
2 Garfield/Via Campo



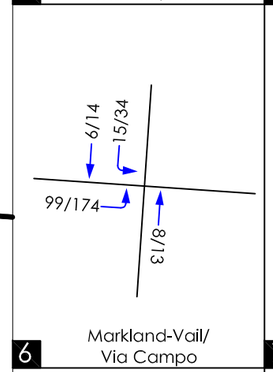
3 Wilcox/Pomona



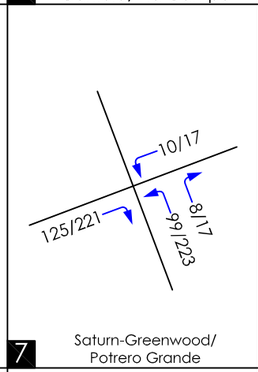
4 Wilcox/Via Campo



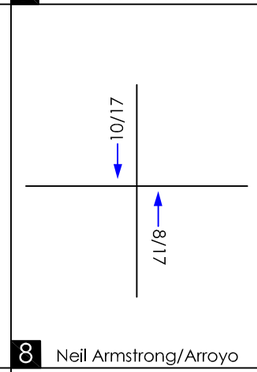
5 Markland/Potrero Grande



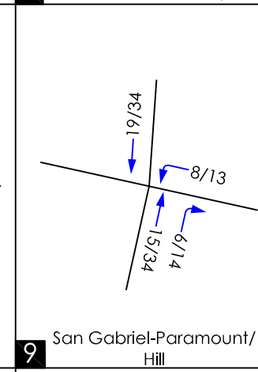
6 Markland-Vail/ Via Campo



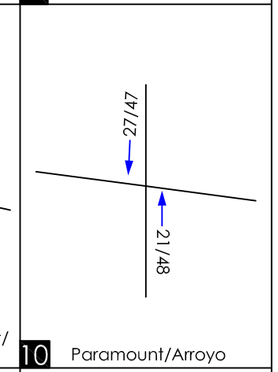
7 Saturn-Greenwood/ Potrero Grande



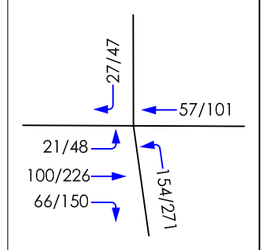
8 Neil Armstrong/Arroyo



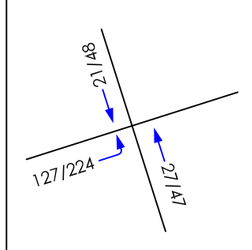
9 San Gabriel-Paramount/ Hill



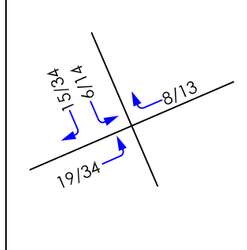
10 Paramount/Arroyo



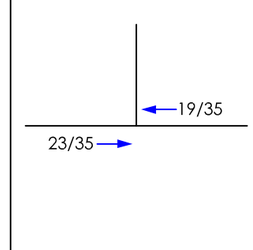
11 Paramount/SR 60 WB ramps-Neil Armstrong



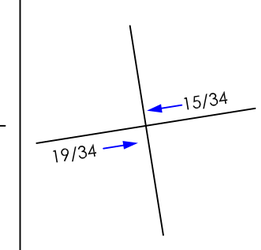
12 Paramount/SR 60 EB ramps-Town Center



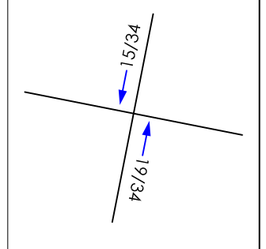
13 Paramount/Montebello



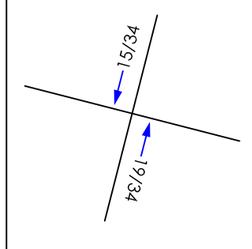
14 Montebello Town Square Dwy# 2/Montebello



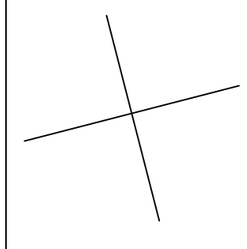
15 Montebello Town Square Dwy# 1/Montebello



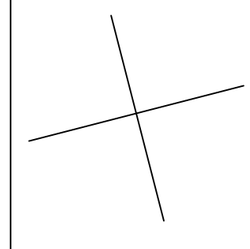
16 Montebello/Lincoln



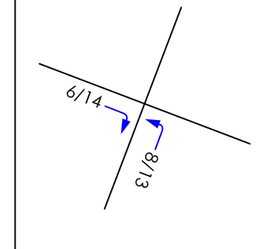
17 Montebello/Beverly



18 Montebello-SR 60 EB ramps/Town Center



19 San Gabriel/Town Center



20 Rosemead (SR 19)/San Gabriel-Durfee

arch beach CONSULTING

Figure 4
Project Trip Assignment

Table J – Project Trip Distribution Percentages

Direction	Distribution Percentage
SR 60 west (via Paramount Blvd)	35 percent
SR 60 west (via Pomona – Via Campo)	5 percent
SR 60 east (via Paramount Blvd)	20 percent
San Gabriel Boulevard north	5 percent
Del Mar Avenue north	5 percent
Garfield Avenue north	8 percent
Montebello Boulevard south	5 percent
Rosemead Boulevard south	2 percent
Wilcox Avenue south	3 percent
Garfield Avenue south	3 percent
Internal to southern area of Monterey Park	7 percent
Internal to northern area of Montebello	2 percent
	100 percent

3.0 AREA CONDITIONS

The following section describes the existing traffic conditions in the project study area. Existing weekday a.m. and p.m. peak hour traffic counts were collected in the study area in mid-April 2010.

Existing Traffic Conditions

Roadways

The Pomona Freeway, or State Route 60 (SR 60), would provide major regional access to the project site. Local access to the site would be provided via Paramount Boulevard, Greenwood Drive, and Potrero Grande Drive. The following describes the roadways in the study area:

Pomona Freeway – State Route 60

The Pomona Freeway (SR 60) provides east-west freeway access between downtown Los Angeles, the San Gabriel Valley, and the Inland Empire (Counties of Riverside and San Bernardino). SR 60 is located adjacent to the southern boundary of the project site with major freeway access points to the project site at the SR 60/Paramount Boulevard interchange immediately to the east of the project site, and the SR 60/Garfield Avenue – Wilcox Avenue interchanges west of the project site. The Pomona Freeway primarily has four travel lanes in each direction in the study area, with some auxiliary lanes between certain interchanges.

Rosemead Boulevard – State Route 19

Rosemead Boulevard is a State highway – State Route 19 (SR 19). Rosemead Boulevard provides regional access between the City of Pasadena to the north, to the City of Downey to the south, and communities in between. Within the study area, it is a six-lane major arterial roadway with a raised median. Parking is generally prohibited on both sides of the street, and the posted speed limit is 50 mph. In general, commercial uses front both sides of the roadway.

Paramount Boulevard

Paramount Boulevard is a north-south major arterial roadway that is configured with four to six travel lanes. The northern terminus of the roadway is at San Gabriel Boulevard/Hill Drive in the City of Monterey Park, and the southern terminus is at a major T-intersection with Montebello Boulevard in the City of Montebello. The roadway is configured with a raised median, and left-turn pockets at major intersections. Parking is generally prohibited on both sides of the roadway and the posted speed limit is 40 MPH. Land uses along Paramount Boulevard are generally commercial in use.

Neil Armstrong Drive

Neil Armstrong Drive is a local two-lane roadway that is adjacent to the north side of the SR 60 freeway, in the vicinity of Paramount Boulevard. Neil Armstrong Drive would provide primary freeway access to the project site with its existing intersection with Paramount Boulevard and the SR 60 westbound ramps. The proposed project would widen the eastbound approach of Neil Armstrong Drive to accommodate project traffic and rename this segment as Market Place Drive. Neil Armstrong Drive would be re-aligned to the west and connect to the new Market Place Drive at a T-intersection. Currently, residential uses front the roadway and serves as a local connector between Paramount Boulevard and Arroyo Drive. The speed limit for the local residential area is 25 MPH, and parking is generally permitted on both sides of the roadway.

Potrero Grande Drive

Potrero Grande Drive is an east-west Principal Arterial in the City of Monterey Park that is located along the northern boundary of the project site. There are two travel lanes in each direction, and the roadway extends east to the City of South San Gabriel. The posted speed limit along segments of Potrero Grande Drive in the study area is 45 MPH. Uses along Potrero Grande Drive in the study area are mainly commercial.

Markland Drive – Vail Avenue

Markland Drive – Vail Avenue is a north-south Collector within the City of Monterey Park that is located west of the project site. There is one travel lane in each direction and extends from Montebello to Monterey Park. Uses along Markland Drive are primarily residential and the posted speed limit is 25 MPH. South of SR 60, Markland Drive becomes Vail Avenue.

Montebello Boulevard

Montebello Boulevard is a north-south four-lane major roadway between Paramount Boulevard to the north and Olympic Boulevard to the south. The roadway generally has an east-west orientation east of the Montebello Town Center. The posted speed limit in the project vicinity is primarily 35 MPH. The roadway is configured with a striped centerline and left-turn pockets at major intersections. On-street parking is generally prohibited along most segments.

Beverly Boulevard

Beverly Boulevard provides regional access between East Los Angeles to the west and Pico Rivera to the east. It is generally configured as a six-lane major roadway. East of Montebello Boulevard the roadway is configured with four travel lanes. The posted speed limit is in the project vicinity is 35 MPH. The roadway primarily serves residential and commercial uses. There is a continuous center left-turn lane and parking is prohibited along most segments of the roadway.

San Gabriel Boulevard

San Gabriel Boulevard is a north-south four-lane major arterial roadway, located northeast of the project site. The roadway provides access between the City of Pasadena to the north and City of Montebello to the south, and communities in between. From Walnut Grove Avenue to Paramount Boulevard, this roadway is oriented in an east-west direction. Within the study area, the configuration of the roadway centerline varies from a raised median to a continuous center left-turn lane. Parking is generally permitted on both sides of the street, and the posted speed limit is 40 MPH. Land uses along San Gabriel Boulevard are mainly retail/commercial uses.

Garfield Avenue

Garfield Avenue is a north-south Principal Arterial within the City of Monterey Park that is located west of the project site. Garfield Avenue provides direct access to SR 60. It has two travel lanes in each direction and extends north from Montebello to Monterey Park. The posted speed limit on Garfield Avenue in the project study area is 35 MPH. Land uses along Garfield Avenue in the project vicinity are primarily retail/commercial uses.

Wilcox Avenue

Wilcox Avenue is a north-south Minor Arterial within the City of Monterey Park that is located west of the project site. There are two travel lanes in each direction and it extends from Montebello to Monterey Park. Land uses along the segments of Wilcox Avenue in Monterey Park are primarily retail/commercial uses.

Via Campo

Via Campo Avenue is an arterial in the City of Montebello that is located south of, and adjacent to, SR 60. This roadway is a one-way eastbound arterial with two travel lanes extending from East Los Angeles to Garfield Avenue in Montebello where it transitions into an SR 60 eastbound on-ramp. The one-way westbound roadway of this "couplet" system is Pomona Boulevard along the north side of SR 60. The posted speed limit on Via Campo in the project study area is 35 MPH. Land uses along Via Campo are mainly retail/commercial uses.

Pomona Boulevard

Pomona Boulevard is a one-way Primary Arterial in the City of Monterey Park. It is a three-lane one-way westbound street extending through Monterey Park from Potrero Grande Drive to its westbound on-ramp to SR 60. The posted speed limit on Pomona Boulevard in the project study area is 40 MPH. Land uses on Pomona Boulevard in the study area are mainly retail/commercial and multi-family residential uses.

Intersection Geometrics and Traffic Volumes

Figure 5 illustrates the existing traffic controls and lane geometrics at the study area intersections. As shown in the figure, all of the study area intersections, except for Neil Armstrong Drive/Arroyo Drive, are currently controlled by traffic signals. Neil Armstrong Drive/Arroyo Drive is a two-way stop-controlled (on Neil Armstrong Drive) intersection.

Figure 6 shows the existing a.m. and p.m. peak hour traffic volumes at the study intersections. The peak hour traffic volumes were collected in mid-April 2010. The raw traffic volume count sheets are provided in Appendix A.

Levels of Service

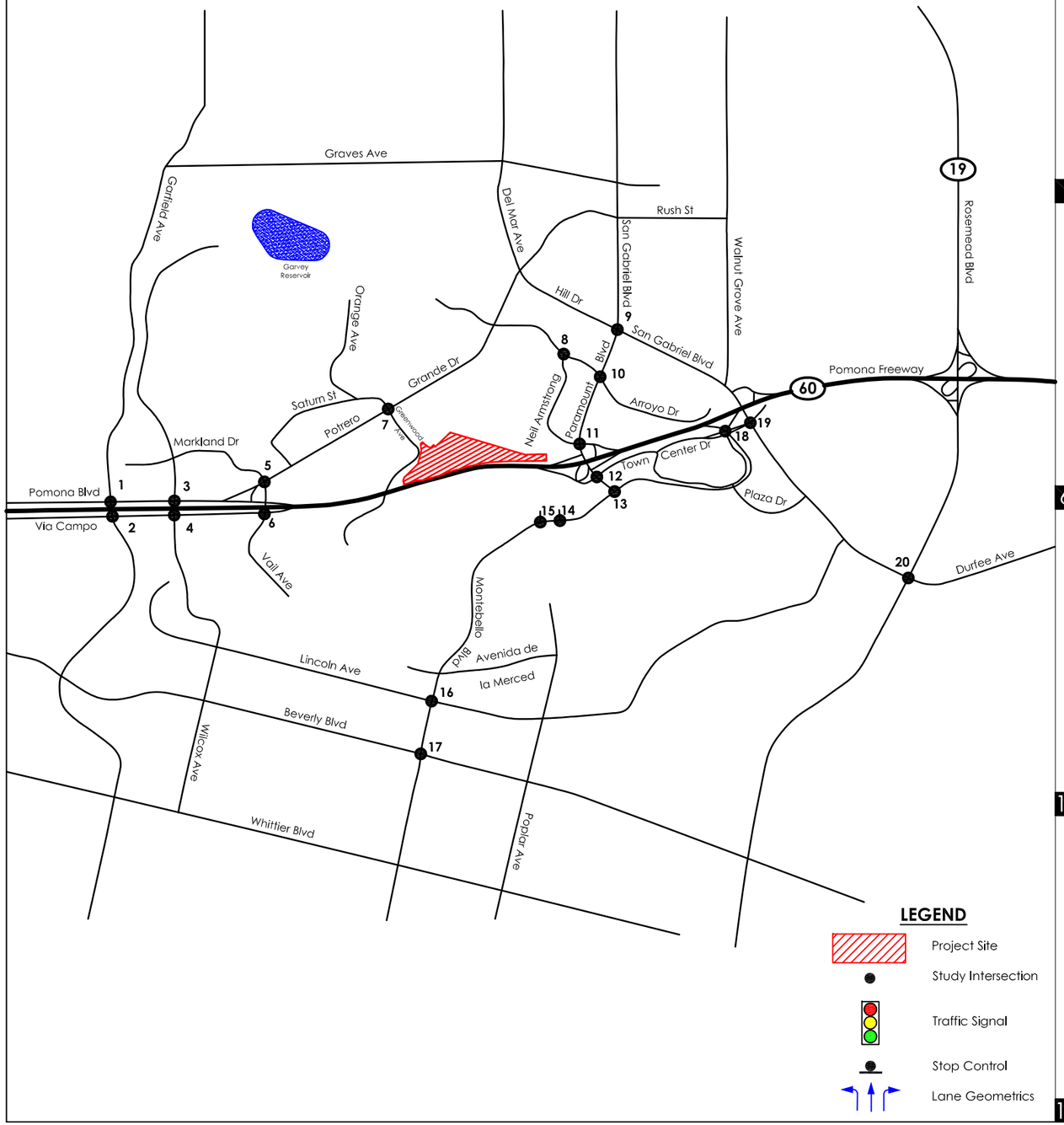
Based on the analysis methodology described in Section 1.0, the existing a.m. and p.m. peak hour traffic volumes were input into the TRAFFIX LOS software to determine the existing intersection V/C ratios (for signalized intersections) and the control delay, in seconds (for the unsignalized intersection). In addition, the two CMP freeway mainline segments along SR 60 in the study area were analyzed using the CMP's D/C Ratio methodology. Table K presents the results of the existing intersection LOS analysis, while the LOS calculation sheets are provided in Appendix B. Table L presents the existing (2003 CMP and 2009 Caltrans volumes) CMP freeway mainline LOS analysis.

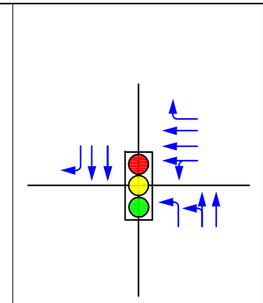
Intersections

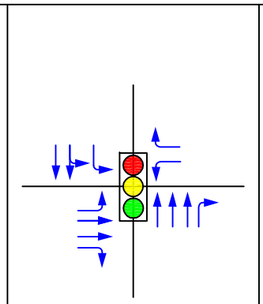
Based on the existing LOS analysis, the following intersections are currently operating at LOS E or F during one or both peak hours:

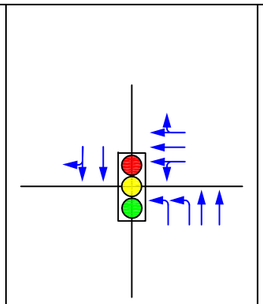
- Garfield Avenue/Via Campo (LOS E in p.m. peak hour)
- Montebello Boulevard/Beverly Boulevard (LOS E in p.m. peak hour)
- Rosemead Boulevard/San Gabriel Boulevard (LOS E in p.m. peak hour))

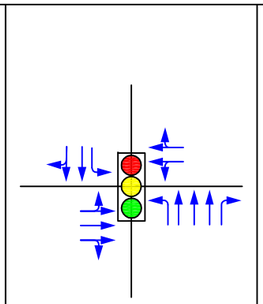
All other intersections are currently operating at LOS D or better in one or both peak hours.

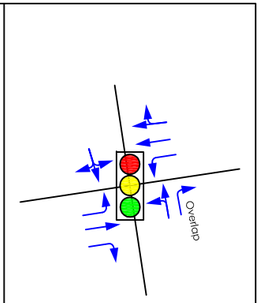


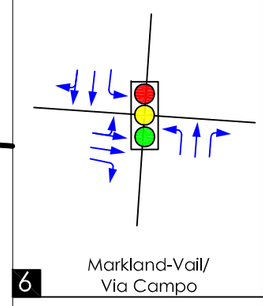


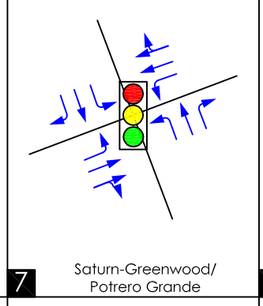


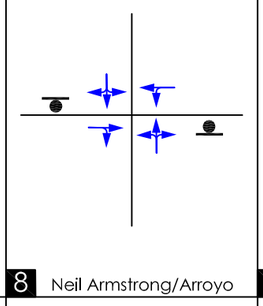


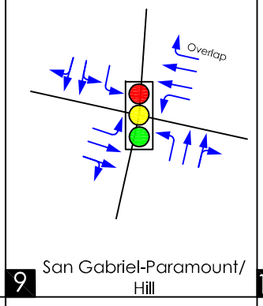


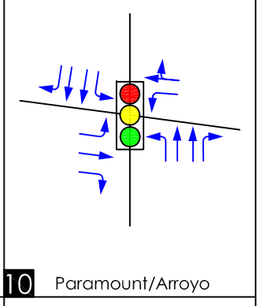


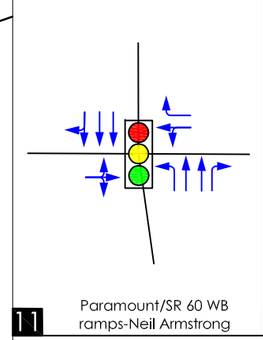


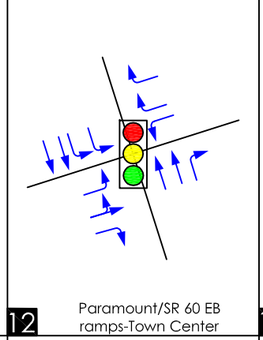


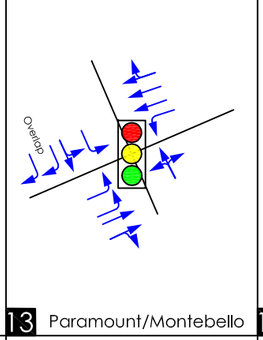


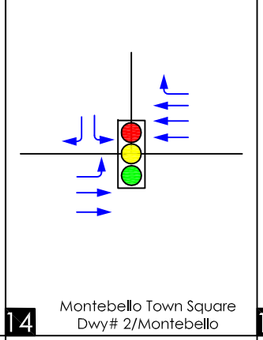


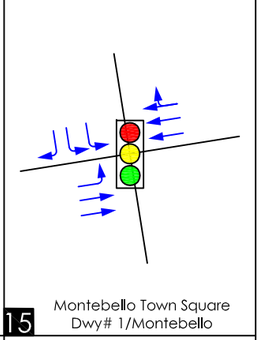


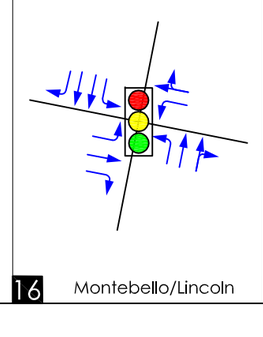


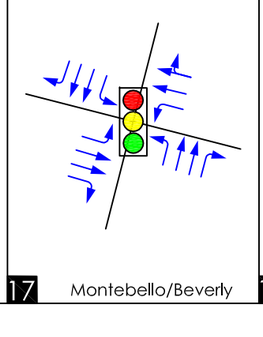


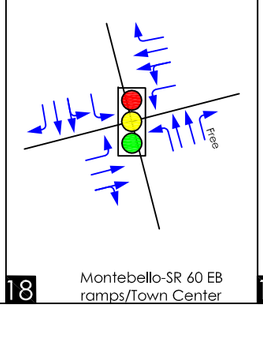


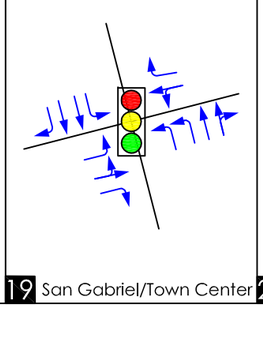


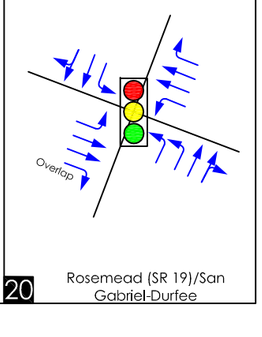






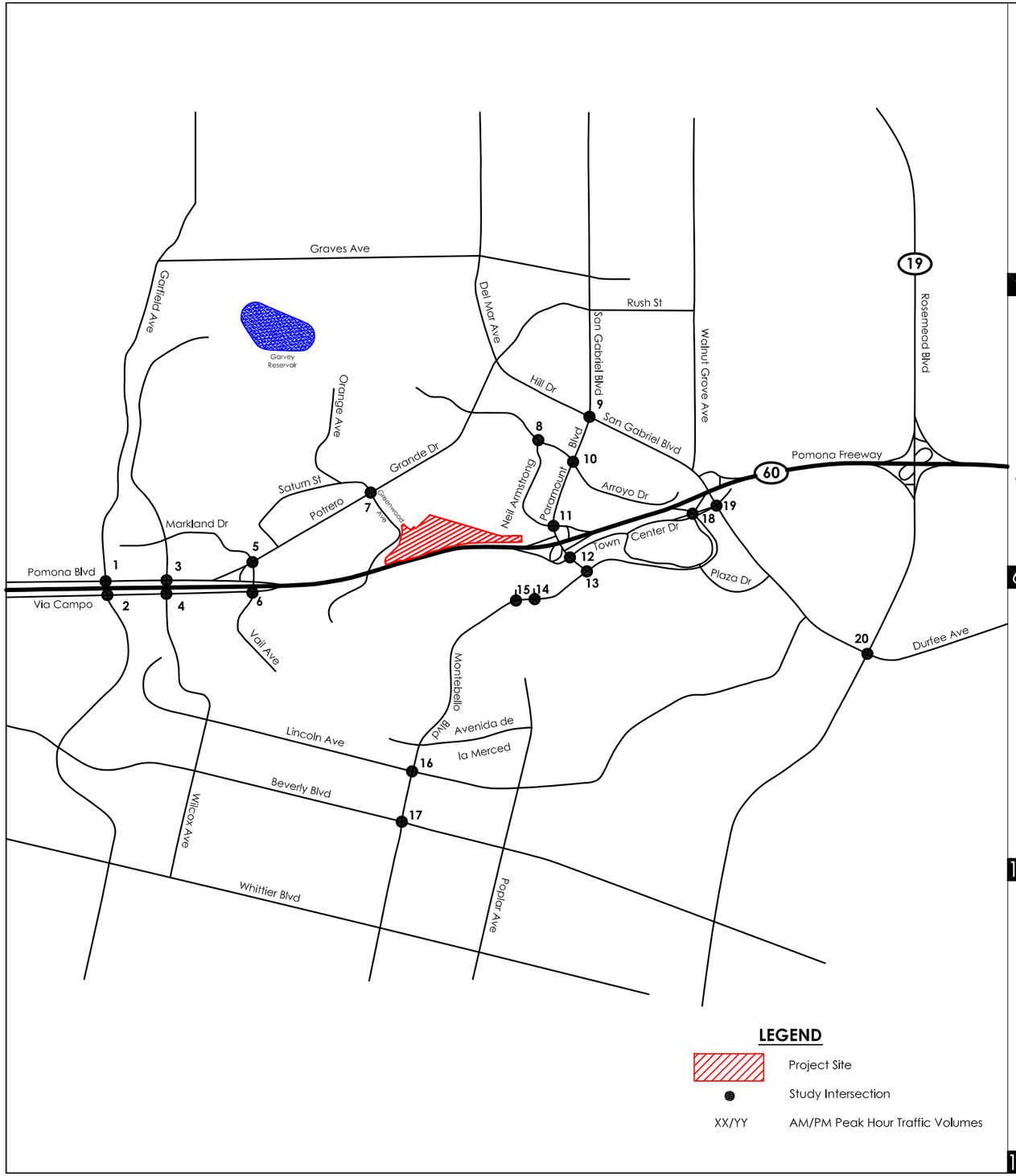






arch beach CONSULTING

Figure 5
Existing Traffic Control and Intersection Geometrics





arch beach CONSULTING

Figure 6
Existing AM & PM Peak Hour Traffic Volumes

Table K – Existing Condition Intersection Level of Service Summary

Intersection	Control	AM Peak Hour V/C or Delay	AM Peak Hour LOS	PM Peak Hour V/C or Delay	PM Peak Hour LOS
1. Garfield Avenue/Pomona Boulevard [2]	signal	0.837	D	0.834	D
2. Garfield Avenue/Via Campo [2]	signal	0.692	B	0.994	E
3. Wilcox Avenue/Pomona Boulevard [1]	signal	0.676	B	0.648	B
4. Wilcox Avenue/Via Campo [2]	signal	0.729	C	0.721	C
5. Markland Drive/Potrero Grande Drive [1]	signal	0.708	C	0.725	C
6. Markland Drive – Vail Avenue/Via Campo [2]	signal	0.620	B	0.822	D
7. Saturn St – Greenwood Ave/Potrero Grande Dr [1]	signal	0.414	A	0.491	A
8. Neil Armstrong Street/Arroyo Drive [2]	1-way stop	12.4 sec	B	12.8 sec	B
9. San Gabriel Blvd – Paramount Drive/Hill Drive [1]	signal	0.541	A	0.609	B
10. Paramount Boulevard/Arroyo Drive [2]	signal	0.648	B	0.526	A
11. Paramount Boulevard/SR-60 westbound ramps [2]	signal	0.540	A	0.716	C
12. Paramount Boulevard/SR-60 eastbound ramps [2]	signal	0.429	A	0.700	B
13. Paramount Boulevard/Montebello Boulevard [2]	signal	0.578	A	0.779	C
14. Montebello Town Cntr Dwy #2/Montebello Blvd [2]	signal	0.347	A	0.564	A
15. Montebello Town Cntr Dwy #1/Montebello Blvd [2]	signal	0.358	A	0.549	A
16. Montebello Boulevard/Lincoln Avenue [2]	signal	0.507	A	0.680	B
17. Montebello Boulevard/Beverly Boulevard [2]	signal	0.755	C	0.920	E
18. Montebello–SR 60 eastbound ramp/Town Center [3]	signal	0.627	B	0.665	B
19. San Gabriel Boulevard/Town Center Drive [3]	signal	0.657	B	0.820	D
20. Rosemead Boulevard/San Gabriel Boulevard [4]	signal	0.706	C	0.966	E

Notes: V/C based on Intersection Capacity Utilization analysis methodology; Delay based on *Highway Capacity Manual* (HCM) methodology.

[1] – Intersection analyzed using City of Monterey Park criteria.

[2] – Intersection analyzed using City of Montebello criteria.

[3] – Intersection analyzed using City of Rosemead criteria.

[4] – Intersection analysis using County of Los Angeles criteria.

CMP Freeway Mainline

Per CMP requirements, the existing freeway mainline analysis studied CMP monitoring stations #1027 – SR 60 east of Indiana Street, and #1028 – SR 60 west of Peck Road, as the proposed project would add 150 or more peak hour trips to those mainline segments. Existing counts provided in the CMP were from 2003, and were compared to 2009 mainline counts from the Caltrans publication *2009 Traffic Volumes on California State Highways* provided on their Traffic Operations website (www.dot.ca.gov/hq/traffops/saferesr/trafdata). Based on the comparison of the 2003 and 2009 freeway mainline volumes, the Caltrans 2009 counts showed a significant decrease in volume and resulting LOS (from LOS F(1) – F(2) in 2003 to LOS C – D in 2009) on the peak directions during both peak hours at both monitoring stations. However, based on actual field observations on SR 60 during the peak hours in May 2010, LOS E – F conditions were observed in the vicinities of the monitoring stations. Therefore, to remain conservative, the higher 2003 CMP mainline volumes will be reported in this TIA, and will also serve as the baseline traffic volumes for the Opening Year 2015 and Buildout Year 2025 freeway mainline analyses.

arch beach CONSULTING

Table L - 2003 CMP and 2009 Caltrans Freeway Mainline Levels of Service

CMP Station	Fwy Route	Post Mile	Location	Eastbound								Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS
2003 CMP LEVELS OF SERVICE [1]																			
1027	SR 60	2.22	e/o Indiana St	4,989	12,000	0.416	B	15,120	12,000	1.260	F(1)	16,320	12,000	1.360	F(2)	6,317	12,000	0.526	B
1028	SR 60	10.60	w/o Peck Rd	6,820	10,000	0.682	C	13,600	10,000	1.360	F(2)	12,600	10,000	1.260	F(1)	7,485	10,000	0.749	C
2009 CALTRANS TRAFFIC VOLUMES [2]																			
1027	SR 60	2.59	e/o Indiana St	5,364	12,000	0.447	B	8,694	12,000	0.724	C	8,443	12,000	0.704	C	6,106	12,000	0.509	B
1028	SR 60	10.23	w/o Peck Rd	5,780	10,000	0.578	C	8,220	10,000	0.822	D	7,584	10,000	0.758	C	7,980	10,000	0.798	D

Notes: Methodology based on Demand-to-Capacity (D/C) methodology for freeway mainline analysis, Los Angeles County CMP, 2004.

[1] Peak hour demand (volumes) based on data provided in Los Angeles County CMP, 2004.

[2] Peak hour demand (volumes) based on data provided in *2009 Traffic Volumes on California State Highways* , Caltrans.

Based on the 2003 CMP traffic volumes and D/C analysis the following CMP freeway mainline segments at the monitoring stations are currently operating at LOS F:

- SR 60 eastbound, east of Indiana Street (LOS F(1) in p.m. peak hour)
- SR 60 eastbound, west of Peck Road (LOS F(2) in p.m. peak hour)
- SR 60 westbound, east of Indiana Street (LOS F(2) in a.m. peak hour)
- SR 60 westbound, west of Peak Road (LOS F(1) in a.m. peak hour)

Transit Service

Transit services in the project vicinity are provided by the City of Monterey Park Spirit Bus, the Los Angeles County Metropolitan Transportation Authority (Metro), and Montebello Bus Lines. Most of these transit services currently provide service to the Montebello Town Center mall on the south side of SR 60. Descriptions of the transit services are listed below:

- **Spirit Bus Route 5** – This route serves the western and southern portions of Monterey Park originating at the Metrolink station at Cal State Los Angeles, then traveling south and east to its terminus at the McCaslin Business Park on Potrero Grande Drive, west of Greenwood Avenue.
- **Metro Line 68** – This east-west local line provides service in the vicinity of the Montebello Town Center mall. The line uses the SR 60 freeway between the Garfield Avenue and Paramount Boulevard interchanges. The western terminus of the line is in downtown Los Angeles and the eastern terminus is at the Montebello mall.
- **Metro Line 287** – This north-south local line provides service along Rush Street, Hill Street, and Paramount Boulevard within the study area, with a southern terminus at the Montebello mall.
- **Montebello Line 20** – This local north-south bus line provides service along Montebello Boulevard, Paramount Boulevard, San Gabriel Boulevard, and also serves the Montebello mall.

Based on the list of transit services above, there are existing bus routes that serve Paramount Boulevard and Potrero Grande Drive, the adjacent eastern and western boundaries, respectively, of the project site. Also, the study area does not have a major transit center within walking distance of the project site.

Pedestrian and Bicycle Facilities

There are three basic categories of pedestrian and bicycle facilities as defined by Caltrans. Class 1 bike paths involve designs which are completely separated from traffic lanes. Class 2 paths are on-street paths that are located along the edge of a street with a striped lane denoting this bike path. Class 3 paths also are located along a street edge, but are not striped. These paths are identified by street signs only.

Currently, there are continuous sidewalks along Paramount Boulevard, north of the SR 60 westbound ramps – Neil Armstrong Drive. Paramount Boulevard, south of SR 60 westbound ramps – Neil Armstrong Drive, and along Greenwood Avenue and Potrero Grande Drive, there are areas of unimproved sidewalks (i.e., dirt paths). There are no bicycle facilities in the vicinity of the project site.

4.0 OPENING YEAR 2015 TRAFFIC CONDITIONS

This section describes the future traffic conditions related to the following traffic scenarios:

- Opening Year 2015 Baseline (without proposed project)
- Opening Year 2015 plus Project

Opening Year 2015 Baseline Condition

This scenario is comprised of existing traffic conditions plus ambient growth to 2015 plus traffic from all approved and/or pending developments in the study area. These approved and/or pending projects are located in the project study area, and have not yet been constructed, but have been approved or are pending approval, through a discretionary action or building permit issuance.

Ambient growth in the study area was based on the regional growth factor for the San Gabriel Valley as provided in the CMP, Appendix B, Exhibit B-1 – General Traffic Volume Growth Factors. Per the CMP, 2001 is the base year of growth (1.000) and the buildout year of 2025 shows a growth factor of 1.197 for the San Gabriel Valley. When interpolated over 24 years (2025 – 2001), the annual ambient growth rate is 0.82 percent. Therefore, ambient growth has been conservatively estimated at one percent per year and applied to the existing 2010 traffic volumes using a growth factor of 1.05 (2010 to 2015 growth).

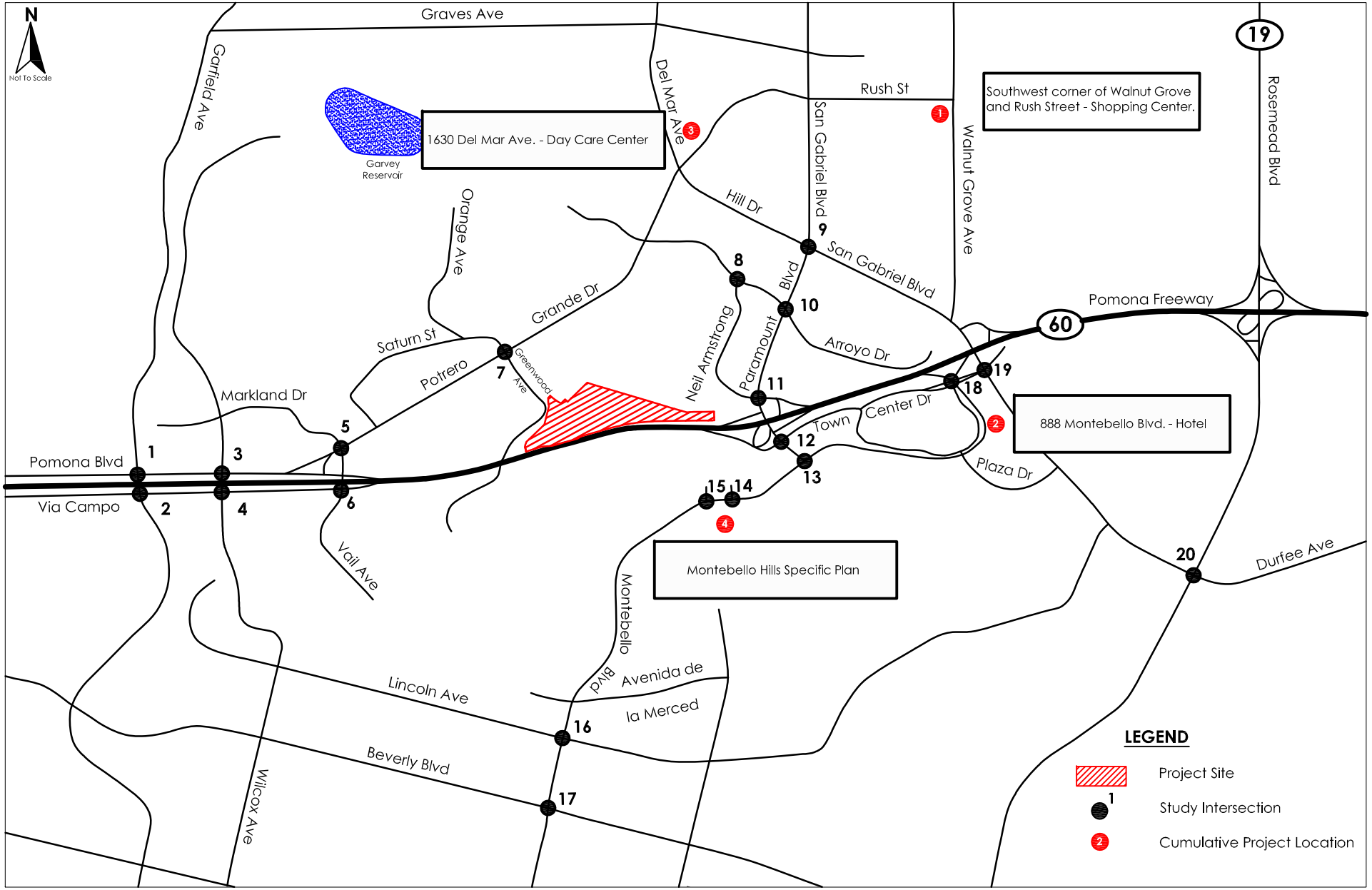
Per direction from the City of Monterey Park Planning Department, data for the cumulative projects (location, land use, and peak hour trip generation) was obtained from the *Traffic Impact Study – Montebello Hills Residential Project* prepared by KOA Corporation in March 2009. Figure 7 provides a map showing the locations and descriptions of the cumulative projects, while Table M presents the list of cumulative projects plus their trip generation estimates according to the *Traffic Impact Study – Montebello Hills Residential Project* (KOA, 2009).

Table M – Cumulative Projects Trip Generation Estimates

		AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Project #1: Southwest corner of Walnut Grove and Rush Street – Shopping Center							
4.652 SF Shopping Center		2	1	3	7	6	13
Project #2: 888 Montebello Blvd							
52 room hotel		19	11	30	17	14	31
Project #3: 1630 Del Mar Avenue.							
14 student day care center		7	5	12	6	6	122
Project #4: Montebello Hills Specific Plan							
168 single-family homes; 432 condominiums		63	254	317	264	140	404
TOTAL CUMULATIVE PROJECTS TRIP GENERATION		**91**	**271**	**362**	**294**	**166**	**570**

Note: Trip generation estimates provided by the *Traffic Impact Study – Montebello Hills Residential Project*, KOA Corporation, March 2009.

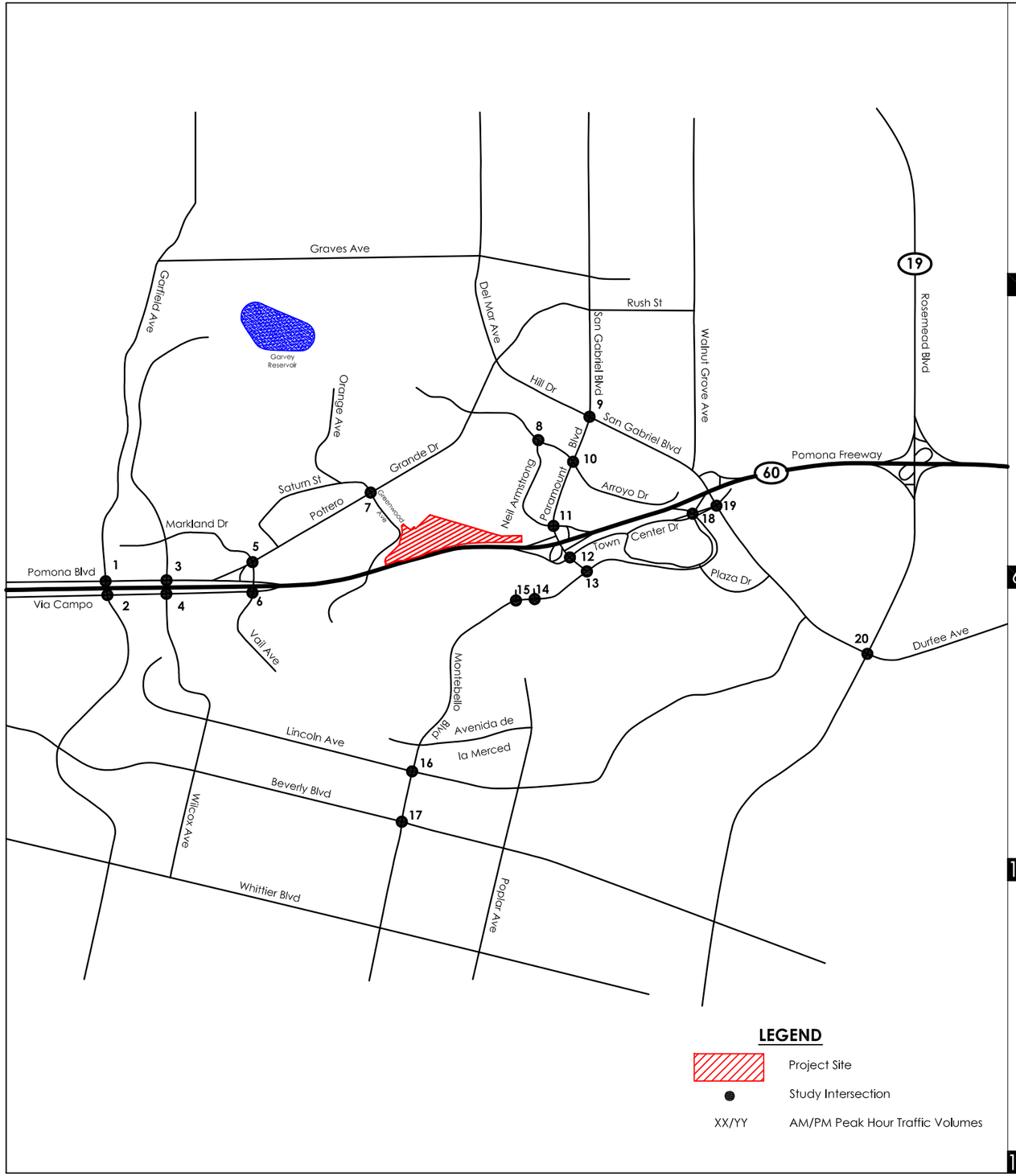
Based on the table, the four cumulative projects in the study area would generate approximately 362 a.m. peak hour trips (91 inbound and 271 outbound), and 570 p.m. peak hour trips (294 inbound and 166 outbound). Trip distribution and assignments of the cumulative projects were based on the *Traffic Impact Study – Montebello Hills Residential Project (*KOA, 2009). The resulting total trip assignment for the four cumulative projects are illustrated in Figure 8.

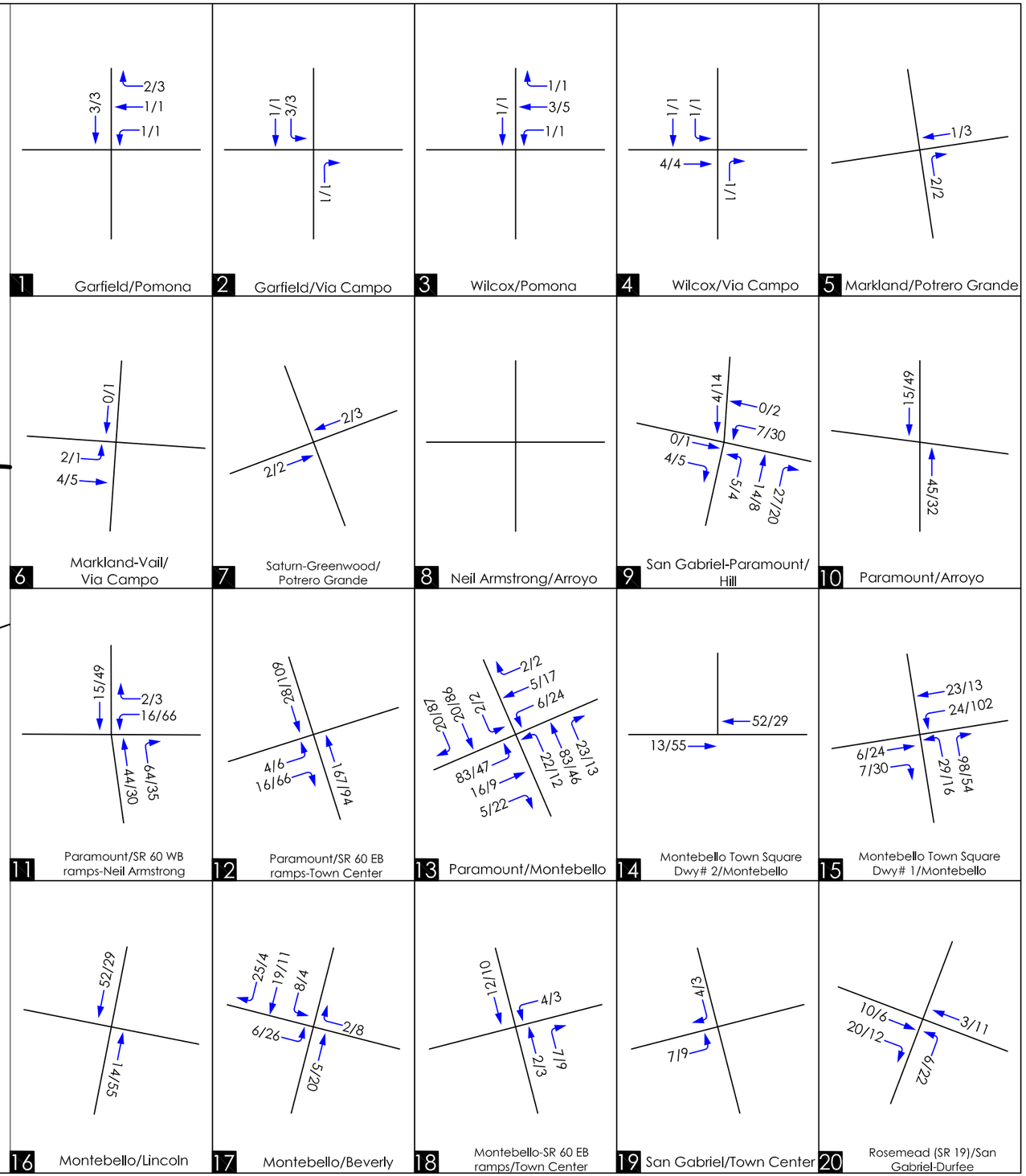


Source: City of Monterey Park Planning Department, and the Traffic Impact Study - Montebello Hills Residential Project, KOA Corporation March 2009.

arch beach CONSULTING

Figure 7
Locations of Cumulative Projects





arch beach CONSULTING

Figure 8
Cumulative Projects Trip Assignment

Traffic Controls and Intersection Geometrics

No additional improvements to the study area roadways and intersections are anticipated to occur in the 2015 Opening Year Scenario. Therefore, the existing intersection traffic controls and geometrics were assumed in the 2015 level of service analysis.

Traffic Volumes

As previously discussed, the Opening Year 2015 Baseline traffic in this scenario was forecast by applying an ambient growth rate of 1.0 percent per year to the existing traffic volumes for a growth factor of 1.05. In addition to the ambient growth rate, traffic from approved and pending projects (i.e. cumulative projects) in the project's vicinity were added. Figure 9 illustrates the resulting Opening Year 2015 Baseline a.m. and p.m. peak hour traffic volumes.

Levels of Service

The Opening Year 2015 Baseline a.m. and p.m. peak hour traffic volumes were input into the TRAFFIX LOS software to determine the intersection V/C ratios (for signalized intersections) and the control delay, in seconds (for the unsignalized intersection). In addition, the two CMP freeway mainline segments along SR 60 in the study area were analyzed using the CMP's D/C Ratio methodology. Table N presents the results of the 2015 Baseline intersection LOS analysis, while the LOS calculation sheets are provided in Appendix B. Table O presents the 2015 Baseline CMP freeway mainline LOS analysis (based on the 2003 CMP volumes adjusted to 2015).

Intersections

Based on the 2015 Baseline LOS analysis, the following intersections are forecast to operate at LOS E or F during one or both peak hours:

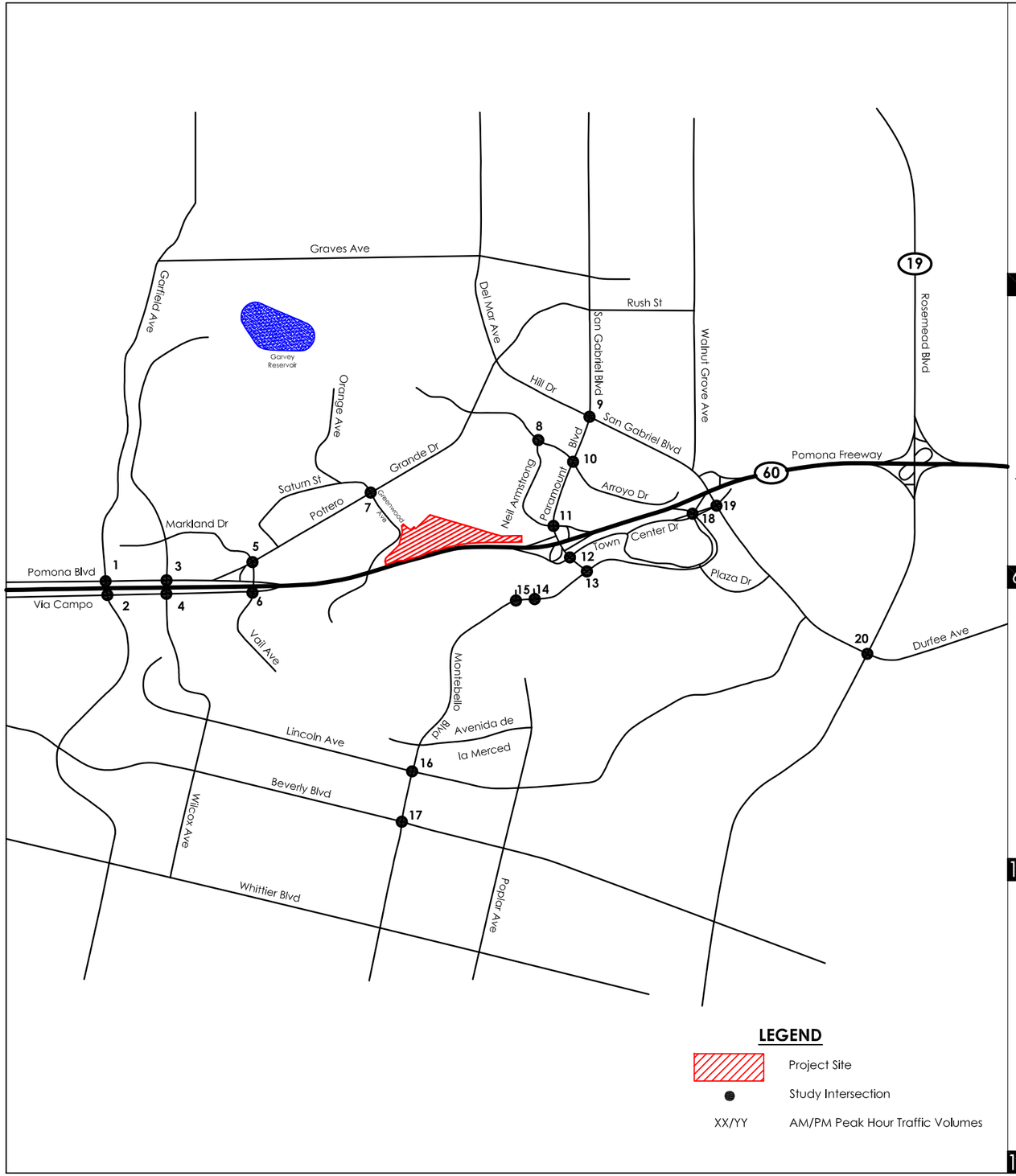
- Garfield Avenue/Via Campo (LOS F in p.m. peak hour)
- Montebello Boulevard/Beverly Boulevard (LOS E in p.m. peak hour)
- Rosemead Boulevard/San Gabriel Boulevard (LOS F in p.m. peak hour))

All other intersections are currently operating at LOS D or better in one or both peak hours.

CMP Freeway Mainline

Per CMP requirements, the freeway mainline analysis studied CMP monitoring stations #1027 – SR 60 east of Indiana Street, and #1028 – SR 60 west of Peck Road, as the proposed project would add 150 or more peak hour trips to those mainline segments. Based on the 2015 forecast traffic volumes on the SR 60 freeway mainline at the two CMP monitoring stations, the following segments would continue to operate at LOS F:

- SR 60 eastbound, east of Indiana Street (LOS F(1) in p.m. peak hour)
- SR 60 eastbound, west of Peck Road (LOS F(2) in p.m. peak hour)
- SR 60 westbound, east of Indiana Street (LOS F(2) in a.m. peak hour)
- SR 60 westbound, west of Peak Road (LOS F(1) in a.m. peak hour)





arch beach CONSULTING

Figure 9

Opening Year 2015 Baseline AM & PM Peak Hour Traffic Volumes

Table N – Opening Year 2015 Baseline Intersection Level of Service Summary

Intersection	Control	Opening Year Baseline (2015)			
		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1. Garfield Avenue/Pomona Boulevard [2]	signal	0.867	D	0.865	D
2. Garfield Avenue/Via Campo [2]	signal	0.716	C	1.031	F
3. Wilcox Avenue/Pomona Boulevard [1]	signal	0.700	C	0.672	B
4. Wilcox Avenue/Via Campo [2]	signal	0.755	C	0.748	C
5. Markland Drive/Potrero Grande Drive [1]	signal	0.733	C	0.752	C
6. Markland Drive – Vail Avenue/Via Campo [2]	signal	0.642	B	0.852	D
7. Saturn St – Greenwood Ave/Potrero Grande Dr [1]	signal	0.428	A	0.507	A
8. Neil Armstrong Street/Arroyo Drive [2]	1-way stop	12.7 sec	B	13.1 sec	B
9. San Gabriel Blvd – Paramount Drive/Hill Drive [1]	signal	0.578	A	0.662	B
10. Paramount Boulevard/Arroyo Drive [2]	signal	0.674	B	0.558	A
11. Paramount Boulevard/SR-60 westbound ramps [2]	signal	0.571	A	0.803	D
12. Paramount Boulevard/SR-60 eastbound ramps [2]	signal	0.487	A	0.799	C
13. Paramount Boulevard/Montebello Boulevard [2]	signal	0.703	C	0.895	D
14. Montebello Town Cntr Dwy #2/Montebello Blvd [2]	signal	0.361	A	0.599	A
15. Montebello Town Cntr Dwy #1/Montebello Blvd [2]	signal	0.451	A	0.628	B
16. Montebello Boulevard/Lincoln Avenue [2]	signal	0.540	A	0.733	C
17. Montebello Boulevard/Beverly Boulevard [2]	signal	0.792	C	0.961	E
18. Montebello–SR 60 eastbound ramp/Town Center [3]	signal	0.649	B	0.688	B
19. San Gabriel Boulevard/Town Center Drive [3]	signal	0.684	B	0.850	D
20. Rosemead Boulevard/San Gabriel Boulevard [4]	signal	0.733	C	1.008	F

Notes: V/C based on Intersection Capacity Utilization analysis methodology; Delay based on *Highway Capacity Manual* (HCM) methodology.

[1] – Intersection analyzed using City of Monterey Park criteria.

[2] – Intersection analyzed using City of Montebello criteria.

[3] – Intersection analyzed using City of Rosemead criteria.

[4] – Intersection analysis using County of Los Angeles criteria.

arch beach CONSULTING

Table O - Opening Year 2015 Baseline and Project Freeway Mainline Levels of Service

CMP Station	Fwy Route	Post Mile	Location	Eastbound								Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS
OPENING YEAR 2015 BASELINE VOLUMES																			
1027	SR 60	2.22	e/o Indiana St	5,308	12,000	0.442	B	16,099	12,000	**1.342**	**F(1)**	17,365	12,000	**1.447**	**F(2)**	6,735	12,000	0.561	C
1028	SR 60	10.60	w/o Peck Rd	7,293	10,000	0.729	C	14,453	10,000	**1.445**	**F(2)**	13,374	10,000	**1.337**	**F(1)**	8,003	10,000	0.800	D
OPENING YEAR 2015 BASELINE PLUS PROJECT VOLUMES																			
1027	SR 60	2.59	e/o Indiana St	5,397	12,000	0.450	B	16,256	12,000	**1.355**	**F(2)**	17,435	12,000	**1.453**	**F(3)**	6,893	12,000	0.574	C
1028	SR 60	10.23	w/o Peck Rd	7,338	10,000	0.734	C	14,555	10,000	**1.456**	**F(3)**	13,431	10,000	**1.343**	**F(1)**	8,104	10,000	0.810	D

Project Impact - D/C Increases				**D/C Increase**	**LOS**	**Impact?**	**D/C Increase**	**LOS**	**Impact?**	**D/C Increase**	**LOS**	**Impact?**	**D/C Increase**	**LOS**	**Impact?**
1027	SR 60	2.59	e/o Indiana St	0.007	B	no	0.013	**F(2)**	no	0.006	**F(3)**	no	0.013	C	no
1028	SR 60	10.23	w/o Peck Rd	0.004	C	no	0.010	**F(3)**	no	0.006	**F(1)**	no	0.010	D	no

Notes: Methodology based on Demand-to-Capacity (D/C) methodology for freeway mainline analysis, Los Angeles County CMP, 2004.

Demand baseline volumes based on 2003 CMP volumes + ambient growth rate of one percent per year + traffic from cumulative projects. Comparison of 2003 and 2009 freeway traffic volumes from Caltrans' 2003 and' 2009 publications of *Traffic Volumes on California State Highways* indicates that traffic volumes have decreased at the study mainline segments. Therefore to be conservative, the 2003 mainlline volumes from the 2003 CMP were used as the base existing (2009) traffic volume.

Opening Year 2015 plus Project

Traffic generated by the proposed project was added to the Opening Year 2015 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would determine project-specific impacts and mitigation measures (if required).

Traffic Volumes

The proposed project trip assignment noted in Figure 4 was added to the Opening Year 2015 Baseline traffic volumes in Figure 9 which resulted in the Opening Year 2015 plus Project traffic volumes. Figure 10 illustrates the Opening Year 2015 plus Project a.m. and p.m. peak hour traffic volumes.

Levels of Service

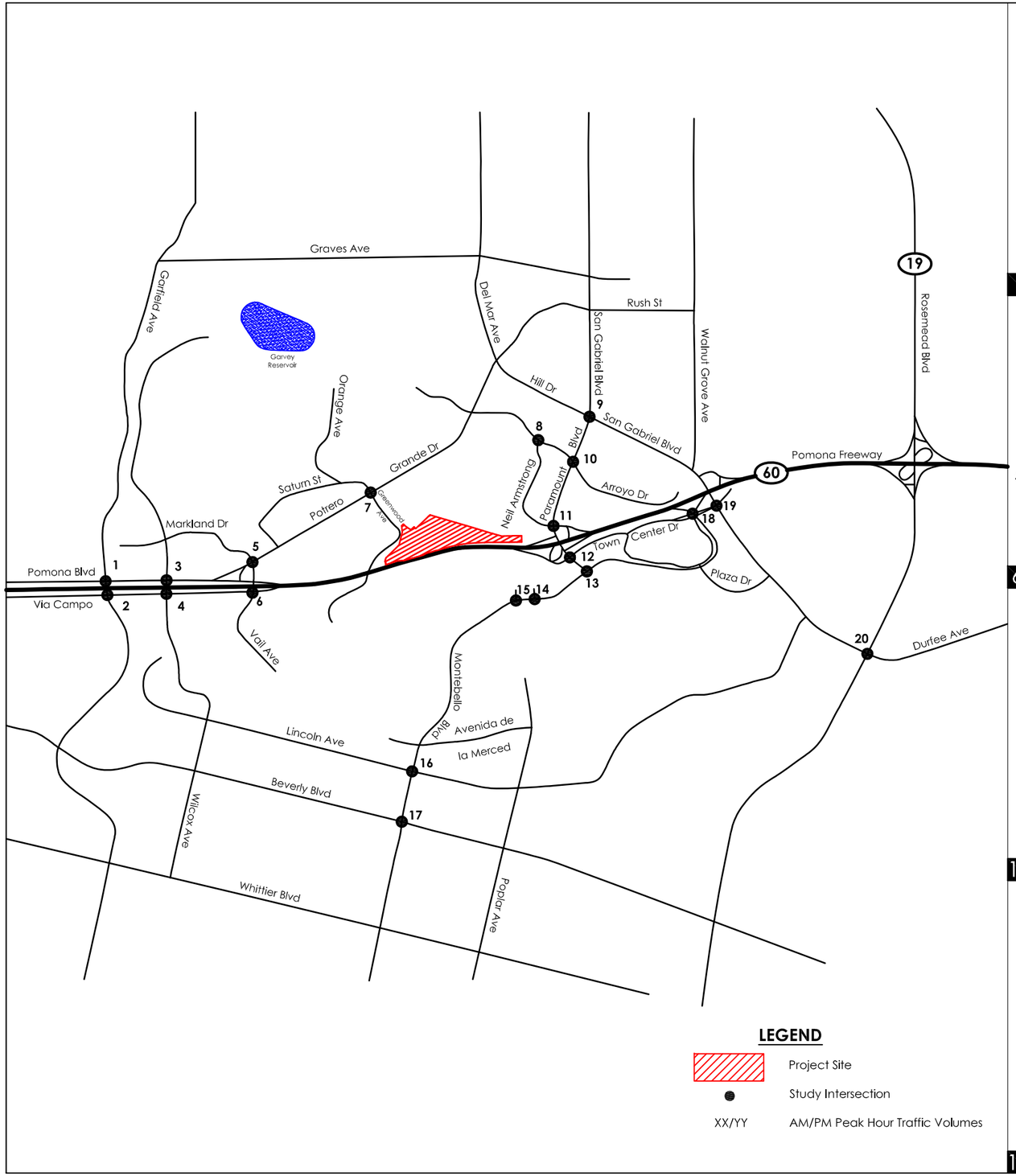
The Opening Year 2015 plus Project a.m. and p.m. peak hour traffic volumes were input into the TRAFFIX LOS software to determine the intersection V/C ratios (for signalized intersections) and the control delay, in seconds (for the unsignalized intersection). In addition, the two CMP freeway mainline segments along SR 60 in the study area were analyzed using the CMP's D/C Ratio methodology. Table P presents the results of the Opening Year 2015 plus Project intersection LOS analysis, while the LOS calculation sheets are provided in Appendix B. Table O, presented in the previous section, presents the 2015 plus Project CMP freeway mainline LOS analysis (based on the 2003 CMP volumes adjusted to 2015).

Intersections

Based on the 2015 plus Project LOS analysis, and the significance criteria of the respective jurisdiction for each intersection, the following intersections are forecast to be significantly impacted by the proposed project:

- Garfield Avenue/Pomona Boulevard (0.031 increase at LOS D in p.m. peak hour)
- Garfield Avenue/Via Campo (0.006 increase at LOS F in p.m. peak hour)
- Wilcox Avenue/Via Campo (0.059 increase at LOS C in p.m. peak hour)
- Markland Drive/Potrero Grande Drive (0.078 increase at LOS C in a.m. peak hour; and 0.141 increase at LOS C in p.m. peak hour)
- Markland Drive – Vail Avenue/Via Campo (0.085 increase at LOS D in p.m. peak hour)
- Saturn Street – Greenwood Avenue/Potrero Grande Drive (0.060 increase at LOS A in a.m. peak hour; and 0.093 increase at LOS A in p.m. peak hour)
- Paramount Boulevard/SR 60 WB ramps – Market Place Drive (0.218 increase at LOS A in a.m. peak hour; and 0.413 increase at LOS D in p.m. peak hour).
- Paramount Boulevard/Montebello Boulevard (0.025 increase at LOS D in p.m. peak hour)
- Montebello Boulevard/Beverly Boulevard (0.011 increase at LOS E in p.m. peak hour)

The V/C increases as a result of the addition of project traffic would not be considered a significant impact at all other intersections in one or both peak hours.





arch beach CONSULTING

Figure 10

Opening Year 2015 plus Project AM & PM Peak Hour Traffic Volumes

arch beach CONSULTING

Table P – Opening Year 2015 plus Project Intersection Level of Service Summary

Intersection	Control	Opening Year Baseline (2015)				Opening Year plus Project				ICU Change	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	PM
1. Garfield Avenue/Pomona Boulevard [2]	signal	0.867	D	0.865	D	0.873	D	0.896	D	0.006	**0.031**
2. Garfield Avenue/Via Campo [2]	signal	0.716	C	1.031	F	0.727	C	1.037	F	0.011	**0.006**
3. Wilcox Avenue/Pomona Boulevard [1]	signal	0.700	C	0.672	B	0.722	C	0.719	C	0.022	0.047
4. Wilcox Avenue/Via Campo [2]	signal	0.755	C	0.748	C	0.772	C	0.807	D	0.017	**0.059**
5. Markland Drive/Potrero Grande Drive [1]	signal	0.733	C	0.752	C	0.811	D	0.893	D	**0.078**	**0.141**
6. Markland Drive – Vail Avenue/Via Campo [2]	signal	0.642	B	0.852	D	0.683	B	0.937	E	0.041	**0.085**
7. Saturn St – Greenwood Ave/Potrero Grande Dr [1]	signal	0.428	A	0.507	A	0.488	A	0.600	A	**0.060**	**0.093**
8. Neil Armstrong Street/Arroyo Drive [2]	1-way stop	12.7 sec	B	13.1 sec	B	13.7 sec	B	14.9 sec	B	--	--
9. San Gabriel Blvd – Paramount Drive/Hill Drive [1]	signal	0.578	A	0.662	B	0.593	A	0.693	B	0.015	0.031
10. Paramount Boulevard/Arroyo Drive [2]	signal	0.674	B	0.558	A	0.683	B	0.573	A	0.009	0.015
11. Paramount Boulevard/SR-60 westbound ramps [2]	signal	0.571	A	0.803	D	0.789	C	1.216	F	**0.218**	**0.413**
12. Paramount Boulevard/SR-60 eastbound ramps [2]	signal	0.487	A	0.799	C	0.493	A	0.814	D	0.006	0.015
13. Paramount Boulevard/Montebello Boulevard [2]	signal	0.703	C	0.895	D	0.719	C	0.920	E	0.016	**0.025**
14. Montebello Town Cntr Dwy #2/Montebello Blvd [2]	signal	0.361	A	0.599	A	0.367	A	0.610	B	0.006	0.011
15. Montebello Town Cntr Dwy #1/Montebello Blvd [2]	signal	0.451	A	0.628	B	0.457	A	0.638	B	0.006	0.010
16. Montebello Boulevard/Lincoln Avenue [2]	signal	0.540	A	0.733	C	0.544	A	0.743	C	0.004	0.010
17. Montebello Boulevard/Beverly Boulevard [2]	signal	0.792	C	0.961	E	0.796	C	0.972	E	0.004	**0.011**
18. Montebello–SR 60 eastbound ramp/Town Center [3]	signal	0.649	B	0.688	B	0.649	B	0.688	B	0.000	0.000
19. San Gabriel Boulevard/Town Center Drive [3]	signal	0.684	B	0.850	D	0.694	B	0.850	D	0.010	0.000
20. Rosemead Boulevard/San Gabriel Boulevard [4]	signal	0.733	C	1.008	F	0.736	C	1.017	F	0.003	0.009

Notes: V/C based on Intersection Capacity Utilization analysis methodology; Delay based on *Highway Capacity Manual* (HCM) methodology.
Bold value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] – Intersection analyzed using City of Monterey Park criteria.
[2] – Intersection analyzed using City of Montebello criteria.
[3] – Intersection analyzed using City of Rosemead criteria.
[4] – Intersection analysis using County of Los Angeles criteria.

CMP Freeway Mainline

Per CMP requirements, the freeway mainline analysis studied CMP monitoring stations #1027 – SR 60 east of Indiana Street, and #1028 – SR 60 west of Peck Road, as the proposed project would add 150 or more peak hour trips to those mainline segments. Based on the 2015 plus Project forecast traffic volumes on the SR 60 freeway mainline at the two CMP monitoring stations, the project increases in D/C would be less than the significance criteria of 0.02 or greater D/C. Therefore, the proposed project would not create any significant impacts to the CMP monitoring stations along the SR 60.

5.0 BUILDOUT YEAR 2025 TRAFFIC CONDITIONS

This section describes the future traffic conditions related to the following traffic scenarios:

- Buildout Year 2025 Baseline (without project)
- Buildout Year 2025 plus Project

The buildout year 2025 is consistent with the buildout conditions, or traffic growth and forecasting, analyzed in the 2004 CMP.

Buildout Year 2025 Baseline Condition

Similar to the Opening Year 2025 Baseline condition, this scenario is comprised of existing traffic conditions plus ambient growth to 2025 plus traffic from all approved and/or pending developments in the study area. These approved and/or pending projects are located in the project study area, and have not yet been constructed, but have been approved or are pending approval, through a discretionary action or building permit issuance.

Ambient growth in the study area was based on the regional growth factor for the San Gabriel Valley as provided in the CMP, Appendix B, Exhibit B-1 – General Traffic Volume Growth Factors. Per the CMP, 2001 is the base year of growth (1.000) and the buildout year of 2025 shows a growth factor of 1.197 for the San Gabriel Valley. When interpolated over 24 years (2025 – 2001), the annual ambient growth rate is 0.82 percent. Therefore, ambient growth has been conservatively estimated at one percent per year and applied to the existing 2010 traffic volumes using a growth factor of 1.15 (2010 to 2025 growth).

As was done in the Opening Year 2015 scenario, data for the cumulative projects (location, land use, and peak hour trip generation) was obtained from the *Traffic Impact Study – Montebello Hills Residential Project* prepared by KOA Corporation in March 2009. The same projects were included in the 2025 forecast however, additional residential units were added to Project #4 – Montebello Hills Specific Plan, as its second and final phase would be constructed after 2015. An additional 265 single family homes (433 total) and an additional 335 condominiums (767 total) would be constructed between 2015 and 2019. Therefore, in addition to the cumulative projects' trips shown in Table M above, an additional 347 a.m. peak hour trips (74 inbound and 273 outbound) and 443 p.m. peak hour trips (287 inbound and 156 outbound) was added to the 2025 baseline condition.

Traffic Controls and Intersection Geometrics

No additional improvements to the study area roadways and intersections are anticipated to occur in the 2025 Opening Year Scenario. Therefore, the existing intersection traffic controls and geometrics were also assumed in the 2025 level of service analysis.

Traffic Volumes

As previously discussed, the Buildout Year 2025 Baseline traffic in this scenario was forecast by applying an ambient growth rate of 1.0 percent per year to the existing traffic volumes for a growth factor of 1.15. In addition to the ambient growth rate, traffic from approved and pending projects (i.e. cumulative projects) in the project's vicinity were added. Figure 11 illustrates the resulting Buildout 2025 Baseline a.m. and p.m. peak hour traffic volumes.

Levels of Service

The Buildout 2025 Baseline a.m. and p.m. peak hour traffic volumes were input into the TRAFFIX LOS software to determine the intersection V/C ratios (for signalized intersections) and the

control delay, in seconds (for the unsignalized intersection). In addition, the two CMP freeway mainline segments along SR 60 in the study area were analyzed using the CMP's D/C Ratio methodology. Table Q presents the results of the 2025 Baseline intersection LOS analysis, while the LOS calculation sheets are provided in Appendix B. Table R presents the 2025 Baseline CMP freeway mainline LOS analysis (based on the 2003 CMP volumes adjusted to 2025).

Intersections

Based on the 2025 Baseline LOS analysis, the following intersections are forecast to operate at LOS E or F during one or both peak hours:

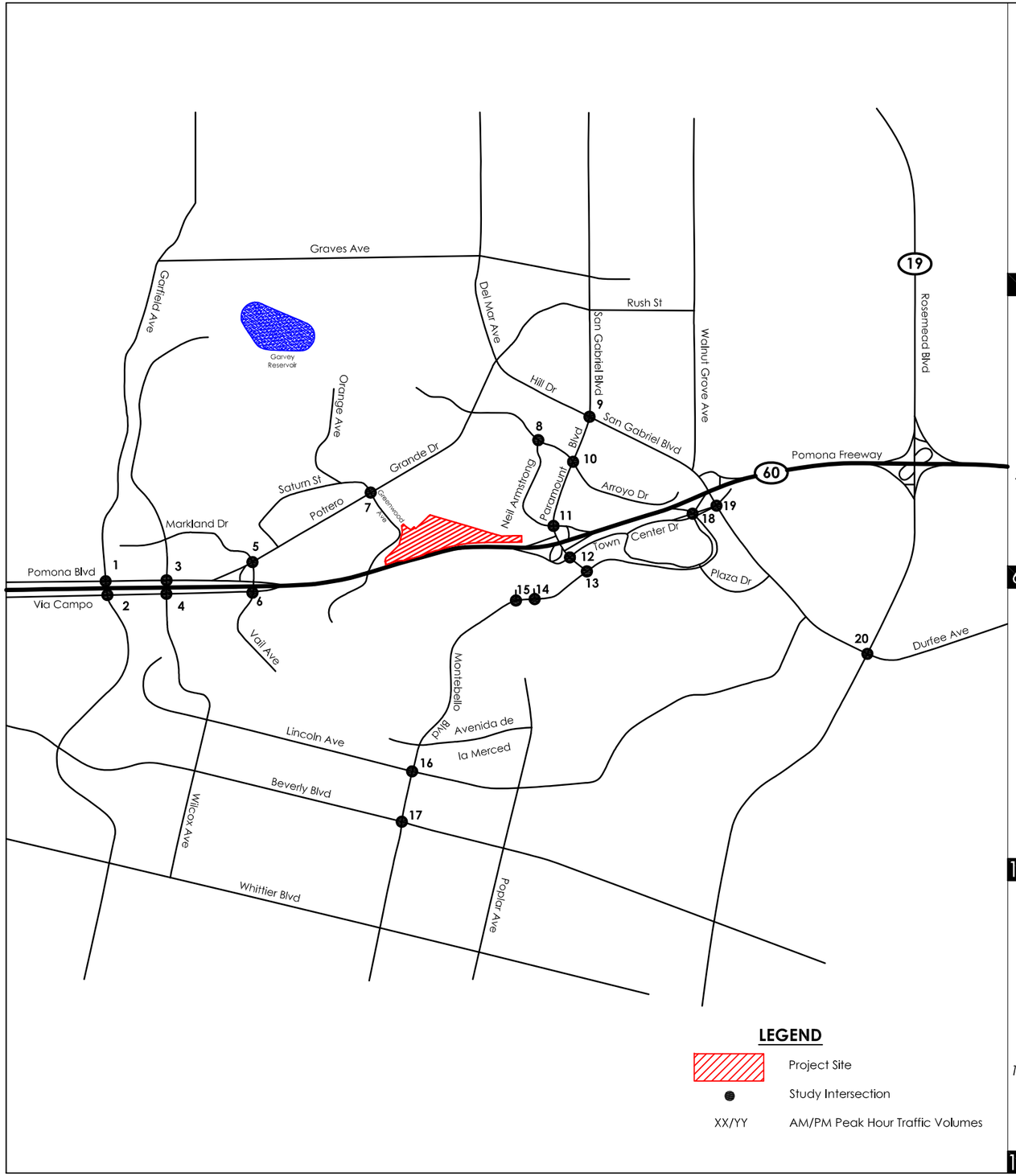
- Garfield Avenue/Pomona Boulevard (LOS E in a.m. peak hour and LOS F in p.m. peak hour)
- Garfield Avenue/Via Campo (LOS F in p.m. peak hour)
- Markland Drive – Vail Avenue/Via Campo (LOS E in p.m. peak hour)
- Paramount Boulevard/Montebello Boulevard (LOS E in p.m. peak hour)
- Montebello Boulevard/Beverly Boulevard (LOS F in p.m. peak hour)
- San Gabriel Boulevard/Town Center Drive (LOS E in p.m. peak hour)
- Rosemead Boulevard/San Gabriel Boulevard (LOS F in p.m. peak hour))

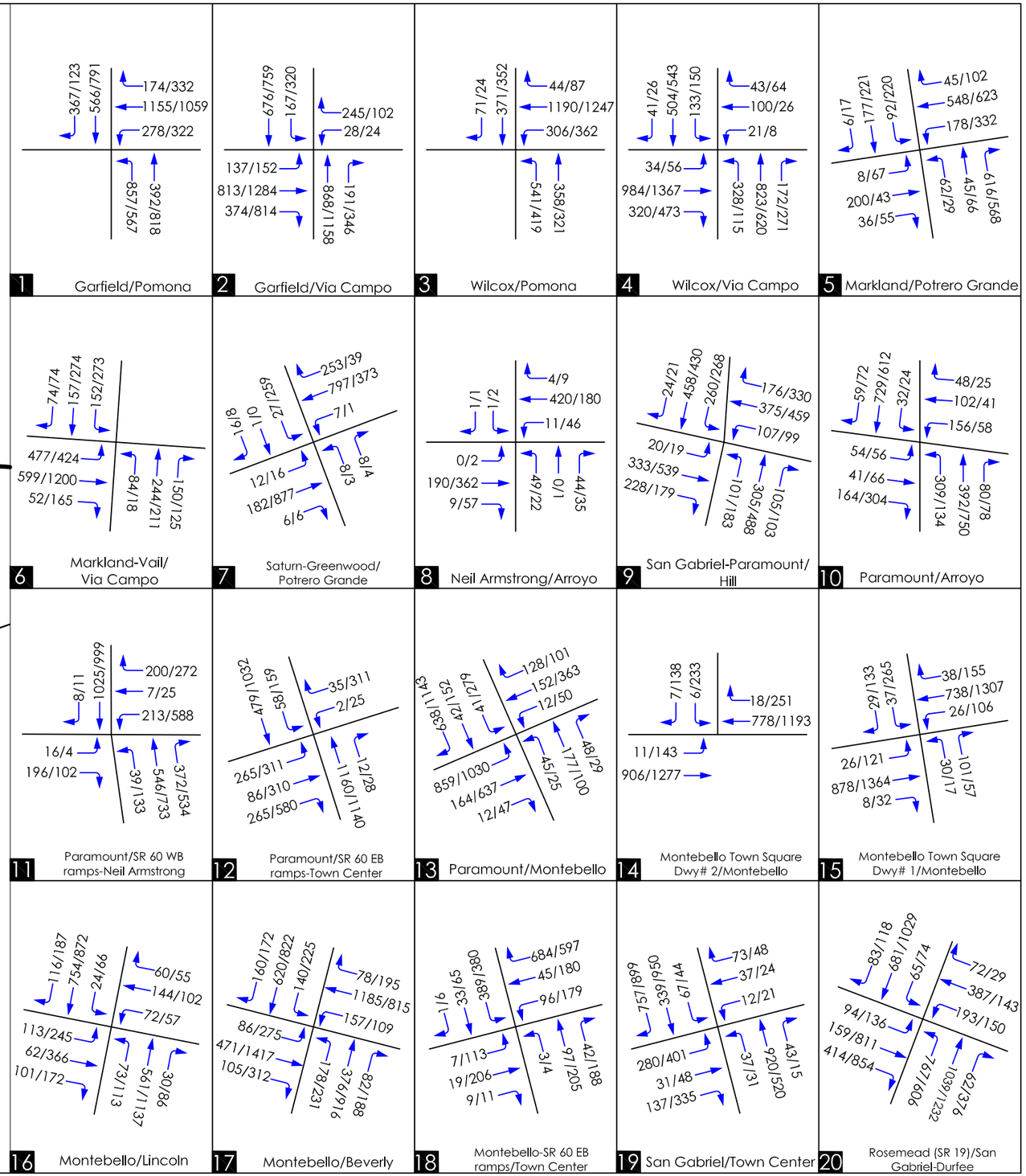
All other intersections are currently operating at LOS D or better in one or both peak hours.

CMP Freeway Mainline

Per CMP requirements, the freeway mainline analysis studied CMP monitoring stations #1027 – SR 60 east of Indiana Street, and #1028 – SR 60 west of Peck Road, as the proposed project would add 150 or more peak hour trips to those mainline segments. Based on the 2025 forecast traffic volumes on the SR 60 freeway mainline at the two CMP monitoring stations, the following segments would continue to operate at LOS F:

- SR 60 eastbound, east of Indiana Street (LOS F(3) in p.m. peak hour)
- SR 60 eastbound, west of Peck Road (LOS F(3) in p.m. peak hour)
- SR 60 westbound, east of Indiana Street (LOS F(3) in a.m. peak hour)
- SR 60 westbound, west of Peak Road (LOS F(3) in a.m. peak hour)





arch beach CONSULTING

Figure 11

Buildout Year 2025 Baseline AM & PM Peak Hour Traffic Volumes

Table Q – Buildout Year 2025 Intersection Levels of Service

Intersection	Control	Buildout Year Baseline (2025)			
		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1. Garfield Avenue/Pomona Boulevard [2]	signal	0.925	E	1.146	F
2. Garfield Avenue/Via Campo [2]	signal	0.764	C	1.102	F
3. Wilcox Avenue/Pomona Boulevard [1]	signal	0.746	C	0.716	C
4. Wilcox Avenue/Via Campo [2]	signal	0.805	D	0.798	C
5. Markland Drive/Potrero Grande Drive [1]	signal	0.782	C	0.802	D
6. Markland Drive – Vail Avenue/Via Campo [2]	signal	0.684	B	0.910	E
7. Saturn St – Greenwood Ave/Potrero Grande Dr [1]	signal	0.453	A	0.538	A
8. Neil Armstrong Street/Arroyo Drive [2]	1-way stop	13.4 sec	B	13.7 sec	B
9. San Gabriel Blvd – Paramount Drive/Hill Drive [1]	signal	0.625	B	0.721	C
10. Paramount Boulevard/Arroyo Drive [2]	signal	0.720	C	0.601	B
11. Paramount Boulevard/SR-60 westbound ramps [2]	signal	0.515	A	0.670	B
12. Paramount Boulevard/SR-60 eastbound ramps [2]	signal	0.541	A	0.882	D
13. Paramount Boulevard/Montebello Boulevard [2]	signal	0.818	D	0.993	E
14. Montebello Town Cntr Dwy #2/Montebello Blvd [2]	signal	0.383	A	0.645	B
15. Montebello Town Cntr Dwy #1/Montebello Blvd [2]	signal	0.380	A	0.576	A
16. Montebello Boulevard/Lincoln Avenue [2]	signal	0.580	A	0.788	C
17. Montebello Boulevard/Beverly Boulevard [2]	signal	0.854	D	1.038	F
18. Montebello–SR 60 eastbound ramp/Town Center [3]	signal	0.702	C	0.740	C
19. San Gabriel Boulevard/Town Center Drive [3]	signal	0.729	C	0.912	E
20. Rosemead Boulevard/San Gabriel Boulevard [4]	signal	0.785	C	1.086	F

Notes: V/C based on Intersection Capacity Utilization analysis methodology; Delay based on *Highway Capacity Manual* (HCM) methodology.

[1] – Intersection analyzed using City of Monterey Park criteria.

[2] – Intersection analyzed using City of Montebello criteria.

[3] – Intersection analyzed using City of Rosemead criteria.

[4] – Intersection analysis using County of Los Angeles criteria.

arch beach CONSULTING

Table R - Buildout Year 2025 Baseline and Project Freeway Mainline Levels of Service

CMP	Fwy	Post		Eastbound								Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
Station	Route	Mile	Location	Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS
BUILDOUT YEAR 2025 BASELINE VOLUMES																			
1027	SR 60	2.22	e/o Indiana St	5,807	12,000	0.484	B	17,611	12,000	**1.468**	**F(3)**	18,997	12,000	**1.583**	**F(3)**	7,367	12,000	0.614	C
1028	SR 60	10.60	w/o Peck Rd	7,975	10,000	0.798	D	15,813	10,000	**1.581**	**F(3)**	14,634	10,000	**1.463**	**F(3)**	8,752	10,000	0.875	D
BUILDOUT YEAR 2025 BASELINE PLUS PROJECT VOLUMES																			
1027	SR 60	2.59	e/o Indiana St	5,896	12,000	0.491	B	17,768	12,000	**1.481**	**F(3)**	19,067	12,000	**1.589**	**F(3)**	7,525	12,000	0.627	C
1028	SR 60	10.23	w/o Peck Rd	8,020	10,000	0.802	D	15,915	10,000	**1.592**	**F(3)**	14,691	10,000	**1.469**	**F(3)**	8,853	10,000	0.885	D

Project Impact - D/C Increases				**D/C Increase**	**LOS**	**Impact?**	**D/C Increase**	**LOS**	**Impact?**	**D/C Increase**	**LOS**	**Impact?**	**D/C Increase**	**LOS**	**Impact?**
1027	SR 60	2.59	e/o Indiana St	0.007	B	no	0.013	**F(3)**	no	0.006	**F(3)**	no	0.013	C	no
1028	SR 60	10.23	w/o Peck Rd	0.004	D	no	0.010	**F(3)**	no	0.006	**F(3)**	no	0.010	D	no

Notes: Methodology based on Demand-to-Capacity (D/C) methodology for freeway mainline analysis, Los Angeles County CMP, 2004.

Demand baseline volumes based on 2003 CMP volumes + ambient growth rate of one percent per year + traffic from cumulative projects. Comparison of 2003 and 2009 freeway traffic volumes from Caltrans' 2003 and' 2009 publications of *Traffic Volumes on California State Highways* indicates that traffic volumes have decreased at the study mainline segments. Therefore to be conservative, the 2003 mainlline volumes from the 2003 CMP were used as the base existing (2009) traffic volume.

Buildout Year 2025 plus Project

Traffic generated by the proposed project was added to the Buildout Year 2025 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would determine long-term cumulative project impacts and mitigation measures (if required).

Traffic Controls and Intersection Geometrics

Since the proposed project would be constructed in 2015, ten years before the Buildout Year 2025 plus Project horizon year, the project mitigation measures determined for intersections within the City of Monterey Park in the 2015 Opening Year plus Project horizon year were assumed for the Buildout Year 2025 plus Project condition.

Traffic Volumes

The proposed project trip assignment noted in Figure 4 was added to the Buildout Year 2025 Baseline traffic volumes in Figure 11 which resulted in the Buildout Year 2025 plus Project traffic volumes. Figure 12 illustrates the Buildout Year 2025 plus Project a.m. and p.m. peak hour traffic volumes.

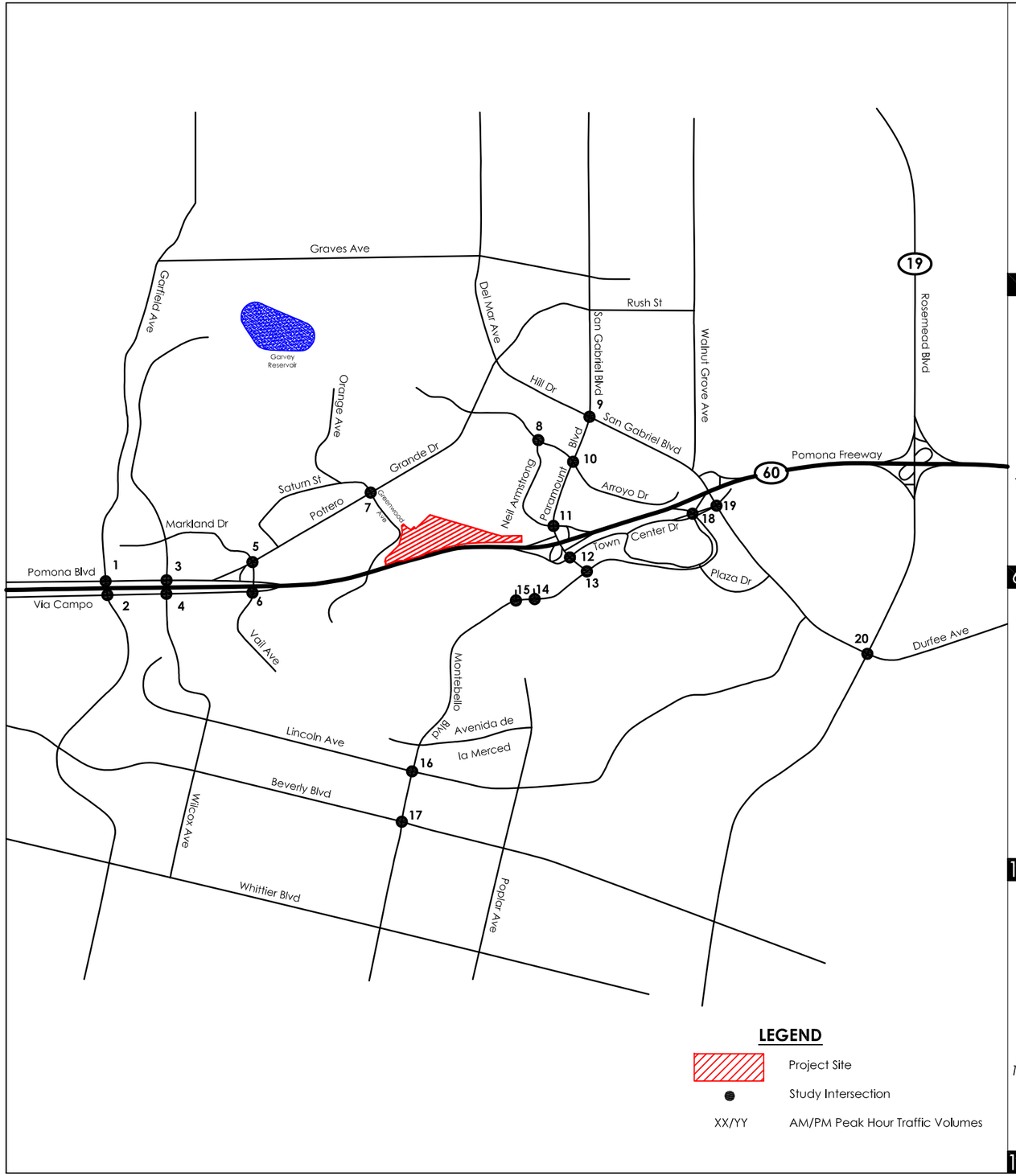
Levels of Service

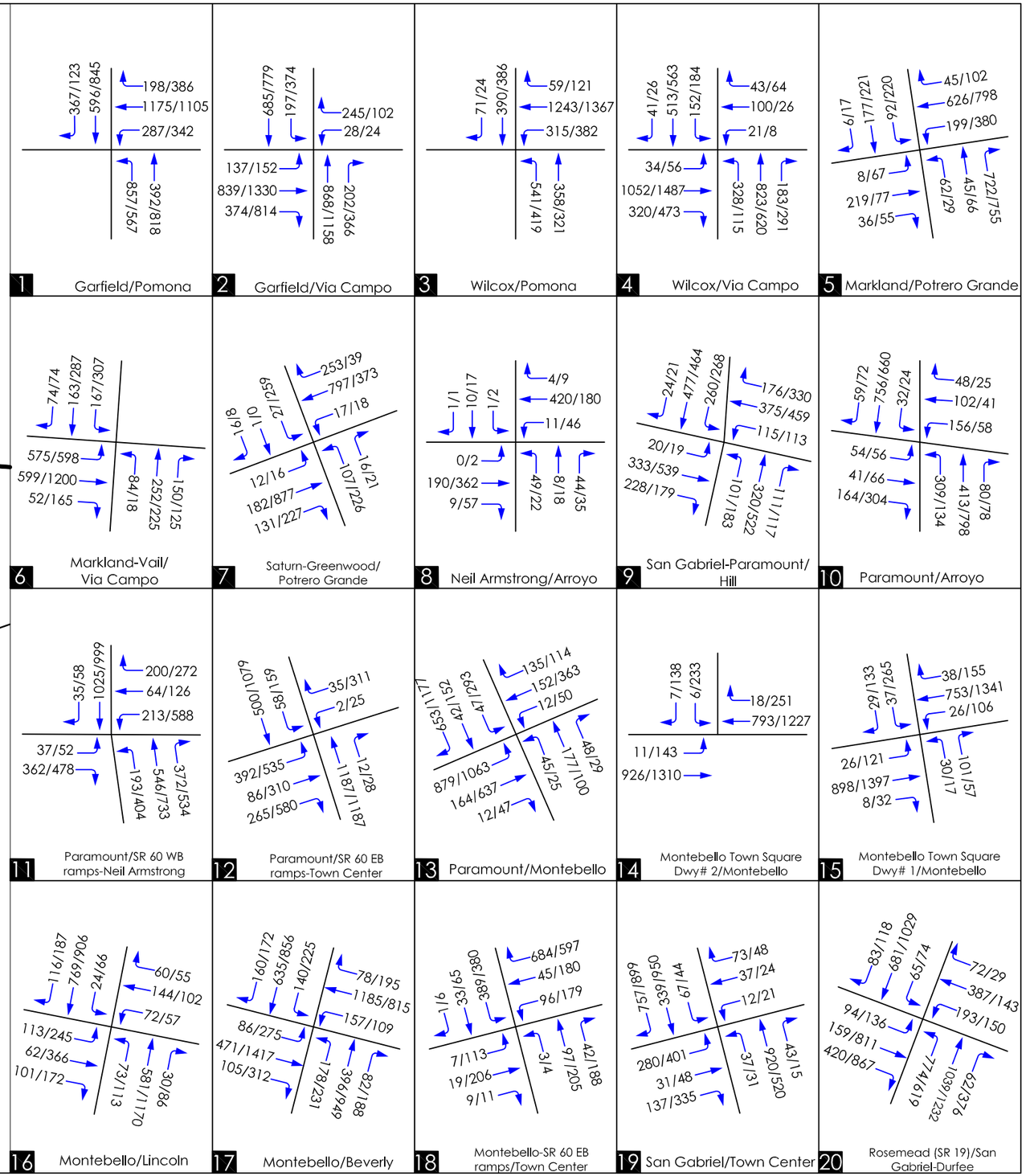
The Buildout Year 2025 plus Project a.m. and p.m. peak hour traffic volumes were input into the TRAFFIX LOS software to determine the intersection V/C ratios (for signalized intersections) and the control delay, in seconds (for the unsignalized intersection). In addition, the two CMP freeway mainline segments along SR 60 in the study area were analyzed using the CMP's D/C Ratio methodology. Table S presents the results of the Buildout Year 2025 plus Project intersection LOS analysis, while the LOS calculation sheets are provided in Appendix B. Table R, presented in the previous section, also presents the 2025 plus Project CMP freeway mainline LOS analysis (based on the 2003 CMP volumes adjusted to 2025).

Intersections

Based on the 2025 plus Project LOS analysis, and the significance criteria of the respective jurisdiction for each intersection, the following intersections are forecast to be significantly impacted by the proposed project:

- Garfield Avenue/Pomona Boulevard (0.007 increase at LOS E in a.m. peak hour, and 0.031 increase at LOS F in p.m. peak hour)
- Garfield Avenue/Via Campo (0.006 increase at LOS F in p.m. peak hour)
- Wilcox Avenue/Pomona Boulevard (0.047 increase at LOS C in p.m. peak hour)
- Wilcox Avenue/Via Campo (0.017 increase at LOS D in a.m. peak hour, and 0.059 increase at LOS C in p.m. peak hour)
- Markland Drive – Vail Avenue/Via Campo (0.084 increase at E in p.m. peak hour)
- San Gabriel Boulevard – Paramount Boulevard/Hill Drive (0.031 increase at LOS C in p.m. peak hour)
- Paramount Boulevard/SR 60 westbound ramps – Market Place Drive (0.111 increase at LOS A in a.m. peak hour; and 0.144 increase at LOS B in p.m. peak hour).
- Paramount Boulevard/SR 60 eastbound ramps (0.015 increase at LOS D in p.m. peak hour)
- Paramount Boulevard/Montebello Boulevard (0.016 increase at LOS D in a.m. peak hour, and 0.024 increase at LOS E in p.m. peak hour)





arch beach CONSULTING

Figure 12

Buildout Year 2025 plus Project AM & PM Peak Hour Traffic Volumes

Table S – Buildout Year 2025 plus Project Levels of Service

Intersection	Control	Buildout Year Baseline (2025)				Buildout Year plus Project				ICU Change	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	PM
1. Garfield Avenue/Pomona Boulevard [2]	signal	0.925	E	1.146	F	0.932	E	1.177	F	**+0.007**	**+0.031**
2. Garfield Avenue/Via Campo [2]	signal	0.764	C	1.102	F	0.775	C	1.108	F	+0.011	**+0.006**
3. Wilcox Avenue/Pomona Boulevard [1]	signal	0.746	C	0.716	C	0.768	C	0.763	C	+0.022	**+0.047**
4. Wilcox Avenue/Via Campo [2]	signal	0.805	D	0.798	C	0.822	D	0.857	D	**+0.017**	**+0.059**
5. Markland Drive/Potrero Grande Drive [1]	signal	0.782	C	0.802	D	0.600	A	0.768	C	-0.182	-0.034
6. Markland Drive – Vail Avenue/Via Campo [2]	signal	0.684	B	0.910	E	0.729	C	0.994	E	+0.045	**+0.084**
7. Saturn St – Greenwood Ave/Potrero Grande Dr [1]	signal	0.453	A	0.538	A	0.433	A	0.560	A	-0.020	+0.022
8. Neil Armstrong Street/Arroyo Drive [2]	1-way stop	13.4 sec	B	13.7 sec	B	14.3 sec	B	15.7 sec	C	--	--
9. San Gabriel Blvd – Paramount Drive/Hill Drive [1]	signal	0.625	B	0.721	C	0.641	B	0.752	C	+0.016	**+0.031**
10. Paramount Boulevard/Arroyo Drive [2]	signal	0.720	C	0.601	B	0.729	C	0.616	B	+0.009	+0.015
11. Paramount Boulevard/SR-60 westbound ramps [2]	signal	0.515	A	0.670	B	0.626	B	0.814	D	**+0.111**	**+0.144**
12. Paramount Boulevard/SR-60 eastbound ramps [2]	signal	0.541	A	0.882	D	0.546	A	0.897	D	+0.005	**+0.015**
13. Paramount Boulevard/Montebello Boulevard [2]	signal	0.818	D	0.993	E	0.834	D	1.017	F	**+0.016**	**+0.024**
14. Montebello Town Cntr Dwy #2/Montebello Blvd [2]	signal	0.383	A	0.645	B	0.389	A	0.655	B	+0.006	+0.010
15. Montebello Town Cntr Dwy #1/Montebello Blvd [2]	signal	0.380	A	0.576	A	0.385	A	0.583	A	+0.005	+0.007
16. Montebello Boulevard/Lincoln Avenue [2]	signal	0.580	A	0.788	C	0.584	A	0.799	C	+0.004	+0.011
17. Montebello Boulevard/Beverly Boulevard [2]	signal	0.854	D	1.038	F	0.858	D	1.048	F	+0.004	**+0.010**
18. Montebello–SR 60 eastbound ramp/Town Center [3]	signal	0.702	C	0.740	C	0.702	C	0.740	C	0.000	0.000
19. San Gabriel Boulevard/Town Center Drive [3]	signal	0.729	C	0.912	E	0.729	C	0.912	E	0.000	0.000
20. Rosemead Boulevard/San Gabriel Boulevard [4]	signal	0.785	C	1.086	F	0.787	C	1.094	F	+0.002	+0.008

Notes: V/C based on Intersection Capacity Utilization analysis methodology; Delay based on *Highway Capacity Manual* (HCM) methodology.
Bold value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] – Intersection analyzed using City of Monterey Park criteria.
[2] – Intersection analyzed using City of Montebello criteria.
[3] – Intersection analyzed using City of Rosemead criteria.
[4] – Intersection analysis using County of Los Angeles criteria.

- Montebello Boulevard/Beverly Boulevard (0.010 increase at LOS F in p.m. peak hour)

The V/C increases as a result of the addition of project traffic would not be considered a significant impact at all other intersections in one or both peak hours.

CMP Freeway Mainline

Per CMP requirements, the freeway mainline analysis studied CMP monitoring stations #1027 – SR 60 east of Indiana Street, and #1028 – SR 60 west of Peck Road, as the proposed project would add 150 or more peak hour trips to those mainline segments. Based on the 2025 plus Project forecast traffic volumes on the SR 60 freeway mainline at the two CMP monitoring stations, the project increases in D/C would be less than the significance criteria of 0.02 or greater D/C. Therefore, the proposed project would not create any significant impacts to the CMP monitoring stations along the SR 60.

6.0 PROJECT ACCESS, CIRCULATION AND PARKING

The following section discusses the proposed project's access and circulation characteristics, and parking requirements. If required, mitigation measures will be proposed to mitigate impacts to less than significant levels.

Project Access and Circulation

According to the project site plan (Figure 2), there would be two primary access points to/from the project site: 1) Market Place Drive (re-aligned Neil Armstrong Drive) would provide access to a majority of the project traffic as it has direct access to the SR 60 eastbound and westbound ramps at Paramount Boulevard; and 2) Greenwood Avenue would primarily provide access to local residents west of the project site, as well as a few freeway-destined trips to SR 60 west via the Pomona Boulevard – Via Campo couplet system.

Market Place Drive – Greenwood Avenue would provide for one continuous east-west major access road through the project site. Based on review of the site plan, it appears that Market Place Drive – Greenwood Avenue would be constructed as a wide two-lane roadway. The width of the roadway would provide for additional space in the travel way for westbound vehicles to initiate right turns into the parking aisles for the retail uses on the northern half of the project site.

Pedestrian connectivity is also provided via sidewalks proposed along Market Place Drive with pedestrian crossing aids (i.e., crosswalks or controlled intersections) placed at strategic locations adjacent to a majority of the retail and restaurant activity.

The driveway, internal drive aisle, and parking stall dimensions, of the proposed project would be constructed to City of Monterey Park design standards. Adequate emergency access to the project site would also be provided via the two major access locations on Paramount Boulevard and Greenwood Avenue. The approaches to these signal-controlled intersections (at Paramount Boulevard and Potrero Grande Drive) from the project site would provide for adequate vehicular queuing so that on-site and off-site circulation would not be significantly impacted. With the mitigation measures proposed as part of the intersection LOS analysis in Sections 4.0 and 5.0, improved levels of service would ensure adequate circulation at these primary access points.

In addition, the proposed circulation of the proposed gas station related to Anchor 4 (or Retail D) would be designed as a one-way in, and one-way out system (east to west) to minimize potential vehicular conflicts at the adjacent driveways.

Parking

According to the project site plan, 2,386 surface parking spaces would be provided on the project site. Based on review of the City of Monterey Park Municipal Code's parking requirements, the City does not have a specific parking rate for a retail center for over 100,000 square feet. However, per the Code, the parking rate is 5.5 spaces per 1,000 square feet for retail centers below 100,000 square feet. The Code says that a "special study" is needed for any other type of retail center. Therefore, per the City Planning Department, project parking demand estimates were based on average (non-December) parking rates contained in ***Parking Generation, 3rd Edition*** (ITE 2004). Table T provides the parking analysis for the proposed project using ITE parking rates. According to the table, the project would have a typical (non-December) parking demand of 2,332 spaces. This would result in a surplus of 54 spaces on the project site.

arch beach CONSULTING

Table T - Project Parking Demand Estimates based on ITE Trip Rates

No.	Building	Description	ITE USE CODE	Area (SF)	Peak Period	
					Demand	Parking Spaces
1	RETAIL "A" - ANCHOR 1	Home Improvement	862	128,000	3.40	520
2	GARDEN CENTER (25,000 sf)	Garden Center		25,000		
3	RETAIL "B" - ANCHOR 2	Retail / Department Store (1)	820	99,011	3.02	299
4	RETAIL "C" - ANCHOR 3	Retail / Department Store (1)	820	134,000	3.02	441
5	GARDEN CENTER	Garden Center		12,000		
6	RETAIL "D" - ANCHOR 4	Free-standing Discount Store (Wholesale / Discount	815	138,000	2.75	380
7	RETAIL "D" - ANCHOR 4	Health/Fitness Club	492	25,000	5.19	130
8	RETAIL "G" RETAIL	Mixed Retail/High Turnover Restaurant (2)	820/932	10,516	16.30	171
9	OPTIONAL RETAIL "E"	Mixed Retail/High Turnover Restaurant (2)	820/932	9,248	16.30	151
10	PAD 1 - BANK	Drive In Bank	912	3,225	3.49	11
11	PAD 2 - RESTAURANT	Restaurant Fast Food With Drive Through	934	5,000	9.90	50
12	PAD 3 - RESTAURANT	High Turnover Restaurant (w/ bar/lounge)	932	6,000	16.30	98
13	OPTIONAL PAD 4	High Turnover Restaurant (w/ bar/lounge)	932	5,000	16.30	82
14	PAD 3 - GAS	Gas Station	944	n/a	n/a	n/a
			TOTAL	**600,000**		**2,332**
					Parking Provided	**2,386**
					Resulting Parking Supply (+)	**54**
					Parking Ratio	**4.0**

Notes:

1. Where Exact Land Use Not Listed in ITE Manual, Shopping Center Rate was utilized.
2. "Worst Case" Rate of High Turnover Restaurant Utilized.

7.0 MITIGATION MEASURES

The following section provides recommended mitigation measures for the significantly impacted transportation facilities noted above in Sections 4.0 – Opening Year 2015, 5.0 – Buildout Year 2025, and 6.0 – Project Access, Circulation and Parking (if required).

Opening Year 2015 plus Project

Based on the 2015 plus Project LOS analysis, and the significance criteria of the respective jurisdiction for each intersection, the following intersections are forecast to be significantly impacted by the proposed project:

- Garfield Avenue/Pomona Boulevard (0.031 increase at LOS D in p.m. peak hour)
- Garfield Avenue/Via Campo (0.006 increase at LOS F in p.m. peak hour)
- Wilcox Avenue/Via Campo (0.059 increase at LOS C in p.m. peak hour)
- Markland Drive/Potrero Grande Drive (0.078 increase at LOS C in a.m. peak hour; and 0.141 increase at LOS C in p.m. peak hour)
- Markland Drive – Vail Avenue/Via Campo (0.085 increase at LOS D in p.m. peak hour)
- Saturn Street – Greenwood Avenue/Potrero Grande Drive (0.060 increase at LOS A in a.m. peak hour; and 0.093 increase at LOS A in p.m. peak hour)
- Paramount Boulevard/SR 60 WB ramps – Market Place Drive (0.218 increase at LOS A in a.m. peak hour; and 0.413 increase at LOS D in p.m. peak hour).
- Paramount Boulevard/Montebello Boulevard (0.025 increase at LOS D in p.m. peak hour)
- Montebello Boulevard/Beverly Boulevard (0.011 increase at LOS E in p.m. peak hour)

According to the Cities of Monterey Park and Montebello where the significantly impacted intersections are located, both cities do not currently have a Traffic Mitigation Fee Program or Nexus Study for Traffic Improvements for which projects could pay their fair-share of their impacts. In that case, the proposed project would be required to fully fund and implement the needed mitigation measures to reduce its impact to levels of insignificance.

TRAF – 1 Prior to obtaining a Certificate of Occupancy, the project applicant shall fully fund and construct the following improvements to significantly impacted intersections in the City of Monterey Park (i.e., the Lead Agency of the project):

- Markland Drive/Potrero Grande Drive
  - Convert the northbound right turn lane to a free right turn lane (no widening of eastbound return lanes required).
- Saturn Street – Greenwood Avenue/Potrero Grande Drive
  - Re-stripe eastbound approach to include a dedicated right turn lane (no widening required).
  - Re-stripe westbound approach to include a dedicated right turn lane (no widening required).

Implementation of measure TRAF – 1 above would mitigate those intersections to levels of insignificance.

Since several of the significantly impacted intersections are within the jurisdiction of another city (City of Montebello) other than the Lead Agency (City of Monterey Park), the Lead Agency could not require implementation of the recommended mitigation measures on to another

jurisdiction. Therefore, the project impacts to these facilities in Montebello would be considered as significant and unavoidable impacts.

Significant and Unavoidable Project Impacts

Although the following intersections in the City of Montebello were found to be significant and unavoidable since there are no funding mechanisms to implement the improvements, nor can the Lead Agency, the City of Monterey Park, require the project applicant to implement these mitigation measures in another jurisdiction (City of Montebello), the following physical improvements would mitigate these impacted intersections to levels of insignificance:

- Garfield Avenue/Pomona Boulevard
  - Widen northbound approach and add a second (dual) left turn lane.
  - Re-stripe northbound shared left plus through lane to a dedicated through lane.
- Garfield Avenue/Via Campo
  - Re-stripe the second eastbound through lane to a shared through plus right turn lane.
- Wilcox Avenue/Via Campo
  - Modify existing traffic signal to provide overlap right turn phasing for the northbound approach.
- Markland Drive – Vail Drive/Via Campo
  - Widen eastbound approach and add a dedicated left turn lane, OR convert the inside westbound through return lane to a left turn lane which would not require any roadway widening. Two westbound return lanes are not required at this intersection.
  - Re-stripe eastbound shared left plus through lane to a dedicated through lane.
- Paramount Boulevard/SR 60 westbound ramps – Market Place Drive
  - Widen eastbound approach to have: 1) left turn lane; and 2) two dedicated right turn lanes.
  - Widen the northbound approach to have: 1) a second (dual) left turn lane; 2) two through lanes; and 3) a free right turn lane.
  - Widen the westbound approach to provide: 1) a dedicated left turn lane; 2) a shared left plus through lane; and 3) a shared through plus right turn lane.
- Paramount Boulevard/Montebello Boulevard
  - Consistent with the mitigation measures in the *Traffic Impact Study – Montebello Hills Specific Plan* (KOA 2009), implement Intelligent Transportation System measures such as signal coordination with the adjacent ramp intersections, and provide improved overhead signage to direct off-ramp traffic.
- Montebello Boulevard/Beverly Boulevard
  - Re-stripe the northbound right turn lane to a shared through plus right turn lane for a total of three through lanes through the intersection.

- Stripe a third northbound through lane on Montebello Boulevard that can be tapered back to two lanes before Victoria Avenue. On-street parking on the east side of Montebello Boulevard will have to be prohibited, at least during the p.m. peak hour.

Figure 13 illustrates all of the improvements listed above for the intersections in Monterey Park that can be mitigated, as well as the intersections in Montebello that would have significant unavoidable impacts as a result of the proposed project. Table U provides the mitigated LOS and V/C ratios with the implementation of the measures.

Buildout Year 2025 plus Project

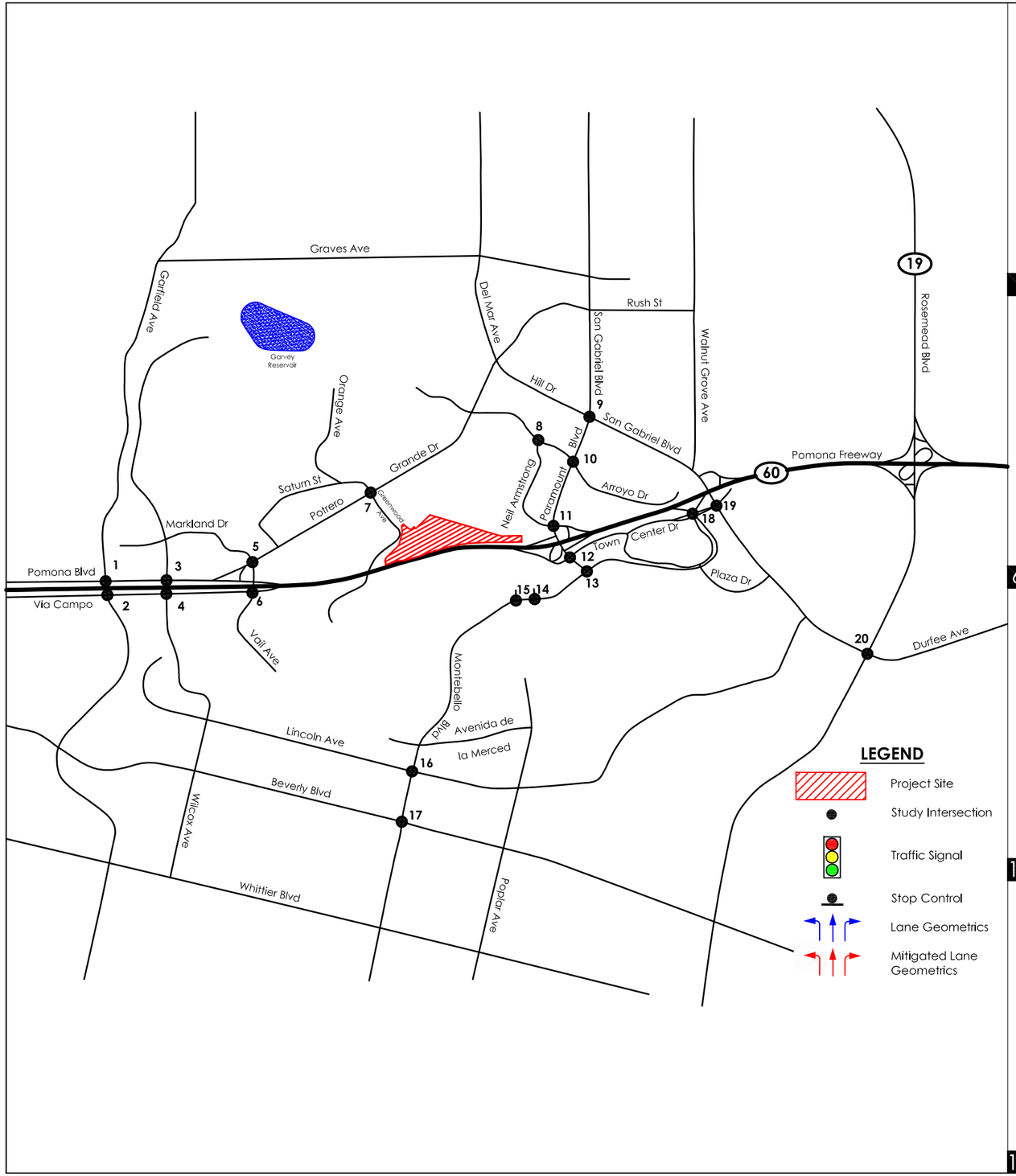
Based on the 2025 plus Project LOS analysis, and the significance criteria of the respective jurisdiction for each intersection, the following intersections are forecast to be cumulatively impacted by the proposed project:

- Garfield Avenue/Pomona Boulevard (0.007 increase at LOS E in a.m. peak hour, and 0.031 increase at LOS F in p.m. peak hour)
- Garfield Avenue/Via Campo (0.006 increase at LOS F in p.m. peak hour)
- Wilcox Avenue/Pomona Boulevard (0.047 increase at LOS C in p.m. peak hour)
- Wilcox Avenue/Via Campo (0.017 increase at LOS D in a.m. peak hour, and 0.059 increase at LOS C in p.m. peak hour)
- Markland Drive – Vail Avenue/Via Campo (0.084 increase at E in p.m. peak hour)
- San Gabriel Boulevard – Paramount Boulevard/Hill Drive (0.031 increase at LOS C in p.m. peak hour)
- Paramount Boulevard/SR 60 westbound ramps – Market Place Drive (0.111 increase at LOS A in a.m. peak hour; and 0.144 increase at LOS B in p.m. peak hour).
- Paramount Boulevard/SR 60 eastbound ramps (0.015 increase at LOS D in p.m. peak hour)
- Paramount Boulevard/Montebello Boulevard (0.016 increase at LOS D in a.m. peak hour, and 0.024 increase at LOS E in p.m. peak hour)
- Montebello Boulevard/Beverly Boulevard (0.010 increase at LOS F in p.m. peak hour)

As previously noted, the Cities of Monterey Park and Montebello do not currently have a Traffic Mitigation Fee Program or Nexus Study for Traffic Improvements for which projects could pay their fair-share of their impacts into a program that could implement future traffic improvements. However, since two of the cumulatively impacted intersections are under the jurisdiction of the City of Monterey Park (Lead Agency), and the impacts would occur after buildout of the proposed project, the City may require the project applicant to participate in funding the following future improvements to the cumulatively impacted intersections on pro-rata fair-share basis.

TRAF – 2 Prior to obtaining a Certificate of Occupancy, the project applicant shall pay their pro-rata fair-share cost for the improvements to the two cumulatively impacted City intersections. The total improvement costs shall be determined and payment of the project's fair-share (based on the fair-share formula below) to the (to be determined) total improvement costs shall be made.

$$\frac{\textbf{Project Traffic}}{\textbf{2025 plus Project Traffic – Existing Traffic}}$$



1 Garfield/Pomona

2 Garfield/Via Campo

3 Wilcox/Pomona

4 Wilcox/Via Campo

Overlap

Change NB overlap phasing to a free right turn.

5 Markland/Potrero Grande

6 Markland-Vail/ Via Campo

Re-stripe EB/WB approaches with a dedicated right turn lane.

7 Saturn-Greenwood/ Potrero Grande

8 Neil Armstrong/Arroyo

9 San Gabriel-Paramount/ Hill

10 Paramount/Arroyo

Free

11 Paramount/SR 60 WB ramps-Neil Armstrong

12 Paramount/SR 60 EB ramps-Town Center

Implement ITS measures such as signal coordination, and improved overhead signage to direct off-ramp traffic.

Overlap

13 Paramount/Montebello

14 Montebello Town Square Dwy# 2/Montebello

15 Montebello Town Square Dwy# 1/Montebello

16 Montebello/Lincoln

17 Montebello/Beverly

18 Montebello-SR 60 EB ramps/Town Center

19 San Gabriel/Town Center

20 Rosemead (SR 19)/San Gabriel-Durfee

arch beach CONSULTING

Figure 13
Opening Year 2015 plus Project Improvements

Table U – Opening Year 2015 plus Project Levels of Service with Mitigation Measures

Intersection	Control	Opening Year Baseline				Plus Project with MITIGATION				ICU Change	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	PM
1. Garfield Avenue/Pomona Boulevard [2]	signal	0.867	D	0.865	D			0.865	D		0.000
2. Garfield Avenue/Via Campo [2]	signal	0.716	C	1.031	F			0.980	E		-0.051
3. Wilcox Avenue/Pomona Boulevard [1]	signal	0.700	C	0.672	B						
4. Wilcox Avenue/Via Campo [2]	signal	0.755	C	0.748	C			0.770	C		0.022
5. Markland Drive/Potrero Grande Drive [1]	signal	0.733	C	0.752	C	0.566	A	0.725	C	-0.167	-0.027
6. Markland Drive – Vail Avenue/Via Campo [2]	signal	0.642	B	0.852	D			0.766	C		-0.086
7. Saturn St – Greenwood Ave/Potrero Grande Dr [1]	signal	0.428	A	0.507	A	0.414	A	0.529	A	-0.014	0.022
8. Neil Armstrong Street/Arroyo Drive [2]	1-way stop	12.7 sec	B	13.1 sec	B						
9. San Gabriel Blvd – Paramount Drive/Hill Drive [1]	signal	0.578	A	0.662	B						
10. Paramount Boulevard/Arroyo Drive [2]	signal	0.674	B	0.558	A						
11. Paramount Boulevard/SR-60 westbound ramps [2]	signal	0.571	A	0.803	D	0.597	A	0.778	C	+0.026	-0.025
12. Paramount Boulevard/SR-60 eastbound ramps [2]	signal	0.487	A	0.799	C						
13. Paramount Boulevard/Montebello Boulevard [2]	signal	0.703	C	0.895	D			0.820	D		-0.010
14. Montebello Town Cntr Dwy #2/Montebello Blvd [2]	signal	0.361	A	0.599	A						
15. Montebello Town Cntr Dwy #1/Montebello Blvd [2]	signal	0.451	A	0.628	B						
16. Montebello Boulevard/Lincoln Avenue [2]	signal	0.540	A	0.733	C						
17. Montebello Boulevard/Beverly Boulevard [2]	signal	0.792	C	0.961	E			0.935	E		-0.037
18. Montebello–SR 60 eastbound ramp/Town Center [3]	signal	0.649	B	0.688	B						
19. San Gabriel Boulevard/Town Center Drive [3]	signal	0.684	B	0.850	D						
20. Rosemead Boulevard/San Gabriel Boulevard [4]	signal	0.733	C	1.008	F						

Notes: V/C based on Intersection Capacity Utilization analysis methodology; Delay based on *Highway Capacity Manual* (HCM) methodology.
Bold value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] – Intersection analyzed using City of Monterey Park criteria.
[2] – Intersection analyzed using City of Montebello criteria.
[3] – Intersection analyzed using City of Rosemead criteria.
[4] – Intersection analysis using County of Los Angeles criteria.

- Wilcox Avenue/Pomona Boulevard
  - Prohibit on-street parking for 200 feet on the north side of Pomona Boulevard and re-stripe the parking lane to a dedicated westbound right turn lane.
  - The project's fair-share percentage is 40.4 percent (p.m. peak hour)
- San Gabriel Boulevard – Paramount Boulevard/Hill Drive
  - Re-stripe southbound approach to include a dedicated right turn lane (no widening required).
  - The project's fair-share percentage is 17.4 percent (p.m. peak hour)

Implementation of measure TRAF – 2 above would mitigate the project's cumulative impact to those intersections to levels of insignificance.

Significant and Unavoidable Project Impacts

Although the following intersections in the City of Montebello were found to be significant and unavoidable since there are no funding mechanisms to implement the improvements, nor can the Lead Agency, the City of Monterey Park, require the project applicant pay their pro-rata fair-share fees or implement these mitigation measures in another jurisdiction (City of Montebello), the following physical improvements would mitigate these impacted intersections to levels of insignificance:

- Garfield Avenue/Pomona Boulevard
  - Widen northbound approach and add a second (dual) left turn lane.
  - Re-stripe northbound shared left plus through lane to a dedicated through lane.
  - Re-stripe the #2 southbound through lane to a shared through plus right turn lane.
- Garfield Avenue/Via Campo
  - Re-stripe the second eastbound through lane to a shared through plus right turn lane.
- Markland Drive – Vail Drive/Via Campo
  - Widen eastbound approach and add a dedicated left turn lane, OR convert the inside westbound through return lane to a left turn lane which would not require any roadway widening. Two westbound return lanes are not required at this intersection.
  - Re-stripe eastbound shared left plus through lane to a dedicated through lane.
- Paramount Boulevard/SR 60 westbound ramps – Market Place Drive
  - Widen eastbound approach to have: 1) left turn lane; and 2) two dedicated right turn lanes.
  - Widen the northbound approach to have: 1) a second (dual) left turn lane; 2) two through lanes; and 3) a free right turn lane.
  - Widen the westbound approach to provide: 1) a dedicated left turn lane; 2) a shared left plus through lane; and 3) a shared through plus right turn lane.
  - Modify signal to provide overlap right turn phasing for the eastbound approach.

- Paramount Boulevard/SR 60 eastbound ramps – Town Center Drive
  - Widen the eastbound (off-ramp) approach and add a shared through plus right turn lane.
- Paramount Boulevard/Montebello Boulevard
  - Consistent with the mitigation measures in the *Traffic Impact Study – Montebello Hills Specific Plan* (KOA 2009), implement Intelligent Transportation System measures such as signal coordination with the adjacent ramp intersections, and provide improved overhead signage to direct off-ramp traffic.
- Montebello Boulevard/Beverly Boulevard
  - Re-stripe the northbound right turn lane to a shared through plus right turn lane for a total of three through lanes through the intersection.
  - Stripe a third northbound through lane on Montebello Boulevard that can be tapered back to two lanes before Victoria Avenue. On-street parking on the east side of Montebello Boulevard will have to be prohibited, at least during the p.m. peak hour.

Figure 14 illustrates all of the improvements listed above for the intersections in Montebello that would have significant unavoidable impacts as a result of the proposed project. Table V provides the mitigated LOS and V/C ratios with the implementation of the measures.

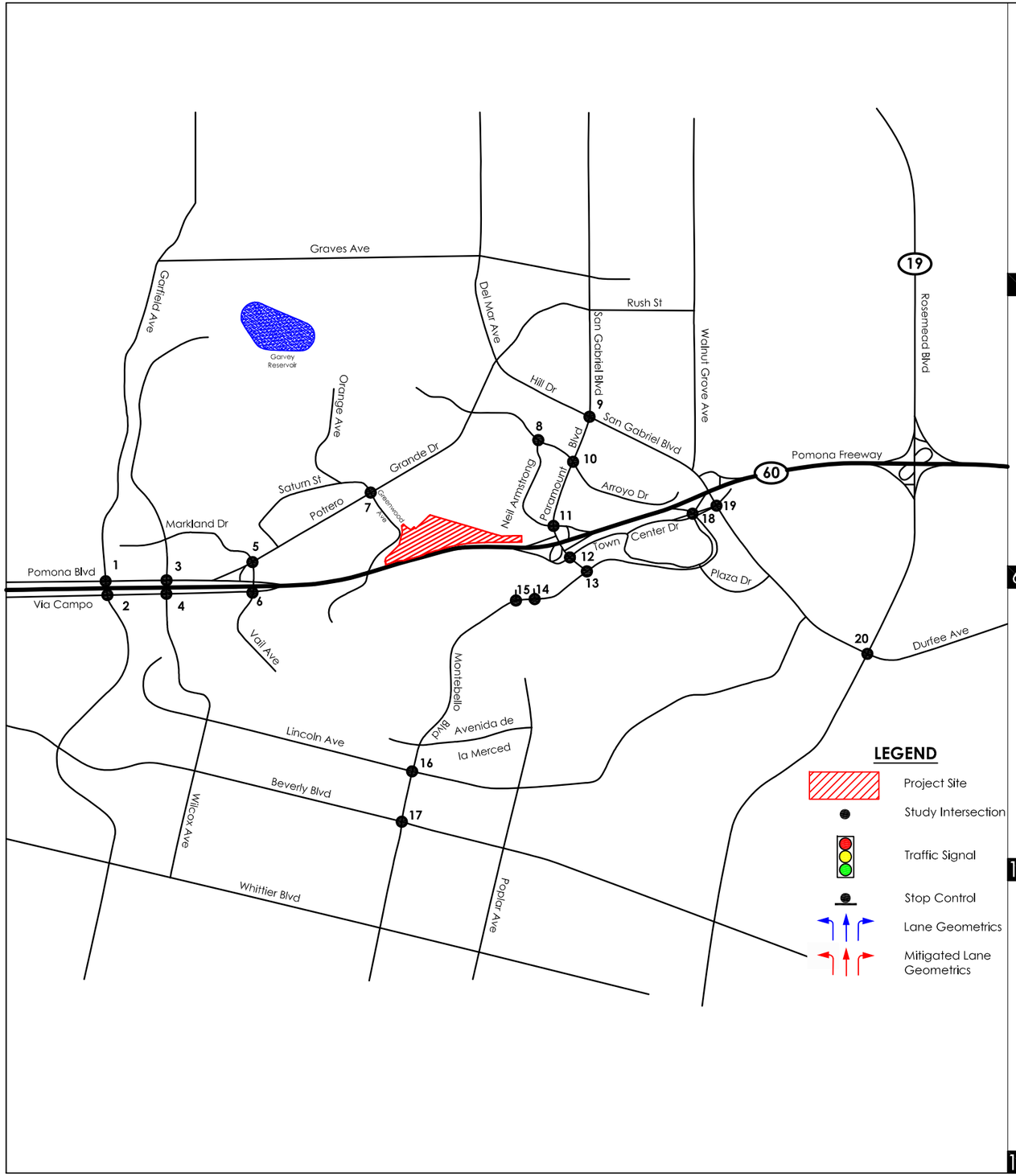
Significant and Unavoidable Project Impact

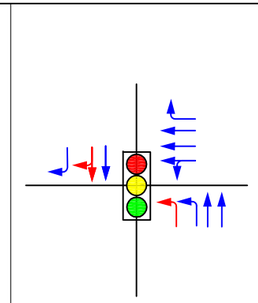
The following intersection within the jurisdiction of the City of Montebello would have a significant unavoidable impact from the proposed project since there is no available right-of-way to construct the improvements listed below:

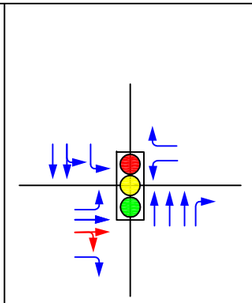
- Wilcox Avenue/Via Campo
  - Widen the eastbound approach to provide a dedicated right turn lane.
  - Modify existing traffic signal to provide overlap right turn phasing for the northbound approach.

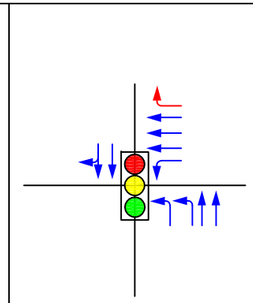
Project Access, Circulation and Parking

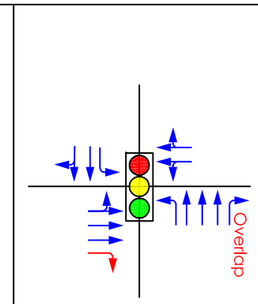
No mitigation measures required.

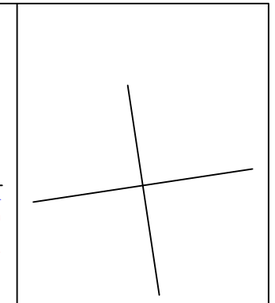


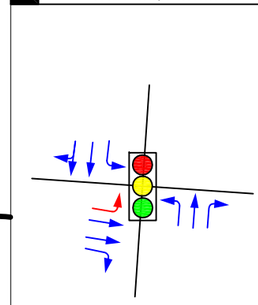


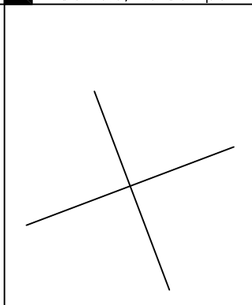


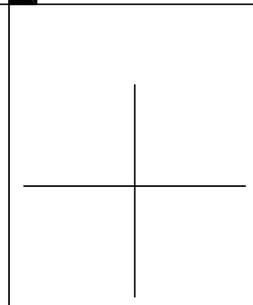




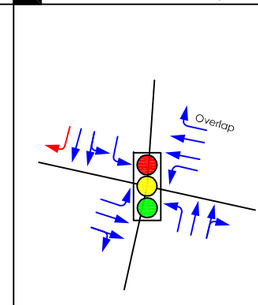


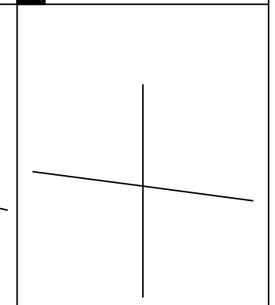


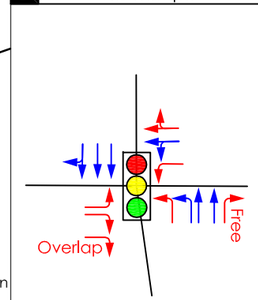


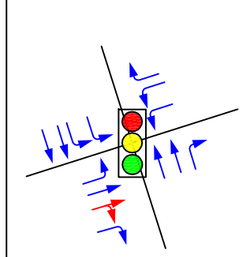


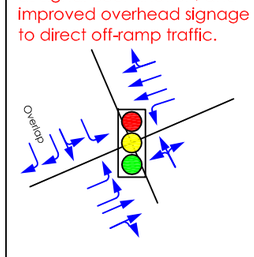
Implement ITS measures such as signal coordination, and improved overhead signage to direct off-ramp traffic.

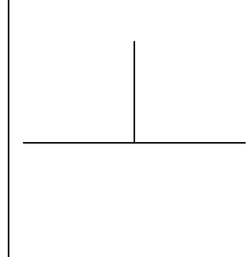


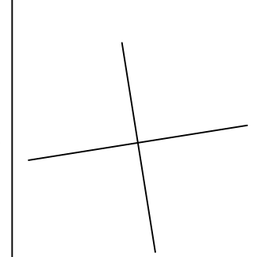


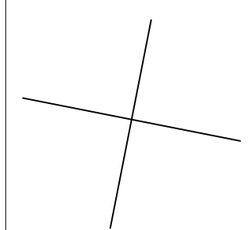


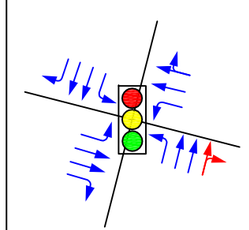


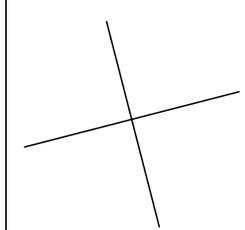


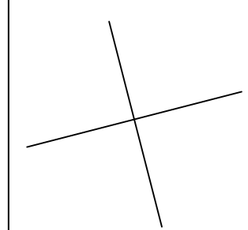


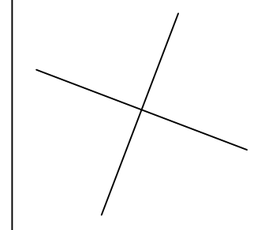












arch beach CONSULTING

Figure 14
Buildout Year 2025 plus Project Improvements

Table V – Buildout Year 2025 plus Project Levels of Service with Mitigation Measures

Intersection	Control	Buildout Year Baseline				Plus Project with MITIGATION				ICU Change	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	PM
1. Garfield Avenue/Pomona Boulevard [2]	signal	0.925	E	1.146	F	0.903	E	0.921	E	-0.022	-0.225
2. Garfield Avenue/Via Campo [2]	signal	0.764	C	1.102	F			1.046	F		-0.056
3. Wilcox Avenue/Pomona Boulevard [1]	signal	0.746	C	0.716	C			0.738	C		+0.022
4. Wilcox Avenue/Via Campo [2]	signal	0.805	D	0.798	C	0.822	D	0.817	D	**+0.017**	+0.019
5. Markland Drive/Potrero Grande Drive [1]	signal	0.782	C	0.802	D						
6. Markland Drive – Vail Avenue/Via Campo [2]	signal	0.684	B	0.910	E			0.807	D		-0.103
7. Saturn St – Greenwood Ave/Potrero Grande Dr [1]	signal	0.453	A	0.538	A						
8. Neil Armstrong Street/Arroyo Drive [2]	1-way stop	13.4 sec	B	13.7 sec	B						
9. San Gabriel Blvd – Paramount Drive/Hill Drive [1]	signal	0.625	B	0.721	C			0.606	B		-0.115
10. Paramount Boulevard/Arroyo Drive [2]	signal	0.720	C	0.601	B						
11. Paramount Boulevard/SR-60 westbound ramps [2]	signal	0.515	A	0.670	B	0.559	A	0.699	B	+0.044	+0.029
12. Paramount Boulevard/SR-60 eastbound ramps [2]	signal	0.541	A	0.882	D			0.869	D		-0.013
13. Paramount Boulevard/Montebello Boulevard [2]	signal	0.818	D	0.993	E	0.734	C	0.917	E	-0.084	-0.076
14. Montebello Town Cntr Dwy #2/Montebello Blvd [2]	signal	0.383	A	0.645	B						
15. Montebello Town Cntr Dwy #1/Montebello Blvd [2]	signal	0.380	A	0.576	A						
16. Montebello Boulevard/Lincoln Avenue [2]	signal	0.580	A	0.788	C						
17. Montebello Boulevard/Beverly Boulevard [2]	signal	0.854	D	1.038	F			1.023	F		-0.015
18. Montebello–SR 60 eastbound ramp/Town Center [3]	signal	0.702	C	0.740	C						
19. San Gabriel Boulevard/Town Center Drive [3]	signal	0.729	C	0.912	E						
20. Rosemead Boulevard/San Gabriel Boulevard [4]	signal	0.785	C	1.086	F						

Notes: V/C based on Intersection Capacity Utilization analysis methodology; Delay based on *Highway Capacity Manual* (HCM) methodology.
Bold value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] – Intersection analyzed using City of Monterey Park criteria.
[2] – Intersection analyzed using City of Montebello criteria.
[3] – Intersection analyzed using City of Rosemead criteria.
[4] – Intersection analysis using County of Los Angeles criteria.

8.0 SMALL-BOX RETAIL CENTER TRAFFIC ASSESSMENT

The following section provides a discussion of the traffic analysis for the small-box retail center that may replace the proposed project (i.e., big-box retail center). This center would be developed at 534,751 square feet, a decrease of 65,249 square feet (10.9 percent) from the proposed big-box retail center.

Small-Box Retail Center Traffic

This section describes the trip generation, distribution, and assignment small-box retail center's traffic volumes on the study area transportation network facilities.

Trip Generation

Weekday daily and peak hour trip generation estimates for the proposed project were developed in a similar manner as the proposed project. Summaries of the trip generation rates and resulting vehicle trips for the small-box retail center are presented in Table W. According to the table, the small-box retail center would generate approximately 19,619 daily trips, 755 a.m. peak hour trips (426 inbound and 329 outbound), and 1,328 p.m. peak hour trips (676 inbound and 652 outbound). Compared to the proposed project, the small-box retail center would generate 100 *less* daily trips, 71 *more* a.m. peak hour trips, and 26 *less* p.m. peak hour trips.

Similar to the proposed project, it should be noted that the above trip generation estimates represent a conservative, but realistic, estimate of daily and peak hour trip generation based on the following characteristics: 1) a conservative pass-by percentage reduction was applied to the retail/commercial uses consistent with pass-by data provided by the ITE); 2) a conservative internal trip capture percentage reduction of five percent was applied to the anchor retail uses; and, 3) trip rates used for the anchor retail uses were taken from rates for stand-alone stores that were not part of an integrated center of retail uses that would normally capture trips for a variety of other retail uses.

Trip Distribution and Assignment

Trip distribution and assignment methodologies for the small-box retail center are also similar to the proposed project. Regional trip distribution percentages for the small-box retail center were based on Regional Daily Trip Distribution Factors provided in the 2004 CMP. For the local distribution patterns, the regional distribution patterns were specifically refined to local, current commute corridors and travel routes in the study area.

Opening Year 2015 plus Small-Box Retail Center

Traffic generated by the small-box retail center was added to the Opening Year 2015 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would determine project-specific impacts and mitigation measures (if required).

Traffic Volumes

The small-box retail center's trip assignment was added to the Opening Year 2015 Baseline traffic volumes shown in Figure 9 which resulted in the Opening Year 2015 plus Small-Box Retail Center traffic volumes. Traffic volumes for the small-box retail center can be found in the detailed LOS calculation sheets provided in Appendix C.

Table W - Monterey Parkk Market Place Small-Box Retail Center Trip Generation Estimates

Land Use	Size[1]	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
TRIP RATES [2]								
- Home Improvemnet Superstore (862)	per TSF	29.80	0.71	0.55	1.26	1.14	1.23	2.37
- Supermarket (850)	per TSF	102.24	2.19	1.40	3.59	5.36	5.15	10.50
- Department Store (875)	per TSF	22.88	0.32	0.21	0.53	0.89	0.89	1.78
- Sporting Goods Superstore (861)	per TSF	39.85	0.55	0.37	0.92	1.46	1.64	3.10
- Electronic Superstore (863)	per TSF	45.04	0.80	0.54	1.34	2.21	2.30	4.50
- Pet Supply Superstore (866)	per TSF	43.45	0.60	0.40	1.01	1.69	1.69	3.38
- Bed and Linen Superstore (872)	per TSF	28.54	0.40	0.26	0.66	0.91	1.31	2.22
- Health/Fitness Club (492)	per TSF	32.93	0.62	0.76	1.38	2.01	1.52	3.53
- Shopping Center (820)	per TSF	*ITE*	*ITE Fitted Curve Equation Used*			*ITE Fitted Curve Equation Used*		
- High-Turnover (Sit-Down) Restaurant (932)	per TSF	127.15	5.99	5.53	11.52	6.58	4.57	11.15
- Drive-in Bank (912)	per TSF	148.15	6.92	5.43	12.35	12.91	12.91	25.82
- Fast Food Restaurant with Drive Thru (934)	per TSF	496.12	25.17	24.18	49.35	17.60	16.24	33.84
TRIP GENERATION								
Retail "A" - Anchor 1								
Home Improvement	132.000 TSF	3,934	94	73	166	150	162	313
Pass-by reduction (10% Daily-AM/48% PM) -		*-393*	*-9*	*-7*	*-17*	*-72*	*-78*	*-150*
Subtotal -		**3,540**	**84**	**65**	**150**	**78**	**84**	**163**
Retail "B" - Anchor 2								
Supermarket	50.000 TSF	5,112	109	70	180	268	257	525
Pass-by reduction (10% Daily-AM/27% PM) -		*-511*	*-11*	*-7*	*-18*	*-72*	*-69*	*-142*
Subtotal -		**4,601**	**99**	**63**	**162**	**195**	**188**	**383**
Retail "C" - Anchor 3								
Department Store	136.370 TSF	3,120	43	29	72	121	121	243
Pass-by reduction (10% Daily-AM/12% PM) -		*-312*	*-4*	*-3*	*-7*	*-15*	*-15*	*-29*
Subtotal -		**2,808**	**39**	**26**	**65**	**107**	**107**	**214**
Retail "D"								
Sporting Goods Superstore	50.000 TSF	1,992	28	18	46	73	82	155
Pass-by reduction (10% Daily-AM/40% PM) [3] *-*		*-199*	*-3*	*-2*	*-5*	*-29*	*-33*	*-62*
Subtotal -		**1,793**	**25**	**17**	**42**	**44**	**49**	**93**
Retail "E"								
Electronic Superstore	36.000 TSF	1,621	29	19	48	79	83	162
Pass-by reduction (10% Daily-AM/40% PM) [3] *-*		*-162*	*-3*	*-2*	*-5*	*-32*	*-33*	*-65*
Subtotal -		**1,459**	**26**	**17**	**43**	**48**	**50**	**97**
Retail "F"								
Pet Supply Superstore	15.000 TSF	652	9	6	15	25	25	51
Pass-by reduction (10% Daily-AM/40% PM) [3] *-*		*-65*	*-1*	*-1*	*-2*	*-10*	*-10*	*-20*
Subtotal -		**587**	**8**	**5**	**14**	**15**	**15**	**30**
Retail "G"								
Bed and Linen Superstore	35.000 TSF	999	14	9	23	32	46	78
Pass-by reduction (10% Daily-AM/40% PM) [3] *-*		*-100*	*-1*	*-1*	*-2*	*-13*	*-18*	*-31*
Subtotal -		**899**	**12**	**8**	**21**	**19**	**28**	**47**
Retail "H"								
Health/Fitness Club	45.000 TSF	1,482	28	34	62	91	68	159
Pass-by reduction (10% Daily-AM/10% PM) -		*-148*	*-3*	*-3*	*-6*	*-9*	*-7*	*-16*
Subtotal -		**1,334**	**25**	**31**	**56**	**81**	**61**	**143**
Retail "I"								
Shopping Center	10.516 TSF	1,571	25	16	41	69	72	141
Pass-by reduction (10% Daily-AM/66% PM) -		*-157*	*-2*	*-2*	*-4*	*-45*	*-47*	*-93*
Subtotal -		**1,414**	**22**	**14**	**37**	**23**	**24**	**48**
Pad 1								
High-Turnover (Sit-Down) Restaurant	5.000 TSF	636	30	28	58	33	23	56
Pass-by reduction (52% Daily-AM/52% PM) -		*-331*	*-16*	*-14*	*-30*	*-17*	*-12*	*-29*
Subtotal -		**305**	**14**	**13**	**28**	**16**	**11**	**27**
Pad 2								
High-Turnover (Sit-Down) Restaurant	5.000 TSF	636	30	28	58	33	23	56
Pass-by reduction (52% Daily-AM/52% PM) -		*-331*	*-16*	*-14*	*-30*	*-17*	*-12*	*-29*
Subtotal -		**305**	**14**	**13**	**28**	**16**	**11**	**27**
Pad 3								
Drive-in Bank	4.600 TSF	681	32	25	57	59	59	119
Pass-by reduction (50% Daily-AM/54% PM) -		*-341*	*-16*	*-12*	*-28*	*-32*	*-32*	*-64*
Subtotal -		**341**	**16**	**12**	**28**	**27**	**27**	**55**
Pad 4								
High-Turnover (Sit-Down) Restaurant	7.000 TSF	890	42	39	81	46	32	78
Pass-by reduction (35% Daily-AM/35% PM) -		*-314*	*-15*	*-14*	*-28*	*-16*	*-11*	*-28*
Subtotal -		**576**	**27**	**25**	**52**	**30**	**21**	**51**
Pad 5								
Fast Food Restaurant with Drive Thru	3.265 TSF	1,620	82	79	161	57	53	110
Pass-by reduction (49% Daily-AM/49% PM) -		*-794*	*-40*	*-39*	*-79*	*-28*	*-26*	*-54*
Subtotal -		**826**	**42**	**40**	**82**	**29**	**27**	**56**
Total Gross Trip Generation		**24,946**	**595**	**473**	**1,067**	**1,137**	**1,107**	**2,244**
Pass-By Trip Reduction [4]		***-4,158***	***-140***	***-121***	***-261***	***-408***	***-404***	***-811***
Internal Trip Capture for non-"Shopping Center" uses (5%) [5]		***-1,169***	***-28***	***-23***	***-51***	***-53***	***-52***	***-105***
NET TOTAL TRIP GENERATION		**19,619**	**426**	**329**	**755**	**676**	**652**	**1,328**

Note: Trip rates based on Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition* , 2008 and *Trip Generation Handbook* , 2008.

[1] TSF = Thousand Square Feet.

[2] Trip rates based on Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition* , 2008.

[3] Daily and AM peak hour trips rates were not provided in ITE. Daily and AM peak hour trips rates propotionally based on Department Store daily and AM trip rates.

[4] Pass-by trip reductions based on ITE *Trip Generation Handbook* (2004). PM peak hour percentages were provided. Daily and AM reductions are conservatively estimated at 10%.

[5] Internal Trip Capture percentage estimated at 5%.

Levels of Service

The Opening Year 2015 plus Small-Box Retail Center a.m. and p.m. peak hour traffic volumes were input into the TRAFFIX LOS software to determine the intersection V/C ratios (for signalized intersections) and the control delay, in seconds (for the unsignalized intersection). Table X presents the results of the Opening Year 2015 plus Small-Box Retail Center intersection LOS analysis, while the LOS calculation sheets are provided in Appendix C.

Intersections

Based on the 2015 plus Project LOS analysis, and the significance criteria of the respective jurisdiction for each intersection, the following intersections are forecast to be significantly impacted by the proposed project:

- Garfield Avenue/Pomona Boulevard (0.030 increase at LOS D in p.m. peak hour)
- Garfield Avenue/Via Campo (0.006 increase at LOS F in p.m. peak hour)
- Wilcox Avenue/Via Campo (0.059 increase at LOS C in p.m. peak hour)
- Markland Drive/Potrero Grande Drive (0.087 increase at LOS C in a.m. peak hour; and 0.140 increase at LOS C in p.m. peak hour)
- Markland Drive – Vail Avenue/Via Campo (0.050 increase at LOS B in the a.m. peak hour; and 0.084 increase at LOS D in p.m. peak hour)
- Saturn Street – Greenwood Avenue/Potrero Grande Drive (0.065 increase at LOS A in a.m. peak hour; and 0.092 increase at LOS A in p.m. peak hour)
- Paramount Boulevard/SR 60 WB ramps – Market Place Drive (0.240 increase at LOS A in a.m. peak hour; and 0.402 increase at LOS D in p.m. peak hour).
- Paramount Boulevard/Montebello Boulevard (0.024 increase at LOS D in p.m. peak hour)
- Montebello Boulevard/Beverly Boulevard (0.011 increase at LOS E in p.m. peak hour)

The V/C increases as a result of the addition of project traffic would not be considered a significant impact at all other intersections in one or both peak hours. When compared to the proposed project (big-box retail center), the small-box retail center would significantly impact Markland Drive/Potrero Grande Drive in the a.m. peak hour, while the proposed project would not. At all other intersections, the small-box retail center would have similar impacts.

CMP Freeway Mainline

Per CMP requirements, the freeway mainline analysis studied CMP monitoring stations #1027 – SR 60 east of Indiana Street, and #1028 – SR 60 west of Peck Road, as the small-box retail center would add 150 or more peak hour trips to those mainline segments. Based on the 2015 plus Small-Box Retail Center forecast traffic volumes on the SR 60 freeway mainline at the two CMP monitoring stations, the project increases in D/C would be less than the significance criteria of 0.02 or greater D/C. Therefore, the small-box retail center would not create any significant impacts to the CMP monitoring stations along the SR 60.

arch beach CONSULTING

Table X – Opening Year 2015 plus Small-Box Retail Center Intersection Level of Service Summary

Intersection	Control	Opening Year Baseline (2015)				Opening Year plus Small-Box Retail				ICU Change	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	PM
1. Garfield Avenue/Pomona Boulevard [2]	Signal	0.867	D	0.865	D	0.873	D	0.895	D	0.006	**0.030**
2. Garfield Avenue/Via Campo [2]	Signal	0.716	C	1.031	F	0.728	C	1.037	F	0.012	**0.006**
3. Wilcox Avenue/Pomona Boulevard [1]	Signal	0.700	C	0.672	B	0.724	C	0.717	C	0.024	0.045
4. Wilcox Avenue/Via Campo [2]	Signal	0.755	C	0.748	C	0.774	C	0.807	D	0.019	**0.059**
5. Markland Drive/Potrero Grande Drive [1]	Signal	0.733	C	0.752	C	0.820	D	0.892	D	**0.087**	**0.140**
6. Markland Drive – Vail Avenue/Via Campo [2]	Signal	0.642	B	0.852	D	0.692	B	0.936	E	**0.050**	**0.084**
7. Saturn St – Greenwood Ave/Potrero Grande Dr [1]	Signal	0.428	A	0.507	A	0.493	A	0.599	A	**0.065**	**0.092**
8. Neil Armstrong Street/Arroyo Drive [2]	1-way stop	12.7 sec	B	13.1 sec	B	13.7 sec	B	14.9 sec	B	--	--
9. San Gabriel Blvd – Paramount Drive/Hill Drive [1]	Signal	0.578	A	0.662	B	0.595	A	0.692	B	0.017	0.030
10. Paramount Boulevard/Arroyo Drive [2]	Signal	0.674	B	0.558	A	0.683	B	0.573	A	0.009	0.015
11. Paramount Boulevard/SR-60 westbound ramps [2]	Signal	0.571	A	0.803	D	0.811	D	1.205	F	**0.240**	**0.402**
12. Paramount Boulevard/SR-60 eastbound ramps [2]	Signal	0.487	A	0.799	C	0.494	A	0.813	D	0.007	0.014
13. Paramount Boulevard/Montebello Boulevard [2]	Signal	0.703	C	0.895	D	0.721	C	0.919	E	0.018	**0.024**
14. Montebello Town Cntr Dwy #2/Montebello Blvd [2]	Signal	0.361	A	0.599	A	0.368	A	0.610	B	0.007	0.011
15. Montebello Town Cntr Dwy #1/Montebello Blvd [2]	Signal	0.451	A	0.628	B	0.458	A	0.638	B	0.007	0.010
16. Montebello Boulevard/Lincoln Avenue [2]	Signal	0.540	A	0.733	C	0.545	A	0.743	C	0.005	0.010
17. Montebello Boulevard/Beverly Boulevard [2]	Signal	0.792	C	0.961	E	0.797	C	0.972	E	0.005	**0.011**
18. Montebello–SR 60 eastbound ramp/Town Center [3]	Signal	0.649	B	0.688	B	0.649	B	0.688	B	0.000	0.000
19. San Gabriel Boulevard/Town Center Drive [3]	Signal	0.684	B	0.850	D	0.684	B	0.850	D	0.010	0.000
20. Rosemead Boulevard/San Gabriel Boulevard [4]	Signal	0.733	C	1.008	F	0.736	C	1.017	F	0.003	0.009

Notes: V/C based on Intersection Capacity Utilization analysis methodology; Delay based on *Highway Capacity Manual* (HCM) methodology.
Bold value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] – Intersection analyzed using City of Monterey Park criteria.
[2] – Intersection analyzed using City of Montebello criteria.
[3] – Intersection analyzed using City of Rosemead criteria.
[4] – Intersection analysis using County of Los Angeles criteria.

Buildout Year 2025 plus Small-Box Retail Center

Traffic generated by the small-box retail center was added to the Buildout Year 2025 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would determine long-term cumulative project impacts and mitigation measures (if required).

Traffic Volumes

The small-box retail center trip assignment was added to the Buildout Year 2025 Baseline traffic volumes shown in Figure 11 which resulted in the Buildout Year 2025 plus Small-Box Retail Center traffic volumes. Buildout Year 2025 plus Small-Box Retail Center a.m. and p.m. peak hour traffic volumes can be found in the detailed LOS calculation sheets in Appendix C.

Traffic Controls and Intersection Geometrics

Since the proposed project would be constructed in 2015, ten years before the Buildout Year 2025 plus Project horizon year, the project mitigation measures determined for intersections within the City of Monterey Park in the 2015 Opening Year plus Project horizon year were assumed for the Buildout Year 2025 plus Project condition.

Levels of Service

The Buildout Year 2025 plus Small-Box Retail Center a.m. and p.m. peak hour traffic volumes were input into the TRAFFIX LOS software to determine the intersection V/C ratios (for signalized intersections) and the control delay, in seconds (for the unsignalized intersection). Table Y presents the results of the Buildout Year 2025 plus Small-Box Retail Center intersection LOS analysis, while the LOS calculation sheets are provided in Appendix C.

Intersections

Based on the 2025 plus Small-Box Retail LOS analysis, and the significance criteria of the respective jurisdiction for each intersection, the following intersections are forecast to be significantly impacted by the proposed project:

- Garfield Avenue/Pomona Boulevard (0.007 increase at LOS E in a.m. peak hour, and 0.030 increase at LOS F in p.m. peak hour)
- Garfield Avenue/Via Campo (0.006 increase at LOS F in p.m. peak hour)
- Wilcox Avenue/Pomona Boulevard (0.045 increase at LOS C in p.m. peak hour)
- Wilcox Avenue/Via Campo (0.019 increase at LOS D in a.m. peak hour, and 0.059 increase at LOS C in p.m. peak hour)
- San Gabriel Boulevard – Paramount Boulevard/Hill Drive (0.030 increase at LOS C in p.m. peak hour)
- Paramount Boulevard/SR 60 westbound ramps – Market Place Drive (0.123 increase at LOS A in a.m. peak hour; and 0.139 increase at LOS B in p.m. peak hour).
- Paramount Boulevard/SR 60 eastbound ramps (0.094 increase at LOS A in a.m. peak hour)
- Paramount Boulevard/Montebello Boulevard (0.018 increase at LOS D in a.m. peak hour, and 0.024 increase at LOS E in p.m. peak hour)
- Montebello Boulevard/Beverly Boulevard (0.010 increase at LOS F in p.m. peak hour)

The V/C increases as a result of the addition of project traffic would not be considered a significant impact at all other intersections in one or both peak hours.

arch beach CONSULTING

Table Y – Buildout Year 2025 plus Small-Box Retail Center Levels of Service

Intersection	Control	Buildout Year Baseline (2025)				Buildout Year plus Small Box Retail				ICU Change	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	PM
1. Garfield Avenue/Pomona Boulevard [2]	signal	0.925	E	1.146	F	0.932	E	1.176	F	**+0.007**	**+0.030**
2. Garfield Avenue/Via Campo [2]	signal	0.764	C	1.102	F	0.776	C	1.108	F	+0.012	**+0.006**
3. Wilcox Avenue/Pomona Boulevard [1]	signal	0.746	C	0.716	C	0.770	C	0.761	C	+0.024	**+0.045**
4. Wilcox Avenue/Via Campo [2]	signal	0.805	D	0.798	C	0.824	D	0.857	D	**+0.019**	**+0.059**
5. Markland Drive/Potrero Grande Drive [1]	signal	0.782	C	0.802	D	0.602	A	0.766	C	-0.180	-0.036
6. Markland Drive – Vail Avenue/Via Campo [2]	signal	0.684	B	0.910	E	0.730	C	0.807	D	+0.046	-0.103
7. Saturn St – Greenwood Ave/Potrero Grande Dr [1]	signal	0.453	A	0.538	A	0.439	A	0.560	A	-0.014	+0.022
8. Neil Armstrong Street/Arroyo Drive [2]	1-way stop	13.4 sec	B	13.7 sec	B	14.3 sec	B	15.7 sec	C	--	--
9. San Gabriel Blvd – Paramount Drive/Hill Drive [1]	signal	0.625	B	0.721	C	0.642	B	0.751	C	+0.017	**+0.030**
10. Paramount Boulevard/Arroyo Drive [2]	signal	0.720	C	0.601	B	0.730	C	0.616	B	+0.010	+0.015
11. Paramount Boulevard/SR-60 westbound ramps [2]	signal	0.515	A	0.670	B	0.638	B	0.809	D	**+0.123**	**+0.139**
12. Paramount Boulevard/SR-60 eastbound ramps [2]	signal	0.541	A	0.882	D	0.635	B	0.869	D	**+0.094**	-0.013
13. Paramount Boulevard/Montebello Boulevard [2]	signal	0.818	D	0.993	E	0.836	D	1.017	F	**+0.018**	**+0.024**
14. Montebello Town Cntr Dwy #2/Montebello Blvd [2]	signal	0.383	A	0.645	B	0.390	A	0.655	B	+0.007	+0.010
15. Montebello Town Cntr Dwy #1/Montebello Blvd [2]	signal	0.380	A	0.576	A	0.385	A	0.583	A	+0.005	+0.007
16. Montebello Boulevard/Lincoln Avenue [2]	signal	0.580	A	0.788	C	0.585	A	0.799	C	+0.005	+0.011
17. Montebello Boulevard/Beverly Boulevard [2]	signal	0.854	D	1.038	F	0.859	D	1.048	F	+0.005	**+0.010**
18. Montebello–SR 60 eastbound ramp/Town Center [3]	signal	0.702	C	0.740	C	0.702	C	0.740	C	0.000	0.000
19. San Gabriel Boulevard/Town Center Drive [3]	signal	0.729	C	0.912	E	0.729	C	0.912	E	0.000	0.000
20. Rosemead Boulevard/San Gabriel Boulevard [4]	signal	0.785	C	1.086	F	0.787	C	1.094	F	+0.002	+0.008

Notes: V/C based on Intersection Capacity Utilization analysis methodology; Delay based on *Highway Capacity Manual* (HCM) methodology.
Bold value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] – Intersection analyzed using City of Monterey Park criteria.
[2] – Intersection analyzed using City of Montebello criteria.
[3] – Intersection analyzed using City of Rosemead criteria.
[4] – Intersection analysis using County of Los Angeles criteria.

When compared to the proposed project (big-box retail center), the small-box retail center would significantly impact Paramount Boulevard/SR 60 eastbound ramps in the a.m. peak hour, while there would be no more project impacts in the p.m. peak hour. The proposed project had a significant impact in the p.m. peak hour, but not in the a.m. peak hour. At all other intersections, the small-box retail center would have similar impacts.

CMP Freeway Mainline

Per CMP requirements, the freeway mainline analysis studied CMP monitoring stations #1027 – SR 60 east of Indiana Street, and #1028 – SR 60 west of Peck Road, as the proposed project would add 150 or more peak hour trips to those mainline segments. Based on the 2025 plus Small-Box Retail Center forecast traffic volumes on the SR 60 freeway mainline at the two CMP monitoring stations, the project increases in D/C would be less than the significance criteria of 0.02 or greater D/C. Therefore, the small-box center would not create any significant impacts to the CMP monitoring stations along the SR 60.

Mitigation Measures

Opening Year 2015 plus Small-Box Retail Center

Required mitigation measures and significant unavoidable impacts will be the same as the proposed project (i.e., big-box retail center). See Section 7.0 – Mitigation Measures, above.

Buildout Year 2025 plus Small-Box Retail Center

Required mitigation measures and significant unavoidable impacts will be the same as the proposed project (i.e., big-box retail center). See Section 7.0 – Mitigation Measures, above.

9.0 REFERENCES

Institute of Transportation Engineers, *Trip Generation, 8th Edition*, 2008.

KOA Corporation, *Traffic Impact Study – Montebello Hills Residential Project*, March 2009.

Los Angeles County Metropolitan Transportation Authority (MTA), *Congestion Management Program* (CMP), 2004.

Los Angeles County Metropolitan Transportation Authority (MTA), Transit System Map, 2009.

Transportation Research Board, *Highway Capacity Manual*, Special Report No. 209, Washington, D.C., 2000.

APPENDIX A

Raw Traffic Count Worksheets

Intersection Turning Movement

Prepared by:

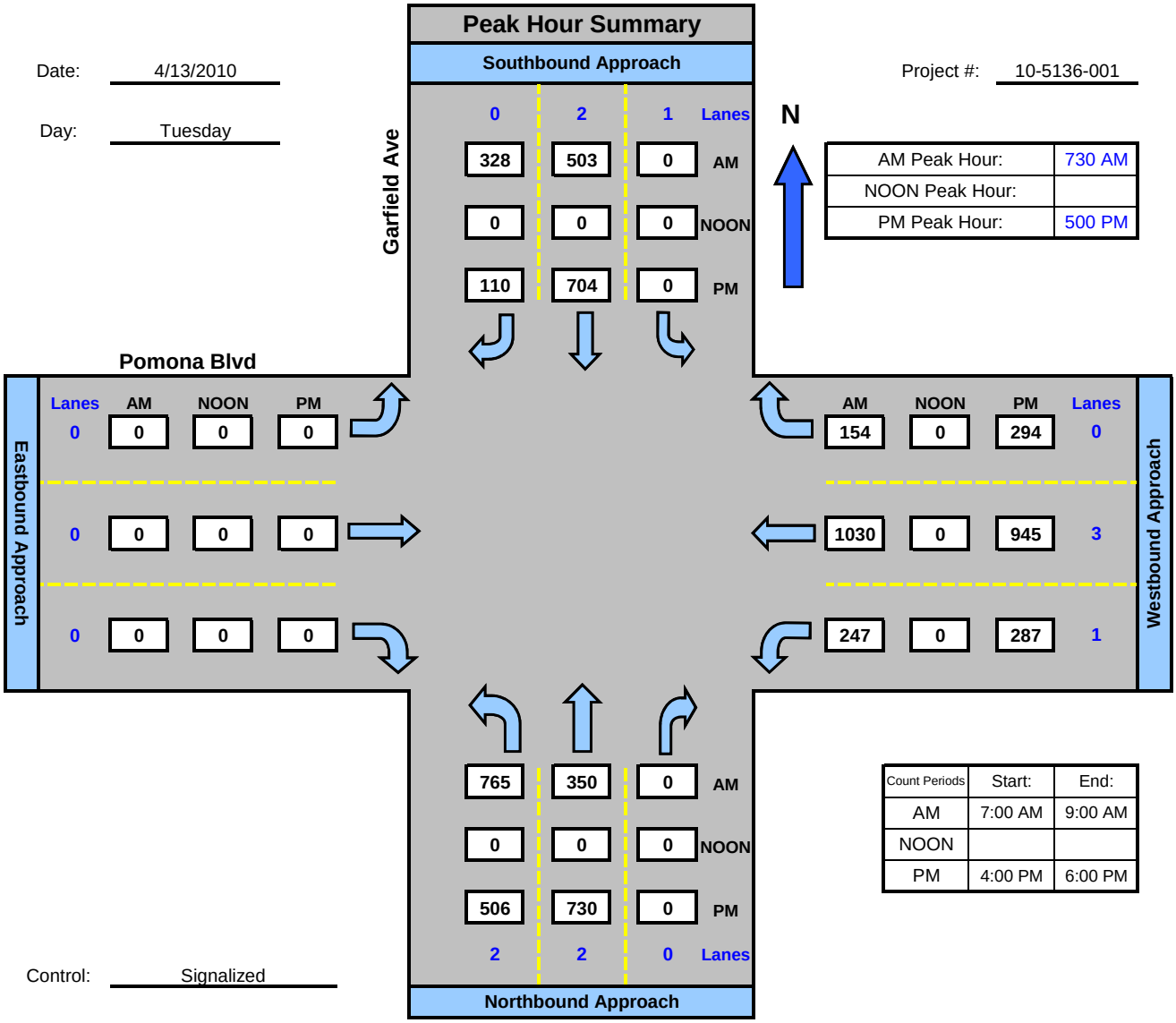
National Data & Surveying Services

Garfield Ave and Pomona Blvd , City of Monterey Park

Date: 4/13/2010

Day: Tuesday

Project #: 10-5136-001



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

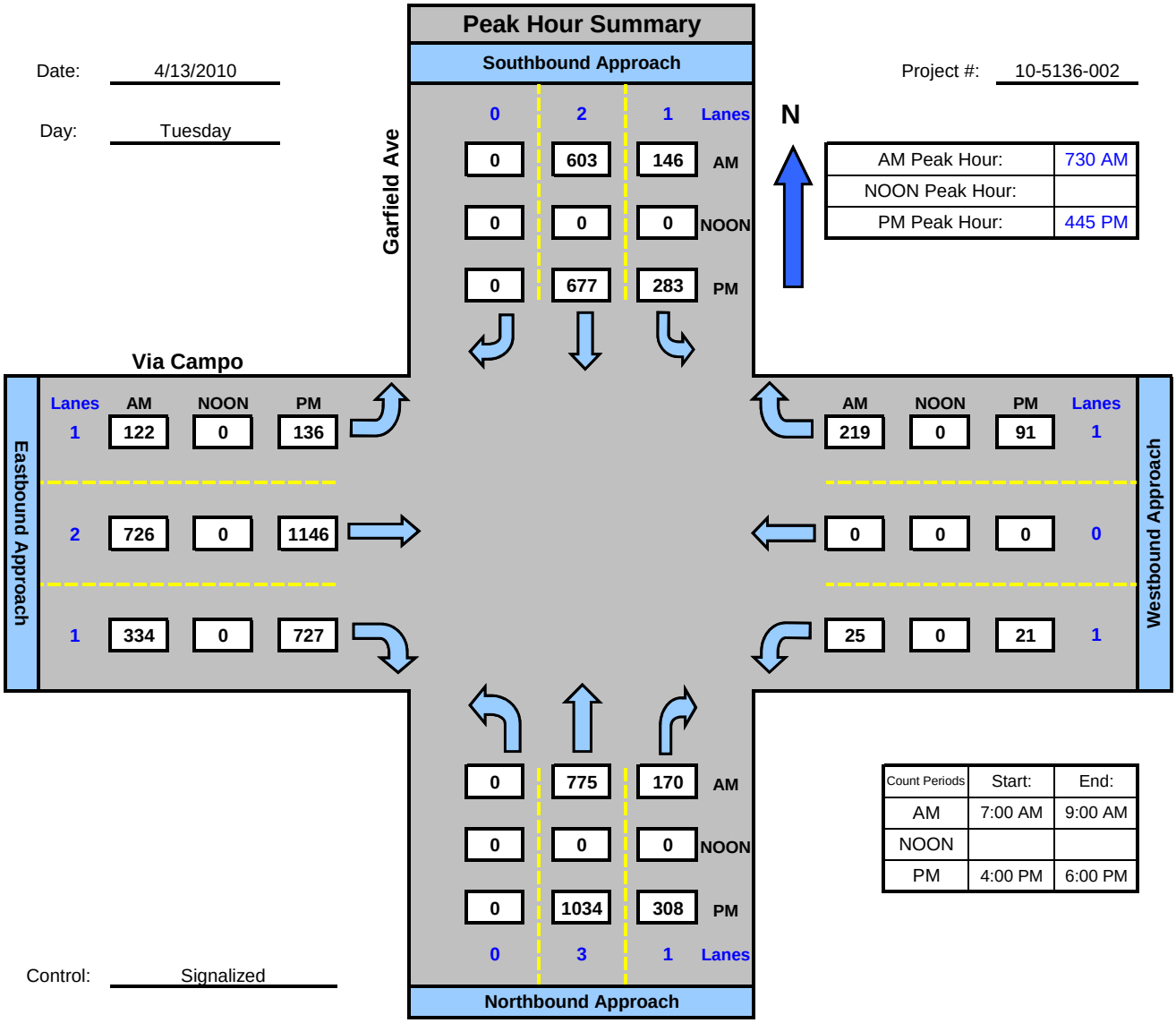
National Data & Surveying Services

Garfield Ave and Via Campo , City of Monterey Park

Date: 4/13/2010

Day: Tuesday

Project #: 10-5136-002



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

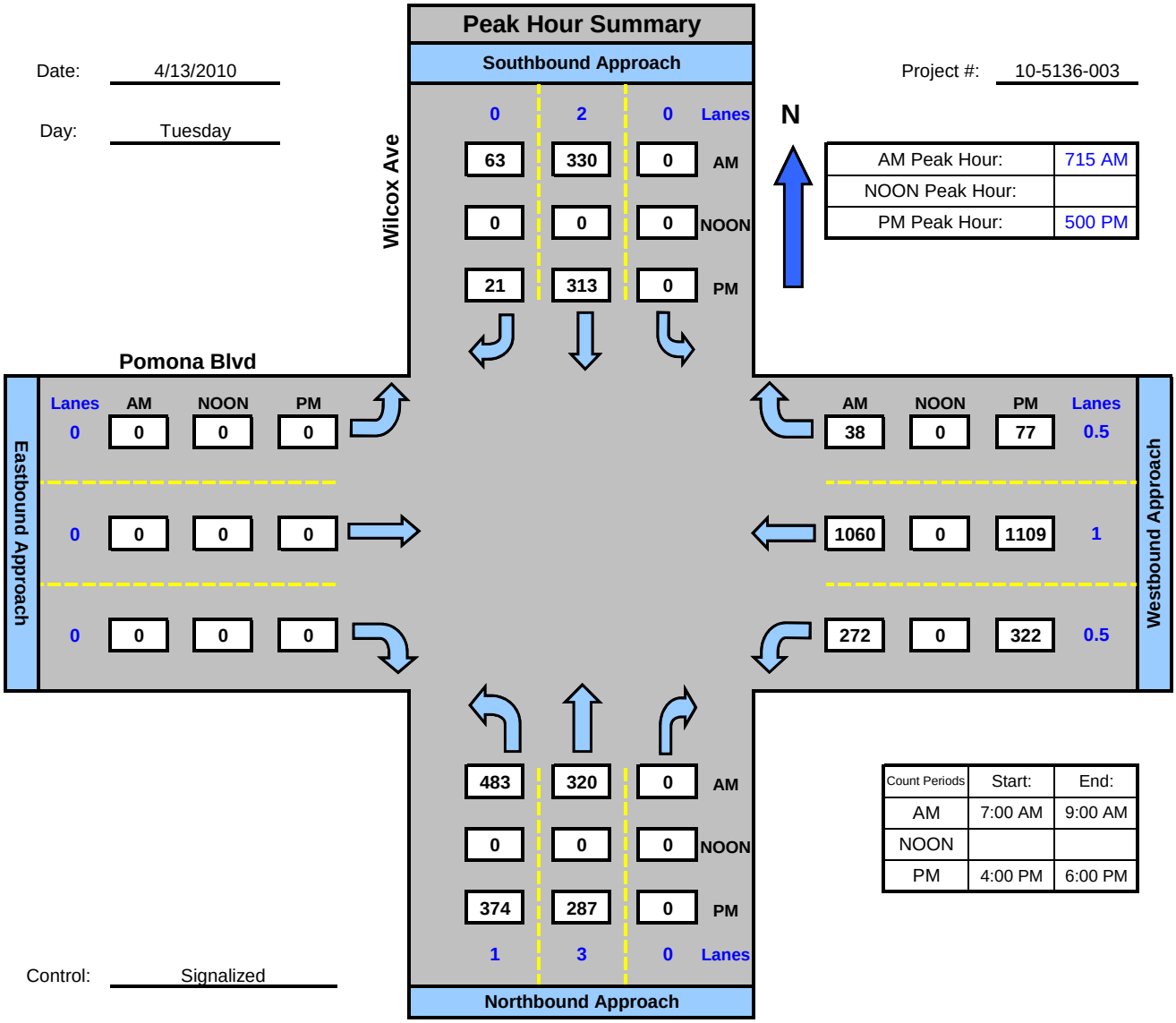
National Data & Surveying Services

Wilcox Ave and Pomona Blvd , City of Monterey Park

Date: 4/13/2010

Day: Tuesday

Project #: 10-5136-003



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

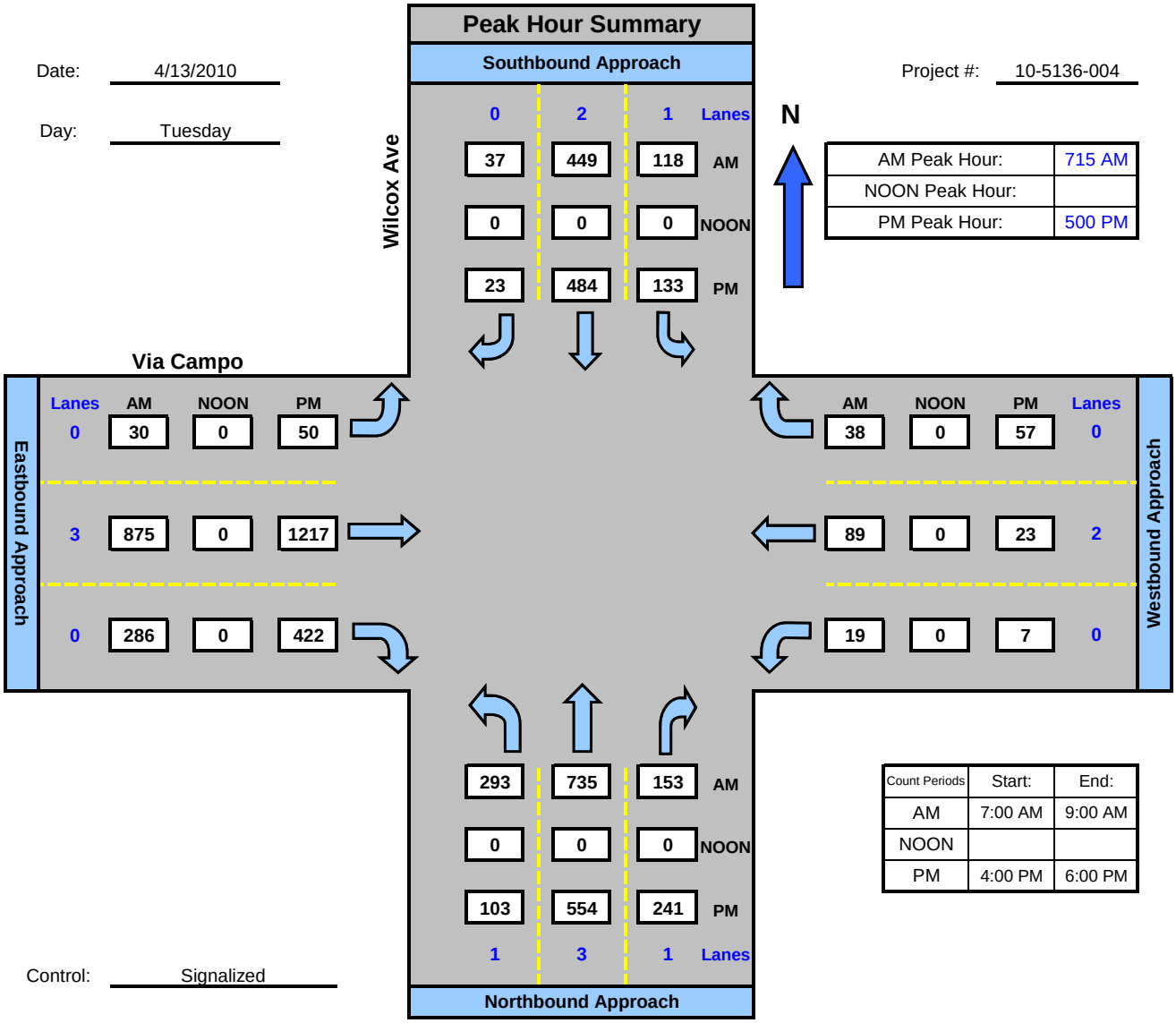
National Data & Surveying Services

Wilcox Ave and Via Campo , City of Monterey Park

Date: 4/13/2010

Day: Tuesday

Project #: 10-5136-004



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

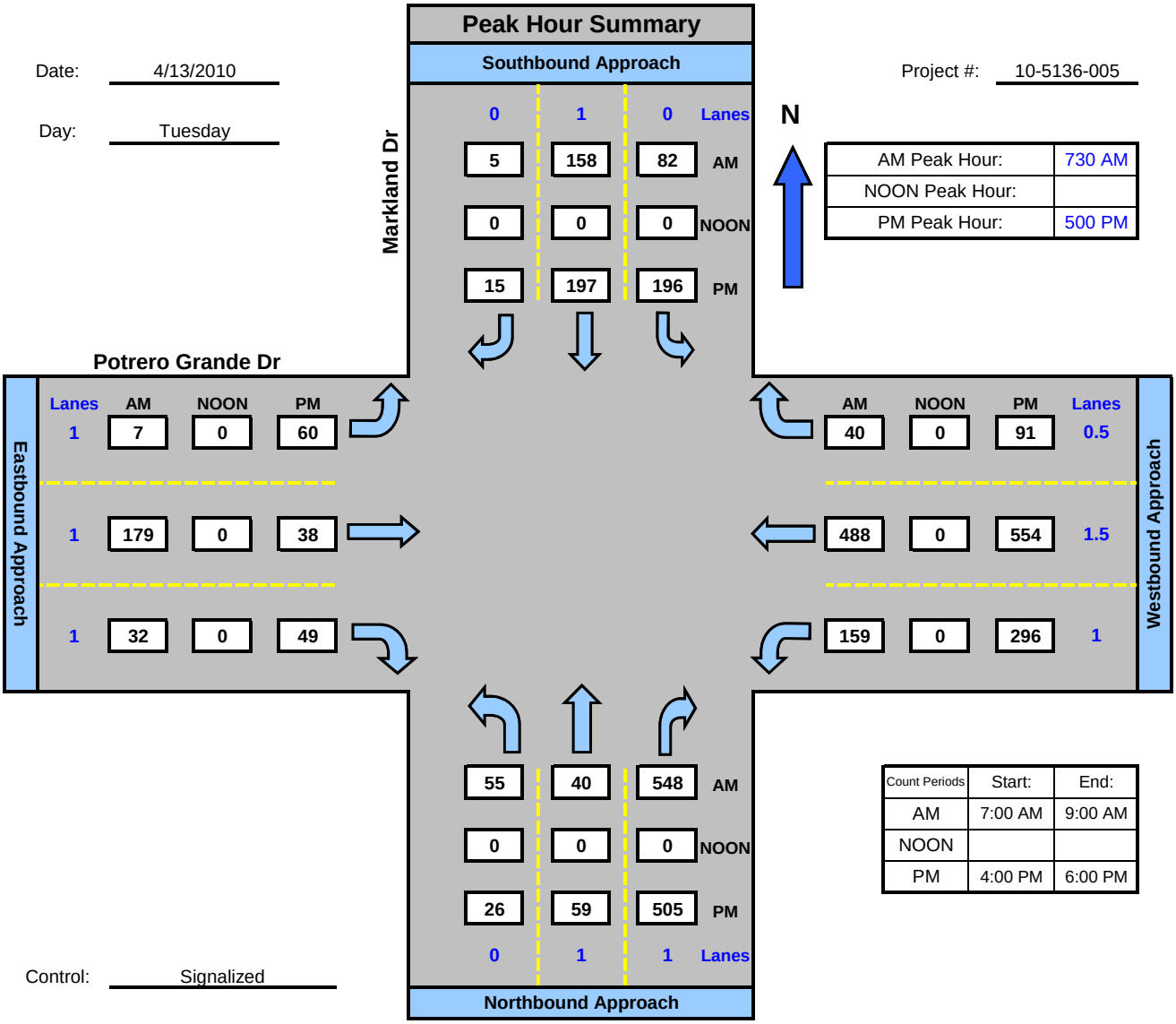
Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Markland Dr and Potrero Grande Dr , City of Monterey Park



Intersection Turning Movement

Prepared by:

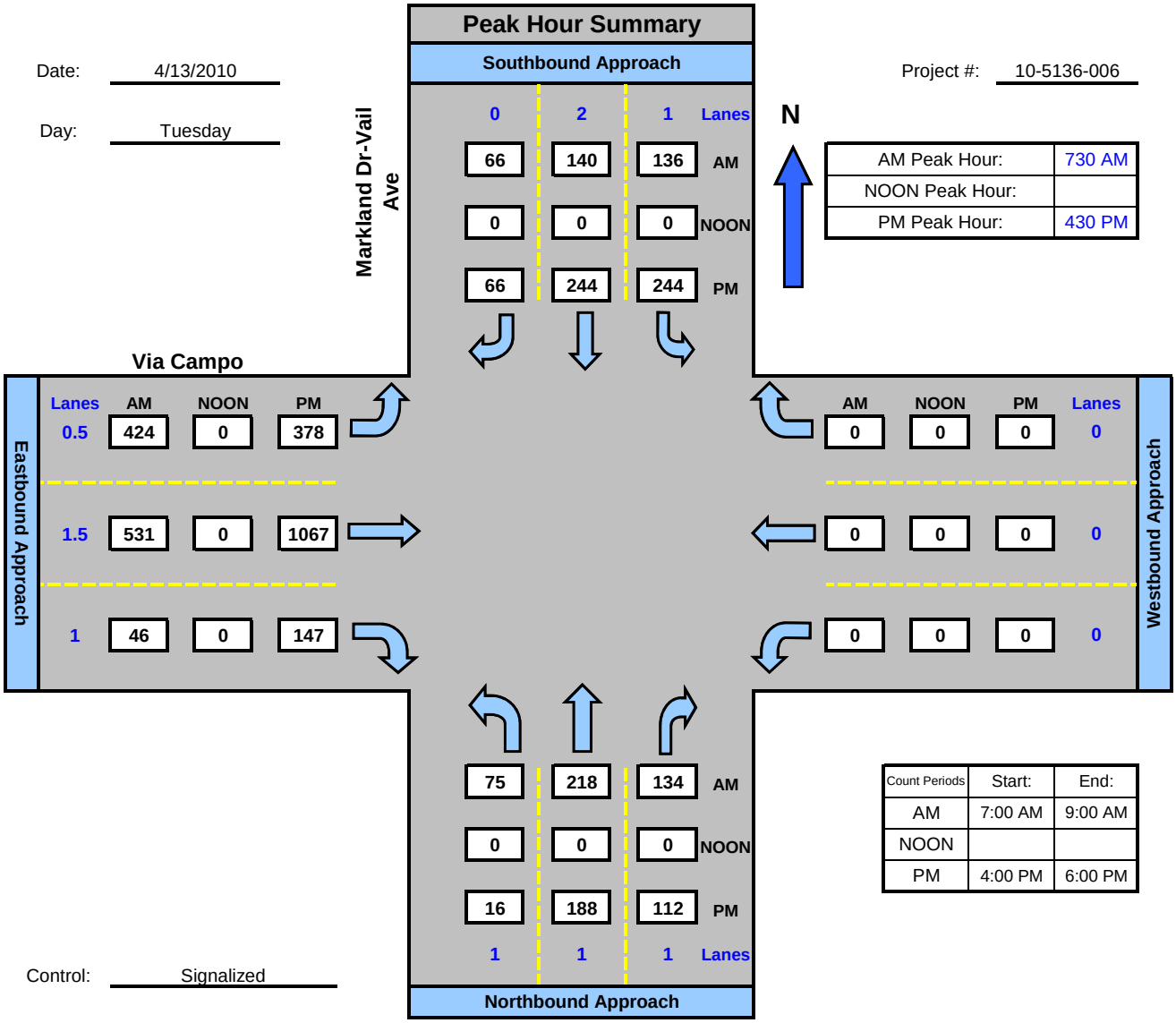
National Data & Surveying Services

Markland Dr-Vail Ave and Via Campo , City of Monterey Park

Date: 4/13/2010

Day: Tuesday

Project #: 10-5136-006



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	430 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

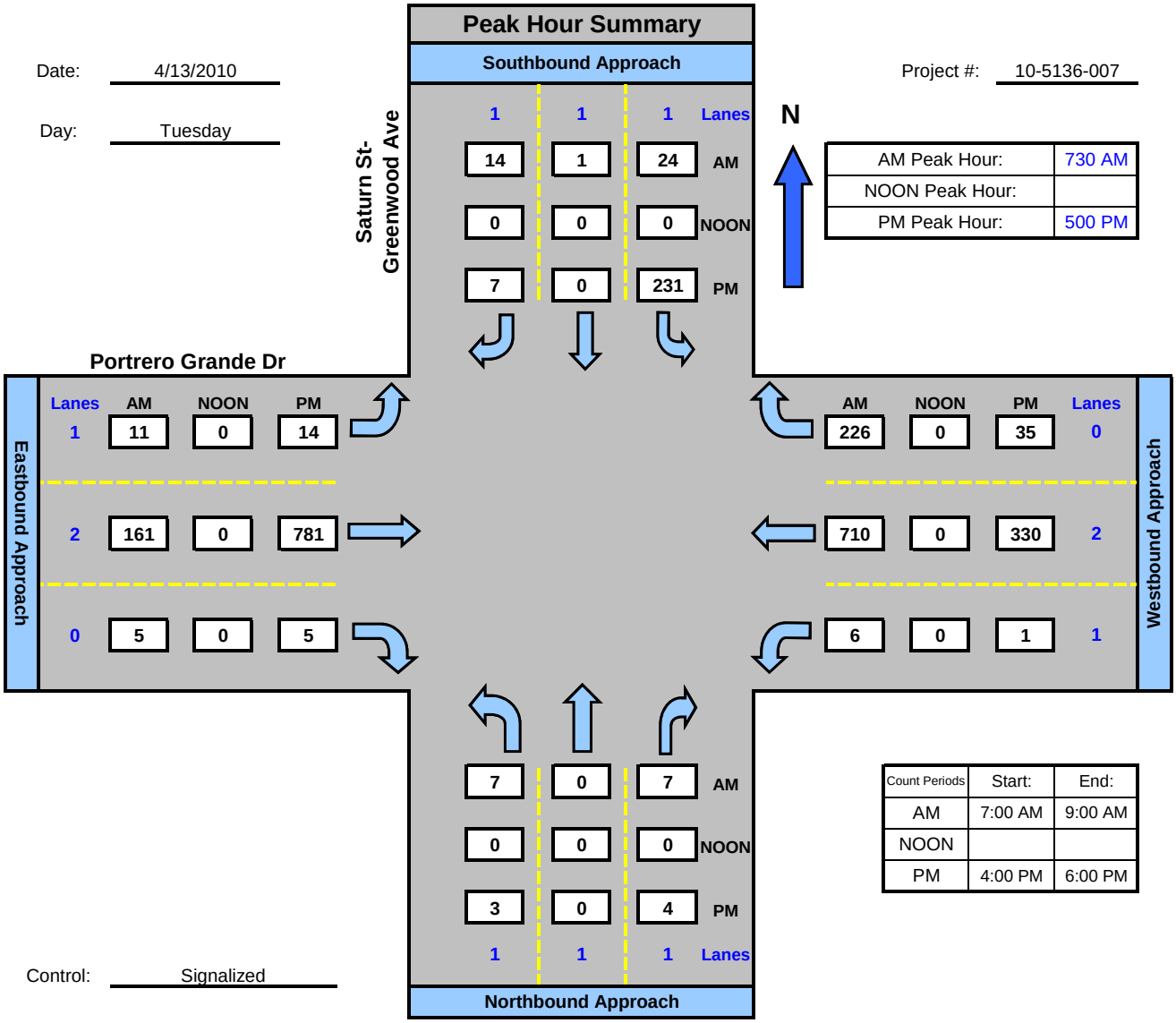
Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Saturn St-Greenwood Ave and Portrero Grande Dr , City of Monterey Park



Date: 4/13/2010

Day: Tuesday

Project #: 10-5136-007

AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

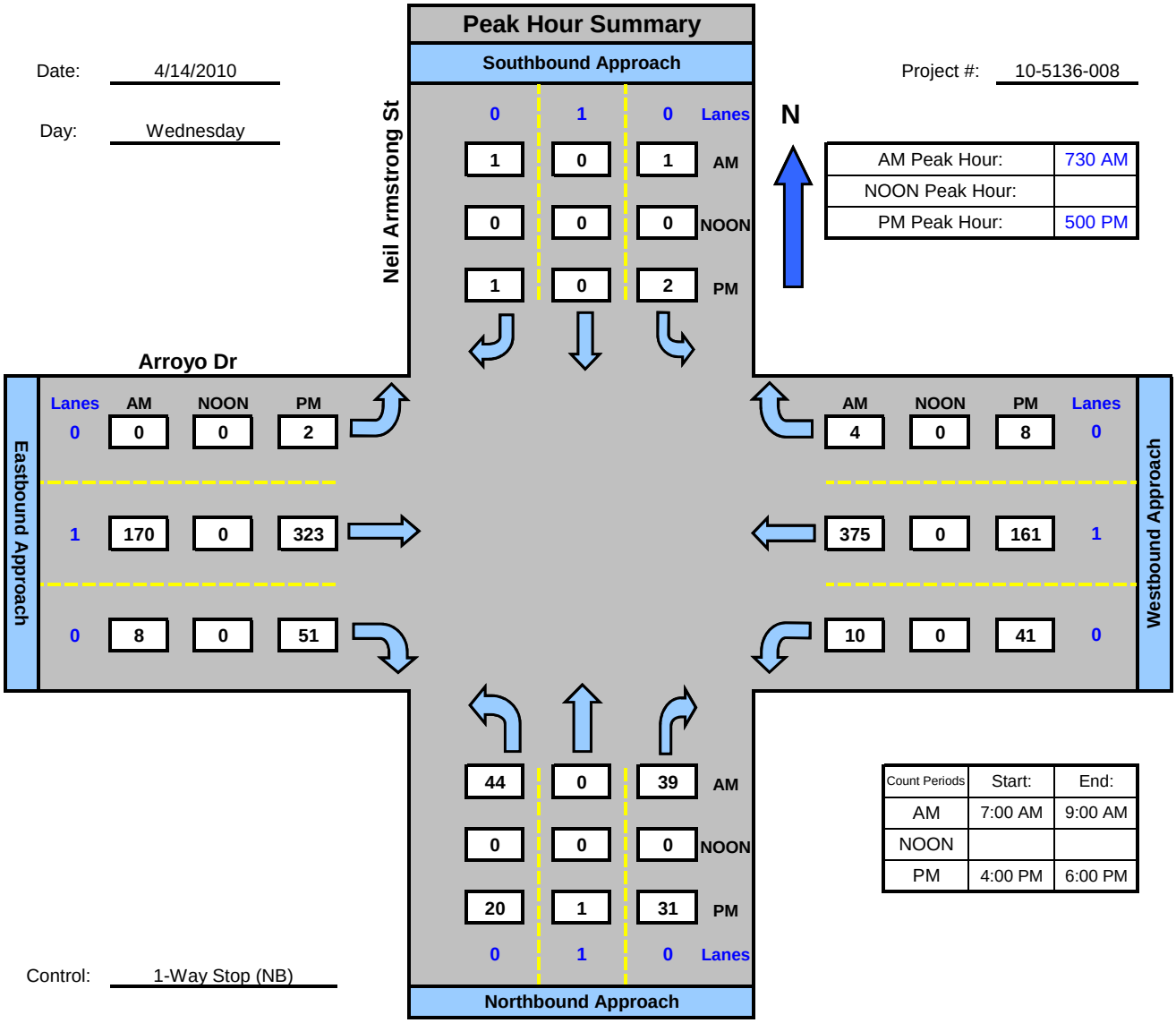
National Data & Surveying Services

Neil Armstrong St and Arroyo Dr , City of Monterey Park

Date: 4/14/2010

Day: Wednesday

Project #: 10-5136-008



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

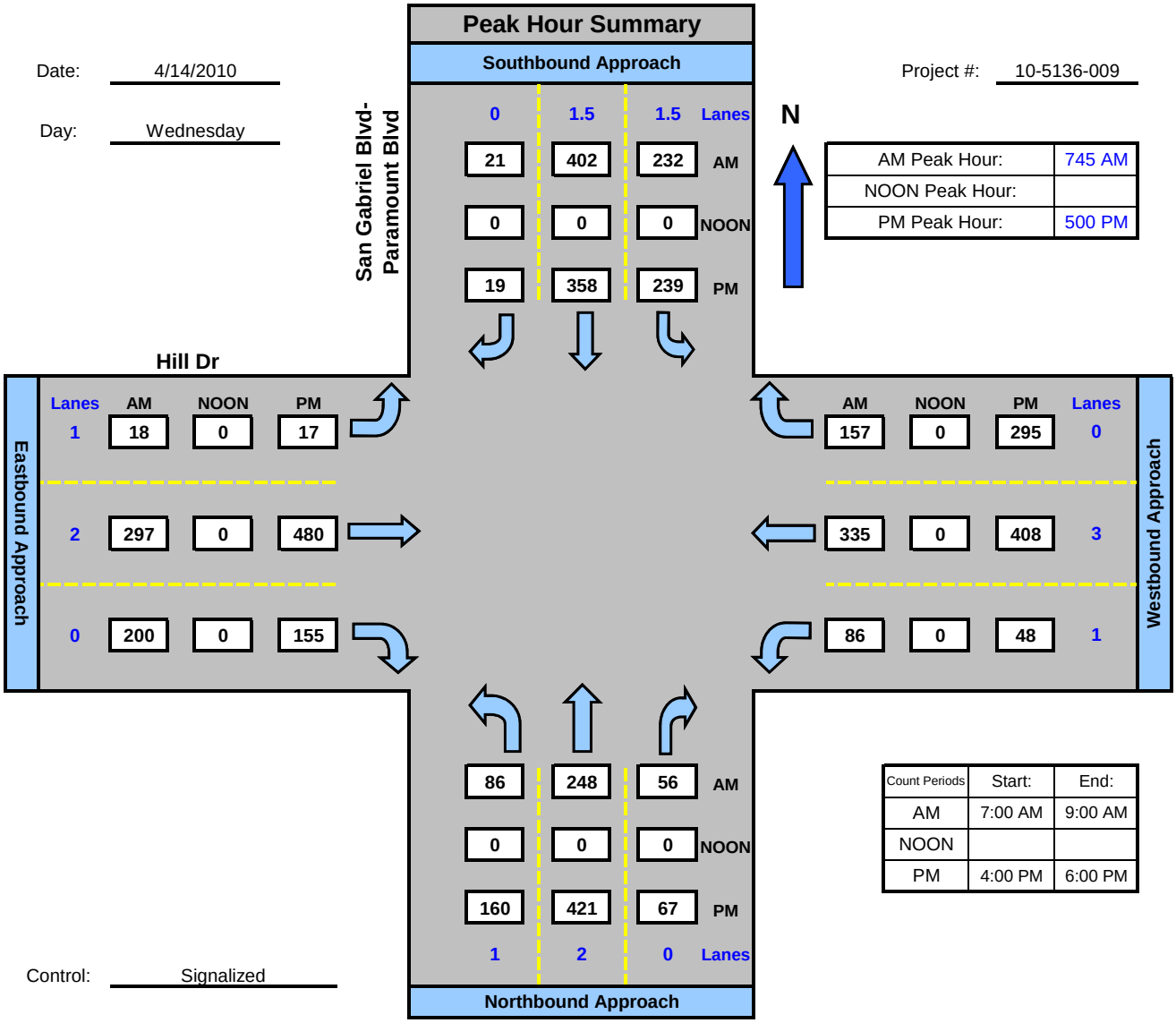
National Data & Surveying Services

San Gabriel Blvd-Paramount Blvd and Hill Dr , City of Monterey Park

Date: 4/14/2010

Day: Wednesday

Project #: 10-5136-009



AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

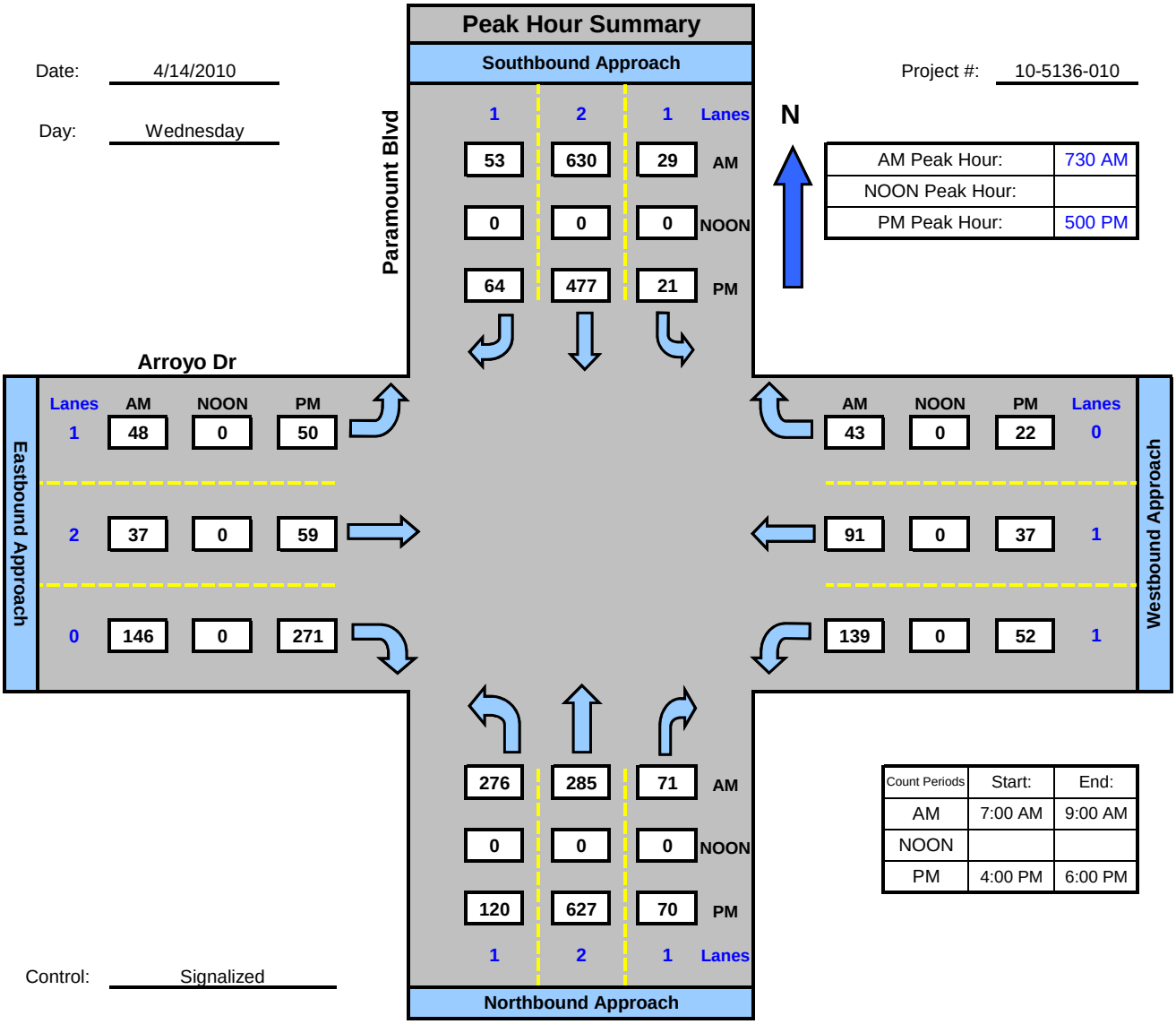
Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Paramount Blvd and Arroyo Dr , City of Monterey Park



Date: 4/14/2010

Day: Wednesday

Project #: 10-5136-010

AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

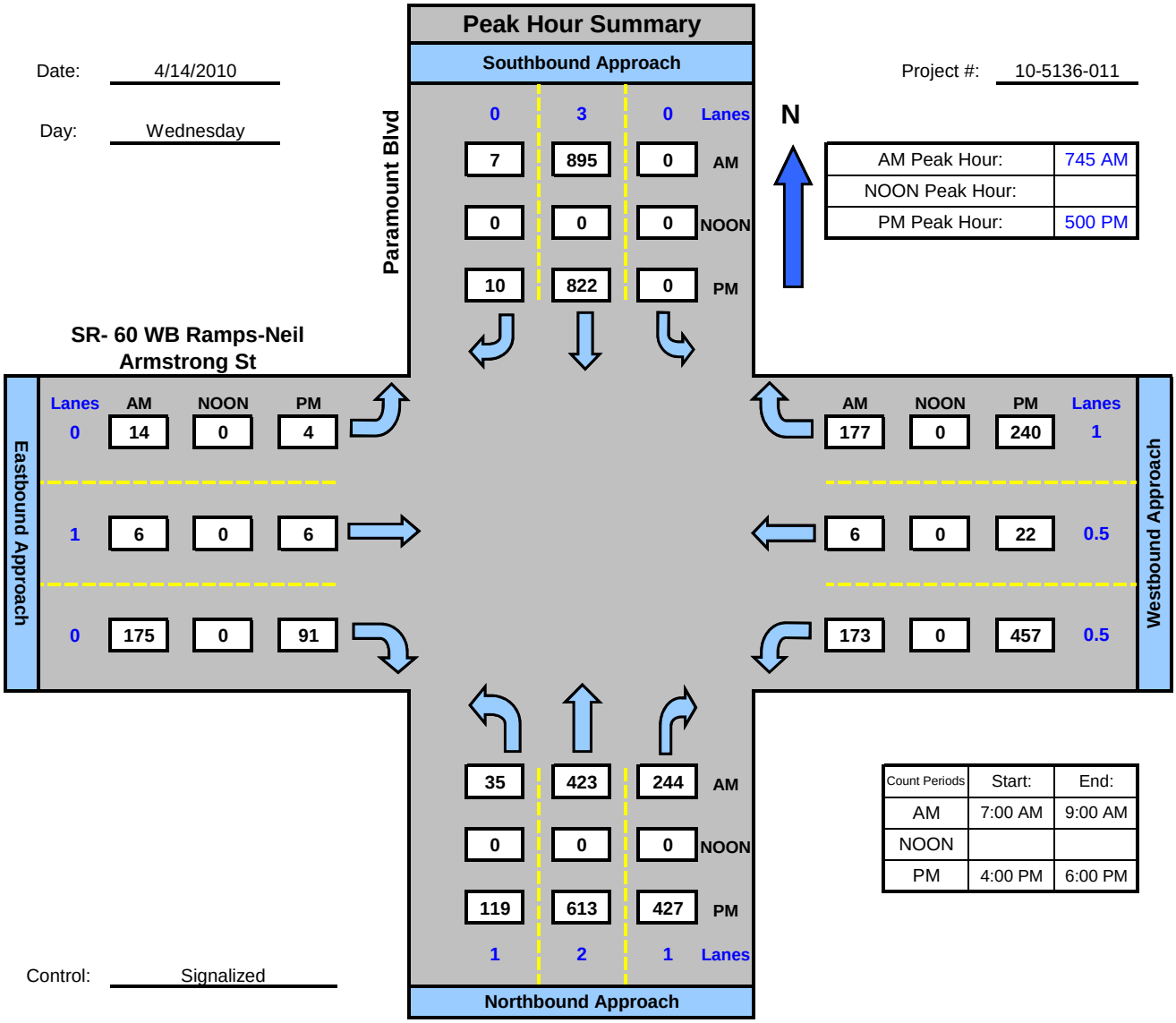
National Data & Surveying Services

Paramount Blvd and SR- 60 WB Ramps-Neil Armstrong St , City of Monterey Park

Date: 4/14/2010

Day: Wednesday

Project #: 10-5136-011



AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

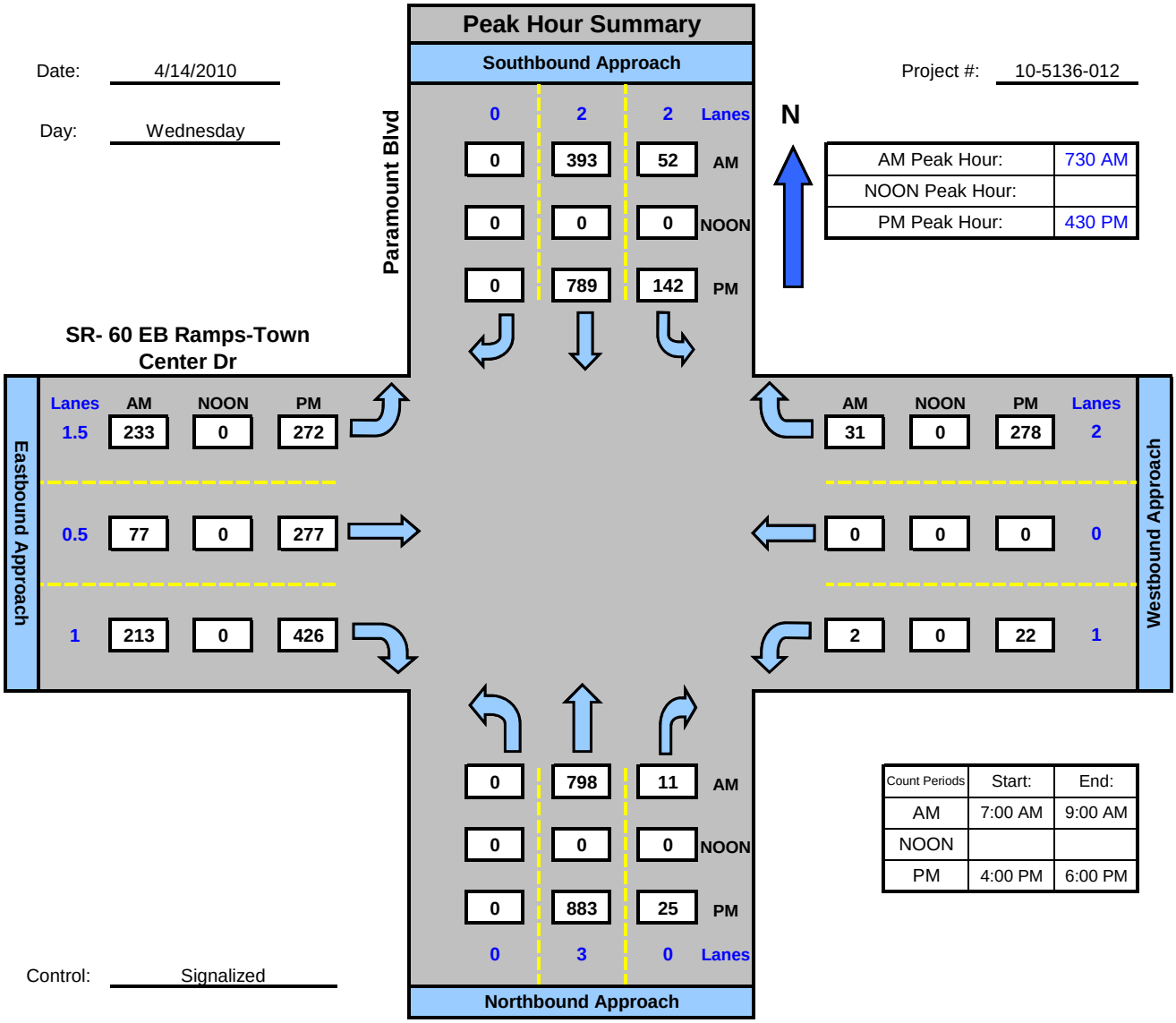
National Data & Surveying Services

Paramount Blvd and SR- 60 EB Ramps-Town Center Dr , City of Monterey Park

Date: 4/14/2010

Day: Wednesday

Project #: 10-5136-012



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	430 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

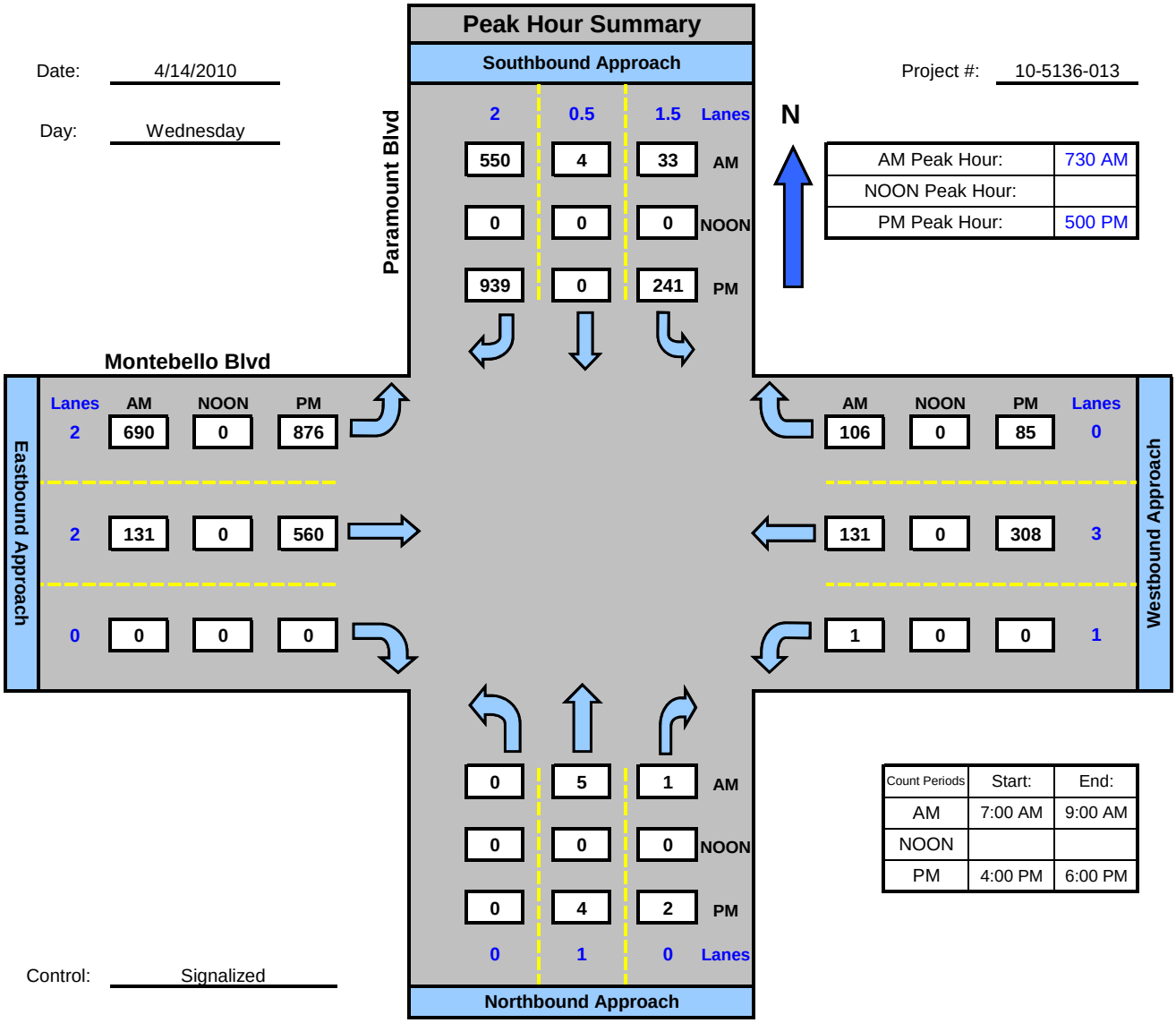
National Data & Surveying Services

Paramount Blvd and Montebello Blvd , City of Monterey Park

Date: 4/14/2010

Day: Wednesday

Project #: 10-5136-013



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

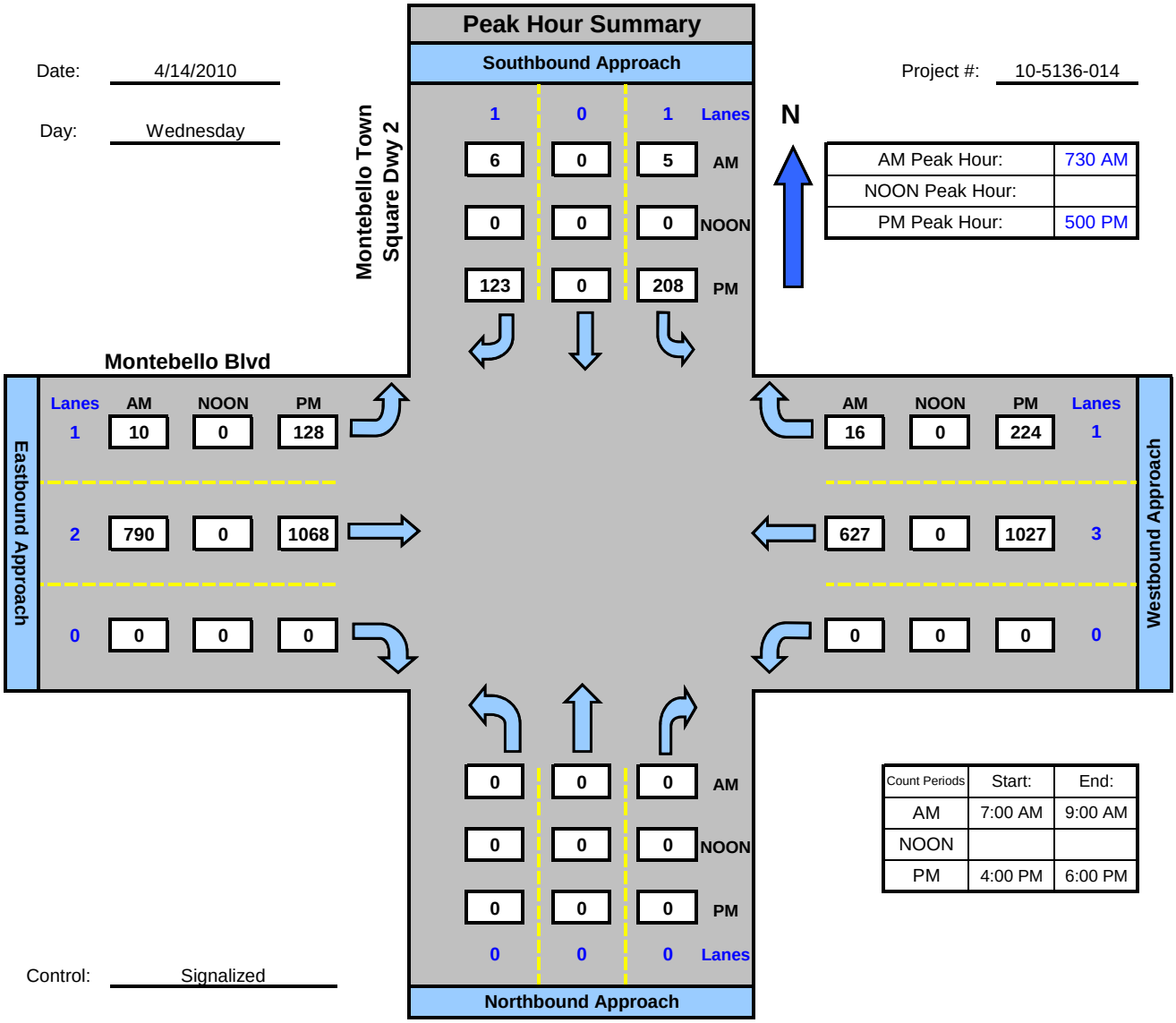
National Data & Surveying Services

Montebello Town Square Dwy 2 and Montebello Blvd , City of Monterey Park

Date: 4/14/2010

Day: Wednesday

Project #: 10-5136-014



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

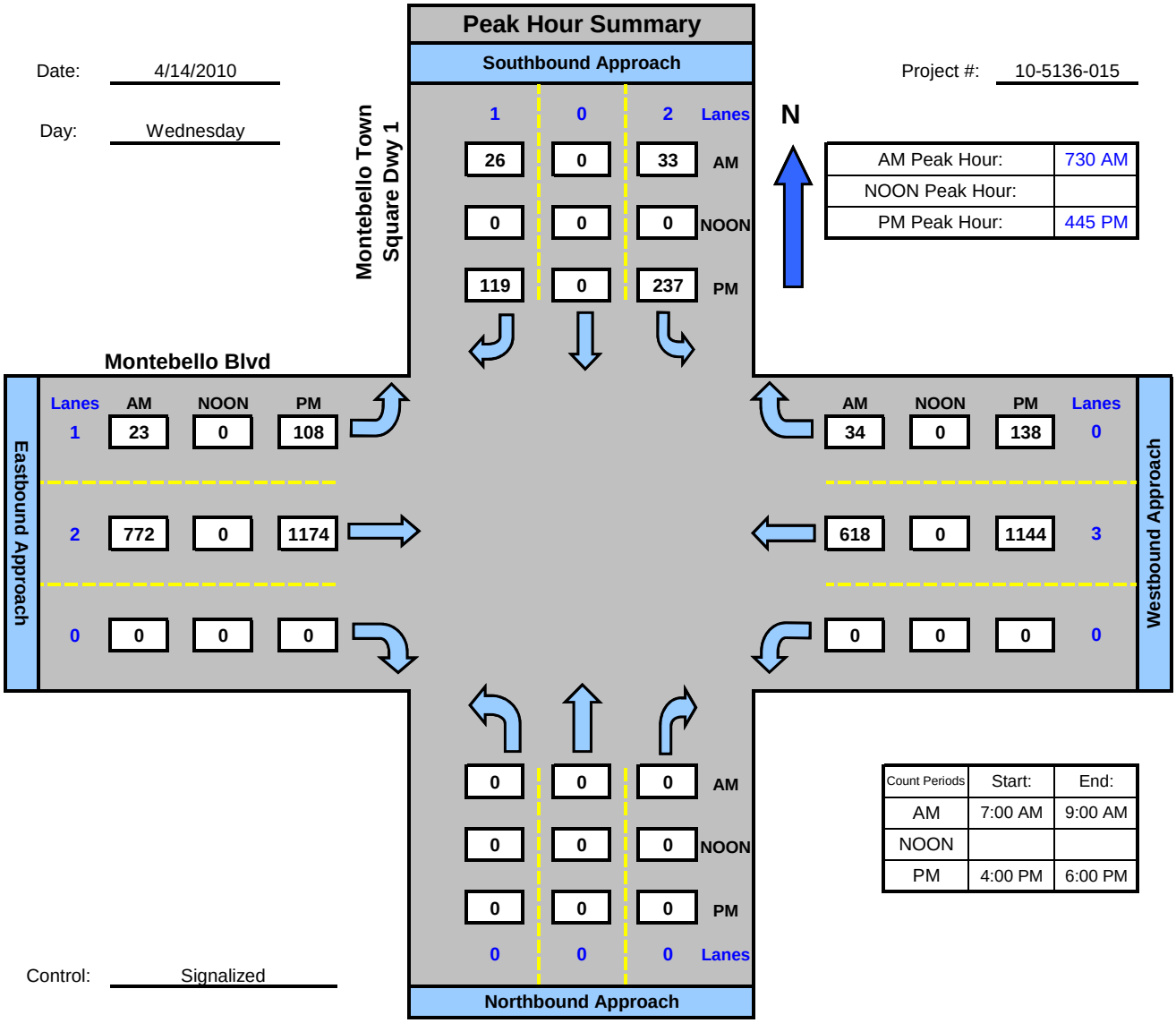
Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Montebello Town Square Dwy 1 and Montebello Blvd , City of Monterey Park



Date: 4/14/2010

Day: Wednesday

Project #: 10-5136-015

AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

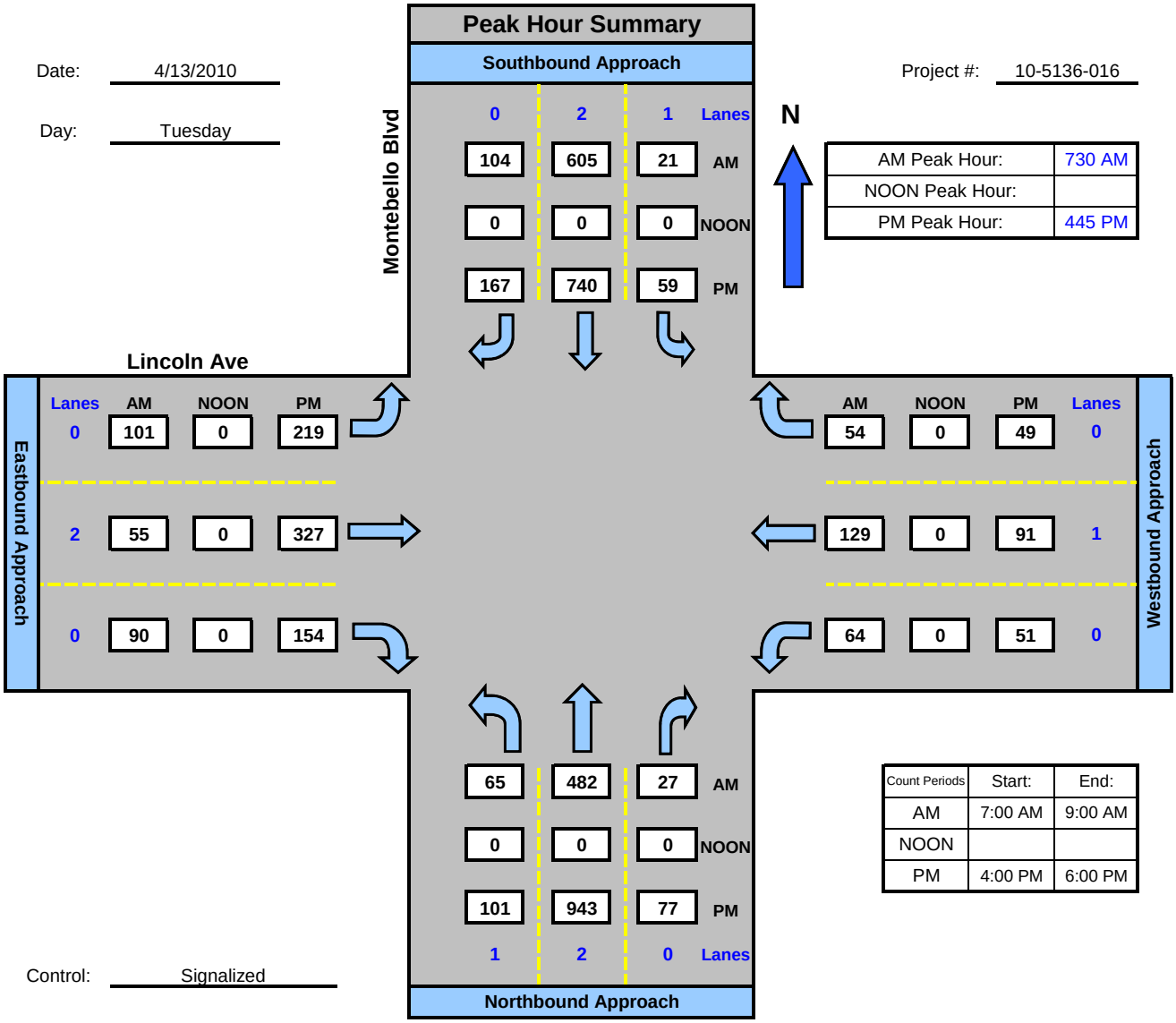
National Data & Surveying Services

Montebello Blvd and Lincoln Ave , City of Monterey Park

Date: 4/13/2010

Day: Tuesday

Project #: 10-5136-016



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

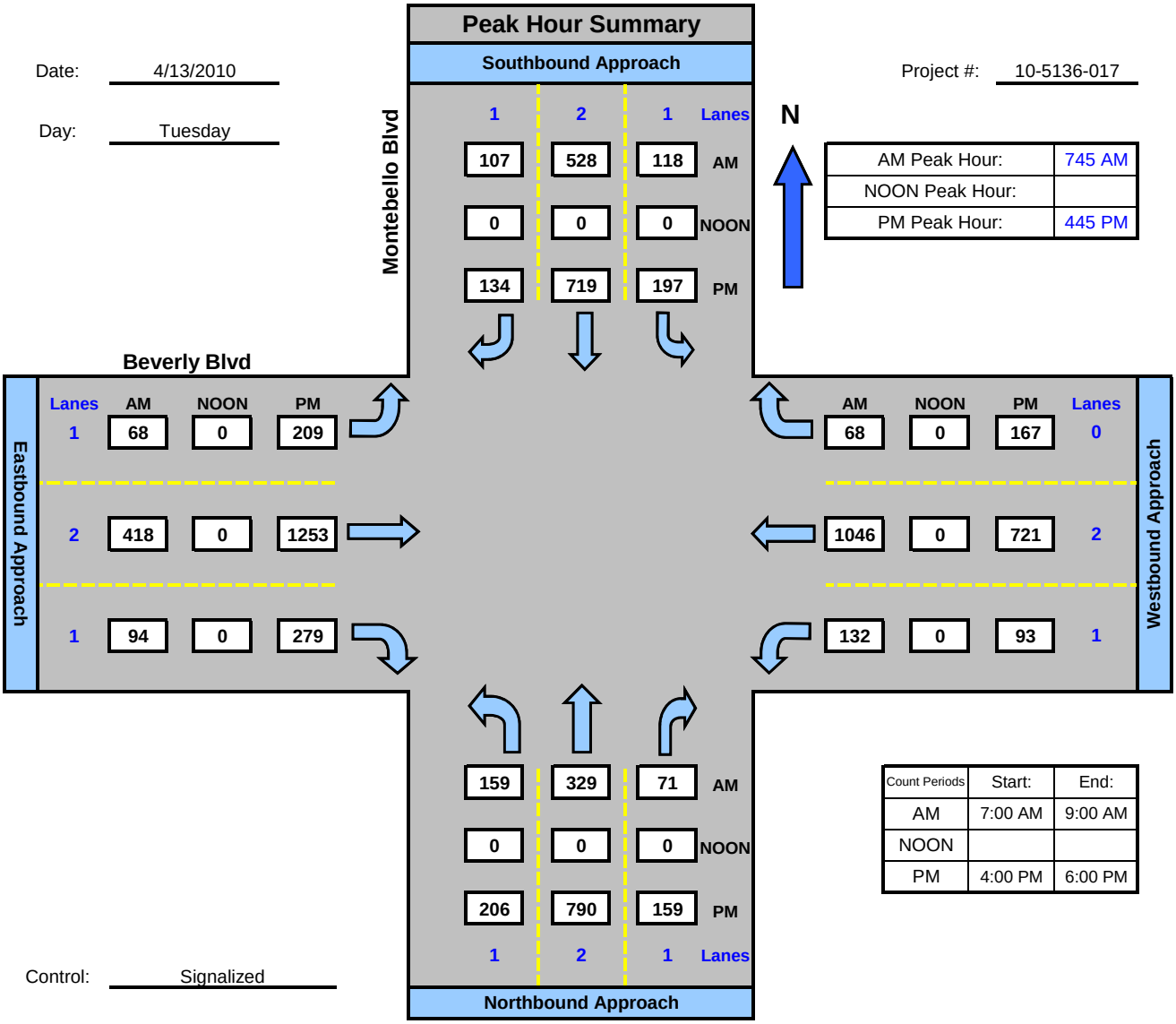
National Data & Surveying Services

Montebello Blvd and Beverly Blvd , City of Monterey Park

Date: 4/13/2010

Day: Tuesday

Project #: 10-5136-017



AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

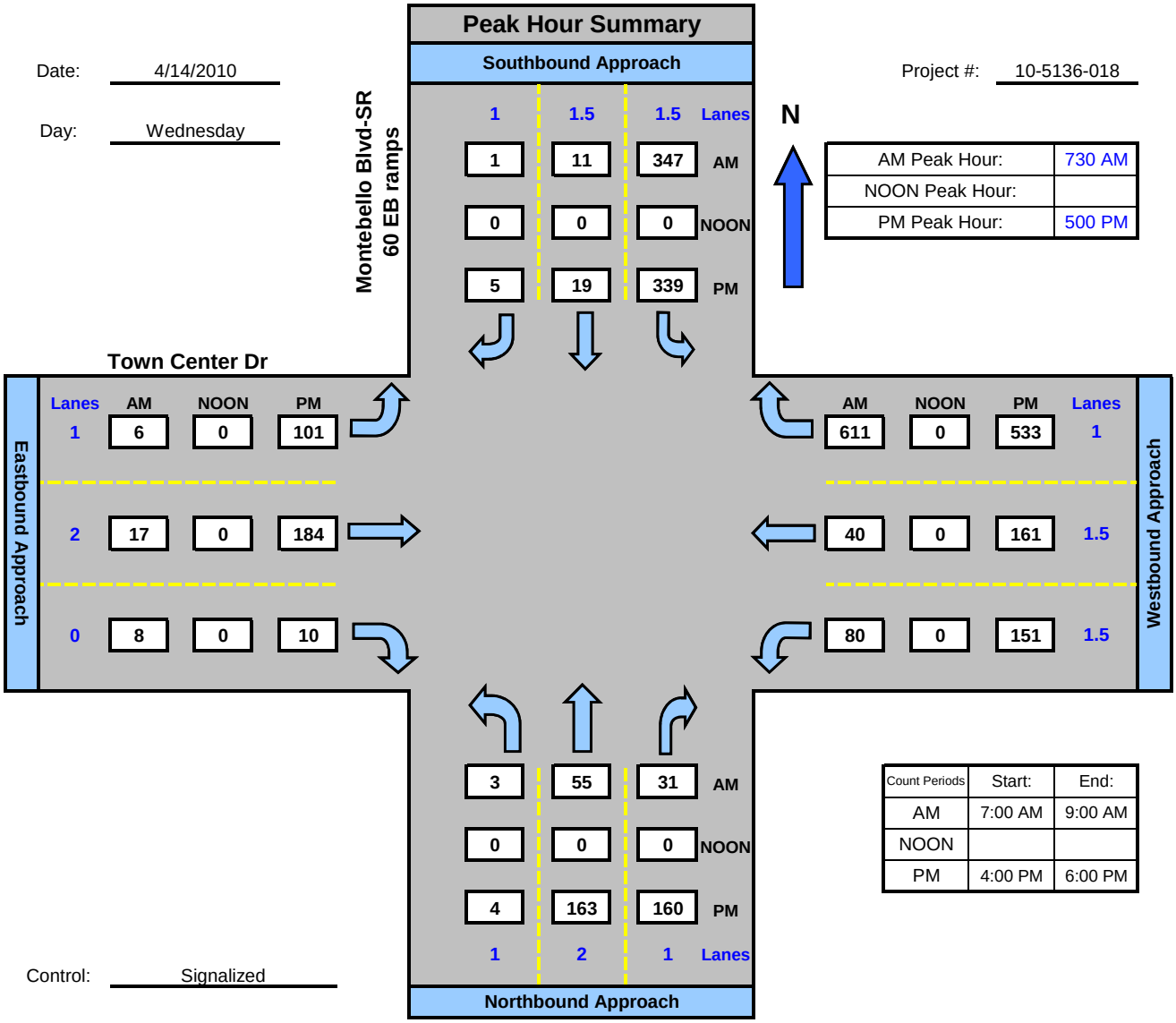
Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Montebello Blvd-SR 60 EB ramps and Town Center Dr , City of Monterey Park



Date: 4/14/2010

Day: Wednesday

Project #: 10-5136-018

AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

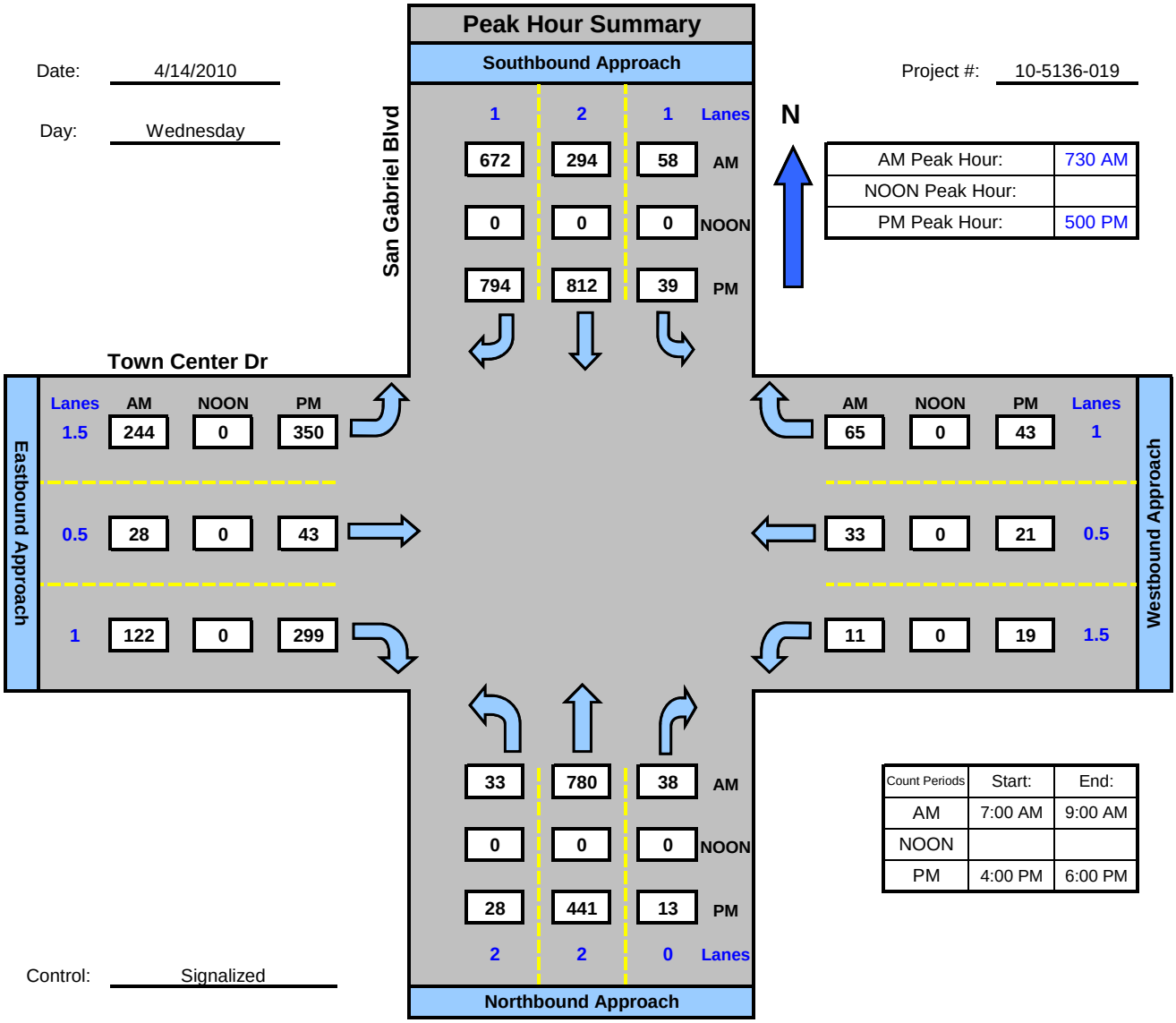
Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

San Gabriel Blvd and Town Center Dr , City of Monterey Park



Date: 4/14/2010

Day: Wednesday

Project #: 10-5136-019

AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

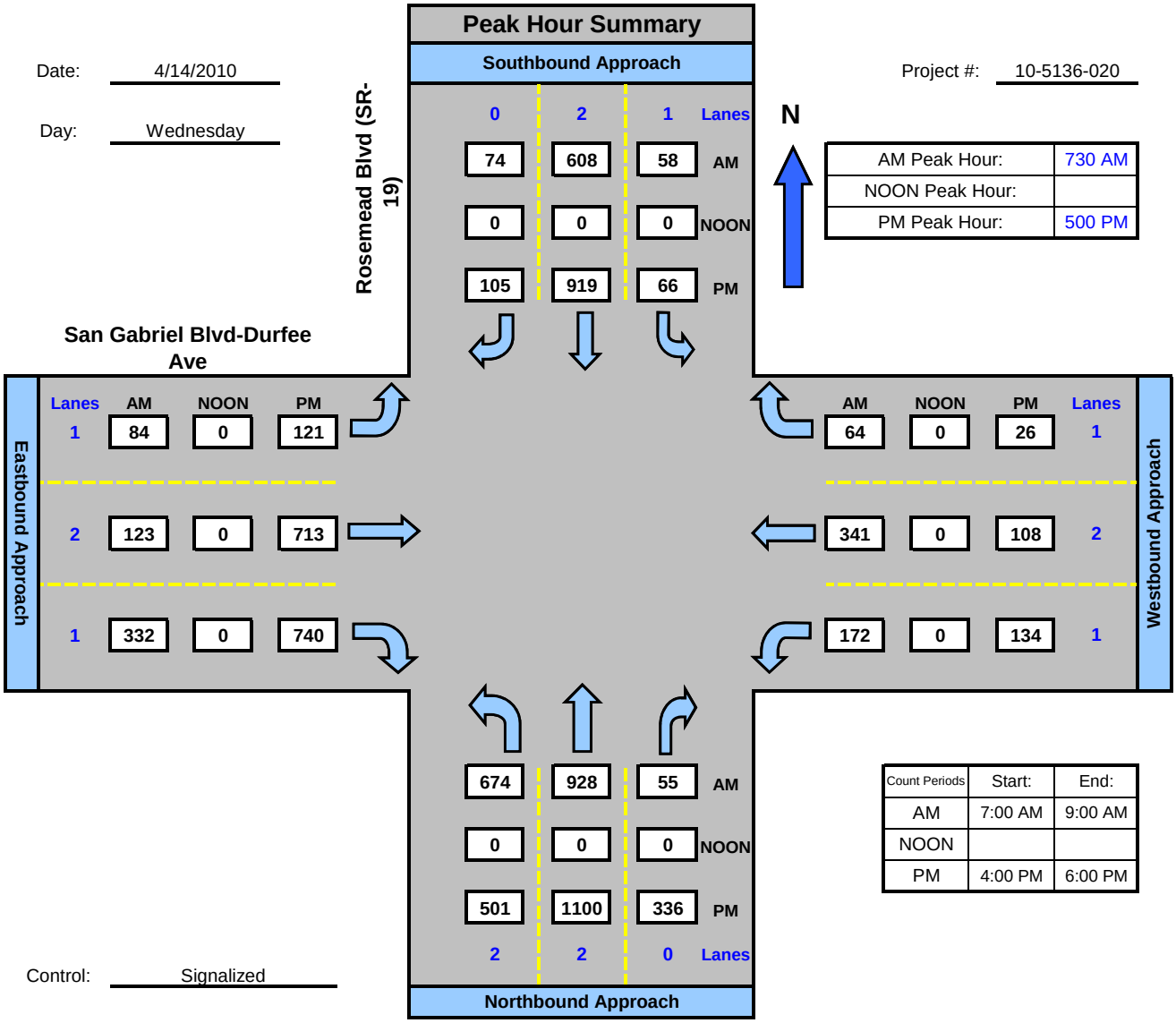
National Data & Surveying Services

Rosemead Blvd (SR-19) and San Gabriel Blvd-Durfee Ave , City of Monterey Park

Date: 4/14/2010

Day: Wednesday

Project #: 10-5136-020



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

APPENDIX B

Intersection Level of Service Worksheets

arch beach
CONSULTING

EXISTING AM PEAK HOUR

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Garfield Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Street Name:	Garfield Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1	0 0	0 0	2	0 1	0 0	0	0 0	0 1	2	0 1
Volume Module:												
Base Vol:	765	350	0	0	503	328	0	0	0	247	1030	154
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	765	350	0	0	503	328	0	0	0	247	1030	154
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	765	350	0	0	503	328	0	0	0	247	1030	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	765	350	0	0	503	328	0	0	0	247	1030	154
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	765	350	0	0	503	328	0	0	0	247	1030	154
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	2.00 1.00	0.00		0.00 2.00	1.00		0.00 0.00	0.00		0.58 2.42	1.00	
Final Sat.:	2880 1600	0		0 3200	1600		0	0	0	928 3872	1600	
Capacity Analysis Module:												
Vol/Sat:	0.27 0.22	0.00		0.00 0.16	0.21		0.00 0.00	0.00		0.15 0.27	0.10	
Crit Moves:	****				****						****	

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Garfield Avenue/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Garfield Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	0 1	1 1	1	0 0	1 0	2	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	775	170	146	603	0	122	726	334	25	0	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	775	170	146	603	0	122	726	334	25	0	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	775	170	146	603	0	122	726	334	25	0	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	775	170	146	603	0	122	726	334	25	0	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	775	170	146	603	0	122	726	334	25	0	219
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	3200	0	1600	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.11	0.09	0.19	0.00	0.08	0.23	0.21	0.02	0.00	0.14
Crit Moves:		****			****			****			****	

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Wilcox Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Wilcox Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 0	0 0 1		1 0	0 0 0		0 0	0 1 1		1 0
Volume Module:												
Base Vol:	483	320	0	0	330	63	0	0	0	272	1060	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	483	320	0	0	330	63	0	0	0	272	1060	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	483	320	0	0	330	63	0	0	0	272	1060	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	320	0	0	330	63	0	0	0	272	1060	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	483	320	0	0	330	63	0	0	0	272	1060	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.68	0.32	0.00	0.00	0.00	0.60	2.32	0.08
Final Sat.:	2880	3200	0	0	2687	513	0	0	0	953	3714	133
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.17	0.29	0.29
Crit Moves:	****				****						****	

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Wilcox Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Wilcox Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	1 1	0	0 1	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	293	735	153	118	449	37	30	875	286	19	89	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	735	153	118	449	37	30	875	286	19	89	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	735	153	118	449	37	30	875	286	19	89	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	735	153	118	449	37	30	875	286	19	89	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	735	153	118	449	37	30	875	286	19	89	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	1.85	0.15	0.08	2.20	0.72	0.26	1.22	0.52
Final Sat.:	1600	4800	1600	1600	2956	244	121	3526	1153	416	1951	833
Capacity Analysis Module:												
Vol/Sat:	0.18	0.15	0.10	0.07	0.15	0.15	0.25	0.25	0.25	0.05	0.05	0.05
Crit Moves:	****				****		****					****

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Markland Dr/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Markland Drive						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	0 1	1	0
Volume Module:												
Base Vol:	55	40	548	82	158	5	7	179	32	159	488	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	40	548	82	158	5	7	179	32	159	488	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	40	548	82	158	5	7	179	32	159	488	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	40	548	82	158	5	7	179	32	159	488	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	40	548	82	158	5	7	179	32	159	488	40
OvlAdjVol:			389									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.42	1.00	0.33	0.65	0.02	1.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	926	674	1600	536	1032	33	1600	1600	1600	1600	2958	242
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.34	0.15	0.15	0.15	0.00	0.11	0.02	0.10	0.16	0.17
OvlAdjV/S:			0.24									
Crit Moves:			****			****		****		****		

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Markland Dr-Vail Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Markland Drive-Vail Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	75	218	134	136	140	66	424	531	46	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	218	134	136	140	66	424	531	46	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	218	134	136	140	66	424	531	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	218	134	136	140	66	424	531	46	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	218	134	136	140	66	424	531	46	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.36	0.64	0.89	1.11	1.00	0.00	0.00	0.00
Final Sat.:	1600	1600	1600	1600	2175	1025	1421	1779	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.09	0.06	0.06	0.27	0.30	0.03	0.00	0.00	0.00
Crit Moves:	****			****				****				

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Saturn St-Greenwood Ave/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.414
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Saturn Street-Greenwood Avenue						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	7	0	7	24	1	14	11	161	5	6	710	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	7	24	1	14	11	161	5	6	710	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	7	24	1	14	11	161	5	6	710	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	7	24	1	14	11	161	5	6	710	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	7	24	1	14	11	161	5	6	710	226
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.52	0.48
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3104	96	1600	2427	773
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.01	0.05	0.05	0.00	0.29	0.29
Crit Moves:	****			****			****				****	

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Neil Armstrong St/Arroyo Dr

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[12.4]

Street Name:	Neil Armstrong Street									Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 0 1 0			0 0 1! 0 0					
Volume Module:															
Base Vol:	44	0	39	1	0	1	0	170	8	10	375	4			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	44	0	39	1	0	1	0	170	8	10	375	4			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	44	0	39	1	0	1	0	170	8	10	375	4			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	44	0	39	1	0	1	0	170	8	10	375	4			
Critical Gap Module:															
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	572	573	174	591	575	377	xxxx	xxxx	xxxxx	178	xxxx	xxxxx			
Potent Cap.:	434	432	875	422	431	674	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx			
Move Cap.:	431	429	875	401	428	674	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx			
Volume/Cap:	0.10	0.00	0.04	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT			
Shared Cap.:	xxxx	566	xxxxx	xxxx	503	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	12.4	xxxxx	xxxxx	12.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*			
ApproachDel:	12.4			12.2			xxxxxx			xxxxxx					
ApproachLOS:	B			B			*			*					

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

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 San Gabriel Blvd-Paramount Blvd/Hill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	San Gabriel Boulevard-Paramount B						Hill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1	1 0	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	86	248	56	232	402	21	18	297	200	86	335	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	248	56	232	402	21	18	297	200	86	335	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	248	56	232	402	21	18	297	200	86	335	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	248	56	232	402	21	18	297	200	86	335	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	248	56	232	402	21	18	297	200	86	335	157
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.06	1.84	0.10	1.00	1.20	0.80	1.00	2.04	0.96
Final Sat.:	1600	2611	589	1699	2947	154	1600	1912	1288	1600	3268	1532
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.10	0.14	0.14	0.14	0.01	0.16	0.16	0.05	0.10	0.10
OvlAdjV/S:												0.00
Crit Moves:			****	****				****		****		

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Paramount Blvd/Arroyo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Paramount Boulevard						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	276	285	71	29	630	53	48	37	146	139	91	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	285	71	29	630	53	48	37	146	139	91	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	285	71	29	630	53	48	37	146	139	91	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	285	71	29	630	53	48	37	146	139	91	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	285	71	29	630	53	48	37	146	139	91	43
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.68	0.32
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1087	513
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.04	0.02	0.20	0.03	0.03	0.02	0.09	0.09	0.08	0.08
Crit Moves:	****				****				****	****		

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Paramount Blvd/SR-60 WB Ramps-Neil Armstrong

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Paramount Boulevard						SR-60 WB Ramps-Neil Armstrong					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	35	423	244	0	895	7	14	6	175	173	6	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	423	244	0	895	7	14	6	175	173	6	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	423	244	0	895	7	14	6	175	173	6	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	423	244	0	895	7	14	6	175	173	6	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	423	244	0	895	7	14	6	175	173	6	177
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.98	0.02	0.07	0.03	0.90	0.97	0.03	1.00
Final Sat.:	1600	3200	1600	0	4763	37	115	49	1436	1546	54	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.15	0.00	0.19	0.19	0.01	0.12	0.12	0.11	0.11	0.11
Crit Moves:	****				****			****			****	

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Paramount Blvd/SR-60 EB Ramps-Town Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Paramount Boulevard						SR-60 EB Ramps-Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 2	1	0	2 0 2	0	0	1 1 0	0	1	1 0 0	0	2
Volume Module:												
Base Vol:	0	798	11	52	393	0	233	77	213	2	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	798	11	52	393	0	233	77	213	2	0	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	798	11	52	393	0	233	77	213	2	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	798	11	52	393	0	233	77	213	2	0	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	798	11	52	393	0	233	77	213	2	0	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.96	0.04	2.00	2.00	0.00	1.50	0.50	1.00	1.00	0.00	2.00
Final Sat.:	0	4735	65	2880	3200	0	2405	795	1600	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.02	0.12	0.00	0.10	0.10	0.13	0.00	0.00	0.01
Crit Moves:		****		****					****			****

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #13 Paramount Blvd/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Paramount Boulevard						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 1	0 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	5	1	33	4	550	690	131	0	0	131	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	1	33	4	550	690	131	0	0	131	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	1	33	4	550	690	131	0	0	131	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	1	33	4	550	690	131	0	0	131	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	1	33	4	550	690	131	0	0	131	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.83	0.17	1.78	0.22	2.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1333	267	2854	346	3200	2880	3200	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.17	0.24	0.04	0.00	0.00	0.04	0.07
Crit Moves:	****					****	****					****

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 Montebello Town Dwy #2/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Montebello Town Driveway #2						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	5	0	6	10	790	0	0	627	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	6	10	790	0	0	627	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	6	10	790	0	0	627	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	6	10	790	0	0	627	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	6	10	790	0	0	627	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.25	0.00	0.00	0.13	0.01
Crit Moves:					****			****			****	

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #15 Montebello Town Dwy #1/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Montebello Town Square Driveway #						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	2
Volume Module:												
Base Vol:	0	0	0	33	0	26	23	772	0	0	618	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	0	26	23	772	0	0	618	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	0	26	23	772	0	0	618	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	26	23	772	0	0	618	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	0	26	23	772	0	0	618	34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.84	0.16
Final Sat.:	0	0	0	2880	0	1600	1600	3200	0	0	4550	250
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.01	0.24	0.00	0.00	0.14	0.14
Crit Moves:						****		****		****		

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Montebello Blvd/Lincoln Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Montebellow Boulevard						Lincoln Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	65	482	27	21	605	104	101	55	90	64	129	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	482	27	21	605	104	101	55	90	64	129	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	482	27	21	605	104	101	55	90	64	129	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	482	27	21	605	104	101	55	90	64	129	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	482	27	21	605	104	101	55	90	64	129	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	1600	3030	170	1600	3200	1600	1600	1600	1600	1600	1128	472
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.01	0.19	0.07	0.06	0.03	0.06	0.04	0.11	0.11
Crit Moves:	****				****		****				****	

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17 Montebello Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Montebello Boulevard						Beverly Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1	1 0 1	1	0
Volume Module:												
Base Vol:	159	329	71	118	528	107	68	418	94	132	1046	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	329	71	118	528	107	68	418	94	132	1046	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	329	71	118	528	107	68	418	94	132	1046	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	329	71	118	528	107	68	418	94	132	1046	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	329	71	118	528	107	68	418	94	132	1046	68
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3005	195
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.04	0.07	0.17	0.07	0.04	0.13	0.06	0.08	0.35	0.35
Crit Moves:	****				****		****				****	

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Montebello Blvd-SR-60 EB ramps/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Montebello Boulevard - SR-60 EB R						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1	1 0	1	1 0	1 1	0	1	1 0	1
Volume Module:												
Base Vol:	3	55	31	347	11	1	6	17	8	80	40	611
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	55	31	347	11	1	6	17	8	80	40	611
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	55	0	347	11	1	6	17	8	80	40	611
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	55	0	347	11	1	6	17	8	80	40	611
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	55	0	347	11	1	6	17	8	80	40	611
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.36	0.64	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	1600	2176	1024	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.12	0.01	0.00	0.00	0.01	0.01	0.03	0.03	0.38
Crit Moves:		****		****				****				****

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 San Gabriel Blvd/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	San Gabriel Boulevard						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		1 0 2	0 1		1 1 0	0 1		0 1 0	0 1	
Volume Module:												
Base Vol:	33	780	38	58	294	672	244	28	122	11	33	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	780	38	58	294	672	244	28	122	11	33	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	780	38	58	294	672	244	28	122	11	33	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	780	38	58	294	672	244	28	122	11	33	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	780	38	58	294	672	244	28	122	11	33	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.91	0.09	1.00	2.00	1.00	1.79	0.21	1.00	0.25	0.75	1.00
Final Sat.:	2880	3051	149	1600	3200	1600	2871	329	1600	400	1200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.04	0.09	0.42	0.08	0.09	0.08	0.03	0.03	0.04
Crit Moves:	****					****		****				****

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 Rosemead Blvd (SR-19)/San Gabriel Blvd - Durfee

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Rosemead Boulevard (SR-19)						San Gabriel Boulevard - Durfee Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		1 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	674	928	55	58	608	74	84	123	332	172	341	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	674	928	55	58	608	74	84	123	332	172	341	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	674	928	55	58	608	74	84	123	332	172	341	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	674	928	55	58	608	74	84	123	332	172	341	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	674	928	55	58	608	74	84	123	332	172	341	64
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.89	0.11	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	3021	179	1600	2853	347	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.23	0.31	0.31	0.04	0.21	0.21	0.05	0.04	0.21	0.11	0.11	0.04
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****			****		

EXISTING PM PEAK HOUR

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Garfield Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	Garfield Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1	0 0	0 0	2	0 1	0 0	0	0 0	0 1	2	0 1
Volume Module:												
Base Vol:	506	730	0	0	704	110	0	0	0	287	945	294
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	506	730	0	0	704	110	0	0	0	287	945	294
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	506	730	0	0	704	110	0	0	0	287	945	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	506	730	0	0	704	110	0	0	0	287	945	294
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	506	730	0	0	704	110	0	0	0	287	945	294
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.23 1.77	0.00		0.00 2.00	1.00		0.00 0.00	0.00		0.70 2.30	1.00	
Final Sat.:	1965 2835	0		0 3200	1600		0	0	0	1118 3682	1600	
Capacity Analysis Module:												
Vol/Sat:	0.26 0.26	0.00		0.00 0.22	0.07		0.00 0.00	0.00		0.18 0.26	0.18	
Crit Moves:	****			****						****		

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Garfield Avenue/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.994
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Garfield Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	0 1	1 1	1	0 0	1 0	2	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	1034	308	283	677	0	136	1146	727	21	0	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1034	308	283	677	0	136	1146	727	21	0	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1034	308	283	677	0	136	1146	727	21	0	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1034	308	283	677	0	136	1146	727	21	0	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1034	308	283	677	0	136	1146	727	21	0	91
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	3200	0	1600	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.19	0.18	0.21	0.00	0.09	0.36	0.45	0.01	0.00	0.06
Crit Moves:		****			****				****	****		

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Wilcox Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Wilcox Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 0	0 0 1		1 0	0 0 0		0 0	0 1 1		1 0
Volume Module:												
Base Vol:	374	287	0	0	313	21	0	0	0	322	1109	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	287	0	0	313	21	0	0	0	322	1109	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	287	0	0	313	21	0	0	0	322	1109	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	287	0	0	313	21	0	0	0	322	1109	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	287	0	0	313	21	0	0	0	322	1109	77
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.87	0.13	0.00	0.00	0.00	0.64	2.21	0.15
Final Sat.:	2880	3200	0	0	2999	201	0	0	0	1025	3530	245
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.20	0.31	0.31
Crit Moves:	****				****						****	

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Wilcox Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Wilcox Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	1 1	0	0 1	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	103	554	241	133	484	23	50	1217	422	7	23	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	554	241	133	484	23	50	1217	422	7	23	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	554	241	133	484	23	50	1217	422	7	23	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	554	241	133	484	23	50	1217	422	7	23	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	554	241	133	484	23	50	1217	422	7	23	57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	1.91	0.09	0.09	2.16	0.75	0.16	0.84	1.00
Final Sat.:	1600	4800	1600	1600	3055	145	142	3459	1199	257	1343	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.15	0.08	0.16	0.16	0.35	0.35	0.35	0.03	0.02	0.04
Crit Moves:			****	****			****					****

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Markland Dr/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Markland Drive						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	26	59	505	196	197	15	60	38	49	296	554	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	59	505	196	197	15	60	38	49	296	554	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	59	505	196	197	15	60	38	49	296	554	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	59	505	196	197	15	60	38	49	296	554	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	59	505	196	197	15	60	38	49	296	554	91
OvlAdjVol:			209									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	0.48	0.48	0.04	1.00	1.00	1.00	1.00	1.72	0.28
Final Sat.:	489	1111	1600	769	773	59	1600	1600	1600	1600	2749	451
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.32	0.26	0.25	0.25	0.04	0.02	0.03	0.19	0.20	0.20
OvlAdjV/S:			0.13									
Crit Moves:			****	****			****				****	

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Markland Dr-Vail Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Markland Drive-Vail Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1		0 1	1 0 1		1 0	0 1 1		0 1	0 0 0		0 0
Volume Module:												
Base Vol:	16	188	112	244	244	66	378	1067	147	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	188	112	244	244	66	378	1067	147	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	188	112	244	244	66	378	1067	147	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	188	112	244	244	66	378	1067	147	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	188	112	244	244	66	378	1067	147	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.57	0.43	0.52	1.48	1.00	0.00	0.00	0.00
Final Sat.:	1600	1600	1600	1600	2519	681	837	2363	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.07	0.15	0.10	0.10	0.24	0.45	0.09	0.00	0.00	0.00
Crit Moves:	****			****				****				

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Saturn St-Greenwood Ave/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Saturn Street-Greenwood Avenue						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	3	0	4	231	0	7	14	781	5	1	330	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	4	231	0	7	14	781	5	1	330	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	4	231	0	7	14	781	5	1	330	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	4	231	0	7	14	781	5	1	330	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	4	231	0	7	14	781	5	1	330	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.81	0.19
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3180	20	1600	2893	307
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.00	0.01	0.25	0.25	0.00	0.11	0.11
Crit Moves:	****			****				****		****		

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Neil Armstrong St/Arroyo Dr

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[12.8]

Street Name:	Neil Armstrong Street						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	20	1	31	2	0	1	2	323	51	41	161	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1	31	2	0	1	2	323	51	41	161	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1	31	2	0	1	2	323	51	41	161	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1	31	2	0	1	2	323	51	41	161	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	600	604	349	616	625	165	169	xxxx	xxxxx	374	xxxx	xxxxx
Potent Cap.:	416	415	699	406	404	885	1421	xxxx	xxxxx	1196	xxxx	xxxxx
Move Cap.:	404	400	699	376	389	885	1421	xxxx	xxxxx	1196	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.04	0.01	0.00	0.00	0.00	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	540	xxxxx	xxxx	466	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.4	xxxxx	xxxxx	12.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.4			12.8			xxxxx			xxxxx		
ApproachLOS:	B			B			*			*		

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

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 San Gabriel Blvd-Paramount Blvd/Hill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name: San Gabriel Boulevard-Paramount B / Hill Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1	1 0	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	160	421	67	239	358	19	17	480	155	48	408	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	421	67	239	358	19	17	480	155	48	408	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	421	67	239	358	19	17	480	155	48	408	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	421	67	239	358	19	17	480	155	48	408	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	421	67	239	358	19	17	480	155	48	408	295
OvlAdjVol:												90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.16	1.75	0.09	1.00	1.51	0.49	1.00	2.00	1.00
Final Sat.:	1600	2761	439	1862	2790	148	1600	2419	781	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.13	0.13	0.13	0.01	0.20	0.20	0.03	0.13	0.18
OvlAdjV/S:												0.06
Crit Moves:		****	****					****		****		

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Paramount Blvd/Arroyo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Paramount Boulevard						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	120	627	70	21	477	64	50	59	271	52	37	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	627	70	21	477	64	50	59	271	52	37	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	627	70	21	477	64	50	59	271	52	37	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	627	70	21	477	64	50	59	271	52	37	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	627	70	21	477	64	50	59	271	52	37	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1003	597
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.04	0.01	0.15	0.04	0.03	0.04	0.17	0.03	0.04	0.04
Crit Moves:	****				****				****	****		

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Paramount Blvd/SR-60 WB Ramps-Neil Armstrong

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Paramount Boulevard						SR-60 WB Ramps-Neil Armstrong					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	119	613	427	0	822	10	4	6	91	457	22	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	613	427	0	822	10	4	6	91	457	22	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	613	427	0	822	10	4	6	91	457	22	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	613	427	0	822	10	4	6	91	457	22	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	613	427	0	822	10	4	6	91	457	22	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.96	0.04	0.04	0.06	0.90	0.95	0.05	1.00
Final Sat.:	1600	3200	1600	0	4742	58	63	95	1442	1527	73	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.27	0.00	0.17	0.17	0.00	0.06	0.06	0.29	0.30	0.15
Crit Moves:			****	****				****		****		

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Paramount Blvd/SR-60 EB Ramps-Town Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Paramount Boulevard						SR-60 EB Ramps-Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 2	1	0	2 0 2	0	0	1 1 0	0	1	1 0 0	0	2
Volume Module:												
Base Vol:	0	883	25	142	789	0	272	277	426	22	0	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	883	25	142	789	0	272	277	426	22	0	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	883	25	142	789	0	272	277	426	22	0	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	883	25	142	789	0	272	277	426	22	0	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	883	25	142	789	0	272	277	426	22	0	278
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.92	0.08	2.00	2.00	0.00	1.00	1.00	1.00	1.00	0.00	2.00
Final Sat.:	0	4668	132	2880	3200	0	1600	1600	1600	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.05	0.25	0.00	0.17	0.17	0.27	0.01	0.00	0.09
Crit Moves:	****				****				****			****

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #13 Paramount Blvd/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Paramount Boulevard						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	1 0	1 1	0	0 2	2 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	0	4	2	241	0	939	876	560	0	0	308	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4	2	241	0	939	876	560	0	0	308	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4	2	241	0	939	876	560	0	0	308	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	2	241	0	939	876	560	0	0	308	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4	2	241	0	939	876	560	0	0	308	85
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.67	0.33	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.35	0.65
Final Sat.:	0	1067	533	3200	0	3200	2880	3200	0	1600	3762	1038
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.29	0.30	0.17	0.00	0.00	0.08	0.08
Crit Moves:	****					****	****				****	

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 Montebello Town Dwy #2/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Montebello Town Driveway #2						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	208	0	123	128	1068	0	0	1027	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	208	0	123	128	1068	0	0	1027	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	208	0	123	128	1068	0	0	1027	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	208	0	123	128	1068	0	0	1027	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	208	0	123	128	1068	0	0	1027	224
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.08	0.08	0.33	0.00	0.00	0.21	0.14
Crit Moves:				****				****		****		

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #15 Montebello Town Dwy #1/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Montebello Town Square Driveway #						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	2
Volume Module:												
Base Vol:	0	0	0	237	0	119	108	1174	0	0	1144	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	237	0	119	108	1174	0	0	1144	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	237	0	119	108	1174	0	0	1144	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	237	0	119	108	1174	0	0	1144	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	237	0	119	108	1174	0	0	1144	138
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.68	0.32
Final Sat.:	0	0	0	2880	0	1600	1600	3200	0	0	4283	517
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.07	0.37	0.00	0.00	0.27	0.27
Crit Moves:				****				****		****		

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Montebello Blvd/Lincoln Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Montebellow Boulevard						Lincoln Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	101	943	77	59	740	167	219	327	154	51	91	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	943	77	59	740	167	219	327	154	51	91	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	943	77	59	740	167	219	327	154	51	91	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	943	77	59	740	167	219	327	154	51	91	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	943	77	59	740	167	219	327	154	51	91	49
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.65	0.35
Final Sat.:	1600	2958	242	1600	3200	1600	1600	1600	1600	1600	1040	560
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.04	0.23	0.10	0.14	0.20	0.10	0.03	0.09	0.09
Crit Moves:		****			****			****			****	

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17 Montebello Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	E

Street Name:	Montebello Boulevard						Beverly Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1	1 0 1	1	0
Volume Module:												
Base Vol:	206	790	159	197	719	134	209	1253	279	93	721	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	790	159	197	719	134	209	1253	279	93	721	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	790	159	197	719	134	209	1253	279	93	721	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	790	159	197	719	134	209	1253	279	93	721	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	790	159	197	719	134	209	1253	279	93	721	167
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	2598	602
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.10	0.12	0.22	0.08	0.13	0.39	0.17	0.06	0.28	0.28
Crit Moves:		****		****				****		****		

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Montebello Blvd-SR-60 EB ramps/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Montebello Boulevard - SR-60 EB R						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1	1 0	1	1 0	1 1	0	1	1 0	1
Volume Module:												
Base Vol:	4	163	160	339	19	5	101	184	10	151	161	533
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	163	160	339	19	5	101	184	10	151	161	533
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	163	0	339	19	5	101	184	10	151	161	533
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	163	0	339	19	5	101	184	10	151	161	533
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	163	0	339	19	5	101	184	10	151	161	533
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.90	0.10	1.45	1.55	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	1600	3035	165	2323	2477	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.12	0.01	0.00	0.06	0.06	0.06	0.07	0.06	0.33
Crit Moves:		****		****			****					****

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 San Gabriel Blvd/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	San Gabriel Boulevard						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		1 0 2	0 1		1 1 0	0 1		0 1 0	0 1	
Volume Module:												
Base Vol:	28	441	13	39	812	794	350	43	299	19	21	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	441	13	39	812	794	350	43	299	19	21	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	441	13	39	812	794	350	43	299	19	21	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	441	13	39	812	794	350	43	299	19	21	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	441	13	39	812	794	350	43	299	19	21	43
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	1.78	0.22	1.00	0.48	0.52	1.00
Final Sat.:	2880	3108	92	1600	3200	1600	2850	350	1600	760	840	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.02	0.25	0.50	0.12	0.12	0.19	0.03	0.03	0.03
Crit Moves:	****					****			****			****

Monterey Park Market Place
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 Rosemead Blvd (SR-19)/San Gabriel Blvd - Durfee

Cycle (sec):	100	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	Level Of Service:	E

Street Name:	Rosemead Boulevard (SR-19)						San Gabriel Boulevard - Durfee Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		1 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	501	1100	336	66	919	105	121	713	740	134	108	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	501	1100	336	66	919	105	121	713	740	134	108	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	501	1100	336	66	919	105	121	713	740	134	108	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	1100	336	66	919	105	121	713	740	134	108	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	501	1100	336	66	919	105	121	713	740	134	108	26
OvlAdjVol:									462			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.53	0.47	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2451	749	1600	2872	328	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.45	0.45	0.04	0.32	0.32	0.08	0.22	0.46	0.08	0.03	0.02
OvlAdjV/S:									0.29			
Crit Moves:	****			****					****	****		

arch beach
CONSULTING

OPENING YEAR 2015 BASELINE AM PEAK HOUR

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Garfield Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Garfield Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1	0 0	0 0	2	0 1	0 0	0	0 0	0 1	2	0 1
Volume Module:												
Base Vol:	765	350	0	0	503	328	0	0	0	247	1030	154
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	796	364	0	0	523	341	0	0	0	257	1071	160
Added Vol:	0	0	0	0	3	0	0	0	0	1	1	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	796	364	0	0	526	341	0	0	0	258	1072	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	796	364	0	0	526	341	0	0	0	258	1072	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	796	364	0	0	526	341	0	0	0	258	1072	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	796	364	0	0	526	341	0	0	0	258	1072	162
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.58	2.42	1.00
Final Sat.:	2880	1600	0	0	3200	1600	0	0	0	931	3869	1600
Capacity Analysis Module:												
Vol/Sat:	0.28	0.23	0.00	0.00	0.16	0.21	0.00	0.00	0.00	0.16	0.28	0.10
Crit Moves:	****					****					****	

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Garfield Avenue/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Garfield Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	0 1	1 1	1	0 0	1 0	2	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	775	170	146	603	0	122	726	334	25	0	219
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	806	177	152	627	0	127	755	347	26	0	228
Added Vol:	0	0	1	3	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	806	178	155	628	0	127	755	347	26	0	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	806	178	155	628	0	127	755	347	26	0	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	806	178	155	628	0	127	755	347	26	0	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	806	178	155	628	0	127	755	347	26	0	228
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	3200	0	1600	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.11	0.10	0.20	0.00	0.08	0.24	0.22	0.02	0.00	0.14
Crit Moves:		****			****			****		****		

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Wilcox Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Wilcox Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 0	0 0 1		1 0	0 0 0		0 0	0 1 1		1 0
Volume Module:												
Base Vol:	483	320	0	0	330	63	0	0	0	272	1060	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	502	333	0	0	343	66	0	0	0	283	1102	40
Added Vol:	0	0	0	0	1	0	0	0	0	1	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	502	333	0	0	344	66	0	0	0	284	1105	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	502	333	0	0	344	66	0	0	0	284	1105	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	333	0	0	344	66	0	0	0	284	1105	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	502	333	0	0	344	66	0	0	0	284	1105	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.68	0.32	0.00	0.00	0.00	0.60	2.32	0.08
Final Sat.:	2880	3200	0	0	2688	512	0	0	0	953	3711	136
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.18	0.30	0.30
Crit Moves:	****				****						****	

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Wilcox Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Wilcox Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	1 1	0	0 1	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	293	735	153	118	449	37	30	875	286	19	89	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	305	764	159	123	467	38	31	910	297	20	93	40
Added Vol:	0	0	1	1	1	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	764	160	124	468	38	31	914	297	20	93	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	764	160	124	468	38	31	914	297	20	93	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	764	160	124	468	38	31	914	297	20	93	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	764	160	124	468	38	31	914	297	20	93	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	1.85	0.15	0.07	2.21	0.72	0.26	1.22	0.52
Final Sat.:	1600	4800	1600	1600	2957	243	121	3531	1149	416	1951	833
Capacity Analysis Module:												
Vol/Sat:	0.19	0.16	0.10	0.08	0.16	0.16	0.26	0.26	0.26	0.05	0.05	0.05
Crit Moves:	****				****			****				****

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Markland Dr/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Markland Drive						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	55	40	548	82	158	5	7	179	32	159	488	40
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	57	42	570	85	164	5	7	186	33	165	508	42
Added Vol:	0	0	2	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	42	572	85	164	5	7	186	33	165	509	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	42	572	85	164	5	7	186	33	165	509	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	42	572	85	164	5	7	186	33	165	509	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	42	572	85	164	5	7	186	33	165	509	42
OvlAdjVol:			407									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.42	1.00	0.33	0.65	0.02	1.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	926	674	1600	536	1032	33	1600	1600	1600	1600	2958	242
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.36	0.16	0.16	0.16	0.00	0.12	0.02	0.10	0.17	0.17
OvlAdjV/S:			0.25									
Crit Moves:			****			****		****		****		

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Markland Dr-Vail Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Markland Drive-Vail Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	75	218	134	136	140	66	424	531	46	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	78	227	139	141	146	69	441	552	48	0	0	0
Added Vol:	0	0	0	0	0	0	2	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	227	139	141	146	69	443	556	48	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	227	139	141	146	69	443	556	48	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	227	139	141	146	69	443	556	48	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	227	139	141	146	69	443	556	48	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.36	0.64	0.89	1.11	1.00	0.00	0.00	0.00
Final Sat.:	1600	1600	1600	1600	2175	1025	1419	1781	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.09	0.09	0.07	0.07	0.28	0.31	0.03	0.00	0.00	0.00
Crit Moves:	****			****				****				

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Saturn St-Greenwood Ave/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Saturn Street-Greenwood Avenue						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	7	0	7	24	1	14	11	161	5	6	710	226
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	7	0	7	25	1	15	11	167	5	6	738	235
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	7	25	1	15	11	169	5	6	740	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	7	25	1	15	11	169	5	6	740	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	7	25	1	15	11	169	5	6	740	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	7	25	1	15	11	169	5	6	740	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.52	0.48
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3105	95	1600	2429	771
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.01	0.05	0.05	0.00	0.30	0.30
Crit Moves:	****			****			****				****	

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #8 Neil Armstrong St/Arroyo Dr

****

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[12.7]

****

Street Name:	Neil Armstrong Street									Arroyo Drive								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	0	1	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	44	0	39			1	0	1			0	170	8			10	375	4		
Growth Adj:	1.04	1.04	1.04			1.04	1.04	1.04			1.04	1.04	1.04			1.04	1.04	1.04		
Initial Bse:	46	0	41			1	0	1			0	177	8			10	390	4		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	46	0	41			1	0	1			0	177	8			10	390	4		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	46	0	41			1	0	1			0	177	8			10	390	4		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	46	0	41			1	0	1			0	177	8			10	390	4		
Critical Gap Module:																				
Critical Gp:	7.1	6.5	6.2			7.1	6.5	6.2			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3			3.5	4.0	3.3			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	594	596	181			614	598	392			xxxx	xxxx	xxxxx			185	xxxx	xxxxx		
Potent Cap.:	419	420	867			407	418	661			xxxx	xxxx	xxxxx			1402	xxxx	xxxxx		
Move Cap.:	416	416	867			386	415	661			xxxx	xxxx	xxxxx			1402	xxxx	xxxxx		
Volume/Cap:	0.11	0.00	0.05			0.00	0.00	0.00			xxxx	xxxx	xxxx			0.01	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.6	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		551	xxxxx		xxxx		487	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		0.6	xxxxx		xxxxx		0.0	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx		12.7	xxxxx		xxxxx		12.4	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		B	*		*		B	*		*	*	*			*	*	*		
ApproachDel:	12.7					12.4					xxxxxx					xxxxxx				
ApproachLOS:	B					B					*					*				

****

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

****

Traffix 8.0.0715 (c) 2008 Dowling Assoc.

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 San Gabriel Blvd-Paramount Blvd/Hill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name: San Gabriel Boulevard-Paramount B / Hill Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1	1 0	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	86	248	56	232	402	21	18	297	200	86	335	157
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	89	258	58	241	418	22	19	309	208	89	348	163
Added Vol:	5	1	2	0	1	0	0	0	4	1	0	0
PasserByVol:	0	13	25	0	3	0	0	0	0	6	0	0
Initial Fut:	94	272	85	241	422	22	19	309	212	96	348	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	272	85	241	422	22	19	309	212	96	348	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	272	85	241	422	22	19	309	212	96	348	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	272	85	241	422	22	19	309	212	96	348	163
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.06	1.85	0.09	1.00	1.19	0.81	1.00	2.04	0.96
Final Sat.:	1600	2436	764	1691	2956	153	1600	1898	1302	1600	3268	1532
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.14	0.14	0.14	0.01	0.16	0.16	0.06	0.11	0.11
OvlAdjV/S:												0.00
Crit Moves:		****			****			****			****	

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Paramount Blvd/Arroyo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Paramount Boulevard						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	276	285	71	29	630	53	48	37	146	139	91	43
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	287	296	74	30	655	55	50	38	152	145	95	45
Added Vol:	0	7	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	38	0	0	9	0	0	0	0	0	0	0
Initial Fut:	287	341	74	30	670	55	50	38	152	145	95	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	341	74	30	670	55	50	38	152	145	95	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	341	74	30	670	55	50	38	152	145	95	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	341	74	30	670	55	50	38	152	145	95	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.68	0.32
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1087	513
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.05	0.02	0.21	0.03	0.03	0.02	0.09	0.09	0.09	0.09
Crit Moves:	****				****				****	****		

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Paramount Blvd/SR-60 WB Ramps-Neil Armstrong

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Paramount Boulevard						SR-60 WB Ramps-Neil Armstrong					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	35	423	244	0	895	7	14	6	175	173	6	177
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	36	440	254	0	931	7	15	6	182	180	6	184
Added Vol:	0	6	0	0	6	0	0	0	0	0	0	2
PasserByVol:	0	38	64	0	9	0	0	0	0	16	0	0
Initial Fut:	36	484	318	0	946	7	15	6	182	196	6	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	484	318	0	946	7	15	6	182	196	6	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	484	318	0	946	7	15	6	182	196	6	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	484	318	0	946	7	15	6	182	196	6	186
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.98	0.02	0.07	0.03	0.90	0.97	0.03	1.00
Final Sat.:	1600	3200	1600	0	4763	37	115	49	1436	1551	49	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.20	0.00	0.20	0.20	0.01	0.13	0.13	0.12	0.13	0.12
Crit Moves:	****				****			****			****	

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Paramount Blvd/SR-60 EB Ramps-Town Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Paramount Boulevard						SR-60 EB Ramps-Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	2 0	2	0 0	1 1	0	0 1	1 0	0	0 2
Volume Module:												
Base Vol:	0	798	11	52	393	0	233	77	213	2	0	31
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	830	11	54	409	0	242	80	222	2	0	32
Added Vol:	0	2	0	0	3	0	4	0	0	0	0	0
PasserByVol:	0	165	0	0	25	0	0	0	16	0	0	0
Initial Fut:	0	997	11	54	437	0	246	80	238	2	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	997	11	54	437	0	246	80	238	2	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	997	11	54	437	0	246	80	238	2	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	997	11	54	437	0	246	80	238	2	0	32
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.97	0.03	2.00	2.00	0.00	1.51	0.49	1.00	1.00	0.00	2.00
Final Sat.:	0	4746	54	2880	3200	0	2415	785	1600	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.02	0.14	0.00	0.10	0.10	0.15	0.00	0.00	0.01
Crit Moves:		****		****					****			****

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Paramount Blvd/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Paramount Boulevard						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 1	0 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	5	1	33	4	550	690	131	0	0	131	106
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	5	1	34	4	572	718	136	0	0	136	110
Added Vol:	0	0	0	2	0	0	0	1	0	0	1	2
PasserByVol:	22	83	23	0	20	20	83	15	5	6	4	0
Initial Fut:	22	88	24	36	24	592	801	152	5	6	141	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	88	24	36	24	592	801	152	5	6	141	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	88	24	36	24	592	801	152	5	6	141	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	88	24	36	24	592	801	152	5	6	141	112
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	1.20	0.80	2.00	2.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1600	1257	343	1922	1278	3200	2880	3098	102	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.02	0.02	0.19	0.28	0.05	0.05	0.00	0.04	0.07
Crit Moves:	****					****	****					****

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Montebello Town Dwy #2/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.361
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Montebello Town Driveway #2						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	5	0	6	10	790	0	0	627	16
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	5	0	6	10	822	0	0	652	17
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	12	0	0	51	0
Initial Fut:	0	0	0	5	0	6	10	835	0	0	704	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	6	10	835	0	0	704	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	6	10	835	0	0	704	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	6	10	835	0	0	704	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.26	0.00	0.00	0.15	0.01
Crit Moves:				****				****		****		

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Montebello Town Dwy #1/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Montebello Town Square Driveway #						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	2	0	0	0	1	1	0	1	1	0	0	1	1	1	0
Volume Module:												
Base Vol:	0	0	0	33	0	26	23	772	0	0	618	34
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	34	0	27	24	803	0	0	643	35
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	29	0	98	0	0	0	0	5	7	24	22	0
Initial Fut:	29	0	98	34	0	27	24	809	7	24	666	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	0	98	34	0	27	24	809	7	24	666	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	98	34	0	27	24	809	7	24	666	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	0	98	34	0	27	24	809	7	24	666	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.00	0.77	2.00	0.00	1.00	1.00	1.98	0.02	0.10	2.75	0.15
Final Sat.:	365	0	1235	2880	0	1600	1600	3173	27	159	4407	234
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.01	0.00	0.02	0.01	0.25	0.25	0.02	0.15	0.15
Crit Moves:	****					****		****				

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Montebello Blvd/Lincoln Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Montebellow Boulevard						Lincoln Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	65	482	27	21	605	104	101	55	90	64	129	54
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	68	501	28	22	629	108	105	57	94	67	134	56
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	13	0	0	51	0	0	0	0	0	0	0
Initial Fut:	68	515	28	22	681	108	105	57	94	67	134	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	515	28	22	681	108	105	57	94	67	134	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	515	28	22	681	108	105	57	94	67	134	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	515	28	22	681	108	105	57	94	67	134	56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	1600	3035	165	1600	3200	1600	1600	1600	1600	1600	1128	472
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.01	0.21	0.07	0.07	0.04	0.06	0.04	0.12	0.12
Crit Moves:	****				****		****				****	

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Montebello Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Montebello Boulevard						Beverly Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	159	329	71	118	528	107	68	418	94	132	1046	68
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	165	342	74	123	549	111	71	435	98	137	1088	71
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	4	0	8	18	25	6	0	0	0	0	2
Initial Fut:	165	347	74	131	568	136	77	435	98	137	1088	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	347	74	131	568	136	77	435	98	137	1088	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	347	74	131	568	136	77	435	98	137	1088	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	347	74	131	568	136	77	435	98	137	1088	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	2999	201
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.05	0.08	0.18	0.09	0.05	0.14	0.06	0.09	0.36	0.36
Crit Moves:	****				****		****				****	

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Montebello Blvd-SR-60 EB ramps/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Montebello Boulevard - SR-60 EB R						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1	1 0	1	1 0	1	1 0	1	1 0	1
Volume Module:												
Base Vol:	3	55	31	347	11	1	6	17	8	80	40	611
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	3	57	32	361	11	1	6	18	8	83	42	635
Added Vol:	0	2	7	0	12	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	59	39	361	23	1	6	18	8	87	42	635
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	59	0	361	23	1	6	18	8	87	42	635
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	59	0	361	23	1	6	18	8	87	42	635
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	59	0	361	23	1	6	18	8	87	42	635
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.36	0.64	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	1600	2176	1024	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.13	0.01	0.00	0.00	0.01	0.01	0.03	0.03	0.40
Crit Moves:	****			****				****				****

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 San Gabriel Blvd/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	San Gabriel Boulevard						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	33	780	38	58	294	672	244	28	122	11	33	65
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	34	811	40	60	306	699	254	29	127	11	34	68
Added Vol:	0	0	0	0	0	4	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	811	40	60	306	703	261	29	127	11	34	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	811	40	60	306	703	261	29	127	11	34	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	811	40	60	306	703	261	29	127	11	34	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	811	40	60	306	703	261	29	127	11	34	68
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.91	0.09	1.00	2.00	1.00	1.80	0.20	1.00	0.25	0.75	1.00
Final Sat.:	2880	3051	149	1600	3200	1600	2879	321	1600	400	1200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.04	0.10	0.44	0.09	0.09	0.08	0.03	0.03	0.04
Crit Moves:	****					****		****				****

Monterey Park Market Place
Project Opening Year (2015)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Rosemead Blvd (SR-19)/San Gabriel Blvd - Durfee

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Rosemead Boulevard (SR-19)						San Gabriel Boulevard - Durfee Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		1 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	674	928	55	58	608	74	84	123	332	172	341	64
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	701	965	57	60	632	77	87	128	345	179	355	67
Added Vol:	1	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	0	0	0	0	0	0	10	20	0	3	0
Initial Fut:	707	965	57	60	632	77	87	138	365	179	358	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	707	965	57	60	632	77	87	138	365	179	358	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	707	965	57	60	632	77	87	138	365	179	358	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	707	965	57	60	632	77	87	138	365	179	358	67
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.89	0.11	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	3021	179	1600	2853	347	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.32	0.32	0.04	0.22	0.22	0.05	0.04	0.23	0.11	0.11	0.04
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****			****		

arch beach
CONSULTING

OPENING YEAR 2015 BASELINE PM PEAK HOUR

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Garfield Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Street Name:	Garfield Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1	0 0	0 0	2	0 1	0 0	0	0 0	0 1	2	0 1
Volume Module:												
Base Vol:	506	730	0	0	704	110	0	0	0	287	945	294
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	526	759	0	0	732	114	0	0	0	298	983	306
Added Vol:	0	0	0	0	3	0	0	0	0	1	1	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	526	759	0	0	735	114	0	0	0	299	984	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	526	759	0	0	735	114	0	0	0	299	984	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	759	0	0	735	114	0	0	0	299	984	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	526	759	0	0	735	114	0	0	0	299	984	309
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.23	1.77	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.70	2.30	1.00
Final Sat.:	1965	2835	0	0	3200	1600	0	0	0	1120	3680	1600
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.00	0.00	0.23	0.07	0.00	0.00	0.00	0.19	0.27	0.19
Crit Moves:	****				****						****	

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Garfield Avenue/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	1.031
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Garfield Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	0 1	1 1	1	0 0	1 0	2	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	1034	308	283	677	0	136	1146	727	21	0	91
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1075	320	294	704	0	141	1192	756	22	0	95
Added Vol:	0	0	1	3	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1075	321	297	705	0	141	1192	756	22	0	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1075	321	297	705	0	141	1192	756	22	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1075	321	297	705	0	141	1192	756	22	0	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1075	321	297	705	0	141	1192	756	22	0	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	3200	0	1600	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.20	0.19	0.22	0.00	0.09	0.37	0.47	0.01	0.00	0.06
Crit Moves:		****			****				****	****		

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Wilcox Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Wilcox Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 0	0 0 1		1 0	0 0 0		0 0	0 1 1		1 0
Volume Module:												
Base Vol:	374	287	0	0	313	21	0	0	0	322	1109	77
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	389	298	0	0	326	22	0	0	0	335	1153	80
Added Vol:	0	0	0	0	1	0	0	0	0	1	5	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	298	0	0	327	22	0	0	0	336	1158	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	298	0	0	327	22	0	0	0	336	1158	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	298	0	0	327	22	0	0	0	336	1158	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	298	0	0	327	22	0	0	0	336	1158	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.87	0.13	0.00	0.00	0.00	0.64	2.21	0.15
Final Sat.:	2880	3200	0	0	2999	201	0	0	0	1023	3530	247
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.21	0.33	0.33
Crit Moves:	****				****						****	

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Wilcox Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Wilcox Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	1 1	0	0 1	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	103	554	241	133	484	23	50	1217	422	7	23	57
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	107	576	251	138	503	24	52	1266	439	7	24	59
Added Vol:	0	0	1	1	1	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	576	252	139	504	24	52	1270	439	7	24	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	576	252	139	504	24	52	1270	439	7	24	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	576	252	139	504	24	52	1270	439	7	24	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	576	252	139	504	24	52	1270	439	7	24	59
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	1.91	0.09	0.09	2.16	0.75	0.16	0.84	1.00
Final Sat.:	1600	4800	1600	1600	3055	145	142	3462	1197	257	1343	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.16	0.09	0.17	0.17	0.37	0.37	0.37	0.03	0.02	0.04
Crit Moves:			****	****			****					****

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Markland Dr/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Markland Drive						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	26	59	505	196	197	15	60	38	49	296	554	91
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	27	61	525	204	205	16	62	40	51	308	576	95
Added Vol:	0	0	2	0	0	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	61	527	204	205	16	62	40	51	308	579	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	61	527	204	205	16	62	40	51	308	579	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	61	527	204	205	16	62	40	51	308	579	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	61	527	204	205	16	62	40	51	308	579	95
OvlAdjVol:			219									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	0.48	0.48	0.04	1.00	1.00	1.00	1.00	1.72	0.28
Final Sat.:	489	1111	1600	769	773	59	1600	1600	1600	1600	2751	449
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.33	0.27	0.27	0.27	0.04	0.02	0.03	0.19	0.21	0.21
OvlAdjV/S:			0.14									
Crit Moves:			****	****			****				****	

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Markland Dr-Vail Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	Markland Drive-Vail Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	16	188	112	244	244	66	378	1067	147	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	17	196	116	254	254	69	393	1110	153	0	0	0
Added Vol:	0	0	0	0	1	0	1	5	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	196	116	254	255	69	394	1115	153	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	196	116	254	255	69	394	1115	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	196	116	254	255	69	394	1115	153	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	196	116	254	255	69	394	1115	153	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.58	0.42	0.52	1.48	1.00	0.00	0.00	0.00
Final Sat.:	1600	1600	1600	1600	2521	679	836	2364	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.07	0.16	0.10	0.10	0.25	0.47	0.10	0.00	0.00	0.00
Crit Moves:	****			****				****				

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Saturn St-Greenwood Ave/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Saturn Street-Greenwood Avenue						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	0	4	231	0	7	14	781	5	1	330	35
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	3	0	4	240	0	7	15	812	5	1	343	36
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	4	240	0	7	15	814	5	1	346	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	4	240	0	7	15	814	5	1	346	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	4	240	0	7	15	814	5	1	346	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	4	240	0	7	15	814	5	1	346	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.81	0.19
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3180	20	1600	2896	304
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.01	0.26	0.26	0.00	0.12	0.12
Crit Moves:	****			****				****		****		

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #8 Neil Armstrong St/Arroyo Dr

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[13.1]

****

Street Name:	Neil Armstrong Street						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	20	1	31	2	0	1	2	323	51	41	161	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	21	1	32	2	0	1	2	336	53	43	167	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1	32	2	0	1	2	336	53	43	167	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1	32	2	0	1	2	336	53	43	167	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	1	32	2	0	1	2	336	53	43	167	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	624	628	362	640	650	172	176	xxxx	xxxxx	389	xxxx	xxxxx
Potent Cap.:	401	402	687	391	391	877	1413	xxxx	xxxxx	1181	xxxx	xxxxx
Move Cap.:	389	387	687	361	376	877	1413	xxxx	xxxxx	1181	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.05	0.01	0.00	0.00	0.00	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	524	xxxxx	xxxx	449	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.7	xxxxx	xxxxx	13.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.7			13.1			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

****

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

****

Traffix 8.0.0715 (c) 2008 Dowling Assoc.

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 San Gabriel Blvd-Paramount Blvd/Hill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name: San Gabriel Boulevard-Paramount B / Hill Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1	1 0	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	160	421	67	239	358	19	17	480	155	48	408	295
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	166	438	70	249	372	20	18	499	161	50	424	307
Added Vol:	4	1	6	0	1	0	0	1	5	4	2	0
PasserByVol:	0	7	14	0	13	0	0	0	0	26	0	0
Initial Fut:	170	446	90	249	386	20	18	500	166	80	426	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	446	90	249	386	20	18	500	166	80	426	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	446	90	249	386	20	18	500	166	80	426	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	446	90	249	386	20	18	500	166	80	426	307
OvlAdjVol:												88
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	1.14	1.77	0.09	1.00	1.50	0.50	1.00	2.00	1.00
Final Sat.:	1600	2664	536	1817	2838	146	1600	2402	798	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.14	0.14	0.14	0.01	0.21	0.21	0.05	0.13	0.19
OvlAdjV/S:												0.05
Crit Moves:			****	****				****		****		

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Paramount Blvd/Arroyo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Paramount Boulevard						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	120	627	70	21	477	64	50	59	271	52	37	22
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	125	652	73	22	496	67	52	61	282	54	38	23
Added Vol:	0	11	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	21	0	0	40	0	0	0	0	0	0	0
Initial Fut:	125	684	73	22	545	67	52	61	282	54	38	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	684	73	22	545	67	52	61	282	54	38	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	684	73	22	545	67	52	61	282	54	38	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	684	73	22	545	67	52	61	282	54	38	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1003	597
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.05	0.01	0.17	0.04	0.03	0.04	0.18	0.03	0.04	0.04
Crit Moves:	****				****				****	****		

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Paramount Blvd/SR-60 WB Ramps-Neil Armstrong

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	Paramount Boulevard						SR-60 WB Ramps-Neil Armstrong					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	119	613	427	0	822	10	4	6	91	457	22	240
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	124	638	444	0	855	10	4	6	95	475	23	250
Added Vol:	0	9	0	0	9	0	0	0	0	0	0	3
PasserByVol:	0	21	35	0	40	0	0	0	0	66	0	0
Initial Fut:	124	668	479	0	904	10	4	6	95	541	23	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	668	479	0	904	10	4	6	95	541	23	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	668	479	0	904	10	4	6	95	541	23	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	668	479	0	904	10	4	6	95	541	23	253
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.97	0.03	0.04	0.06	0.90	0.96	0.04	1.00
Final Sat.:	1600	3200	1600	0	4745	55	63	95	1442	1535	65	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.30	0.00	0.19	0.19	0.00	0.07	0.07	0.34	0.35	0.16
Crit Moves:			****	****				****		****		

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Paramount Blvd/SR-60 EB Ramps-Town Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Paramount Boulevard						SR-60 EB Ramps-Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 2 1 0			2 0 2 0 0			1 1 0 0 1			1 0 0 0 2		
Volume Module:												
Base Vol:	0	883	25	142	789	0	272	277	426	22	0	278
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	918	26	148	821	0	283	288	443	23	0	289
Added Vol:	0	3	0	0	3	0	6	0	0	0	0	0
PasserByVol:	0	91	0	0	106	0	0	0	66	0	0	0
Initial Fut:	0	1012	26	148	930	0	289	288	509	23	0	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1012	26	148	930	0	289	288	509	23	0	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1012	26	148	930	0	289	288	509	23	0	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1012	26	148	930	0	289	288	509	23	0	289
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.92	0.08	2.00	2.00	0.00	1.00	1.00	1.00	1.00	0.00	2.00
Final Sat.:	0	4680	120	2880	3200	0	1602	1598	1600	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.05	0.29	0.00	0.18	0.18	0.32	0.01	0.00	0.09
Crit Moves:	****				****				****			****

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Paramount Blvd/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.895
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	D

Street Name:	Paramount Boulevard						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 1	0 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	4	2	241	0	939	876	560	0	0	308	85
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	4	2	251	0	977	911	582	0	0	320	88
Added Vol:	0	0	0	2	0	1	1	1	0	0	1	2
PasserByVol:	12	46	13	0	86	86	46	8	22	24	16	0
Initial Fut:	12	50	15	253	86	1064	958	591	22	24	337	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	50	15	253	86	1064	958	591	22	24	337	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	50	15	253	86	1064	958	591	22	24	337	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	50	15	253	86	1064	958	591	22	24	337	90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.77	0.23	1.49	0.51	2.00	2.00	1.93	0.07	1.00	2.37	0.63
Final Sat.:	1600	1230	370	2387	813	3200	2880	3085	115	1600	3786	1014
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.11	0.11	0.33	0.33	0.19	0.19	0.02	0.09	0.09
Crit Moves:	****					****	****				****	

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Montebello Town Dwy #2/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Montebello Town Driveway #2						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	208	0	123	128	1068	0	0	1027	224
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	216	0	128	133	1111	0	0	1068	233
Added Vol:	0	0	0	0	0	0	0	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	53	0	0	28	0
Initial Fut:	0	0	0	216	0	128	133	1166	0	0	1097	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	216	0	128	133	1166	0	0	1097	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	216	0	128	133	1166	0	0	1097	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	216	0	128	133	1166	0	0	1097	233
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.08	0.08	0.36	0.00	0.00	0.23	0.15
Crit Moves:				****				****		****		

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Montebello Town Dwy #1/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	B

Street Name:	Montebello Town Square Driveway #						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	2	0	0	0	1	1	0	1	1	0	0	1	1	1	0
Volume Module:												
Base Vol:	0	0	0	237	0	119	108	1174	0	0	1144	138
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	246	0	124	112	1221	0	0	1190	144
Added Vol:	0	0	0	0	0	0	0	2	0	0	1	0
PasserByVol:	16	0	54	0	0	0	0	22	30	102	12	0
Initial Fut:	16	0	54	246	0	124	112	1245	30	102	1203	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	54	246	0	124	112	1245	30	102	1203	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	54	246	0	124	112	1245	30	102	1203	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	0	54	246	0	124	112	1245	30	102	1203	144
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.00	0.77	2.00	0.00	1.00	1.00	1.95	0.05	0.21	2.49	0.30
Final Sat.:	366	0	1234	2880	0	1600	1600	3125	75	338	3986	476
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.09	0.00	0.08	0.07	0.40	0.40	0.06	0.30	0.30
Crit Moves:			****	****				****				

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Montebello Blvd/Lincoln Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Montebellow Boulevard						Lincoln Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	101	943	77	59	740	167	219	327	154	51	91	49
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	105	981	80	61	770	174	228	340	160	53	95	51
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	53	0	0	28	0	0	0	0	0	0	0
Initial Fut:	105	1036	80	61	799	174	228	340	160	53	95	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1036	80	61	799	174	228	340	160	53	95	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1036	80	61	799	174	228	340	160	53	95	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1036	80	61	799	174	228	340	160	53	95	51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.65	0.35
Final Sat.:	1600	2970	230	1600	3200	1600	1600	1600	1600	1600	1040	560
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.04	0.25	0.11	0.14	0.21	0.10	0.03	0.09	0.09
Crit Moves:	****			****				****		****		

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Montebello Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	144	Level Of Service:	E

Street Name:	Montebello Boulevard						Beverly Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	206	790	159	197	719	134	209	1253	279	93	721	167
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	214	822	165	205	748	139	217	1303	290	97	750	174
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	18	0	4	10	4	26	0	0	0	0	8
Initial Fut:	214	842	165	209	759	143	243	1303	290	97	750	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	842	165	209	759	143	243	1303	290	97	750	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	842	165	209	759	143	243	1303	290	97	750	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	842	165	209	759	143	243	1303	290	97	750	182
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	2576	624
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.10	0.13	0.24	0.09	0.15	0.41	0.18	0.06	0.29	0.29
Crit Moves:	****			****				****		****		

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Montebello Blvd-SR-60 EB ramps/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Montebello Boulevard - SR-60 EB R						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1	1 0	1	1 0	1	1	1	1 0	1
Volume Module:												
Base Vol:	4	163	160	339	19	5	101	184	10	151	161	533
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	4	170	166	353	20	5	105	191	10	157	167	554
Added Vol:	0	3	9	0	10	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	173	175	353	30	5	105	191	10	160	167	554
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	173	0	353	30	5	105	191	10	160	167	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	173	0	353	30	5	105	191	10	160	167	554
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	173	0	353	30	5	105	191	10	160	167	554
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.90	0.10	1.47	1.53	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	1600	3035	165	2346	2454	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.12	0.02	0.00	0.07	0.06	0.06	0.07	0.07	0.35
Crit Moves:	****			****			****					****

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 San Gabriel Blvd/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	D

Street Name:	San Gabriel Boulevard						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	28	441	13	39	812	794	350	43	299	19	21	43
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	29	459	14	41	844	826	364	45	311	20	22	45
Added Vol:	0	0	0	0	0	3	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	459	14	41	844	829	373	45	311	20	22	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	459	14	41	844	829	373	45	311	20	22	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	459	14	41	844	829	373	45	311	20	22	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	459	14	41	844	829	373	45	311	20	22	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	1.79	0.21	1.00	0.48	0.52	1.00
Final Sat.:	2880	3108	92	1600	3200	1600	2857	343	1600	760	840	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.03	0.26	0.52	0.13	0.13	0.19	0.03	0.03	0.03
Crit Moves:	****					****			****			****

Monterey Park Market Place
Project Opening Year (2015)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Rosemead Blvd (SR-19)/San Gabriel Blvd - Durfee

Cycle (sec):	100	Critical Vol./Cap.(X):	1.008
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Rosemead Boulevard (SR-19)						San Gabriel Boulevard - Durfee Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		1 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	501	1100	336	66	919	105	121	713	740	134	108	26
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	521	1144	349	69	956	109	126	742	770	139	112	27
Added Vol:	1	0	0	0	0	0	0	0	1	0	0	0
PasserByVol:	21	0	0	0	0	0	0	6	11	0	11	0
Initial Fut:	543	1144	349	69	956	109	126	748	782	139	123	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	543	1144	349	69	956	109	126	748	782	139	123	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	1144	349	69	956	109	126	748	782	139	123	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	1144	349	69	956	109	126	748	782	139	123	27
OvlAdjVol:									480			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.53	0.47	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2451	749	1600	2872	328	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.47	0.47	0.04	0.33	0.33	0.08	0.23	0.49	0.09	0.04	0.02
OvlAdjV/S:									0.30			
Crit Moves:	****				****				****	****		

arch beach
CONSULTING

OPENING YEAR 2015 PLUS PROJECT AM PEAK HOUR

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Garfield Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Garfield Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1	0 0	0 0	2	0 1	0 0	0	0 0	0 1	2	0 1
Volume Module:												
Base Vol:	765	350	0	0	503	328	0	0	0	247	1030	154
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	796	364	0	0	523	341	0	0	0	257	1071	160
Added Vol:	0	0	0	0	33	0	0	0	0	10	21	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	796	364	0	0	556	341	0	0	0	267	1092	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	796	364	0	0	556	341	0	0	0	267	1092	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	796	364	0	0	556	341	0	0	0	267	1092	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	796	364	0	0	556	341	0	0	0	267	1092	186
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.59	2.41	1.00
Final Sat.:	2880	1600	0	0	3200	1600	0	0	0	943	3857	1600
Capacity Analysis Module:												
Vol/Sat:	0.28	0.23	0.00	0.00	0.17	0.21	0.00	0.00	0.00	0.17	0.28	0.12
Crit Moves:	****					****					****	

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Garfield Avenue/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Garfield Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	1 1	1 0	0	1 0	2 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	0	775	170	146	603	0	122	726	334	25	0	219
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	806	177	152	627	0	127	755	347	26	0	228
Added Vol:	0	0	12	33	10	0	0	26	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	806	189	185	637	0	127	781	347	26	0	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	806	189	185	637	0	127	781	347	26	0	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	806	189	185	637	0	127	781	347	26	0	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	806	189	185	637	0	127	781	347	26	0	228
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	3200	0	1600	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.12	0.12	0.20	0.00	0.08	0.24	0.22	0.02	0.00	0.14
Crit Moves:		****			****			****			****	

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Wilcox Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Wilcox Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 0	0 0 1		1 0	0 0 0		0 0	0 1 1		1 0
Volume Module:												
Base Vol:	483	320	0	0	330	63	0	0	0	272	1060	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	502	333	0	0	343	66	0	0	0	283	1102	40
Added Vol:	0	0	0	0	20	0	0	0	0	10	56	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	502	333	0	0	363	66	0	0	0	293	1158	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	502	333	0	0	363	66	0	0	0	293	1158	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	333	0	0	363	66	0	0	0	293	1158	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	502	333	0	0	363	66	0	0	0	293	1158	56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.69	0.31	0.00	0.00	0.00	0.58	2.31	0.11
Final Sat.:	2880	3200	0	0	2711	489	0	0	0	933	3690	177
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.18	0.31	0.31
Crit Moves:	****				****						****	

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Wilcox Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Wilcox Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	1 1	0	0 1	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	293	735	153	118	449	37	30	875	286	19	89	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	305	764	159	123	467	38	31	910	297	20	93	40
Added Vol:	0	0	12	20	10	0	0	72	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	764	171	143	477	38	31	982	297	20	93	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	764	171	143	477	38	31	982	297	20	93	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	764	171	143	477	38	31	982	297	20	93	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	764	171	143	477	38	31	982	297	20	93	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	1.85	0.15	0.07	2.25	0.68	0.26	1.22	0.52
Final Sat.:	1600	4800	1600	1600	2961	239	114	3596	1089	416	1951	833
Capacity Analysis Module:												
Vol/Sat:	0.19	0.16	0.11	0.09	0.16	0.16	0.27	0.27	0.27	0.05	0.05	0.05
Crit Moves:	****				****			****				****

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Markland Dr/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Street Name:	Markland Drive						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	55	40	548	82	158	5	7	179	32	159	488	40
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	57	42	570	85	164	5	7	186	33	165	508	42
Added Vol:	0	0	108	0	0	0	0	19	0	21	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	42	678	85	164	5	7	205	33	186	587	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	42	678	85	164	5	7	205	33	186	587	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	42	678	85	164	5	7	205	33	186	587	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	42	678	85	164	5	7	205	33	186	587	42
OvlAdjVol:			492									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.42	1.00	0.33	0.65	0.02	1.00	1.00	1.00	1.00	1.87	0.13
Final Sat.:	926	674	1600	536	1032	33	1600	1600	1600	1600	2988	212
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.42	0.16	0.16	0.16	0.00	0.13	0.02	0.12	0.20	0.20
OvlAdjV/S:			0.31									
Crit Moves:			****			****		****		****		

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Markland Dr-Vail Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Markland Drive-Vail Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	75	218	134	136	140	66	424	531	46	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	78	227	139	141	146	69	441	552	48	0	0	0
Added Vol:	0	8	0	15	6	0	100	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	235	139	156	152	69	541	556	48	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	235	139	156	152	69	541	556	48	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	235	139	156	152	69	541	556	48	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	235	139	156	152	69	541	556	48	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.38	0.62	0.99	1.01	1.00	0.00	0.00	0.00
Final Sat.:	1600	1600	1600	1600	2203	997	1578	1622	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.09	0.10	0.07	0.07	0.34	0.34	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Saturn St-Greenwood Ave/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Saturn Street-Greenwood Avenue						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	7	0	7	24	1	14	11	161	5	6	710	226
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	7	0	7	25	1	15	11	167	5	6	738	235
Added Vol:	99	0	8	0	0	0	0	2	125	10	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	15	25	1	15	11	169	130	16	740	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	15	25	1	15	11	169	130	16	740	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	15	25	1	15	11	169	130	16	740	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	0	15	25	1	15	11	169	130	16	740	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	0.87	1.00	1.52	0.48
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1810	1390	1600	2429	771
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.01	0.02	0.00	0.01	0.01	0.09	0.09	0.01	0.30	0.30
Crit Moves:	****					****	****				****	

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #8 Neil Armstrong St/Arroyo Dr

****

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[13.7]

****

Street Name:	Neil Armstrong Street						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 0 1 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	44	0	39	1	0	1	0	170	8	10	375	4
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	46	0	41	1	0	1	0	177	8	10	390	4
Added Vol:	0	8	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	8	41	1	10	1	0	177	8	10	390	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	8	41	1	10	1	0	177	8	10	390	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	46	8	41	1	10	1	0	177	8	10	390	4
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	599	596	181	618	598	392	xxxx	xxxx	xxxxx	185	xxxx	xxxxx
Potent Cap.:	416	420	867	404	418	661	xxxx	xxxx	xxxxx	1402	xxxx	xxxxx
Move Cap.:	406	416	867	378	415	661	xxxx	xxxx	xxxxx	1402	xxxx	xxxxx
Volume/Cap:	0.11	0.02	0.05	0.00	0.02	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	527	xxxxx	xxxx	425	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.3	xxxxx	xxxxx	13.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	13.3			13.7			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

****

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

****

Traffix 8.0.0715 (c) 2008 Dowling Assoc.

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 San Gabriel Blvd-Paramount Blvd/Hill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name: San Gabriel Boulevard-Paramount B / Hill Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1	1 0	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	86	248	56	232	402	21	18	297	200	86	335	157
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	89	258	58	241	418	22	19	309	208	89	348	163
Added Vol:	5	16	8	0	20	0	0	0	4	9	0	0
PasserByVol:	0	13	25	0	3	0	0	0	0	6	0	0
Initial Fut:	94	287	91	241	441	22	19	309	212	104	348	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	287	91	241	441	22	19	309	212	104	348	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	287	91	241	441	22	19	309	212	104	348	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	287	91	241	441	22	19	309	212	104	348	163
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.03	1.88	0.09	1.00	1.19	0.81	1.00	2.04	0.96
Final Sat.:	1600	2428	772	1641	3010	150	1600	1898	1302	1600	3268	1532
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.15	0.15	0.15	0.01	0.16	0.16	0.07	0.11	0.11
OvlAdjV/S:												0.00
Crit Moves:		****	****					****		****		

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Paramount Blvd/Arroyo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Paramount Boulevard						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	276	285	71	29	630	53	48	37	146	139	91	43
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	287	296	74	30	655	55	50	38	152	145	95	45
Added Vol:	0	28	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	38	0	0	9	0	0	0	0	0	0	0
Initial Fut:	287	362	74	30	697	55	50	38	152	145	95	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	362	74	30	697	55	50	38	152	145	95	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	362	74	30	697	55	50	38	152	145	95	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	362	74	30	697	55	50	38	152	145	95	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.68	0.32
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1087	513
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.05	0.02	0.22	0.03	0.03	0.02	0.09	0.09	0.09	0.09
Crit Moves:	****				****				****	****		

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Paramount Blvd/SR-60 WB Ramps-Neil Armstrong

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Paramount Boulevard						SR-60 WB Ramps-Neil Armstrong					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	35	423	244	0	895	7	14	6	175	173	6	177
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	36	440	254	0	931	7	15	6	182	180	6	184
Added Vol:	154	6	0	0	6	27	21	100	66	0	57	2
PasserByVol:	0	38	64	0	9	0	0	0	0	16	0	0
Initial Fut:	190	484	318	0	946	34	36	106	248	196	63	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	484	318	0	946	34	36	106	248	196	63	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	484	318	0	946	34	36	106	248	196	63	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	484	318	0	946	34	36	106	248	196	63	186
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.90	0.10	0.09	0.27	0.64	0.76	0.24	1.00
Final Sat.:	1600	3200	1600	0	4632	168	146	436	1018	1210	390	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.20	0.00	0.20	0.20	0.02	0.24	0.24	0.12	0.16	0.12
Crit Moves:	****				****			****			****	

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Paramount Blvd/SR-60 EB Ramps-Town Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Paramount Boulevard						SR-60 EB Ramps-Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	2	0 2	0 0	1	1 0	0 1	1	0 0	0 2
Volume Module:												
Base Vol:	0	798	11	52	393	0	233	77	213	2	0	31
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	830	11	54	409	0	242	80	222	2	0	32
Added Vol:	0	29	0	0	24	0	131	0	0	0	0	0
PasserByVol:	0	165	0	0	25	0	0	0	16	0	0	0
Initial Fut:	0	1024	11	54	458	0	373	80	238	2	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1024	11	54	458	0	373	80	238	2	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1024	11	54	458	0	373	80	238	2	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1024	11	54	458	0	373	80	238	2	0	32
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.97	0.03	2.00	2.00	0.00	1.65	0.35	1.00	1.00	0.00	2.00
Final Sat.:	0	4747	53	2880	3200	0	2635	565	1600	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.02	0.14	0.00	0.14	0.14	0.15	0.00	0.00	0.01
Crit Moves:		****		****					****			****

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Paramount Blvd/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Paramount Boulevard						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 1	0 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	5	1	33	4	550	690	131	0	0	131	106
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	5	1	34	4	572	718	136	0	0	136	110
Added Vol:	0	0	0	8	0	15	20	1	0	0	1	9
PasserByVol:	22	83	23	0	20	20	83	15	5	6	4	0
Initial Fut:	22	88	24	42	24	607	821	152	5	6	141	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	88	24	42	24	607	821	152	5	6	141	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	88	24	42	24	607	821	152	5	6	141	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	88	24	42	24	607	821	152	5	6	141	119
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	1.27	0.73	2.00	2.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1600	1257	343	2037	1163	3200	2880	3098	102	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.02	0.02	0.19	0.28	0.05	0.05	0.00	0.04	0.07
Crit Moves:	****					****	****					****

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Montebello Town Dwy #2/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Montebello Town Driveway #2						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	5	0	6	10	790	0	0	627	16
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	5	0	6	10	822	0	0	652	17
Added Vol:	0	0	0	0	0	0	0	21	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	12	0	0	51	0
Initial Fut:	0	0	0	5	0	6	10	855	0	0	719	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	6	10	855	0	0	719	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	6	10	855	0	0	719	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	6	10	855	0	0	719	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.27	0.00	0.00	0.15	0.01
Crit Moves:					****			****			****	

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Montebello Town Dwy #1/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Montebello Town Square Driveway #						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	2	0	0	0	1	1	0	1	1	0	0	1	1	1	0
Volume Module:												
Base Vol:	0	0	0	33	0	26	23	772	0	0	618	34
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	34	0	27	24	803	0	0	643	35
Added Vol:	0	0	0	0	0	0	0	21	0	0	16	0
PasserByVol:	29	0	98	0	0	0	0	5	7	24	22	0
Initial Fut:	29	0	98	34	0	27	24	829	7	24	681	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	0	98	34	0	27	24	829	7	24	681	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	98	34	0	27	24	829	7	24	681	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	0	98	34	0	27	24	829	7	24	681	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.00	0.77	2.00	0.00	1.00	1.00	1.98	0.02	0.10	2.76	0.14
Final Sat.:	365	0	1235	2880	0	1600	1600	3173	27	156	4415	229
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.01	0.00	0.02	0.01	0.26	0.26	0.02	0.15	0.15
Crit Moves:	****					****		****				

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Montebello Blvd/Lincoln Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Montebellow Boulevard						Lincoln Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	65	482	27	21	605	104	101	55	90	64	129	54
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	68	501	28	22	629	108	105	57	94	67	134	56
Added Vol:	0	21	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	13	0	0	51	0	0	0	0	0	0	0
Initial Fut:	68	535	28	22	696	108	105	57	94	67	134	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	535	28	22	696	108	105	57	94	67	134	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	535	28	22	696	108	105	57	94	67	134	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	535	28	22	696	108	105	57	94	67	134	56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	1600	3040	160	1600	3200	1600	1600	1600	1600	1600	1128	472
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.01	0.22	0.07	0.07	0.04	0.06	0.04	0.12	0.12
Crit Moves:	****				****		****				****	

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Montebello Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Montebello Boulevard						Beverly Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	159	329	71	118	528	107	68	418	94	132	1046	68
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	165	342	74	123	549	111	71	435	98	137	1088	71
Added Vol:	0	21	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	4	0	8	18	25	6	0	0	0	0	2
Initial Fut:	165	367	74	131	583	136	77	435	98	137	1088	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	367	74	131	583	136	77	435	98	137	1088	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	367	74	131	583	136	77	435	98	137	1088	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	367	74	131	583	136	77	435	98	137	1088	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	2999	201
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.05	0.08	0.18	0.09	0.05	0.14	0.06	0.09	0.36	0.36
Crit Moves:	****				****		****				****	

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Montebello Blvd-SR-60 EB ramps/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Montebello Boulevard - SR-60 EB R						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1	1 0	1	1 0	1 1	0	1	1 0	1
Volume Module:												
Base Vol:	3	55	31	347	11	1	6	17	8	80	40	611
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	3	57	32	361	11	1	6	18	8	83	42	635
Added Vol:	0	2	7	0	12	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	59	39	361	23	1	6	18	8	87	42	635
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	59	0	361	23	1	6	18	8	87	42	635
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	59	0	361	23	1	6	18	8	87	42	635
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	59	0	361	23	1	6	18	8	87	42	635
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.36	0.64	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	1600	2176	1024	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.13	0.01	0.00	0.00	0.01	0.01	0.03	0.03	0.40
Crit Moves:	****			****				****				****

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 San Gabriel Blvd/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	San Gabriel Boulevard						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	33	780	38	58	294	672	244	28	122	11	33	65
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	34	811	40	60	306	699	254	29	127	11	34	68
Added Vol:	0	0	0	0	0	4	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	811	40	60	306	703	261	29	127	11	34	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	811	40	60	306	703	261	29	127	11	34	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	811	40	60	306	703	261	29	127	11	34	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	811	40	60	306	703	261	29	127	11	34	68
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.91	0.09	1.00	2.00	1.00	1.80	0.20	1.00	0.25	0.75	1.00
Final Sat.:	2880	3051	149	1600	3200	1600	2879	321	1600	400	1200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.04	0.10	0.44	0.09	0.09	0.08	0.03	0.03	0.04
Crit Moves:	****					****		****				****

Monterey Park Market Place
Project Opening Year (2015) + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Rosemead Blvd (SR-19)/San Gabriel Blvd - Durfee

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Rosemead Boulevard (SR-19)						San Gabriel Boulevard - Durfee Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		1 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	674	928	55	58	608	74	84	123	332	172	341	64
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	701	965	57	60	632	77	87	128	345	179	355	67
Added Vol:	8	0	0	0	0	0	0	0	6	0	0	0
PasserByVol:	5	0	0	0	0	0	0	10	20	0	3	0
Initial Fut:	714	965	57	60	632	77	87	138	371	179	358	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	714	965	57	60	632	77	87	138	371	179	358	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	714	965	57	60	632	77	87	138	371	179	358	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	714	965	57	60	632	77	87	138	371	179	358	67
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.89	0.11	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	3021	179	1600	2853	347	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.32	0.32	0.04	0.22	0.22	0.05	0.04	0.23	0.11	0.11	0.04
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****			****		

arch beach
CONSULTING

OPENING YEAR 2015 PLUS PROJECT PM PEAK HOUR

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Garfield Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	D

Street Name:	Garfield Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1	0 0	0 0	2	0 1	0 0	0	0 0	0 1	2	0 1
Volume Module:												
Base Vol:	506	730	0	0	704	110	0	0	0	287	945	294
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	526	759	0	0	732	114	0	0	0	298	983	306
Added Vol:	0	0	0	0	57	0	0	0	0	21	47	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	526	759	0	0	789	114	0	0	0	319	1030	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	526	759	0	0	789	114	0	0	0	319	1030	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	759	0	0	789	114	0	0	0	319	1030	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	526	759	0	0	789	114	0	0	0	319	1030	363
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.23	1.77	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.71	2.29	1.00
Final Sat.:	1965	2835	0	0	3200	1600	0	0	0	1137	3663	1600
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.00	0.00	0.25	0.07	0.00	0.00	0.00	0.20	0.28	0.23
Crit Moves:	****				****						****	

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Garfield Avenue/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	1.037
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Garfield Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	1 1	1 0	0	1 0	2 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	0	1034	308	283	677	0	136	1146	727	21	0	91
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1075	320	294	704	0	141	1192	756	22	0	95
Added Vol:	0	0	21	57	21	0	0	46	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1075	341	351	725	0	141	1238	756	22	0	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1075	341	351	725	0	141	1238	756	22	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1075	341	351	725	0	141	1238	756	22	0	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1075	341	351	725	0	141	1238	756	22	0	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	3200	0	1600	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.21	0.22	0.23	0.00	0.09	0.39	0.47	0.01	0.00	0.06
Crit Moves:		****			****				****	****		

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Wilcox Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Wilcox Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 0	0 0 1		1 0	0 0 0		0 0	0 1 1		1 0
Volume Module:												
Base Vol:	374	287	0	0	313	21	0	0	0	322	1109	77
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	389	298	0	0	326	22	0	0	0	335	1153	80
Added Vol:	0	0	0	0	35	0	0	0	0	21	125	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	298	0	0	361	22	0	0	0	356	1278	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	298	0	0	361	22	0	0	0	356	1278	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	298	0	0	361	22	0	0	0	356	1278	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	298	0	0	361	22	0	0	0	356	1278	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.89	0.11	0.00	0.00	0.00	0.61	2.19	0.20
Final Sat.:	2880	3200	0	0	3017	183	0	0	0	977	3508	316
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.22	0.36	0.36
Crit Moves:	****				****						****	

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Wilcox Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	Wilcox Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	1 1	0	0 1	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	103	554	241	133	484	23	50	1217	422	7	23	57
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	107	576	251	138	503	24	52	1266	439	7	24	59
Added Vol:	0	0	21	35	21	0	0	124	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	576	272	173	524	24	52	1390	439	7	24	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	576	272	173	524	24	52	1390	439	7	24	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	576	272	173	524	24	52	1390	439	7	24	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	576	272	173	524	24	52	1390	439	7	24	59
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	1.91	0.09	0.08	2.22	0.70	0.16	0.84	1.00
Final Sat.:	1600	4800	1600	1600	3060	140	133	3547	1120	257	1343	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.17	0.11	0.17	0.17	0.39	0.39	0.39	0.03	0.02	0.04
Crit Moves:			****	****			****					****

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Markland Dr/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Markland Drive						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	26	59	505	196	197	15	60	38	49	296	554	91
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	27	61	525	204	205	16	62	40	51	308	576	95
Added Vol:	0	0	189	0	0	0	0	34	0	48	178	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	61	714	204	205	16	62	74	51	356	754	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	61	714	204	205	16	62	74	51	356	754	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	61	714	204	205	16	62	74	51	356	754	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	61	714	204	205	16	62	74	51	356	754	95
OvlAdjVol:			358									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	0.48	0.48	0.04	1.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	489	1111	1600	769	773	59	1600	1600	1600	1600	2843	357
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.45	0.27	0.27	0.27	0.04	0.05	0.03	0.22	0.27	0.27
OvlAdjV/S:			0.22									
Crit Moves:			****	****			****				****	

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Markland Dr-Vail Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.937
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	122	Level Of Service:	E

Street Name:	Markland Drive-Vail Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	16	188	112	244	244	66	378	1067	147	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	17	196	116	254	254	69	393	1110	153	0	0	0
Added Vol:	0	14	0	34	14	0	175	5	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	210	116	288	268	69	568	1115	153	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	210	116	288	268	69	568	1115	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	210	116	288	268	69	568	1115	153	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	210	116	288	268	69	568	1115	153	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.59	0.41	0.68	1.32	1.00	0.00	0.00	0.00
Final Sat.:	1600	1600	1600	1600	2547	653	1080	2120	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.07	0.18	0.11	0.11	0.36	0.53	0.10	0.00	0.00	0.00
Crit Moves:	****			****				****				

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Saturn St-Greenwood Ave/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Saturn Street-Greenwood Avenue						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	3	0	4	231	0	7	14	781	5	1	330	35
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	3	0	4	240	0	7	15	812	5	1	343	36
Added Vol:	223	0	17	0	0	0	0	2	221	17	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	0	21	240	0	7	15	814	226	18	346	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	0	21	240	0	7	15	814	226	18	346	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	0	21	240	0	7	15	814	226	18	346	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	0	21	240	0	7	15	814	226	18	346	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.57	0.43	1.00	1.81	0.19
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2504	696	1600	2896	304
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.01	0.15	0.00	0.00	0.01	0.33	0.33	0.01	0.12	0.12
Crit Moves:			****	****				****		****		

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #8 Neil Armstrong St/Arroyo Dr

****

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[14.9]

****

Street Name:	Neil Armstrong Street						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0	
Volume Module:												
Base Vol:	20	1	31	2	0	1	2	323	51	41	161	8
Growth Adj:	1.04 1.04	1.04		1.04 1.04	1.04		1.04 1.04	1.04		1.04 1.04	1.04	
Initial Bse:	21	1	32	2	0	1	2	336	53	43	167	8
Added Vol:	0	17	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	18	32	2	17	1	2	336	53	43	167	8
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	21	18	32	2	17	1	2	336	53	43	167	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	18	32	2	17	1	2	336	53	43	167	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	633	628	362	649	650	172	176	xxxx	xxxxx	389	xxxx	xxxxx
Potent Cap.:	396	402	687	386	391	877	1413	xxxx	xxxxx	1181	xxxx	xxxxx
Move Cap.:	370	387	687	344	376	877	1413	xxxx	xxxxx	1181	xxxx	xxxxx
Volume/Cap:	0.06 0.05	0.05		0.01 0.05	0.00		0.00	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	475	xxxxx	xxxx	384	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.9	xxxxx	xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		13.9			14.9			xxxxx			xxxxx	
ApproachLOS:		B			B			*			*	

****

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

****

Traffix 8.0.0715 (c) 2008 Dowling Assoc.

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 San Gabriel Blvd-Paramount Blvd/Hill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name: San Gabriel Boulevard-Paramount B / Hill Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1	1 0	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	160	421	67	239	358	19	17	480	155	48	408	295
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	166	438	70	249	372	20	18	499	161	50	424	307
Added Vol:	4	35	20	0	35	0	0	1	5	18	2	0
PasserByVol:	0	7	14	0	13	0	0	0	0	26	0	0
Initial Fut:	170	480	104	249	420	20	18	500	166	94	426	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	480	104	249	420	20	18	500	166	94	426	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	480	104	249	420	20	18	500	166	94	426	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	480	104	249	420	20	18	500	166	94	426	307
OvlAdjVol:												77
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.64	0.36	1.08	1.83	0.09	1.00	1.50	0.50	1.00	2.00	1.00
Final Sat.:	1600	2631	569	1734	2929	138	1600	2402	798	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.14	0.14	0.14	0.01	0.21	0.21	0.06	0.13	0.19
OvlAdjV/S:												0.05
Crit Moves:		****			****			****			****	

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Paramount Blvd/Arroyo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Paramount Boulevard						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	120	627	70	21	477	64	50	59	271	52	37	22
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	125	652	73	22	496	67	52	61	282	54	38	23
Added Vol:	0	59	0	0	57	0	0	0	0	0	0	0
PasserByVol:	0	21	0	0	40	0	0	0	0	0	0	0
Initial Fut:	125	732	73	22	593	67	52	61	282	54	38	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	732	73	22	593	67	52	61	282	54	38	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	732	73	22	593	67	52	61	282	54	38	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	732	73	22	593	67	52	61	282	54	38	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1003	597
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.05	0.01	0.19	0.04	0.03	0.04	0.18	0.03	0.04	0.04
Crit Moves:	****				****				****	****		

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Paramount Blvd/SR-60 WB Ramps-Neil Armstrong

Cycle (sec):	100	Critical Vol./Cap.(X):	1.216
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Paramount Boulevard						SR-60 WB Ramps-Neil Armstrong					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	119	613	427	0	822	10	4	6	91	457	22	240
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	124	638	444	0	855	10	4	6	95	475	23	250
Added Vol:	271	9	0	0	9	47	48	226	150	0	101	3
PasserByVol:	0	21	35	0	40	0	0	0	0	66	0	0
Initial Fut:	395	668	479	0	904	57	52	232	245	541	124	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	668	479	0	904	57	52	232	245	541	124	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	668	479	0	904	57	52	232	245	541	124	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	395	668	479	0	904	57	52	232	245	541	124	253
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.82	0.18	0.10	0.44	0.46	0.81	0.19	1.00
Final Sat.:	1600	3200	1600	0	4513	287	158	702	740	1302	298	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.21	0.30	0.00	0.20	0.20	0.03	0.33	0.33	0.34	0.42	0.16
Crit Moves:	****				****			****			****	

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Paramount Blvd/SR-60 EB Ramps-Town Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Paramount Boulevard						SR-60 EB Ramps-Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 2	1	0	2	0 2	0 0	1 1	0 0	1	1	0 0	0 2
Volume Module:												
Base Vol:	0	883	25	142	789	0	272	277	426	22	0	278
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	918	26	148	821	0	283	288	443	23	0	289
Added Vol:	0	50	0	0	50	0	230	0	0	0	0	0
PasserByVol:	0	91	0	0	106	0	0	0	66	0	0	0
Initial Fut:	0	1059	26	148	977	0	513	288	509	23	0	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1059	26	148	977	0	513	288	509	23	0	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1059	26	148	977	0	513	288	509	23	0	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1059	26	148	977	0	513	288	509	23	0	289
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.93	0.07	2.00	2.00	0.00	1.28	0.72	1.00	1.00	0.00	2.00
Final Sat.:	0	4685	115	2880	3200	0	2049	1151	1600	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.05	0.31	0.00	0.25	0.25	0.32	0.01	0.00	0.09
Crit Moves:	****				****				****			****

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Paramount Blvd/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	E

Street Name:	Paramount Boulevard						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 1	0 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	4	2	241	0	939	876	560	0	0	308	85
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	4	2	251	0	977	911	582	0	0	320	88
Added Vol:	0	0	0	16	0	35	34	1	0	0	1	15
PasserByVol:	12	46	13	0	86	86	46	8	22	24	16	0
Initial Fut:	12	50	15	267	86	1098	991	591	22	24	337	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	50	15	267	86	1098	991	591	22	24	337	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	50	15	267	86	1098	991	591	22	24	337	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	50	15	267	86	1098	991	591	22	24	337	103
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.77	0.23	1.51	0.49	2.00	2.00	1.93	0.07	1.00	2.30	0.70
Final Sat.:	1600	1230	370	2420	780	3200	2880	3085	115	1600	3674	1126
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.11	0.11	0.34	0.34	0.19	0.19	0.02	0.09	0.09
Crit Moves:	****					****	****				****	

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Montebello Town Dwy #2/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Montebello Town Driveway #2						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0	0 0 1	1	0	2 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	208	0	123	128	1068	0	0	1027	224
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	216	0	128	133	1111	0	0	1068	233
Added Vol:	0	0	0	0	0	0	0	35	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	53	0	0	28	0
Initial Fut:	0	0	0	216	0	128	133	1199	0	0	1131	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	216	0	128	133	1199	0	0	1131	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	216	0	128	133	1199	0	0	1131	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	216	0	128	133	1199	0	0	1131	233
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.08	0.08	0.37	0.00	0.00	0.24	0.15
Crit Moves:				****				****		****		

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Montebello Town Dwy #1/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	Level Of Service:	B

Street Name:	Montebello Town Square Driveway #						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	2	0	0	0	1	1	0	1	1	0	0	1	1	1	0
Volume Module:												
Base Vol:	0	0	0	237	0	119	108	1174	0	0	1144	138
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	246	0	124	112	1221	0	0	1190	144
Added Vol:	0	0	0	0	0	0	0	35	0	0	35	0
PasserByVol:	16	0	54	0	0	0	0	22	30	102	12	0
Initial Fut:	16	0	54	246	0	124	112	1278	30	102	1237	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	54	246	0	124	112	1278	30	102	1237	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	54	246	0	124	112	1278	30	102	1237	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	0	54	246	0	124	112	1278	30	102	1237	144
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.00	0.77	2.00	0.00	1.00	1.00	1.95	0.05	0.21	2.50	0.29
Final Sat.:	366	0	1234	2880	0	1600	1600	3127	73	330	4005	465
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.09	0.00	0.08	0.07	0.41	0.41	0.06	0.31	0.31
Crit Moves:			****	****				****				

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Montebello Blvd/Lincoln Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Montebellow Boulevard						Lincoln Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	101	943	77	59	740	167	219	327	154	51	91	49
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	105	981	80	61	770	174	228	340	160	53	95	51
Added Vol:	0	35	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	53	0	0	28	0	0	0	0	0	0	0
Initial Fut:	105	1069	80	61	833	174	228	340	160	53	95	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1069	80	61	833	174	228	340	160	53	95	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1069	80	61	833	174	228	340	160	53	95	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1069	80	61	833	174	228	340	160	53	95	51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.65	0.35
Final Sat.:	1600	2977	223	1600	3200	1600	1600	1600	1600	1600	1040	560
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.36	0.04	0.26	0.11	0.14	0.21	0.10	0.03	0.09	0.09
Crit Moves:	****			****				****		****		

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Montebello Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	E

Street Name:	Montebello Boulevard						Beverly Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	206	790	159	197	719	134	209	1253	279	93	721	167
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	214	822	165	205	748	139	217	1303	290	97	750	174
Added Vol:	0	35	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	18	0	4	10	4	26	0	0	0	0	8
Initial Fut:	214	875	165	209	793	143	243	1303	290	97	750	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	875	165	209	793	143	243	1303	290	97	750	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	875	165	209	793	143	243	1303	290	97	750	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	875	165	209	793	143	243	1303	290	97	750	182
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	2576	624
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.10	0.13	0.25	0.09	0.15	0.41	0.18	0.06	0.29	0.29
Crit Moves:	****			****				****		****		

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Montebello Blvd-SR-60 EB ramps/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name: Montebello Boulevard - SR-60 EB R / Town Center Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 1	1 0	1	1 0	1 1	0	1 1	1 0	1
Volume Module:												
Base Vol:	4	163	160	339	19	5	101	184	10	151	161	533
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	4	170	166	353	20	5	105	191	10	157	167	554
Added Vol:	0	3	9	0	10	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	173	175	353	30	5	105	191	10	160	167	554
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	173	0	353	30	5	105	191	10	160	167	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	173	0	353	30	5	105	191	10	160	167	554
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	173	0	353	30	5	105	191	10	160	167	554
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.90	0.10	1.47	1.53	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	1600	3035	165	2346	2454	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.12	0.02	0.00	0.07	0.06	0.06	0.07	0.07	0.35
Crit Moves:	****			****			****					****

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 San Gabriel Blvd/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	D

Street Name:	San Gabriel Boulevard						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	28	441	13	39	812	794	350	43	299	19	21	43
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	29	459	14	41	844	826	364	45	311	20	22	45
Added Vol:	0	0	0	0	0	3	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	459	14	41	844	829	373	45	311	20	22	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	459	14	41	844	829	373	45	311	20	22	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	459	14	41	844	829	373	45	311	20	22	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	459	14	41	844	829	373	45	311	20	22	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	1.79	0.21	1.00	0.48	0.52	1.00
Final Sat.:	2880	3108	92	1600	3200	1600	2857	343	1600	760	840	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.03	0.26	0.52	0.13	0.13	0.19	0.03	0.03	0.03
Crit Moves:	****					****			****			****

Monterey Park Market Place
Project Opening Year (2015) + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Rosemead Blvd (SR-19)/San Gabriel Blvd - Durfee

Cycle (sec):	100	Critical Vol./Cap.(X):	1.017
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Rosemead Boulevard (SR-19)						San Gabriel Boulevard - Durfee Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		1 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	501	1100	336	66	919	105	121	713	740	134	108	26
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	521	1144	349	69	956	109	126	742	770	139	112	27
Added Vol:	14	0	0	0	0	0	0	0	14	0	0	0
PasserByVol:	21	0	0	0	0	0	0	6	11	0	11	0
Initial Fut:	556	1144	349	69	956	109	126	748	795	139	123	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	556	1144	349	69	956	109	126	748	795	139	123	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	556	1144	349	69	956	109	126	748	795	139	123	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	556	1144	349	69	956	109	126	748	795	139	123	27
OvlAdjVol:									486			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.53	0.47	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2451	749	1600	2872	328	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.47	0.47	0.04	0.33	0.33	0.08	0.23	0.50	0.09	0.04	0.02
OvlAdjV/S:									0.30			
Crit Moves:	****				****				****	****		

arch beach
CONSULTING

BUILDOUT YEAR 2025 AM PEAK HOUR

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Garfield Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	E

Street Name:	Garfield Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	0	0 0	2 0	1	0 0	0 0	0	0 1	2 0	1
Volume Module:												
Base Vol:	765	350	0	0	503	328	0	0	0	247	1030	154
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	857	392	0	0	563	367	0	0	0	277	1154	172
Added Vol:	0	0	0	0	3	0	0	0	0	1	1	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	857	392	0	0	566	367	0	0	0	278	1155	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	857	392	0	0	566	367	0	0	0	278	1155	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	857	392	0	0	566	367	0	0	0	278	1155	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	857	392	0	0	566	367	0	0	0	278	1155	174
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.58	2.42	1.00
Final Sat.:	2880	1600	0	0	3200	1600	0	0	0	930	3870	1600
Capacity Analysis Module:												
Vol/Sat:	0.30	0.25	0.00	0.00	0.18	0.23	0.00	0.00	0.00	0.17	0.30	0.11
Crit Moves:	****					****					****	

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Garfield Avenue/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Garfield Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	1 1	1 0	0	1 0	2 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	0	775	170	146	603	0	122	726	334	25	0	219
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	868	190	164	675	0	137	813	374	28	0	245
Added Vol:	0	0	1	3	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	868	191	167	676	0	137	813	374	28	0	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	868	191	167	676	0	137	813	374	28	0	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	868	191	167	676	0	137	813	374	28	0	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	868	191	167	676	0	137	813	374	28	0	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	3200	0	1600	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.12	0.10	0.21	0.00	0.09	0.25	0.23	0.02	0.00	0.15
Crit Moves:		****			****			****			****	

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Wilcox Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Wilcox Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 0	0 0 1		1 0	0 0 0		0 0	0 1 1		1 0
Volume Module:												
Base Vol:	483	320	0	0	330	63	0	0	0	272	1060	38
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	541	358	0	0	370	71	0	0	0	305	1187	43
Added Vol:	0	0	0	0	1	0	0	0	0	1	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	541	358	0	0	371	71	0	0	0	306	1190	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	541	358	0	0	371	71	0	0	0	306	1190	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	541	358	0	0	371	71	0	0	0	306	1190	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	541	358	0	0	371	71	0	0	0	306	1190	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.68	0.32	0.00	0.00	0.00	0.60	2.32	0.08
Final Sat.:	2880	3200	0	0	2688	512	0	0	0	953	3711	136
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.19	0.32	0.32
Crit Moves:	****				****						****	

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Wilcox Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	Wilcox Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	1 1	0	0 1	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	293	735	153	118	449	37	30	875	286	19	89	38
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	328	823	171	132	503	41	34	980	320	21	100	43
Added Vol:	0	0	1	1	1	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	823	172	133	504	41	34	984	320	21	100	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	823	172	133	504	41	34	984	320	21	100	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	823	172	133	504	41	34	984	320	21	100	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	328	823	172	133	504	41	34	984	320	21	100	43
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	1.85	0.15	0.07	2.21	0.72	0.26	1.22	0.52
Final Sat.:	1600	4800	1600	1600	2957	243	121	3530	1149	416	1951	833
Capacity Analysis Module:												
Vol/Sat:	0.21	0.17	0.11	0.08	0.17	0.17	0.28	0.28	0.28	0.05	0.05	0.05
Crit Moves:	****				****		****					****

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Markland Dr/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Markland Drive						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	55	40	548	82	158	5	7	179	32	159	488	40
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	62	45	614	92	177	6	8	200	36	178	547	45
Added Vol:	0	0	2	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	45	616	92	177	6	8	200	36	178	548	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	45	616	92	177	6	8	200	36	178	548	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	45	616	92	177	6	8	200	36	178	548	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	45	616	92	177	6	8	200	36	178	548	45
OvlAdjVol:			438									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.42	1.00	0.33	0.65	0.02	1.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	926	674	1600	536	1032	33	1600	1600	1600	1600	2958	242
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.38	0.17	0.17	0.17	0.00	0.13	0.02	0.11	0.19	0.19
OvlAdjV/S:			0.27									
Crit Moves:			****			****		****		****		

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Markland Dr-Vail Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Markland Drive-Vail Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1		0 1	1 0 1		1 0	0 1 1		0 1	0 0 0		0 0
Volume Module:												
Base Vol:	75	218	134	136	140	66	424	531	46	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	84	244	150	152	157	74	475	595	52	0	0	0
Added Vol:	0	0	0	0	0	0	2	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	244	150	152	157	74	477	599	52	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	244	150	152	157	74	477	599	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	244	150	152	157	74	477	599	52	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	244	150	152	157	74	477	599	52	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.36	0.64	0.89	1.11	1.00	0.00	0.00	0.00
Final Sat.:	1600	1600	1600	1600	2175	1025	1419	1781	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.09	0.10	0.07	0.07	0.30	0.34	0.03	0.00	0.00	0.00
Crit Moves:	****			****				****				

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Saturn St-Greenwood Ave/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Saturn Street-Greenwood Avenue						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	7	0	7	24	1	14	11	161	5	6	710	226
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	8	0	8	27	1	16	12	180	6	7	795	253
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	8	27	1	16	12	182	6	7	797	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	8	27	1	16	12	182	6	7	797	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	8	27	1	16	12	182	6	7	797	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	0	8	27	1	16	12	182	6	7	797	253
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.52	0.48
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3105	95	1600	2429	771
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.01	0.06	0.06	0.00	0.33	0.33
Crit Moves:	****			****			****				****	

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Neil Armstrong St/Arroyo Dr

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[13.4]

Street Name:	Neil Armstrong Street									Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 0 1 0			0 0 1! 0 0					
Volume Module:															
Base Vol:	44	0	39	1	0	1	0	170	8	10	375	4			
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12			
Initial Bse:	49	0	44	1	0	1	0	190	9	11	420	4			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	49	0	44	1	0	1	0	190	9	11	420	4			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	49	0	44	1	0	1	0	190	9	11	420	4			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	49	0	44	1	0	1	0	190	9	11	420	4			
Critical Gap Module:															
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	640	642	195	661	644	422	xxxx	xxxx	xxxxx	199	xxxx	xxxxx			
Potent Cap.:	391	395	852	378	394	636	xxxx	xxxx	xxxxx	1385	xxxx	xxxxx			
Move Cap.:	388	392	852	357	391	636	xxxx	xxxx	xxxxx	1385	xxxx	xxxxx			
Volume/Cap:	0.13	0.00	0.05	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT			
Shared Cap.:	xxxx	521	xxxxx	xxxx	457	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	13.4	xxxxx	xxxxx	12.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*			
ApproachDel:	13.4			12.9			xxxxxx			xxxxxx					
ApproachLOS:	B			B			*			*					

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc.

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 San Gabriel Blvd-Paramount Blvd/Hill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name: San Gabriel Boulevard-Paramount B / Hill Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1	1 0	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	86	248	56	232	402	21	18	297	200	86	335	157
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	96	278	63	260	450	24	20	333	224	96	375	176
Added Vol:	5	1	2	0	1	0	0	0	4	1	0	0
PasserByVol:	0	26	40	0	7	0	0	0	0	10	0	0
Initial Fut:	101	305	105	260	458	24	20	333	228	107	375	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	305	105	260	458	24	20	333	228	107	375	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	305	105	260	458	24	20	333	228	107	375	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	305	105	260	458	24	20	333	228	107	375	176
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.49	0.51	1.05	1.86	0.09	1.00	1.19	0.81	1.00	2.04	0.96
Final Sat.:	1600	2382	818	1685	2964	152	1600	1899	1301	1600	3268	1532
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.15	0.15	0.16	0.01	0.18	0.18	0.07	0.11	0.11
OvlAdjV/S:												0.00
Crit Moves:	****					****		****			****	

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Paramount Blvd/Arroyo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Paramount Boulevard						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	276	285	71	29	630	53	48	37	146	139	91	43
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	309	319	80	32	706	59	54	41	164	156	102	48
Added Vol:	0	7	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	66	0	0	17	0	0	0	0	0	0	0
Initial Fut:	309	392	80	32	729	59	54	41	164	156	102	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	309	392	80	32	729	59	54	41	164	156	102	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	392	80	32	729	59	54	41	164	156	102	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	309	392	80	32	729	59	54	41	164	156	102	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.68	0.32
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1087	513
Capacity Analysis Module:												
Vol/Sat:	0.19	0.12	0.05	0.02	0.23	0.04	0.03	0.03	0.10	0.10	0.09	0.09
Crit Moves:	****				****				****	****		

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Paramount Blvd/SR-60 WB Ramps-Neil Armstrong

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Paramount Boulevard						SR-60 WB Ramps-Neil Armstrong					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	0 0	2 1	0	1 0	0 0	2	2 0	1 0	1
Volume Module:												
Base Vol:	35	423	244	0	895	7	14	0	175	173	6	177
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	39	474	273	0	1002	8	16	0	196	194	7	198
Added Vol:	0	6	0	0	6	0	0	0	0	0	0	2
PasserByVol:	0	66	99	0	17	0	0	0	0	19	0	0
Initial Fut:	39	546	372	0	1025	8	16	0	196	213	7	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	546	372	0	1025	8	16	0	196	213	7	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	546	372	0	1025	8	16	0	196	213	7	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	546	372	0	1025	8	16	0	196	213	7	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.98	0.02	1.00	0.00	2.00	2.00	1.00	1.00
Final Sat.:	2880	3200	1600	0	4764	36	1600	0	3200	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.23	0.00	0.22	0.22	0.01	0.00	0.06	0.07	0.00	0.13
Crit Moves:	****				****				****			****

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Paramount Blvd/SR-60 EB Ramps-Town Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Paramount Boulevard						SR-60 EB Ramps-Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	2 0	2	0 0	1 1	0	0 1	1 0	0	0 2
Volume Module:												
Base Vol:	0	798	11	52	393	0	233	77	213	2	0	31
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	894	12	58	440	0	261	86	239	2	0	35
Added Vol:	0	2	0	0	3	0	4	0	0	0	0	0
PasserByVol:	0	264	0	0	36	0	0	0	26	0	0	0
Initial Fut:	0	1160	12	58	479	0	265	86	265	2	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1160	12	58	479	0	265	86	265	2	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1160	12	58	479	0	265	86	265	2	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1160	12	58	479	0	265	86	265	2	0	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.97	0.03	2.00	2.00	0.00	1.51	0.49	1.00	1.00	0.00	2.00
Final Sat.:	0	4750	50	2880	3200	0	2414	786	1600	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.02	0.15	0.00	0.11	0.11	0.17	0.00	0.00	0.01
Crit Moves:		****		****					****			****

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Paramount Blvd/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	Paramount Boulevard						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 1	0 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	5	1	33	4	550	690	131	0	0	131	106
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	6	1	37	4	616	773	147	0	0	147	119
Added Vol:	0	0	0	2	0	0	0	1	0	0	1	2
PasserByVol:	45	171	47	2	38	22	86	16	12	12	4	7
Initial Fut:	45	177	48	41	42	638	859	164	12	12	152	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	177	48	41	42	638	859	164	12	12	152	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	177	48	41	42	638	859	164	12	12	152	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	177	48	41	42	638	859	164	12	12	152	128
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	1.00	1.00	2.00	2.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1600	1257	343	1600	1600	3200	2880	2981	219	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.03	0.03	0.20	0.30	0.05	0.05	0.01	0.05	0.08
Crit Moves:	****					****	****					****

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Montebello Town Dwy #2/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.383
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Montebello Town Driveway #2						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	5	0	6	10	790	0	0	627	16
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	6	0	7	11	885	0	0	702	18
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	20	0	0	75	0
Initial Fut:	0	0	0	6	0	7	11	906	0	0	778	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	7	11	906	0	0	778	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	7	11	906	0	0	778	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	6	0	7	11	906	0	0	778	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.28	0.00	0.00	0.16	0.01
Crit Moves:					****			****		****		

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Montebello Town Dwy #1/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Montebello Town Square Driveway #						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	2	0	0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	33	0	26	23	772	0	0	618	34
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	37	0	29	26	865	0	0	692	38
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	30	0	101	0	0	0	0	12	8	26	45	0
Initial Fut:	30	0	101	37	0	29	26	878	8	26	738	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	101	37	0	29	26	878	8	26	738	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	101	37	0	29	26	878	8	26	738	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	0	101	37	0	29	26	878	8	26	738	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	0	1600	2880	0	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.06	0.01	0.00	0.02	0.02	0.18	0.01	0.02	0.15	0.02
Crit Moves:			****			****			****			

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Montebello Blvd/Lincoln Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Montebellow Boulevard						Lincoln Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	65	482	27	21	605	104	101	55	90	64	129	54
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	73	540	30	24	678	116	113	62	101	72	144	60
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	20	0	0	75	0	0	0	0	0	0	0
Initial Fut:	73	561	30	24	754	116	113	62	101	72	144	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	561	30	24	754	116	113	62	101	72	144	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	561	30	24	754	116	113	62	101	72	144	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	561	30	24	754	116	113	62	101	72	144	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	1600	3036	164	1600	3200	1600	1600	1600	1600	1600	1128	472
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.01	0.24	0.07	0.07	0.04	0.06	0.04	0.13	0.13
Crit Moves:	****				****		****				****	

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Montebello Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	Montebello Boulevard						Beverly Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	159	329	71	118	528	107	68	418	94	132	1046	68
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	178	368	80	132	591	120	76	468	105	148	1172	76
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	7	2	8	28	40	10	3	0	9	13	2
Initial Fut:	178	376	82	140	620	160	86	471	105	157	1185	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	376	82	140	620	160	86	471	105	157	1185	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	376	82	140	620	160	86	471	105	157	1185	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	376	82	140	620	160	86	471	105	157	1185	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3002	198
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.05	0.09	0.19	0.10	0.05	0.15	0.07	0.10	0.39	0.39
Crit Moves:	****				****		****				****	

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Montebello Blvd-SR-60 EB ramps/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name: Montebello Boulevard - SR-60 EB R / Town Center Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1	1 0	1	1 0	1 1	0	1	1 0	1
Volume Module:												
Base Vol:	3	55	31	347	11	1	6	17	8	80	40	611
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	62	35	389	12	1	7	19	9	90	45	684
Added Vol:	0	2	7	0	12	0	0	0	0	4	0	0
PasserByVol:	0	33	0	0	9	0	0	0	0	2	0	0
Initial Fut:	3	97	42	389	33	1	7	19	9	96	45	684
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	97	0	389	33	1	7	19	9	96	45	684
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	97	0	389	33	1	7	19	9	96	45	684
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	97	0	389	33	1	7	19	9	96	45	684
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.36	0.64	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	1600	2176	1024	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.13	0.02	0.00	0.00	0.01	0.01	0.03	0.03	0.43
Crit Moves:	****			****					****			****

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 San Gabriel Blvd/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	San Gabriel Boulevard						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	33	780	38	58	294	672	244	28	122	11	33	65
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	37	874	43	65	329	753	273	31	137	12	37	73
Added Vol:	0	0	0	0	0	4	7	0	0	0	0	0
PasserByVol:	0	46	0	2	10	0	0	0	0	0	0	0
Initial Fut:	37	920	43	67	339	757	280	31	137	12	37	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	920	43	67	339	757	280	31	137	12	37	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	920	43	67	339	757	280	31	137	12	37	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	920	43	67	339	757	280	31	137	12	37	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.91	0.09	1.00	2.00	1.00	1.80	0.20	1.00	0.25	0.75	1.00
Final Sat.:	2880	3058	142	1600	3200	1600	2878	322	1600	400	1200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.04	0.11	0.47	0.10	0.10	0.09	0.03	0.03	0.05
Crit Moves:	****					****	****					****

Monterey Park Market Place
General Plan (2025) Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Rosemead Blvd (SR-19)/San Gabriel Blvd - Durfee

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Rosemead Boulevard (SR-19)						San Gabriel Boulevard - Durfee Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		1 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	674	928	55	58	608	74	84	123	332	172	341	64
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	755	1039	62	65	681	83	94	138	372	193	382	72
Added Vol:	1	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	11	0	0	0	0	0	0	21	42	0	5	0
Initial Fut:	767	1039	62	65	681	83	94	159	414	193	387	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	767	1039	62	65	681	83	94	159	414	193	387	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	767	1039	62	65	681	83	94	159	414	193	387	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	767	1039	62	65	681	83	94	159	414	193	387	72
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.89	0.11	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	3021	179	1600	2853	347	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.27	0.34	0.34	0.04	0.24	0.24	0.06	0.05	0.26	0.12	0.12	0.04
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****				****	

arch beach
CONSULTING

BUILDOUT YEAR 2025 PM PEAK HOUR

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Garfield Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.146
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Garfield Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	0	0 0	2 0	1	0 0	0 0	0	0 1	2 0	1
Volume Module:												
Base Vol:	506	730	0	0	704	110	0	0	0	287	945	294
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	567	818	0	0	788	123	0	0	0	321	1058	329
Added Vol:	0	0	0	0	3	0	0	0	0	1	1	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	567	818	0	0	791	123	0	0	0	322	1059	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	567	818	0	0	791	123	0	0	0	322	1059	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	818	0	0	791	123	0	0	0	322	1059	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	567	818	0	0	791	123	0	0	0	322	1059	332
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.70	2.30	1.00
Final Sat.:	2880	1600	0	0	3200	1600	0	0	0	1120	3680	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.51	0.00	0.00	0.25	0.08	0.00	0.00	0.00	0.20	0.29	0.21
Crit Moves:	****			****							****	

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Garfield Avenue/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	1.102
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Garfield Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	1 1	1 0	0	1 0	2 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	0	1034	308	283	677	0	136	1146	727	21	0	91
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1158	345	317	758	0	152	1284	814	24	0	102
Added Vol:	0	0	1	3	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1158	346	320	759	0	152	1284	814	24	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1158	346	320	759	0	152	1284	814	24	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1158	346	320	759	0	152	1284	814	24	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1158	346	320	759	0	152	1284	814	24	0	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	3200	0	1600	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.22	0.20	0.24	0.00	0.10	0.40	0.51	0.01	0.00	0.06
Crit Moves:		****			****				****	****		

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Wilcox Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Wilcox Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 0	0 0 1		1 0	0 0 0		0 0	0 1 1		1 0
Volume Module:												
Base Vol:	374	287	0	0	313	21	0	0	0	322	1109	77
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	419	321	0	0	351	24	0	0	0	361	1242	86
Added Vol:	0	0	0	0	1	0	0	0	0	1	5	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	419	321	0	0	352	24	0	0	0	362	1247	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	419	321	0	0	352	24	0	0	0	362	1247	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	321	0	0	352	24	0	0	0	362	1247	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	419	321	0	0	352	24	0	0	0	362	1247	87
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.87	0.13	0.00	0.00	0.00	0.64	2.21	0.15
Final Sat.:	2880	3200	0	0	2999	201	0	0	0	1024	3530	247
Capacity Analysis Module:												
Vol/Sat:	0.15	0.10	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.23	0.35	0.35
Crit Moves:	****				****						****	

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Wilcox Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Wilcox Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	1 1	0	0 1	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	103	554	241	133	484	23	50	1217	422	7	23	57
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	115	620	270	149	542	26	56	1363	473	8	26	64
Added Vol:	0	0	1	1	1	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	620	271	150	543	26	56	1367	473	8	26	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	620	271	150	543	26	56	1367	473	8	26	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	620	271	150	543	26	56	1367	473	8	26	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	620	271	150	543	26	56	1367	473	8	26	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	1.91	0.09	0.09	2.16	0.75	0.16	0.84	1.00
Final Sat.:	1600	4800	1600	1600	3055	145	142	3461	1197	257	1343	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.17	0.09	0.18	0.18	0.39	0.39	0.39	0.03	0.02	0.04
Crit Moves:			****	****			****					****

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Markland Dr/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	Markland Drive						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	26	59	505	196	197	15	60	38	49	296	554	91
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	29	66	566	220	221	17	67	43	55	332	620	102
Added Vol:	0	0	2	0	0	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	66	568	220	221	17	67	43	55	332	623	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	66	568	220	221	17	67	43	55	332	623	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	66	568	220	221	17	67	43	55	332	623	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	66	568	220	221	17	67	43	55	332	623	102
OvlAdjVol:			236									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	0.48	0.48	0.04	1.00	1.00	1.00	1.00	1.72	0.28
Final Sat.:	489	1111	1600	769	773	59	1600	1600	1600	1600	2750	450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.35	0.29	0.29	0.29	0.04	0.03	0.03	0.21	0.23	0.23
OvlAdjV/S:			0.15									
Crit Moves:			****	****			****				****	

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Markland Dr-Vail Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	E

Street Name:	Markland Drive-Vail Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1	0 1		1 0 1	1 0		0 1 1	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	16	188	112	244	244	66	378	1067	147	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	18	211	125	273	273	74	423	1195	165	0	0	0
Added Vol:	0	0	0	0	1	0	1	5	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	211	125	273	274	74	424	1200	165	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	211	125	273	274	74	424	1200	165	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	211	125	273	274	74	424	1200	165	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	211	125	273	274	74	424	1200	165	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.58	0.42	0.52	1.48	1.00	0.00	0.00	0.00
Final Sat.:	1600	1600	1600	1600	2521	679	836	2364	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.08	0.17	0.11	0.11	0.27	0.51	0.10	0.00	0.00	0.00
Crit Moves:	****			****				****				

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Saturn St-Greenwood Ave/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Saturn Street-Greenwood Avenue						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	3	0	4	231	0	7	14	781	5	1	330	35
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	0	4	259	0	8	16	875	6	1	370	39
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	4	259	0	8	16	877	6	1	373	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	4	259	0	8	16	877	6	1	373	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	4	259	0	8	16	877	6	1	373	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	4	259	0	8	16	877	6	1	373	39
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.81	0.19
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3180	20	1600	2895	305
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.00	0.01	0.28	0.28	0.00	0.13	0.13
Crit Moves:	****			****				****		****		

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Neil Armstrong St/Arroyo Dr

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[13.7]

Street Name:	Neil Armstrong Street						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	20	1	31	2	0	1	2	323	51	41	161	8
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	22	1	35	2	0	1	2	362	57	46	180	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1	35	2	0	1	2	362	57	46	180	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1	35	2	0	1	2	362	57	46	180	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	1	35	2	0	1	2	362	57	46	180	9
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	672	676	390	689	700	185	189	xxxx	xxxxx	419	xxxx	xxxxx
Potent Cap.:	372	378	663	362	366	863	1397	xxxx	xxxxx	1151	xxxx	xxxxx
Move Cap.:	360	362	663	332	350	863	1397	xxxx	xxxxx	1151	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.05	0.01	0.00	0.00	0.00	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	495	xxxxx	xxxx	417	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.2	xxxxx	xxxxx	13.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	13.2			13.7			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc.

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 San Gabriel Blvd-Paramount Blvd/Hill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name: San Gabriel Boulevard-Paramount B / Hill Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1	1 0	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	160	421	67	239	358	19	17	480	155	48	408	295
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	179	472	75	268	401	21	19	538	174	54	457	330
Added Vol:	4	1	6	0	1	0	0	1	5	4	2	0
PasserByVol:	0	15	22	0	28	0	0	0	0	41	0	0
Initial Fut:	183	488	103	268	430	21	19	539	179	99	459	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	488	103	268	430	21	19	539	179	99	459	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	488	103	268	430	21	19	539	179	99	459	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	488	103	268	430	21	19	539	179	99	459	330
OvlAdjVol:												90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.65	0.35	1.12	1.79	0.09	1.00	1.50	0.50	1.00	2.00	1.00
Final Sat.:	1600	2642	558	1791	2868	142	1600	2403	797	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.15	0.15	0.15	0.01	0.22	0.22	0.06	0.14	0.21
OvlAdjV/S:												0.06
Crit Moves:	****				****		****			****		

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Paramount Blvd/Arroyo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Paramount Boulevard						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	120	627	70	21	477	64	50	59	271	52	37	22
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	134	702	78	24	534	72	56	66	304	58	41	25
Added Vol:	0	11	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	37	0	0	69	0	0	0	0	0	0	0
Initial Fut:	134	750	78	24	612	72	56	66	304	58	41	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	750	78	24	612	72	56	66	304	58	41	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	750	78	24	612	72	56	66	304	58	41	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	750	78	24	612	72	56	66	304	58	41	25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1003	597
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.05	0.01	0.19	0.04	0.04	0.04	0.19	0.04	0.04	0.04
Crit Moves:	****				****				****	****		

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Paramount Blvd/SR-60 WB Ramps-Neil Armstrong

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Paramount Boulevard						SR-60 WB Ramps-Neil Armstrong					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	0 1		0 0 2	1 0		1 0 0	0 2		2 0 1	0 1	
Volume Module:												
Base Vol:	119	613	427	0	822	10	4	0	91	457	22	240
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	133	687	478	0	921	11	4	0	102	512	25	269
Added Vol:	0	9	0	0	9	0	0	0	0	0	0	3
PasserByVol:	0	37	56	0	69	0	0	0	0	76	0	0
Initial Fut:	133	733	534	0	999	11	4	0	102	588	25	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	733	534	0	999	11	4	0	102	588	25	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	733	534	0	999	11	4	0	102	588	25	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	733	534	0	999	11	4	0	102	588	25	272
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.97	0.03	1.00	0.00	2.00	2.00	1.00	1.00
Final Sat.:	2880	3200	1600	0	4747	53	1600	0	3200	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.33	0.00	0.21	0.21	0.00	0.00	0.03	0.20	0.02	0.17
Crit Moves:		****	****						****	****		

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Paramount Blvd/SR-60 EB Ramps-Town Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Street Name:	Paramount Boulevard						SR-60 EB Ramps-Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 2	1	0	2	0 2	0 0	1 1	0 0	1	1	0 0	0 2
Volume Module:												
Base Vol:	0	883	25	142	789	0	272	277	426	22	0	278
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	989	28	159	884	0	305	310	477	25	0	311
Added Vol:	0	3	0	0	3	0	6	0	0	0	0	0
PasserByVol:	0	148	0	0	145	0	0	0	103	0	0	0
Initial Fut:	0	1140	28	159	1032	0	311	310	580	25	0	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1140	28	159	1032	0	311	310	580	25	0	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1140	28	159	1032	0	311	310	580	25	0	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1140	28	159	1032	0	311	310	580	25	0	311
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.93	0.07	2.00	2.00	0.00	1.00	1.00	1.00	1.00	0.00	2.00
Final Sat.:	0	4685	115	2880	3200	0	1601	1599	1600	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.06	0.32	0.00	0.19	0.19	0.36	0.02	0.00	0.10
Crit Moves:	****				****				****			****

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Paramount Blvd/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.993
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Paramount Boulevard						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 1	0 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	4	2	241	0	939	876	560	0	0	308	85
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	4	2	270	0	1052	981	627	0	0	345	95
Added Vol:	0	0	0	2	0	1	1	1	0	0	1	2
PasserByVol:	25	96	27	7	152	90	48	9	47	50	17	4
Initial Fut:	25	100	29	279	152	1143	1030	637	47	50	363	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	100	29	279	152	1143	1030	637	47	50	363	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	100	29	279	152	1143	1030	637	47	50	363	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	100	29	279	152	1143	1030	637	47	50	363	101
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.77	0.23	1.29	0.71	2.00	2.00	1.86	0.14	1.00	2.35	0.65
Final Sat.:	1600	1239	361	2071	1129	3200	2880	2980	220	1600	3753	1047
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.13	0.13	0.36	0.36	0.21	0.21	0.03	0.10	0.10
Crit Moves:	****					****	****				****	

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Montebello Town Dwy #2/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Montebello Town Driveway #2						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	208	0	123	128	1068	0	0	1027	224
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	233	0	138	143	1196	0	0	1150	251
Added Vol:	0	0	0	0	0	0	0	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	79	0	0	42	0
Initial Fut:	0	0	0	233	0	138	143	1277	0	0	1193	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	233	0	138	143	1277	0	0	1193	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	233	0	138	143	1277	0	0	1193	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	233	0	138	143	1277	0	0	1193	251
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.09	0.09	0.40	0.00	0.00	0.25	0.16
Crit Moves:				****				****		****		

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Montebello Town Dwy #1/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Montebello Town Square Driveway #						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	2	0	0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	237	0	119	108	1174	0	0	1144	138
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	265	0	133	121	1315	0	0	1281	155
Added Vol:	0	0	0	0	0	0	0	2	0	0	1	0
PasserByVol:	17	0	57	0	0	0	0	47	32	106	25	0
Initial Fut:	17	0	57	265	0	133	121	1364	32	106	1307	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	57	265	0	133	121	1364	32	106	1307	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	57	265	0	133	121	1364	32	106	1307	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	0	57	265	0	133	121	1364	32	106	1307	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	0	1600	2880	0	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.09	0.00	0.08	0.08	0.28	0.02	0.07	0.27	0.10
Crit Moves:			****	****			****				****	

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Montebello Blvd/Lincoln Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Montebellow Boulevard						Lincoln Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	101	943	77	59	740	167	219	327	154	51	91	49
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	113	1056	86	66	829	187	245	366	172	57	102	55
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	79	0	0	42	0	0	0	0	0	0	0
Initial Fut:	113	1137	86	66	872	187	245	366	172	57	102	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1137	86	66	872	187	245	366	172	57	102	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1137	86	66	872	187	245	366	172	57	102	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	1137	86	66	872	187	245	366	172	57	102	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.65	0.35
Final Sat.:	1600	2974	226	1600	3200	1600	1600	1600	1600	1600	1040	560
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.38	0.04	0.27	0.12	0.15	0.23	0.11	0.04	0.10	0.10
Crit Moves:	****			****				****		****		

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Montebello Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.038
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Montebello Boulevard						Beverly Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	206	790	159	197	719	134	209	1253	279	93	721	167
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	231	885	178	221	805	150	234	1403	312	104	808	187
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	29	10	4	16	22	41	14	0	5	7	8
Initial Fut:	231	916	188	225	822	172	275	1417	312	109	815	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	916	188	225	822	172	275	1417	312	109	815	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	916	188	225	822	172	275	1417	312	109	815	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	916	188	225	822	172	275	1417	312	109	815	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	2582	618
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.12	0.14	0.26	0.11	0.17	0.44	0.20	0.07	0.32	0.32
Crit Moves:	****			****				****		****		

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Montebello Blvd-SR-60 EB ramps/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Montebello Boulevard - SR-60 EB R						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1	1 0	1	1 0	1	1 0	1	1 0	1
Volume Module:												
Base Vol:	4	163	160	339	19	5	101	184	10	151	161	533
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	4	183	179	380	21	6	113	206	11	169	180	597
Added Vol:	0	3	9	0	10	0	0	0	0	3	0	0
PasserByVol:	0	19	0	0	34	0	0	0	0	7	0	0
Initial Fut:	4	205	188	380	65	6	113	206	11	179	180	597
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	205	0	380	65	6	113	206	11	179	180	597
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	205	0	380	65	6	113	206	11	179	180	597
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	205	0	380	65	6	113	206	11	179	180	597
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.90	0.10	1.49	1.51	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	1600	3035	165	2392	2408	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.13	0.04	0.00	0.07	0.07	0.07	0.07	0.07	0.37
Crit Moves:	****			****			****					****

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 San Gabriel Blvd/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	E

Street Name:	San Gabriel Boulevard						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	28	441	13	39	812	794	350	43	299	19	21	43
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	31	494	15	44	909	889	392	48	335	21	24	48
Added Vol:	0	0	0	0	0	3	9	0	0	0	0	0
PasserByVol:	0	26	0	0	41	7	0	0	0	0	0	0
Initial Fut:	31	520	15	44	950	899	401	48	335	21	24	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	520	15	44	950	899	401	48	335	21	24	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	520	15	44	950	899	401	48	335	21	24	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	520	15	44	950	899	401	48	335	21	24	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.95	0.05	1.00	2.00	1.00	1.79	0.21	1.00	0.48	0.52	1.00
Final Sat.:	2880	3113	87	1600	3200	1600	2857	343	1600	760	840	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.03	0.30	0.56	0.14	0.14	0.21	0.03	0.03	0.03
Crit Moves:	****					****			****			****

Monterey Park Market Place
General Plan (2025) Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Rosemead Blvd (SR-19)/San Gabriel Blvd - Durfee

Cycle (sec):	100	Critical Vol./Cap.(X):	1.086
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Rosemead Boulevard (SR-19)						San Gabriel Boulevard - Durfee Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		1 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	501	1100	336	66	919	105	121	713	740	134	108	26
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	561	1232	376	74	1029	118	136	799	829	150	121	29
Added Vol:	1	0	0	0	0	0	0	0	1	0	0	0
PasserByVol:	44	0	0	0	0	0	0	12	24	0	22	0
Initial Fut:	606	1232	376	74	1029	118	136	811	854	150	143	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	606	1232	376	74	1029	118	136	811	854	150	143	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	606	1232	376	74	1029	118	136	811	854	150	143	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	606	1232	376	74	1029	118	136	811	854	150	143	29
OvlAdjVol:									517			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.53	0.47	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2451	749	1600	2872	328	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.50	0.50	0.05	0.36	0.36	0.08	0.25	0.53	0.09	0.04	0.02
OvlAdjV/S:									0.32			
Crit Moves:	****				****				****	****		

BUILDOUT YEAR 2025 PLUS PROJECT AM PEAK HOUR

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Garfield Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.932
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	119	Level Of Service:	E

Street Name:	Garfield Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	0	0 0	2 0	1	0 0	0 0	0	0 1	2 0	1
Volume Module:												
Base Vol:	765	350	0	0	503	328	0	0	0	247	1030	154
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	857	392	0	0	563	367	0	0	0	277	1154	172
Added Vol:	0	0	0	0	33	0	0	0	0	10	21	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	857	392	0	0	596	367	0	0	0	287	1175	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	857	392	0	0	596	367	0	0	0	287	1175	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	857	392	0	0	596	367	0	0	0	287	1175	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	857	392	0	0	596	367	0	0	0	287	1175	198
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.59	2.41	1.00
Final Sat.:	2880	1600	0	0	3200	1600	0	0	0	942	3858	1600
Capacity Analysis Module:												
Vol/Sat:	0.30	0.25	0.00	0.00	0.19	0.23	0.00	0.00	0.00	0.18	0.30	0.12
Crit Moves:	****					****					****	

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Garfield Avenue/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Garfield Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	1 1	0 0	1	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	775	170	146	603	0	122	726	334	25	0	219
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	868	190	164	675	0	137	813	374	28	0	245
Added Vol:	0	0	12	33	10	0	0	26	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	868	202	197	685	0	137	839	374	28	0	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	868	202	197	685	0	137	839	374	28	0	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	868	202	197	685	0	137	839	374	28	0	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	868	202	197	685	0	137	839	374	28	0	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	3200	0	1600	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.13	0.12	0.21	0.00	0.09	0.26	0.23	0.02	0.00	0.15
Crit Moves:		****			****			****		****		

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Wilcox Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Wilcox Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	1 1	0
Volume Module:												
Base Vol:	483	320	0	0	330	63	0	0	0	272	1060	38
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	541	358	0	0	370	71	0	0	0	305	1187	43
Added Vol:	0	0	0	0	20	0	0	0	0	10	56	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	541	358	0	0	390	71	0	0	0	315	1243	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	541	358	0	0	390	71	0	0	0	315	1243	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	541	358	0	0	390	71	0	0	0	315	1243	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	541	358	0	0	390	71	0	0	0	315	1243	59
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.69	0.31	0.00	0.00	0.00	0.58	2.31	0.11
Final Sat.:	2880	3200	0	0	2709	491	0	0	0	934	3692	174
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.20	0.34	0.34
Crit Moves:	****				****						****	

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Wilcox Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Wilcox Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	1 1	0	0 1	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	293	735	153	118	449	37	30	875	286	19	89	38
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	328	823	171	132	503	41	34	980	320	21	100	43
Added Vol:	0	0	12	20	10	0	0	72	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	823	183	152	513	41	34	1052	320	21	100	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	823	183	152	513	41	34	1052	320	21	100	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	823	183	152	513	41	34	1052	320	21	100	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	328	823	183	152	513	41	34	1052	320	21	100	43
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	1.85	0.15	0.07	2.25	0.68	0.26	1.22	0.52
Final Sat.:	1600	4800	1600	1600	2961	239	115	3592	1094	416	1951	833
Capacity Analysis Module:												
Vol/Sat:	0.21	0.17	0.11	0.10	0.17	0.17	0.29	0.29	0.29	0.05	0.05	0.05
Crit Moves:	****				****			****				****

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Markland Dr/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Markland Drive						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	55	40	548	82	158	5	7	179	32	159	488	40
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	62	45	614	92	177	6	8	200	36	178	547	45
Added Vol:	0	0	108	0	0	0	0	19	0	21	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	45	722	92	177	6	8	219	36	199	626	45
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	45	0	92	177	6	8	219	36	199	626	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	45	0	92	177	6	8	219	36	199	626	45
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	45	0	92	177	6	8	219	36	199	626	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.42	1.00	0.33	0.65	0.02	1.00	1.00	1.00	1.00	1.87	0.13
Final Sat.:	926	674	1600	536	1032	33	1600	1600	1600	1600	2986	214
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.17	0.17	0.17	0.00	0.14	0.02	0.12	0.21	0.21
Crit Moves:	****					****		****		****		

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Markland Dr-Vail Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Markland Drive-Vail Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	75	218	134	136	140	66	424	531	46	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	84	244	150	152	157	74	475	595	52	0	0	0
Added Vol:	0	8	0	15	6	0	100	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	252	150	167	163	74	575	599	52	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	252	150	167	163	74	575	599	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	252	150	167	163	74	575	599	52	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	252	150	167	163	74	575	599	52	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.38	0.62	0.98	1.02	1.00	0.00	0.00	0.00
Final Sat.:	1600	1600	1600	1600	2201	999	1567	1633	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.09	0.10	0.07	0.07	0.36	0.37	0.03	0.00	0.00	0.00
Crit Moves:		****		****				****				

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Saturn St-Greenwood Ave/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Saturn Street-Greenwood Avenue						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	7	0	7	24	1	14	11	161	5	6	710	226
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	8	0	8	27	1	16	12	180	6	7	795	253
Added Vol:	99	0	8	0	0	0	0	2	125	10	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	0	16	27	1	16	12	182	131	17	797	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	0	16	27	1	16	12	182	131	17	797	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	16	27	1	16	12	182	131	17	797	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	0	16	27	1	16	12	182	131	17	797	253
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.01	0.02	0.00	0.01	0.01	0.06	0.08	0.01	0.25	0.16
Crit Moves:	****					****	****				****	

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Neil Armstrong St/Arroyo Dr

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[14.3]

Street Name:	Neil Armstrong Street						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 0 1 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	44	0	39	1	0	1	0	170	8	10	375	4
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	49	0	44	1	0	1	0	190	9	11	420	4
Added Vol:	0	8	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	8	44	1	10	1	0	190	9	11	420	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	8	44	1	10	1	0	190	9	11	420	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	49	8	44	1	10	1	0	190	9	11	420	4
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	645	642	195	665	644	422	xxxx	xxxx	xxxxx	199	xxxx	xxxxx
Potent Cap.:	388	395	852	376	394	636	xxxx	xxxx	xxxxx	1385	xxxx	xxxxx
Move Cap.:	377	392	852	349	391	636	xxxx	xxxx	xxxxx	1385	xxxx	xxxxx
Volume/Cap:	0.13	0.02	0.05	0.00	0.03	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	499	xxxxx	xxxx	400	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.0	xxxxx	xxxxx	14.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	14.0			14.3			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to ARCH BEACH CONSULTING

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 San Gabriel Blvd-Paramount Blvd/Hill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name: San Gabriel Boulevard-Paramount B / Hill Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1	1 0	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	86	248	56	232	402	21	18	297	200	86	335	157
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	96	278	63	260	450	24	20	333	224	96	375	176
Added Vol:	5	16	8	0	20	0	0	0	4	9	0	0
PasserByVol:	0	26	40	0	7	0	0	0	0	10	0	0
Initial Fut:	101	320	111	260	477	24	20	333	228	115	375	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	320	111	260	477	24	20	333	228	115	375	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	320	111	260	477	24	20	333	228	115	375	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	320	111	260	477	24	20	333	228	115	375	176
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.49	0.51	1.02	1.89	0.09	1.00	1.19	0.81	1.00	2.04	0.96
Final Sat.:	1600	2377	823	1637	3014	149	1600	1899	1301	1600	3268	1532
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.16	0.16	0.16	0.01	0.18	0.18	0.07	0.11	0.11
OvlAdjV/S:												0.00
Crit Moves:		****	****					****		****		

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Paramount Blvd/Arroyo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Paramount Boulevard						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	276	285	71	29	630	53	48	37	146	139	91	43
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	309	319	80	32	706	59	54	41	164	156	102	48
Added Vol:	0	28	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	66	0	0	17	0	0	0	0	0	0	0
Initial Fut:	309	413	80	32	756	59	54	41	164	156	102	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	309	413	80	32	756	59	54	41	164	156	102	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	413	80	32	756	59	54	41	164	156	102	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	309	413	80	32	756	59	54	41	164	156	102	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.68	0.32
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1087	513
Capacity Analysis Module:												
Vol/Sat:	0.19	0.13	0.05	0.02	0.24	0.04	0.03	0.03	0.10	0.10	0.09	0.09
Crit Moves:	****				****				****	****		

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Paramount Blvd/SR-60 WB Ramps-Neil Armstrong

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Paramount Boulevard						SR-60 WB Ramps-Neil Armstrong					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	0 0	2 1	0	1 0	0 0	2	2 0	1 0	1
Volume Module:												
Base Vol:	35	423	244	0	895	7	14	0	175	173	6	177
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	39	474	273	0	1002	8	16	0	196	194	7	198
Added Vol:	154	6	0	0	6	27	21	0	166	0	57	2
PasserByVol:	0	66	99	0	17	0	0	0	0	19	0	0
Initial Fut:	193	546	372	0	1025	35	37	0	362	213	64	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	546	372	0	1025	35	37	0	362	213	64	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	546	372	0	1025	35	37	0	362	213	64	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	546	372	0	1025	35	37	0	362	213	64	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.90	0.10	1.00	0.00	2.00	2.00	1.00	1.00
Final Sat.:	2880	3200	1600	0	4642	158	1600	0	3200	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.23	0.00	0.22	0.22	0.02	0.00	0.11	0.07	0.04	0.13
Crit Moves:	****				****				****			****

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Paramount Blvd/SR-60 EB Ramps-Town Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Paramount Boulevard						SR-60 EB Ramps-Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	2	0 2	0 0	1	1 0	0 1	1	0 0	0 2
Volume Module:												
Base Vol:	0	798	11	52	393	0	233	77	213	2	0	31
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	894	12	58	440	0	261	86	239	2	0	35
Added Vol:	0	29	0	0	24	0	131	0	0	0	0	0
PasserByVol:	0	264	0	0	36	0	0	0	26	0	0	0
Initial Fut:	0	1187	12	58	500	0	392	86	265	2	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1187	12	58	500	0	392	86	265	2	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1187	12	58	500	0	392	86	265	2	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1187	12	58	500	0	392	86	265	2	0	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.97	0.03	2.00	2.00	0.00	1.64	0.36	1.00	1.00	0.00	2.00
Final Sat.:	0	4751	49	2880	3200	0	2623	577	1600	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.02	0.16	0.00	0.15	0.15	0.17	0.00	0.00	0.01
Crit Moves:		****		****					****			****

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Paramount Blvd/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	Paramount Boulevard						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 1	0 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	5	1	33	4	550	690	131	0	0	131	106
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	6	1	37	4	616	773	147	0	0	147	119
Added Vol:	0	0	0	8	0	15	20	1	0	0	1	9
PasserByVol:	45	171	47	2	38	22	86	16	12	12	4	7
Initial Fut:	45	177	48	47	42	653	879	164	12	12	152	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	177	48	47	42	653	879	164	12	12	152	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	177	48	47	42	653	879	164	12	12	152	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	177	48	47	42	653	879	164	12	12	152	135
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	1.05	0.95	2.00	2.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1600	1257	343	1680	1520	3200	2880	2981	219	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.03	0.03	0.20	0.31	0.05	0.05	0.01	0.05	0.08
Crit Moves:	****					****	****					****

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Montebello Town Dwy #2/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Montebello Town Driveway #2						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	5	0	6	10	790	0	0	627	16
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	6	0	7	11	885	0	0	702	18
Added Vol:	0	0	0	0	0	0	0	21	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	20	0	0	75	0
Initial Fut:	0	0	0	6	0	7	11	926	0	0	793	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	7	11	926	0	0	793	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	7	11	926	0	0	793	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	6	0	7	11	926	0	0	793	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.29	0.00	0.00	0.17	0.01
Crit Moves:				****				****		****		

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Montebello Town Dwy #1/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Montebello Town Square Driveway #				Montebello Boulevard							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	0	1	2	0	0	0	1	1	0	3	0	1	
Volume Module:																
Base Vol:	0	0	0		33	0	26		23	772	0		0	618	34	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	0	0	0		37	0	29		26	865	0		0	692	38	
Added Vol:	0	0	0		0	0	0		0	21	0		0	16	0	
PasserByVol:	30	0	101		0	0	0		0	12	8		26	45	0	
Initial Fut:	30	0	101		37	0	29		26	898	8		26	753	38	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	0	101		37	0	29		26	898	8		26	753	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	0	101		37	0	29		26	898	8		26	753	38	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	30	0	101		37	0	29		26	898	8		26	753	38	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		2.00	0.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1600	0	1600		2880	0	1600		1600	4800	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.06		0.01	0.00	0.02		0.02	0.19	0.01		0.02	0.16	0.02	
Crit Moves:			****				****				****				****	

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Montebello Blvd/Lincoln Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Montebellow Boulevard						Lincoln Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	65	482	27	21	605	104	101	55	90	64	129	54
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	73	540	30	24	678	116	113	62	101	72	144	60
Added Vol:	0	21	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	20	0	0	75	0	0	0	0	0	0	0
Initial Fut:	73	581	30	24	769	116	113	62	101	72	144	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	581	30	24	769	116	113	62	101	72	144	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	581	30	24	769	116	113	62	101	72	144	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	581	30	24	769	116	113	62	101	72	144	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	1600	3042	158	1600	3200	1600	1600	1600	1600	1600	1128	472
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.01	0.24	0.07	0.07	0.04	0.06	0.04	0.13	0.13
Crit Moves:	****			****			****			****		

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Montebello Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.858
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	Montebello Boulevard						Beverly Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	159	329	71	118	528	107	68	418	94	132	1046	68
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	178	368	80	132	591	120	76	468	105	148	1172	76
Added Vol:	0	21	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	7	2	8	28	40	10	3	0	9	13	2
Initial Fut:	178	396	82	140	635	160	86	471	105	157	1185	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	396	82	140	635	160	86	471	105	157	1185	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	396	82	140	635	160	86	471	105	157	1185	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	396	82	140	635	160	86	471	105	157	1185	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3002	198
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.05	0.09	0.20	0.10	0.05	0.15	0.07	0.10	0.39	0.39
Crit Moves:	****			****			****			****		

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Montebello Blvd-SR-60 EB ramps/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Montebello Boulevard - SR-60 EB R						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	1 1	0 1	1	0 1	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	3	55	31	347	11	1	6	17	8	80	40	611
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	62	35	389	12	1	7	19	9	90	45	684
Added Vol:	0	2	7	0	12	0	0	0	0	4	0	0
PasserByVol:	0	33	0	0	9	0	0	0	0	2	0	0
Initial Fut:	3	97	42	389	33	1	7	19	9	96	45	684
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	97	0	389	33	1	7	19	9	96	45	684
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	97	0	389	33	1	7	19	9	96	45	684
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	97	0	389	33	1	7	19	9	96	45	684
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.36	0.64	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	1600	2176	1024	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.13	0.02	0.00	0.00	0.01	0.01	0.03	0.03	0.43
Crit Moves:		****		****					****			****

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 San Gabriel Blvd/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	San Gabriel Boulevard						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2 0	1	1 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	33	780	38	58	294	672	244	28	122	11	33	65
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	37	874	43	65	329	753	273	31	137	12	37	73
Added Vol:	0	0	0	0	0	4	7	0	0	0	0	0
PasserByVol:	0	46	0	2	10	0	0	0	0	0	0	0
Initial Fut:	37	920	43	67	339	757	280	31	137	12	37	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	920	43	67	339	757	280	31	137	12	37	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	920	43	67	339	757	280	31	137	12	37	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	920	43	67	339	757	280	31	137	12	37	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.91	0.09	1.00	2.00	1.00	1.80	0.20	1.00	0.25	0.75	1.00
Final Sat.:	2880	3058	142	1600	3200	1600	2878	322	1600	400	1200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.04	0.11	0.47	0.10	0.10	0.09	0.03	0.03	0.05
Crit Moves:	****					****	****					****

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Rosemead Blvd (SR-19)/San Gabriel Blvd - Durfee

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Rosemead Boulevard (SR-19)						San Gabriel Boulevard - Durfee Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	674	928	55	58	608	74	84	123	332	172	341	64
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	755	1039	62	65	681	83	94	138	372	193	382	72
Added Vol:	8	0	0	0	0	0	0	0	6	0	0	0
PasserByVol:	11	0	0	0	0	0	0	21	42	0	5	0
Initial Fut:	774	1039	62	65	681	83	94	159	420	193	387	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	774	1039	62	65	681	83	94	159	420	193	387	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	774	1039	62	65	681	83	94	159	420	193	387	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	774	1039	62	65	681	83	94	159	420	193	387	72
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.89	0.11	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	3021	179	1600	2853	347	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.27	0.34	0.34	0.04	0.24	0.24	0.06	0.05	0.26	0.12	0.12	0.04
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****			****		

arch beach
CONSULTING

BUILDOUT YEAR 2025 PLUS PROJECT PM PEAK HOUR

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Garfield Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.177
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Garfield Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	0	0 0	2 0	1	0 0	0 0	0	0 1	2 0	1
Volume Module:												
Base Vol:	506	730	0	0	704	110	0	0	0	287	945	294
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	567	818	0	0	788	123	0	0	0	321	1058	329
Added Vol:	0	0	0	0	57	0	0	0	0	21	47	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	567	818	0	0	845	123	0	0	0	342	1105	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	567	818	0	0	845	123	0	0	0	342	1105	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	818	0	0	845	123	0	0	0	342	1105	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	567	818	0	0	845	123	0	0	0	342	1105	386
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.71	2.29	1.00
Final Sat.:	2880	1600	0	0	3200	1600	0	0	0	1135	3665	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.51	0.00	0.00	0.26	0.08	0.00	0.00	0.00	0.21	0.30	0.24
Crit Moves:	****			****							****	

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Garfield Avenue/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	1.108
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Garfield Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	1 1	0 0	1	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1034	308	283	677	0	136	1146	727	21	0	91
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1158	345	317	758	0	152	1284	814	24	0	102
Added Vol:	0	0	21	57	21	0	0	46	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1158	366	374	779	0	152	1330	814	24	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1158	366	374	779	0	152	1330	814	24	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1158	366	374	779	0	152	1330	814	24	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1158	366	374	779	0	152	1330	814	24	0	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	3200	0	1600	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.23	0.23	0.24	0.00	0.10	0.42	0.51	0.01	0.00	0.06
Crit Moves:		****			****				****	****		

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Wilcox Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Wilcox Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	1 1	0
Volume Module:												
Base Vol:	374	287	0	0	313	21	0	0	0	322	1109	77
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	419	321	0	0	351	24	0	0	0	361	1242	86
Added Vol:	0	0	0	0	35	0	0	0	0	21	125	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	419	321	0	0	386	24	0	0	0	382	1367	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	419	321	0	0	386	24	0	0	0	382	1367	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	321	0	0	386	24	0	0	0	382	1367	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	419	321	0	0	386	24	0	0	0	382	1367	121
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.89	0.11	0.00	0.00	0.00	0.61	2.20	0.19
Final Sat.:	2880	3200	0	0	3016	184	0	0	0	980	3509	311
Capacity Analysis Module:												
Vol/Sat:	0.15	0.10	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.24	0.39	0.39
Crit Moves:	****				****						****	

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Wilcox Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	Wilcox Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 1	1 0	0	1 1	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	103	554	241	133	484	23	50	1217	422	7	23	57
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	115	620	270	149	542	26	56	1363	473	8	26	64
Added Vol:	0	0	21	35	21	0	0	124	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	620	291	184	563	26	56	1487	473	8	26	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	620	291	184	563	26	56	1487	473	8	26	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	620	291	184	563	26	56	1487	473	8	26	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	620	291	184	563	26	56	1487	473	8	26	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	1.91	0.09	0.08	2.22	0.70	0.16	0.84	1.00
Final Sat.:	1600	4800	1600	1600	3060	140	133	3541	1126	257	1343	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.18	0.11	0.18	0.18	0.42	0.42	0.42	0.03	0.02	0.04
Crit Moves:			****	****			****					****

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Markland Dr/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Markland Drive						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	0	1	1 0
Volume Module:												
Base Vol:	26	59	505	196	197	15	60	38	49	296	554	91
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	29	66	566	220	221	17	67	43	55	332	620	102
Added Vol:	0	0	189	0	0	0	0	34	0	48	178	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	66	755	220	221	17	67	77	55	380	798	102
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	66	0	220	221	17	67	77	55	380	798	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	66	0	220	221	17	67	77	55	380	798	102
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	66	0	220	221	17	67	77	55	380	798	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	0.48	0.48	0.04	1.00	1.00	1.00	1.00	1.77	0.23
Final Sat.:	489	1111	1600	769	773	59	1600	1600	1600	1600	2838	362
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.29	0.29	0.29	0.04	0.05	0.03	0.24	0.28	0.28
Crit Moves:	****			****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to ARCH BEACH CONSULTING

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Markland Dr-Vail Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.994
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Markland Drive-Vail Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	16	188	112	244	244	66	378	1067	147	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	18	211	125	273	273	74	423	1195	165	0	0	0
Added Vol:	0	14	0	34	14	0	175	5	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	225	125	307	287	74	598	1200	165	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	225	125	307	287	74	598	1200	165	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	225	125	307	287	74	598	1200	165	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	225	125	307	287	74	598	1200	165	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.59	0.41	0.67	1.33	1.00	0.00	0.00	0.00
Final Sat.:	1600	1600	1600	1600	2545	655	1065	2135	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.08	0.19	0.11	0.11	0.37	0.56	0.10	0.00	0.00	0.00
Crit Moves:		****		****				****				

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Saturn St-Greenwood Ave/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Saturn Street-Greenwood Avenue						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	3	0	4	231	0	7	14	781	5	1	330	35
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	0	4	259	0	8	16	875	6	1	370	39
Added Vol:	223	0	17	0	0	0	0	2	221	17	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	0	21	259	0	8	16	877	227	18	373	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	0	21	259	0	8	16	877	227	18	373	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	0	21	259	0	8	16	877	227	18	373	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	0	21	259	0	8	16	877	227	18	373	39
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.01	0.16	0.00	0.00	0.01	0.27	0.14	0.01	0.12	0.02
Crit Moves:			****	****				****		****		

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Neil Armstrong St/Arroyo Dr

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[15.7]

Street Name:	Neil Armstrong Street						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	20	1	31	2	0	1	2	323	51	41	161	8
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	22	1	35	2	0	1	2	362	57	46	180	9
Added Vol:	0	17	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	18	35	2	17	1	2	362	57	46	180	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	18	35	2	17	1	2	362	57	46	180	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	18	35	2	17	1	2	362	57	46	180	9
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	681	676	390	698	700	185	189	xxxx	xxxxx	419	xxxx	xxxxx
Potent Cap.:	367	378	663	358	366	863	1397	xxxx	xxxxx	1151	xxxx	xxxxx
Move Cap.:	342	362	663	316	350	863	1397	xxxx	xxxxx	1151	xxxx	xxxxx
Volume/Cap:	0.07	0.05	0.05	0.01	0.05	0.00	0.00	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	448	xxxxx	xxxx	358	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.7	xxxxx	xxxxx	15.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	*	*	*	*	*	*
ApproachDel:	14.7			15.7			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to ARCH BEACH CONSULTING

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 San Gabriel Blvd-Paramount Blvd/Hill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name: San Gabriel Boulevard-Paramount B / Hill Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1	1 0	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	160	421	67	239	358	19	17	480	155	48	408	295
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	179	472	75	268	401	21	19	538	174	54	457	330
Added Vol:	4	35	20	0	35	0	0	1	5	18	2	0
PasserByVol:	0	15	22	0	28	0	0	0	0	41	0	0
Initial Fut:	183	522	117	268	464	21	19	539	179	113	459	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	522	117	268	464	21	19	539	179	113	459	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	522	117	268	464	21	19	539	179	113	459	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	522	117	268	464	21	19	539	179	113	459	330
OvlAdjVol:												78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.07	1.85	0.08	1.00	1.50	0.50	1.00	2.00	1.00
Final Sat.:	1600	2613	587	1711	2954	135	1600	2403	797	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.16	0.16	0.16	0.01	0.22	0.22	0.07	0.14	0.21
OvlAdjV/S:												0.05
Crit Moves:	****					****		****			****	

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Paramount Blvd/Arroyo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Paramount Boulevard						Arroyo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	120	627	70	21	477	64	50	59	271	52	37	22
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	134	702	78	24	534	72	56	66	304	58	41	25
Added Vol:	0	59	0	0	57	0	0	0	0	0	0	0
PasserByVol:	0	37	0	0	69	0	0	0	0	0	0	0
Initial Fut:	134	798	78	24	660	72	56	66	304	58	41	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	798	78	24	660	72	56	66	304	58	41	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	798	78	24	660	72	56	66	304	58	41	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	798	78	24	660	72	56	66	304	58	41	25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1003	597
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.05	0.01	0.21	0.04	0.04	0.04	0.19	0.04	0.04	0.04
Crit Moves:	****				****				****	****		

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Paramount Blvd/SR-60 WB Ramps-Neil Armstrong

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Paramount Boulevard						SR-60 WB Ramps-Neil Armstrong					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	0 0	2 1	0	1 0	0 0	2	2 0	1 0	1
Volume Module:												
Base Vol:	119	613	427	0	822	10	4	0	91	457	22	240
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	133	687	478	0	921	11	4	0	102	512	25	269
Added Vol:	271	9	0	0	9	47	48	0	376	0	101	3
PasserByVol:	0	37	56	0	69	0	0	0	0	76	0	0
Initial Fut:	404	733	534	0	999	58	52	0	478	588	126	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	733	534	0	999	58	52	0	478	588	126	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	733	534	0	999	58	52	0	478	588	126	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	733	534	0	999	58	52	0	478	588	126	272
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.83	0.17	1.00	0.00	2.00	2.00	1.00	1.00
Final Sat.:	2880	3200	1600	0	4536	264	1600	0	3200	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.33	0.00	0.22	0.22	0.03	0.00	0.15	0.20	0.08	0.17
Crit Moves:	****				****				****	****		

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Paramount Blvd/SR-60 EB Ramps-Town Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	D

Street Name:	Paramount Boulevard						SR-60 EB Ramps-Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	2	0 2	0 0	1	1 0	0 1	1	0 0	0 2
Volume Module:												
Base Vol:	0	883	25	142	789	0	272	277	426	22	0	278
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	989	28	159	884	0	305	310	477	25	0	311
Added Vol:	0	50	0	0	50	0	230	0	0	0	0	0
PasserByVol:	0	148	0	0	145	0	0	0	103	0	0	0
Initial Fut:	0	1187	28	159	1079	0	535	310	580	25	0	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1187	28	159	1079	0	535	310	580	25	0	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1187	28	159	1079	0	535	310	580	25	0	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1187	28	159	1079	0	535	310	580	25	0	311
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.93	0.07	2.00	2.00	0.00	1.27	0.73	1.00	1.00	0.00	2.00
Final Sat.:	0	4689	111	2880	3200	0	2025	1175	1600	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.06	0.34	0.00	0.26	0.26	0.36	0.02	0.00	0.10
Crit Moves:	****			****					****			****

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Paramount Blvd/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.017
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Paramount Boulevard						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 1	0 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	4	2	241	0	939	876	560	0	0	308	85
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	4	2	270	0	1052	981	627	0	0	345	95
Added Vol:	0	0	0	16	0	35	34	1	0	0	1	15
PasserByVol:	25	96	27	7	152	90	48	9	47	50	17	4
Initial Fut:	25	100	29	293	152	1177	1063	637	47	50	363	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	100	29	293	152	1177	1063	637	47	50	363	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	100	29	293	152	1177	1063	637	47	50	363	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	100	29	293	152	1177	1063	637	47	50	363	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.77	0.23	1.32	0.68	2.00	2.00	1.86	0.14	1.00	2.28	0.72
Final Sat.:	1600	1239	361	2107	1093	3200	2880	2980	220	1600	3651	1149
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.14	0.14	0.37	0.37	0.21	0.21	0.03	0.10	0.10
Crit Moves:	****					****	****				****	

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Montebello Town Dwy #2/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Montebello Town Driveway #2						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	208	0	123	128	1068	0	0	1027	224
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	233	0	138	143	1196	0	0	1150	251
Added Vol:	0	0	0	0	0	0	0	35	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	79	0	0	42	0
Initial Fut:	0	0	0	233	0	138	143	1310	0	0	1227	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	233	0	138	143	1310	0	0	1227	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	233	0	138	143	1310	0	0	1227	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	233	0	138	143	1310	0	0	1227	251
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.09	0.09	0.41	0.00	0.00	0.26	0.16
Crit Moves:				****				****		****		

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Montebello Town Dwy #1/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Montebello Town Square Driveway #				Montebello Boulevard							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	0	1	2	0	0	0	1	1	0	3	0	1	
Volume Module:																
Base Vol:	0	0	0		237	0	119		108	1174	0		0	1144	138	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	0	0	0		265	0	133		121	1315	0		0	1281	155	
Added Vol:	0	0	0		0	0	0		0	35	0		0	35	0	
PasserByVol:	17	0	57		0	0	0		0	47	32		106	25	0	
Initial Fut:	17	0	57		265	0	133		121	1397	32		106	1341	155	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	17	0	57		265	0	133		121	1397	32		106	1341	155	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	0	57		265	0	133		121	1397	32		106	1341	155	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	17	0	57		265	0	133		121	1397	32		106	1341	155	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		2.00	0.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1600	0	1600		2880	0	1600		1600	4800	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.04		0.09	0.00	0.08		0.08	0.29	0.02		0.07	0.28	0.10	
Crit Moves:			****		****					****				****		

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Montebello Blvd/Lincoln Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Montebellow Boulevard						Lincoln Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	101	943	77	59	740	167	219	327	154	51	91	49
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	113	1056	86	66	829	187	245	366	172	57	102	55
Added Vol:	0	35	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	79	0	0	42	0	0	0	0	0	0	0
Initial Fut:	113	1170	86	66	906	187	245	366	172	57	102	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1170	86	66	906	187	245	366	172	57	102	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1170	86	66	906	187	245	366	172	57	102	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	1170	86	66	906	187	245	366	172	57	102	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.65	0.35
Final Sat.:	1600	2980	220	1600	3200	1600	1600	1600	1600	1600	1040	560
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.39	0.04	0.28	0.12	0.15	0.23	0.11	0.04	0.10	0.10
Crit Moves:		****		****				****		****		

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Montebello Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.048
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Montebello Boulevard						Beverly Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	206	790	159	197	719	134	209	1253	279	93	721	167
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	231	885	178	221	805	150	234	1403	312	104	808	187
Added Vol:	0	35	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	29	10	4	16	22	41	14	0	5	7	8
Initial Fut:	231	949	188	225	856	172	275	1417	312	109	815	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	949	188	225	856	172	275	1417	312	109	815	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	949	188	225	856	172	275	1417	312	109	815	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	949	188	225	856	172	275	1417	312	109	815	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	2582	618
Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.12	0.14	0.27	0.11	0.17	0.44	0.20	0.07	0.32	0.32
Crit Moves:		****		****				****		****		

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Montebello Blvd-SR-60 EB ramps/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name: Montebello Boulevard - SR-60 EB R / Town Center Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1	1	1 0	1	0	1 1	1	1	1 0 1
Volume Module:												
Base Vol:	4	163	160	339	19	5	101	184	10	151	161	533
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	4	183	179	380	21	6	113	206	11	169	180	597
Added Vol:	0	3	9	0	10	0	0	0	0	3	0	0
PasserByVol:	0	19	0	0	34	0	0	0	0	7	0	0
Initial Fut:	4	205	188	380	65	6	113	206	11	179	180	597
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	205	0	380	65	6	113	206	11	179	180	597
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	205	0	380	65	6	113	206	11	179	180	597
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	205	0	380	65	6	113	206	11	179	180	597
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.90	0.10	1.49	1.51	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	1600	3035	165	2392	2408	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.13	0.04	0.00	0.07	0.07	0.07	0.07	0.07	0.37
Crit Moves:	****			****			****					****

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 San Gabriel Blvd/Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	E

Street Name:	San Gabriel Boulevard						Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2 0	1	1 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	28	441	13	39	812	794	350	43	299	19	21	43
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	31	494	15	44	909	889	392	48	335	21	24	48
Added Vol:	0	0	0	0	0	3	9	0	0	0	0	0
PasserByVol:	0	26	0	0	41	7	0	0	0	0	0	0
Initial Fut:	31	520	15	44	950	899	401	48	335	21	24	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	520	15	44	950	899	401	48	335	21	24	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	520	15	44	950	899	401	48	335	21	24	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	520	15	44	950	899	401	48	335	21	24	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.95	0.05	1.00	2.00	1.00	1.79	0.21	1.00	0.48	0.52	1.00
Final Sat.:	2880	3113	87	1600	3200	1600	2857	343	1600	760	840	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.03	0.30	0.56	0.14	0.14	0.21	0.03	0.03	0.03
Crit Moves:	****					****			****			****

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Rosemead Blvd (SR-19)/San Gabriel Blvd - Durfee

Cycle (sec):	100	Critical Vol./Cap.(X):	1.094
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Rosemead Boulevard (SR-19)						San Gabriel Boulevard - Durfee Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	501	1100	336	66	919	105	121	713	740	134	108	26
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	561	1232	376	74	1029	118	136	799	829	150	121	29
Added Vol:	14	0	0	0	0	0	0	0	14	0	0	0
PasserByVol:	44	0	0	0	0	0	0	12	24	0	22	0
Initial Fut:	619	1232	376	74	1029	118	136	811	867	150	143	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	619	1232	376	74	1029	118	136	811	867	150	143	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	619	1232	376	74	1029	118	136	811	867	150	143	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	619	1232	376	74	1029	118	136	811	867	150	143	29
OvlAdjVol:									523			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.53	0.47	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2451	749	1600	2872	328	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.50	0.50	0.05	0.36	0.36	0.08	0.25	0.54	0.09	0.04	0.02
OvlAdjV/S:									0.33			
Crit Moves:	****			****					****	****		

arch beach
CONSULTING

MITIGATED INTERSECTIONS – OPENING YEAR PLUS PROJECT AM PEAK HOUR

Monterey Park Market Place
Project Opening Year (2015) + Project (MIITIGATED)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Garfield Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Garfield Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 0	0 0 2		0 1	0 0 0		0 0	0 1 2		0 1
Volume Module:												
Base Vol:	765	350	0	0	503	328	0	0	0	247	1030	154
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	796	364	0	0	523	341	0	0	0	257	1071	160
Added Vol:	0	0	0	0	33	0	0	0	0	10	21	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	796	364	0	0	556	341	0	0	0	267	1092	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	796	364	0	0	556	341	0	0	0	267	1092	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	796	364	0	0	556	341	0	0	0	267	1092	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	796	364	0	0	556	341	0	0	0	267	1092	186
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.59	2.41	1.00
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	943	3857	1600
Capacity Analysis Module:												
Vol/Sat:	0.28	0.11	0.00	0.00	0.17	0.21	0.00	0.00	0.00	0.17	0.28	0.12
Crit Moves:	****					****					****	

Monterey Park Market Place
Project Opening Year (2015) + Project (MIITIGATED)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Garfield Avenue/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Garfield Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	1 1	1 0	0	1 0	1 1	1	1 0	0 0	1
Volume Module:												
Base Vol:	0	775	170	146	603	0	122	726	334	25	0	219
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	806	177	152	627	0	127	755	347	26	0	228
Added Vol:	0	0	12	33	10	0	0	26	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	806	189	185	637	0	127	781	347	26	0	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	806	189	185	637	0	127	781	347	26	0	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	806	189	185	637	0	127	781	347	26	0	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	806	189	185	637	0	127	781	347	26	0	228
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	3200	0	1600	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.12	0.12	0.20	0.00	0.08	0.24	0.22	0.02	0.00	0.14
Crit Moves:	****			****			****			****		

Monterey Park Market Place
Project Opening Year (2015) + Project (MIITIGATED)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Wilcox Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Wilcox Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	2 0	1
Volume Module:												
Base Vol:	483	320	0	0	330	63	0	0	0	272	1060	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	502	333	0	0	343	66	0	0	0	283	1102	40
Added Vol:	0	0	0	0	20	0	0	0	0	10	56	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	502	333	0	0	363	66	0	0	0	293	1158	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	502	333	0	0	363	66	0	0	0	293	1158	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	333	0	0	363	66	0	0	0	293	1158	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	502	333	0	0	363	66	0	0	0	293	1158	56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.69	0.31	0.00	0.00	0.00	0.61	2.39	1.00
Final Sat.:	2880	3200	0	0	2711	489	0	0	0	969	3831	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.18	0.30	0.03
Crit Moves:	****				****						****	

Monterey Park Market Place
Project Opening Year (2015) + Project (MIITIGATED)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Wilcox Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Wilcox Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	1 1	0	0 1	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	293	735	153	118	449	37	30	875	286	19	89	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	305	764	159	123	467	38	31	910	297	20	93	40
Added Vol:	0	0	12	20	10	0	0	72	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	764	171	143	477	38	31	982	297	20	93	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	764	171	143	477	38	31	982	297	20	93	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	764	171	143	477	38	31	982	297	20	93	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	764	171	143	477	38	31	982	297	20	93	40
OvlAdjVol:			95									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	1.85	0.15	0.07	2.25	0.68	0.26	1.22	0.52
Final Sat.:	1600	4800	1600	1600	2961	239	114	3596	1089	416	1951	833
Capacity Analysis Module:												
Vol/Sat:	0.19	0.16	0.11	0.09	0.16	0.16	0.27	0.27	0.27	0.05	0.05	0.05
OvlAdjV/S:			0.06									
Crit Moves:	****				****			****				****

Monterey Park Market Place
Project Opening Year (2015) + Project (MIITIGATED)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Markland Dr/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Markland Drive						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	55	40	548	82	158	5	7	179	32	159	488	40
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	57	42	570	85	164	5	7	186	33	165	508	42
Added Vol:	0	0	108	0	0	0	0	19	0	21	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	42	678	85	164	5	7	205	33	186	587	42
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	42	0	85	164	5	7	205	33	186	587	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	42	0	85	164	5	7	205	33	186	587	42
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	42	0	85	164	5	7	205	33	186	587	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.42	1.00	0.33	0.65	0.02	1.00	1.00	1.00	1.00	1.87	0.13
Final Sat.:	926	674	1600	536	1032	33	1600	1600	1600	1600	2988	212
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.16	0.16	0.16	0.00	0.13	0.02	0.12	0.20	0.20
Crit Moves:	****					****		****		****		

Monterey Park Market Place
Project Opening Year (2015) + Project (MIITIGATED)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Markland Dr-Vail Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Markland Drive-Vail Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	75	218	134	136	140	66	424	531	46	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	78	227	139	141	146	69	441	552	48	0	0	0
Added Vol:	0	8	0	15	6	0	100	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	235	139	156	152	69	541	556	48	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	235	139	156	152	69	541	556	48	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	235	139	156	152	69	541	556	48	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	235	139	156	152	69	541	556	48	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.38	0.62	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	1600	1600	1600	2203	997	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.09	0.10	0.07	0.07	0.34	0.17	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					

Monterey Park Market Place
Project Opening Year (2015) + Project (MIITIGATED)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Saturn St-Greenwood Ave/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.414
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Saturn Street-Greenwood Avenue						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	7	0	7	24	1	14	11	161	5	6	710	226
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	7	0	7	25	1	15	11	167	5	6	738	235
Added Vol:	99	0	8	0	0	0	0	2	125	10	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	15	25	1	15	11	169	130	16	740	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	15	25	1	15	11	169	130	16	740	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	15	25	1	15	11	169	130	16	740	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	0	15	25	1	15	11	169	130	16	740	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.01	0.02	0.00	0.01	0.01	0.05	0.08	0.01	0.23	0.15
Crit Moves:	****					****	****				****	

Monterey Park Market Place
Project Opening Year (2015) + Project (MIITIGATED)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Paramount Blvd/SR-60 WB Ramps-Neil Armstrong

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Paramount Boulevard						SR-60 WB Ramps-Neil Armstrong					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	0 0	2 1	0	1 0	0 1	1	2 0	1 0	1
Volume Module:												
Base Vol:	35	423	244	0	895	7	14	6	175	173	6	177
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	36	440	254	0	931	7	15	6	182	180	6	184
Added Vol:	154	6	0	0	6	27	21	100	66	0	57	2
PasserByVol:	0	38	64	0	9	0	0	0	0	16	0	0
Initial Fut:	190	484	318	0	946	34	36	106	248	196	63	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	484	318	0	946	34	36	106	248	196	63	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	484	318	0	946	34	36	106	248	196	63	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	484	318	0	946	34	36	106	248	196	63	186
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.90	0.10	1.00	0.60	1.40	2.00	1.00	1.00
Final Sat.:	2880	3200	1600	0	4632	168	1600	960	2240	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.20	0.00	0.20	0.20	0.02	0.11	0.11	0.07	0.04	0.12
Crit Moves:	****				****			****			****	

arch beach
CONSULTING

MITIGATED INTERSECTIONS – OPENING YEAR PLUS PROJECT PM PEAK HOUR

Monterey Park Market Place
Project Opening Year (2015) + Project (MITIGATED)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Garfield Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Street Name:	Garfield Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 0	0 0 2		0 1	0 0 0		0 0	0 1 2		0 1
Volume Module:												
Base Vol:	506	730	0	0	704	110	0	0	0	287	945	294
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	526	759	0	0	732	114	0	0	0	298	983	306
Added Vol:	0	0	0	0	57	0	0	0	0	21	47	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	526	759	0	0	789	114	0	0	0	319	1030	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	526	759	0	0	789	114	0	0	0	319	1030	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	759	0	0	789	114	0	0	0	319	1030	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	526	759	0	0	789	114	0	0	0	319	1030	363
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.71	2.29	1.00
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1137	3663	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.24	0.00	0.00	0.25	0.07	0.00	0.00	0.00	0.20	0.28	0.23
Crit Moves:	****			****							****	

Monterey Park Market Place
Project Opening Year (2015) + Project (MITIGATED)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Garfield Avenue/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	166	Level Of Service:	E

Street Name:	Garfield Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	1 1	0 0	1	0 1	1 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1034	308	283	677	0	136	1146	727	21	0	91
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1075	320	294	704	0	141	1192	756	22	0	95
Added Vol:	0	0	21	57	21	0	0	46	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1075	341	351	725	0	141	1238	756	22	0	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1075	341	351	725	0	141	1238	756	22	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1075	341	351	725	0	141	1238	756	22	0	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1075	341	351	725	0	141	1238	756	22	0	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	1.86	1.14	1.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	3200	0	1600	2980	1820	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.21	0.22	0.23	0.00	0.09	0.42	0.42	0.01	0.00	0.06
Crit Moves:		****			****			****			****	

Monterey Park Market Place
Project Opening Year (2015) + Project (MITIGATED)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Wilcox Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Wilcox Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 0	0 0 1		1 0	0 0 0		0 0	0 1 2		0 1
Volume Module:												
Base Vol:	374	287	0	0	313	21	0	0	0	322	1109	77
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	389	298	0	0	326	22	0	0	0	335	1153	80
Added Vol:	0	0	0	0	35	0	0	0	0	21	125	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	298	0	0	361	22	0	0	0	356	1278	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	298	0	0	361	22	0	0	0	356	1278	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	298	0	0	361	22	0	0	0	356	1278	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	298	0	0	361	22	0	0	0	356	1278	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.89	0.11	0.00	0.00	0.00	0.65	2.35	1.00
Final Sat.:	2880	3200	0	0	3017	183	0	0	0	1045	3755	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.22	0.34	0.07
Crit Moves:	****				****						****	

Monterey Park Market Place
Project Opening Year (2015) + Project (MITIGATED)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Wilcox Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Wilcox Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	1 1	0	0 1	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	103	554	241	133	484	23	50	1217	422	7	23	57
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	107	576	251	138	503	24	52	1266	439	7	24	59
Added Vol:	0	0	21	35	21	0	0	124	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	576	272	173	524	24	52	1390	439	7	24	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	576	272	173	524	24	52	1390	439	7	24	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	576	272	173	524	24	52	1390	439	7	24	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	576	272	173	524	24	52	1390	439	7	24	59
OvlAdjVol:			212									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	1.91	0.09	0.08	2.22	0.70	0.16	0.84	1.00
Final Sat.:	1600	4800	1600	1600	3060	140	133	3547	1120	257	1343	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.17	0.11	0.17	0.17	0.39	0.39	0.39	0.03	0.02	0.04
OvlAdjV/S:			0.13									
Crit Moves:			****	****			****					****

Monterey Park Market Place
Project Opening Year (2015) + Project (MITIGATED)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Markland Dr/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Markland Drive						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	26	59	505	196	197	15	60	38	49	296	554	91
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	27	61	525	204	205	16	62	40	51	308	576	95
Added Vol:	0	0	189	0	0	0	0	34	0	48	178	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	61	714	204	205	16	62	74	51	356	754	95
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	61	0	204	205	16	62	74	51	356	754	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	61	0	204	205	16	62	74	51	356	754	95
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	61	0	204	205	16	62	74	51	356	754	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	0.48	0.48	0.04	1.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	489	1111	1600	769	773	59	1600	1600	1600	1600	2843	357
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.27	0.27	0.27	0.04	0.05	0.03	0.22	0.27	0.27
Crit Moves:	****			****			****				****	

Monterey Park Market Place
Project Opening Year (2015) + Project (MITIGATED)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Markland Dr-Vail Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Markland Drive-Vail Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1		0 1	1 0 1		1 0	1 0 2		0 1	0 0 0		0 0
Volume Module:												
Base Vol:	16	188	112	244	244	66	378	1067	147	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	17	196	116	254	254	69	393	1110	153	0	0	0
Added Vol:	0	14	0	34	14	0	175	5	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	210	116	288	268	69	568	1115	153	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	210	116	288	268	69	568	1115	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	210	116	288	268	69	568	1115	153	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	210	116	288	268	69	568	1115	153	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.59	0.41	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	1600	1600	1600	2547	653	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.07	0.18	0.11	0.11	0.36	0.35	0.10	0.00	0.00	0.00
Crit Moves:	****			****			****					

Monterey Park Market Place
Project Opening Year (2015) + Project (MITIGATED)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Saturn St-Greenwood Ave/Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Saturn Street-Greenwood Avenue						Potrero Grande Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	3	0	4	231	0	7	14	781	5	1	330	35
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	3	0	4	240	0	7	15	812	5	1	343	36
Added Vol:	223	0	17	0	0	0	0	2	221	17	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	0	21	240	0	7	15	814	226	18	346	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	0	21	240	0	7	15	814	226	18	346	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	0	21	240	0	7	15	814	226	18	346	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	0	21	240	0	7	15	814	226	18	346	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.01	0.15	0.00	0.00	0.01	0.25	0.14	0.01	0.11	0.02
Crit Moves:			****	****				****		****		

Monterey Park Market Place
Project Opening Year (2015) + Project (MITIGATED)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Paramount Blvd/SR-60 WB Ramps-Neil Armstrong

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Paramount Boulevard						SR-60 WB Ramps-Neil Armstrong					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	0 1		0 0 2	1 0		1 0 0	1 1		2 0 1	0 1	
Volume Module:												
Base Vol:	119	613	427	0	822	10	4	6	91	457	22	240
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	124	638	444	0	855	10	4	6	95	475	23	250
Added Vol:	271	9	0	0	9	47	48	226	150	0	101	3
PasserByVol:	0	21	35	0	40	0	0	0	0	66	0	0
Initial Fut:	395	668	479	0	904	57	52	232	245	541	124	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	668	479	0	904	57	52	232	245	541	124	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	668	479	0	904	57	52	232	245	541	124	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	395	668	479	0	904	57	52	232	245	541	124	253
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.82	0.18	1.00	0.97	1.03	2.00	1.00	1.00
Final Sat.:	2880	3200	1600	0	4513	287	1600	1558	1642	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.30	0.00	0.20	0.20	0.03	0.15	0.15	0.19	0.08	0.16
Crit Moves:	****				****			****			****	

arch beach
CONSULTING

MITIGATED INTERSECTIONS – BUILDOUT YEAR PLUS PROJECT AM PEAK HOUR

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Garfield Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	E

Street Name:	Garfield Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	0	0 0	1 1	1	0 0	0 0	0	0 1	2 0	1
Volume Module:												
Base Vol:	765	350	0	0	503	328	0	0	0	247	1030	154
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	857	392	0	0	563	367	0	0	0	277	1154	172
Added Vol:	0	0	0	0	33	0	0	0	0	10	21	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	857	392	0	0	596	367	0	0	0	287	1175	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	857	392	0	0	596	367	0	0	0	287	1175	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	857	392	0	0	596	367	0	0	0	287	1175	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	857	392	0	0	596	367	0	0	0	287	1175	198
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.86	1.14	0.00	0.00	0.00	0.59	2.41	1.00
Final Sat.:	2880	3200	0	0	2970	1830	0	0	0	942	3858	1600
Capacity Analysis Module:												
Vol/Sat:	0.30	0.12	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.18	0.30	0.12
Crit Moves:	****					****					****	

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Wilcox Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Wilcox Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 1	1 0	0	1 1	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	293	735	153	118	449	37	30	875	286	19	89	38
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	328	823	171	132	503	41	34	980	320	21	100	43
Added Vol:	0	0	12	20	10	0	0	72	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	823	183	152	513	41	34	1052	320	21	100	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	823	183	152	513	41	34	1052	320	21	100	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	823	183	152	513	41	34	1052	320	21	100	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	328	823	183	152	513	41	34	1052	320	21	100	43
OvlAdjVol:			102									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	1.85	0.15	0.07	2.25	0.68	0.26	1.22	0.52
Final Sat.:	1600	4800	1600	1600	2961	239	115	3592	1094	416	1951	833
Capacity Analysis Module:												
Vol/Sat:	0.21	0.17	0.11	0.10	0.17	0.17	0.29	0.29	0.29	0.05	0.05	0.05
OvlAdjV/S:			0.06									
Crit Moves:	****			****			****					****

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Paramount Blvd/SR-60 WB Ramps-Neil Armstrong

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Paramount Boulevard						SR-60 WB Ramps-Neil Armstrong					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	0 0	2 1	0	1 0	0 0	2	2 0	1 0	1
Volume Module:												
Base Vol:	35	423	244	0	895	7	14	0	175	173	6	177
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	39	474	273	0	1002	8	16	0	196	194	7	198
Added Vol:	154	6	0	0	6	27	21	0	166	0	57	2
PasserByVol:	0	66	99	0	17	0	0	0	0	19	0	0
Initial Fut:	193	546	372	0	1025	35	37	0	362	213	64	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	546	372	0	1025	35	37	0	362	213	64	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	546	372	0	1025	35	37	0	362	213	64	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	546	372	0	1025	35	37	0	362	213	64	200
OvlAdjVol:			254						147			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.90	0.10	1.00	0.00	2.00	2.00	1.00	1.00
Final Sat.:	2880	3200	1600	0	4642	158	1600	0	3200	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.23	0.00	0.22	0.22	0.02	0.00	0.11	0.07	0.04	0.13
OvlAdjV/S:			0.16						0.05			
Crit Moves:	****				****				****			****

Monterey Park Market Place
General Plan (2025) plus Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Paramount Blvd/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	Paramount Boulevard						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 1	0 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	5	1	33	4	550	690	131	0	0	131	106
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	6	1	37	4	616	773	147	0	0	147	119
Added Vol:	0	0	0	8	0	15	20	1	0	0	1	9
PasserByVol:	45	171	47	2	38	22	86	16	12	12	4	7
Initial Fut:	45	177	48	47	42	653	879	164	12	12	152	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	177	48	47	42	653	879	164	12	12	152	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	177	48	47	42	653	879	164	12	12	152	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	177	48	47	42	653	879	164	12	12	152	135
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	1.05	0.95	2.00	2.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1600	1257	343	1680	1520	3200	2880	2981	219	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.03	0.03	0.20	0.31	0.05	0.05	0.01	0.05	0.08
Crit Moves:	****					****	****					****

arch beach
CONSULTING

MITIGATED INTERSECTIONS – BUILDOUT YEAR PLUS PROJECT PM PEAK HOUR

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Garfield Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.921
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	E

Street Name:	Garfield Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	0	0 0	1 1	1	0 0	0 0	0	0 1	2 0	1
Volume Module:												
Base Vol:	506	730	0	0	704	110	0	0	0	287	945	294
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	567	818	0	0	788	123	0	0	0	321	1058	329
Added Vol:	0	0	0	0	57	0	0	0	0	21	47	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	567	818	0	0	845	123	0	0	0	342	1105	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	567	818	0	0	845	123	0	0	0	342	1105	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	818	0	0	845	123	0	0	0	342	1105	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	567	818	0	0	845	123	0	0	0	342	1105	386
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.71	2.29	1.00
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1135	3665	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.26	0.00	0.00	0.26	0.08	0.00	0.00	0.00	0.21	0.30	0.24
Crit Moves:	****			****							****	

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Garfield Avenue/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	1.046
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Garfield Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	1 1	0 0	1	0 1	1 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1034	308	283	677	0	136	1146	727	21	0	91
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1158	345	317	758	0	152	1284	814	24	0	102
Added Vol:	0	0	21	57	21	0	0	46	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1158	366	374	779	0	152	1330	814	24	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1158	366	374	779	0	152	1330	814	24	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1158	366	374	779	0	152	1330	814	24	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1158	366	374	779	0	152	1330	814	24	0	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	1.86	1.14	1.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	3200	0	1600	2977	1823	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.23	0.23	0.24	0.00	0.10	0.45	0.45	0.01	0.00	0.06
Crit Moves:		****			****			****		****		

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Wilcox Ave/Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Wilcox Avenue						Pomona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	2 0	1
Volume Module:												
Base Vol:	374	287	0	0	313	21	0	0	0	322	1109	77
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	419	321	0	0	351	24	0	0	0	361	1242	86
Added Vol:	0	0	0	0	35	0	0	0	0	21	125	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	419	321	0	0	386	24	0	0	0	382	1367	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	419	321	0	0	386	24	0	0	0	382	1367	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	321	0	0	386	24	0	0	0	382	1367	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	419	321	0	0	386	24	0	0	0	382	1367	121
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.89	0.11	0.00	0.00	0.00	0.65	2.35	1.00
Final Sat.:	2880	3200	0	0	3016	184	0	0	0	1048	3752	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.10	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.24	0.36	0.08
Crit Moves:	****				****						****	

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Wilcox Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	Wilcox Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 1	1 0	0	1 1	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	103	554	241	133	484	23	50	1217	422	7	23	57
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	115	620	270	149	542	26	56	1363	473	8	26	64
Added Vol:	0	0	21	35	21	0	0	124	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	620	291	184	563	26	56	1487	473	8	26	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	620	291	184	563	26	56	1487	473	8	26	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	620	291	184	563	26	56	1487	473	8	26	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	620	291	184	563	26	56	1487	473	8	26	64
OvlAdjVol:			227									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	1.91	0.09	0.08	2.22	0.70	0.16	0.84	1.00
Final Sat.:	1600	4800	1600	1600	3060	140	133	3541	1126	257	1343	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.18	0.11	0.18	0.18	0.42	0.42	0.42	0.03	0.02	0.04
OvlAdjV/S:			0.14									
Crit Moves:			****	****			****					****

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Markland Dr-Vail Ave/Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	Markland Drive-Vail Avenue						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	16	188	112	244	244	66	378	1067	147	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	18	211	125	273	273	74	423	1195	165	0	0	0
Added Vol:	0	14	0	34	14	0	175	5	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	225	125	307	287	74	598	1200	165	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	225	125	307	287	74	598	1200	165	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	225	125	307	287	74	598	1200	165	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	225	125	307	287	74	598	1200	165	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.59	0.41	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	1600	1600	1600	2545	655	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.08	0.19	0.11	0.11	0.37	0.38	0.10	0.00	0.00	0.00
Crit Moves:		****		****				****				

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 San Gabriel Blvd-Paramount Blvd/Hill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name: San Gabriel Boulevard-Paramount B / Hill Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 1	0 1	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	160	421	67	239	358	19	17	480	155	48	408	295
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	179	472	75	268	401	21	19	538	174	54	457	330
Added Vol:	4	35	20	0	35	0	0	1	5	18	2	0
PasserByVol:	0	15	22	0	28	0	0	0	0	41	0	0
Initial Fut:	183	522	117	268	464	21	19	539	179	113	459	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	522	117	268	464	21	19	539	179	113	459	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	522	117	268	464	21	19	539	179	113	459	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	522	117	268	464	21	19	539	179	113	459	330
OvlAdjVol:												78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.07	1.85	0.08	1.00	1.50	0.50	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1711	2954	135	1600	2403	797	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.07	0.16	0.16	0.16	0.01	0.22	0.22	0.07	0.14	0.21
OvlAdjV/S:												0.05
Crit Moves:	****					****		****		****		

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Paramount Blvd/SR-60 WB Ramps-Neil Armstrong

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Paramount Boulevard						SR-60 WB Ramps-Neil Armstrong					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	0 0	2 1	0	1 0	0 0	2	2 0	1 0	1
Volume Module:												
Base Vol:	119	613	427	0	822	10	4	0	91	457	22	240
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	133	687	478	0	921	11	4	0	102	512	25	269
Added Vol:	271	9	0	0	9	47	48	0	376	0	101	3
PasserByVol:	0	37	56	0	69	0	0	0	0	76	0	0
Initial Fut:	404	733	534	0	999	58	52	0	478	588	126	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	733	534	0	999	58	52	0	478	588	126	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	733	534	0	999	58	52	0	478	588	126	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	733	534	0	999	58	52	0	478	588	126	272
OvlAdjVol:			208						29			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.83	0.17	1.00	0.00	2.00	2.00	1.00	1.00
Final Sat.:	2880	3200	1600	0	4536	264	1600	0	3200	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.33	0.00	0.22	0.22	0.03	0.00	0.15	0.20	0.08	0.17
OvlAdjV/S:			0.13						0.01			
Crit Moves:	****			****			****			****		

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Paramount Blvd/SR-60 EB Ramps-Town Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Paramount Boulevard						SR-60 EB Ramps-Town Center Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	2	0 2	0 0	1	0 1	1 1	1	0 0	0 2
Volume Module:												
Base Vol:	0	883	25	142	789	0	272	277	426	22	0	278
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	989	28	159	884	0	305	310	477	25	0	311
Added Vol:	0	50	0	0	50	0	230	0	0	0	0	0
PasserByVol:	0	148	0	0	145	0	0	0	103	0	0	0
Initial Fut:	0	1187	28	159	1079	0	535	310	580	25	0	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1187	28	159	1079	0	535	310	580	25	0	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1187	28	159	1079	0	535	310	580	25	0	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1187	28	159	1079	0	535	310	580	25	0	311
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.93	0.07	2.00	2.00	0.00	1.00	1.05	1.95	1.00	0.00	2.00
Final Sat.:	0	4689	111	2880	3200	0	1600	1673	3127	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.06	0.34	0.00	0.33	0.19	0.19	0.02	0.00	0.10
Crit Moves:	****			****			****					****

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Paramount Blvd/Montebello Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.017
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Paramount Boulevard						Montebello Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 1	0 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	4	2	241	0	939	876	560	0	0	308	85
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	4	2	270	0	1052	981	627	0	0	345	95
Added Vol:	0	0	0	16	0	35	34	1	0	0	1	15
PasserByVol:	25	96	27	7	152	90	48	9	47	50	17	4
Initial Fut:	25	100	29	293	152	1177	1063	637	47	50	363	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	100	29	293	152	1177	1063	637	47	50	363	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	100	29	293	152	1177	1063	637	47	50	363	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	100	29	293	152	1177	1063	637	47	50	363	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.77	0.23	1.32	0.68	2.00	2.00	1.86	0.14	1.00	2.28	0.72
Final Sat.:	1600	1239	361	2107	1093	3200	2880	2980	220	1600	3651	1149
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.14	0.14	0.37	0.37	0.21	0.21	0.03	0.10	0.10
Crit Moves:	****					****	****				****	

Monterey Park Market Place
General Plan (2025) plus Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Montebello Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.023
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Montebello Boulevard						Beverly Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	206	790	159	197	719	134	209	1253	279	93	721	167
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	231	885	178	221	805	150	234	1403	312	104	808	187
Added Vol:	0	35	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	29	10	4	16	22	41	14	0	5	7	8
Initial Fut:	231	949	188	225	856	172	275	1417	312	109	815	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	949	188	225	856	172	275	1417	312	109	815	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	949	188	225	856	172	275	1417	312	109	815	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	949	188	225	856	172	275	1417	312	109	815	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	1600	4006	794	1600	3200	1600	1600	3200	1600	1600	2582	618
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.24	0.14	0.27	0.11	0.17	0.44	0.20	0.07	0.32	0.32
Crit Moves:	****			****			****			****		