

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Future 2012 No Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #7 California Ave & Duarte Rd

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for volume and adjustment factors across four directions.

Saturation Flow Module: Table with 13 columns for saturation flow and adjustment factors.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics.

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 Mountain Ave & Duarte Rd

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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	95	304	110	66	139	212	194	289	44	113	362	98
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	97	310	112	67	142	216	198	295	45	115	369	100
Added Vol:	0	2	0	3	1	0	0	6	0	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	312	112	70	143	216	198	301	45	115	370	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:	97	312	112	70	143	216	198	301	45	115	370	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	312	112	70	143	216	198	301	45	115	370	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:	97	312	112	70	143	216	198	301	45	115	370	101

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.74	0.26	1.00	0.40	0.60	1.00	1.74	0.26	1.00	1.57	0.43
Final Sat.:	1600	1177	423	1600	636	964	1600	2785	415	1600	2514	686

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.27	0.27	0.04	0.22	0.22	0.12	0.11	0.11	0.07	0.15	0.15
Crit Moves:	****			****			****			****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 California Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	0	0	0	1	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	69	297	0	0	371	90	0	0	0	104	187	37
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	70	303	0	0	378	92	0	0	0	106	191	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	303	0	0	378	92	0	0	0	106	201	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:	70	303	0	0	378	92	0	0	0	106	201	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	303	0	0	378	92	0	0	0	106	201	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:	70	303	0	0	378	92	0	0	0	106	201	38

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.92	1.75	0.33
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	1478	2796	526

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.09	0.00	0.00	0.24	0.06	0.00	0.00	0.00	0.07	0.07	0.07
Crit Moves:	****			****			****			****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 No Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Shamrock Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.297
 Loss Time (sec): 10 Average Delay (sec/veh): 9.4
 Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0

Volume Module:

Base Vol:	22	95	0	0	238	156	0	0	0	31	116	90
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	22	97	0	0	243	159	0	0	0	32	118	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	97	0	0	243	159	0	0	0	32	128	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	97	0	0	243	159	0	0	0	32	128	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	97	0	0	243	159	0	0	0	32	128	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	97	0	0	243	159	0	0	0	32	128	92

Saturation Flow Module:

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:	0.38	1.62	0.00	0.00	1.21	0.79	0.00	0.00	0.00	1.00	1.17	0.83
Final Sat.:	228	1002	0	0	818	586	0	0	0	556	716	558

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	xxxx	xxxx	0.30	0.27	xxxx	xxxx	xxxx	0.06	0.18	0.16
Crit Moves:	****				****						****	
Delay/Veh:	9.0	8.9	0.0	0.0	10.0	9.1	0.0	0.0	0.0	9.2	9.4	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	8.9	0.0	0.0	10.0	9.1	0.0	0.0	0.0	9.2	9.4	8.7
LOS by Move:	A	A	*	*	B	A	*	*	*	A	A	A
ApproachDel:		8.9			9.7		xxxxxxx				9.2	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		8.9			9.7		xxxxxxx				9.2	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.1	0.1	0.0	0.0	0.4	0.3	0.0	0.0	0.0	0.1	0.2	0.2

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

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Future 2012 No Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Mountain Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns representing different volume categories and 13 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns and 5 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 3 rows of data including Vol/Sat and Crit Moves.

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Future 2012 No Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #4 California Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat and Crit Moves.

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 No Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Shamrock Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
 Loss Time (sec): 0 Average Delay (sec/veh): 14.1
 Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	93	14	262	28	0	43	572	6	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	95	14	267	29	0	44	583	6	0	0	0
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	95	14	267	29	0	44	586	6	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:	0	95	14	267	29	0	44	586	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	95	14	267	29	0	44	586	6	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:	0	95	14	267	29	0	44	586	6	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.74	0.26	1.00	1.00	0.00	0.14	1.84	0.02	0.00	0.00	0.00
Final Sat.:	0	922	141	518	551	0	84	1132	12	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.10	0.10	0.52	0.05	xxxx	0.52	0.52	0.51	xxxx	xxxx	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	9.9	9.7	16.1	9.3	0.0	14.4	14.2	14.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	9.7	16.1	9.3	0.0	14.4	14.2	14.1	0.0	0.0	0.0
LOS by Move:	*	A	A	C	A	*	B	B	B	*	*	*
ApproachDel:	9.8			15.4			14.2			xxxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxxx		
ApprAdjDel:	9.8			15.4			14.2			xxxxxxx		
LOS by Appr:	A			C			B			*		
AllWayAvgQ:	0.1	0.1	0.1	1.0	0.0	0.0	1.0	1.0	1.0	0.0	0.0	0.0

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

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Mountain Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 73 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted			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:	0	0	1	1	0	1	0	1	1	0	1	0	2	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	541	186	394	534	0	202	747	165	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	552	190	402	545	0	206	762	168	0	0	0
Added Vol:	0	5	0	3	6	0	4	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	557	190	405	551	0	210	763	168	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:	0	557	190	405	551	0	210	763	168	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	557	190	405	551	0	210	763	168	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:	0	557	190	405	551	0	210	763	168	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:	0.00	1.49	0.51	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2387	813	1600	3200	0	1600	3200	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.23	0.25	0.17	0.00	0.13	0.24	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****					

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Level Of Service Computation Report

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

Intersection #7 California Ave & Duarte Rd

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different traffic directions and metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

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

Intersection #8 Mountain Ave & Duarte Rd

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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	35	204	76	100	231	200	255	521	119	84	281	93
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	208	78	102	236	204	260	531	121	86	287	95
Added Vol:	0	3	0	3	3	0	0	1	0	0	5	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	211	78	105	239	204	260	532	121	86	292	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	211	78	105	239	204	260	532	121	86	292	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	211	78	105	239	204	260	532	121	86	292	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	211	78	105	239	204	260	532	121	86	292	97

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	1.00	0.54	0.46	1.00	1.63	0.37	1.00	1.50	0.50
Final Sat.:	1600	1170	430	1600	863	737	1600	2606	594	1600	2402	798

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.18	0.18	0.07	0.28	0.28	0.16	0.20	0.20	0.05	0.12	0.12
Crit Moves:	****			****			****			****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 with Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #1 California Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	0	0	0	1	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	60	356	0	0	260	60	0	0	0	59	244	106
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	61	363	0	0	265	61	0	0	0	60	249	108
Added Vol:	2	0	0	0	3	0	0	0	0	7	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	37	0
Initial Fut:	63	363	0	0	268	61	0	0	0	67	290	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	363	0	0	268	61	0	0	0	67	290	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	363	0	0	268	61	0	0	0	67	290	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	363	0	0	268	61	0	0	0	67	290	108

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.43	1.87	0.70
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	693	2991	1116

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.11	0.00	0.00	0.17	0.04	0.00	0.00	0.00	0.04	0.10	0.10
Crit Moves:	****			****						****		

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 with Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #2 Shamrock Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.320
 Loss Time (sec): 10 Average Delay (sec/veh): 10.0
 Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign											
Rights:	Include			Include			Include			Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0									
Lanes:	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	16	185	0	0	106	52	0	0	0	29	268	128
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	16	189	0	0	108	53	0	0	0	30	273	131
Added Vol:	1	0	0	0	0	0	0	0	0	5	9	0
PasserByVol:	37	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	189	0	0	108	53	0	0	0	35	282	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	189	0	0	108	53	0	0	0	35	282	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	189	0	0	108	53	0	0	0	35	282	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	189	0	0	108	53	0	0	0	35	282	131

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	0.45	1.55	0.00	0.00	1.34	0.66	0.00	0.00	0.00	1.00	1.37	0.63
Final Sat.:	258	917	0	0	799	415	0	0	0	578	882	432

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.21	0.21	xxxx	xxxx	0.14	0.13	xxxx	xxxx	xxxx	0.06	0.32	0.30
Crit Moves:	****				****						****	
Delay/Veh:	10.2	10.0	0.0	0.0	9.3	8.9	0.0	0.0	0.0	9.1	10.6	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.0	0.0	0.0	9.3	8.9	0.0	0.0	0.0	9.1	10.6	9.9
LOS by Move:	B	B	*	*	A	A	*	*	*	A	B	A
ApproachDel:	10.1			9.2			xxxxxxx			10.2		
Delay Adj:	1.00			1.00			xxxxxxx			1.00		
ApprAdjDel:	10.1			9.2			xxxxxxx			10.2		
LOS by Appr:	B			A			*			B		
AllWayAvgQ:	0.2	0.2	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.4	0.4

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

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 with Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Mountain Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			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	0	1	0	0	0	1	0	1

Volume Module:

Base Vol:	200	471	0	0	514	129	0	0	0	269	510	354
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	204	480	0	0	524	132	0	0	0	274	520	361
Added Vol:	0	6	0	0	5	4	0	0	0	12	10	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	486	0	0	529	136	0	0	0	286	530	362
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	486	0	0	529	136	0	0	0	286	530	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	486	0	0	529	136	0	0	0	286	530	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	486	0	0	529	136	0	0	0	286	530	362

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	0.00	0.00	1.59	0.41	0.00	0.00	0.00	1.00	1.19	0.81
Final Sat.:	1600	3200	0	0	2547	653	0	0	0	1600	1901	1299

Capacity Analysis Module:

Vol/Sat:	0.13	0.15	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.18	0.28	0.28
Crit Moves:	****			****			****			****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 with Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #4 California Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	0	0	1	0	1	0	1	1	0	0	0	0

Volume Module:

Base Vol:	0	326	63	68	251	0	86	172	46	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	333	64	69	256	0	88	175	47	0	0	0
Added Vol:	0	2	14	1	8	0	0	13	6	0	0	0
PasserByVol:	0	0	83	0	0	0	0	0	0	0	0	0
Initial Fut:	0	335	161	70	264	0	88	188	53	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:	0	335	161	70	264	0	88	188	53	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	335	161	70	264	0	88	188	53	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:	0	335	161	70	264	0	88	188	53	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:	0.00	0.67	0.33	1.00	1.00	0.00	0.80	1.72	0.48	0.00	0.00	0.00
Final Sat.:	0	1080	520	1600	1600	0	1279	2749	772	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.31	0.04	0.17	0.00	0.05	0.07	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 with Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Shamrock Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
 Loss Time (sec): 0 Average Delay (sec/veh): 10.3
 Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	95	12	155	29	0	131	147	9	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	97	12	158	30	0	134	150	9	0	0	0
Added Vol:	0	1	5	0	5	0	0	17	11	0	0	0
PasserByVol:	0	37	0	0	0	0	0	0	83	0	0	0
Initial Fut:	0	135	17	158	35	0	134	167	103	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:	0	135	17	158	35	0	134	167	103	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	135	17	158	35	0	134	167	103	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:	0	135	17	158	35	0	134	167	103	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.77	0.23	1.00	1.00	0.00	0.66	0.83	0.51	0.00	0.00	0.00
Final Sat.:	0	1070	139	560	604	0	403	542	352	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.13	0.12	0.28	0.06	xxxx	0.33	0.31	0.29	xxxx	xxxx	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	9.2	9.1	11.2	8.7	0.0	11.2	10.4	9.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.2	9.1	11.2	8.7	0.0	11.2	10.4	9.8	0.0	0.0	0.0
LOS by Move:	*	A	A	B	A	*	B	B	A	*	*	*
ApproachDel:	9.2			10.8			10.5			xxxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxxx		
ApprAdjDel:	9.2			10.8			10.5			xxxxxxx		
LOS by Appr:	A			B			B			*		
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.1	0.1	0.5	0.4	0.4	0.0	0.0	0.0

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

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 with Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Mountain Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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:	0	0	1 1 0	1	0	1 1 0	1	0	2 0 1	0	0	0 0 0

Volume Module:

Base Vol:	0	380	197	306	481	0	302	241	177	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	388	201	312	491	0	308	246	181	0	0	0
Added Vol:	0	3	0	1	16	0	3	20	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	391	201	313	507	0	311	266	181	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:	0	391	201	313	507	0	311	266	181	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	391	201	313	507	0	311	266	181	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:	0	391	201	313	507	0	311	266	181	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:	0.00	1.32	0.68	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2113	1087	1600	3200	0	1600	3200	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.18	0.20	0.16	0.00	0.19	0.08	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****					

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Future 2012 with Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #7 California Ave & Duarte Rd

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns representing different volume metrics and 13 rows of data.

Saturation Flow Module: Table with 13 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 2 rows of data.

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 with Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 Mountain Ave & Duarte Rd

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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	95	304	110	66	139	212	194	289	44	113	362	98
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	97	310	112	67	142	216	198	295	45	115	369	100
Added Vol:	0	2	0	3	1	12	0	6	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	312	112	70	143	228	198	301	45	115	371	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:	97	312	112	70	143	228	198	301	45	115	371	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	312	112	70	143	228	198	301	45	115	371	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:	97	312	112	70	143	228	198	301	45	115	371	101

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.74	0.26	1.00	0.38	0.62	1.00	1.74	0.26	1.00	1.57	0.43
Final Sat.:	1600	1177	423	1600	616	984	1600	2785	415	1600	2516	684

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.27	0.27	0.04	0.23	0.23	0.12	0.11	0.11	0.07	0.15	0.15
Crit Moves:	****			****			****			****		

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Future 2012 with Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 California Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors across the four directions.

Saturation Flow Module: Table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics.

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 with Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Shamrock Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.301
 Loss Time (sec): 10 Average Delay (sec/veh): 9.6
 Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign											
Rights:	Include			Include			Include			Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0									
Lanes:	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0

Volume Module:

Base Vol:	22	95	0	0	238	156	0	0	0	31	116	90
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	22	97	0	0	243	159	0	0	0	32	118	92
Added Vol:	6	0	0	0	0	0	0	0	0	0	10	0
PasserByVol:	49	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	97	0	0	243	159	0	0	0	32	128	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	97	0	0	243	159	0	0	0	32	128	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	97	0	0	243	159	0	0	0	32	128	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	97	0	0	243	159	0	0	0	32	128	92

Saturation Flow Module:

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:	0.89	1.11	0.00	0.00	1.21	0.79	0.00	0.00	0.00	1.00	1.17	0.83
Final Sat.:	515	689	0	0	806	576	0	0	0	544	698	543

Capacity Analysis Module:

Vol/Sat:	0.15	0.14	xxxx	xxxx	0.30	0.28	xxxx	xxxx	xxxx	0.06	0.18	0.17
Crit Moves:	****				****						****	
Delay/Veh:	9.7	9.2	0.0	0.0	10.2	9.3	0.0	0.0	0.0	9.4	9.6	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.2	0.0	0.0	10.2	9.3	0.0	0.0	0.0	9.4	9.6	8.9
LOS by Move:	A	A	*	*	B	A	*	*	*	A	A	A
ApproachDel:		9.4			9.8		xxxxxxx				9.3	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		9.4			9.8		xxxxxxx				9.3	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.2	0.2	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.1	0.2	0.2

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

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 with Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Mountain Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			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	0	1	0	0	0	1	0	1

Volume Module:

Base Vol:	215	527	0	0	673	192	0	0	0	261	170	301
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	219	538	0	0	686	196	0	0	0	266	173	307
Added Vol:	0	11	0	0	9	5	0	0	0	12	7	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	549	0	0	695	201	0	0	0	278	180	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:	219	549	0	0	695	201	0	0	0	278	180	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	549	0	0	695	201	0	0	0	278	180	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:	219	549	0	0	695	201	0	0	0	278	180	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:	1.00	2.00	0.00	0.00	1.55	0.45	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	3200	0	0	2483	717	0	0	0	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.14	0.17	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.17	0.11	0.19
Crit Moves:	****				****							****

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Future 2012 with Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #4 California Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns representing different volume categories and 13 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis and 2 rows of data including Vol/Sat and Crit Moves.

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 with Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Shamrock Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
 Loss Time (sec): 0 Average Delay (sec/veh): 15.7
 Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	93	14	262	28	0	43	572	6	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	95	14	267	29	0	44	583	6	0	0	0
Added Vol:	0	6	9	0	0	0	0	17	6	0	0	0
PasserByVol:	0	49	0	0	0	0	0	0	64	0	0	0
Initial Fut:	0	150	23	267	29	0	44	600	76	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:	0	150	23	267	29	0	44	600	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	150	23	267	29	0	44	600	76	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:	0	150	23	267	29	0	44	600	76	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.73	0.27	1.00	1.00	0.00	0.12	1.67	0.21	0.00	0.00	0.00
Final Sat.:	0	894	141	497	527	0	72	1005	130	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.17	0.16	0.54	0.05	xxxx	0.61	0.60	0.59	xxxx	xxxx	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	10.6	10.5	17.2	9.6	0.0	17.2	16.6	16.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	10.5	17.2	9.6	0.0	17.2	16.6	16.0	0.0	0.0	0.0
LOS by Move:	*	B	B	C	A	*	C	C	C	*	*	*
ApproachDel:	10.6			16.5			16.6			xxxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxxxx		
ApprAdjDel:	10.6			16.5			16.6			xxxxxxx		
LOS by Appr:	B			C			C			*		
AllWayAvgQ:	0.2	0.2	0.2	1.0	0.1	0.1	1.4	1.3	1.3	0.0	0.0	0.0

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

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Future 2012 with Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Mountain Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat and Crit Moves.

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 with Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #7 California Ave & Duarte Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 71 Level Of Service: D

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	66	274	155	41	299	106	127	667	93	93	381	33
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	67	279	158	42	305	108	130	680	95	95	389	34
Added Vol:	0	0	1	1	4	0	0	0	0	5	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	279	159	43	309	108	130	680	95	100	389	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	279	159	43	309	108	130	680	95	100	389	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	279	159	43	309	108	130	680	95	100	389	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	279	159	43	309	108	130	680	95	100	389	46

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.27	0.73	1.00	1.48	0.52	1.00	0.88	0.12	1.00	0.89	0.11
Final Sat.:	1600	2039	1161	1600	2371	829	1600	1404	196	1600	1432	168

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.14	0.14	0.03	0.13	0.13	0.08	0.48	0.48	0.06	0.27	0.27
Crit Moves:	****			****			****			****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2012 with Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 Mountain Ave & Duarte Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	0	1	0	0	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	35	204	76	100	231	200	255	521	119	84	281	93
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	208	78	102	236	204	260	531	121	86	287	95
Added Vol:	0	3	0	3	3	12	0	2	0	0	5	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	211	78	105	239	216	260	533	121	86	292	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	211	78	105	239	216	260	533	121	86	292	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	211	78	105	239	216	260	533	121	86	292	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	211	78	105	239	216	260	533	121	86	292	97

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	1.00	0.52	0.48	1.00	1.63	0.37	1.00	1.50	0.50
Final Sat.:	1600	1170	430	1600	840	760	1600	2607	593	1600	2402	798

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.18	0.18	0.07	0.28	0.28	0.16	0.20	0.20	0.05	0.12	0.12
Crit Moves:	****			****			****			****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #1 California Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	0	0	0	1	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	60	356	0	0	260	60	0	0	0	59	244	106
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	68	402	0	0	294	68	0	0	0	67	276	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	402	0	0	294	68	0	0	0	67	279	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	402	0	0	294	68	0	0	0	67	279	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	402	0	0	294	68	0	0	0	67	279	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	402	0	0	294	68	0	0	0	67	279	120

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.43	1.80	0.77
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	688	2876	1236

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.13	0.00	0.00	0.18	0.04	0.00	0.00	0.00	0.04	0.10	0.10
Crit Moves:	****			****						****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 No Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Shamrock Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
 Loss Time (sec): 10 Average Delay (sec/veh): 10.2
 Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign											
Rights:	Include			Include			Include			Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0									
Lanes:	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0

Volume Module:

Base Vol:	16	185	0	0	106	52	0	0	0	29	268	128
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	18	209	0	0	120	59	0	0	0	33	303	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	209	0	0	120	59	0	0	0	33	306	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	209	0	0	120	59	0	0	0	33	306	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	209	0	0	120	59	0	0	0	33	306	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	209	0	0	120	59	0	0	0	33	306	145

Saturation Flow Module:

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:	0.16	1.84	0.00	0.00	1.34	0.66	0.00	0.00	0.00	1.00	1.36	0.64
Final Sat.:	92	1072	0	0	790	410	0	0	0	578	875	439

Capacity Analysis Module:

Vol/Sat:	0.20	0.19	xxxx	xxxx	0.15	0.14	xxxx	xxxx	xxxx	0.06	0.35	0.33
Crit Moves:	****				****						****	
Delay/Veh:	10.0	10.0	0.0	0.0	9.5	9.1	0.0	0.0	0.0	9.1	10.9	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	0.0	0.0	9.5	9.1	0.0	0.0	0.0	9.1	10.9	10.2
LOS by Move:	B	A	*	*	A	A	*	*	*	A	B	B
ApproachDel:		10.0			9.4		xxxxxxx				10.6	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		10.0			9.4		xxxxxxx				10.6	
LOS by Appr:		A			A			*			B	
AllWayAvgQ:	0.2	0.2	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.1	0.5	0.5

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

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Mountain Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			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	0	1	0	0	0	1	0	1

Volume Module:

Base Vol:	200	471	0	0	514	129	0	0	0	269	510	354
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	226	532	0	0	581	146	0	0	0	304	576	400
Added Vol:	0	6	0	0	5	2	0	0	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	538	0	0	586	148	0	0	0	304	578	401
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	538	0	0	586	148	0	0	0	304	578	401
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	538	0	0	586	148	0	0	0	304	578	401
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	538	0	0	586	148	0	0	0	304	578	401

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	0.00	0.00	1.60	0.40	0.00	0.00	0.00	1.00	1.18	0.82
Final Sat.:	1600	3200	0	0	2555	645	0	0	0	1600	1890	1310

Capacity Analysis Module:

Vol/Sat:	0.14	0.17	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.19	0.31	0.31
Crit Moves:	****			****						****		

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Future 2025 No Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #4 California Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and 13 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 2 rows showing Vol/Sat and Crit Moves.

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 No Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Shamrock Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
 Loss Time (sec): 0 Average Delay (sec/veh): 10.1
 Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	0	95	12	155	29	0	131	147	9	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	107	14	175	33	0	148	166	10	0	0	0
Added Vol:	0	0	0	0	0	0	0	10	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	107	14	175	33	0	148	176	10	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:	0	107	14	175	33	0	148	176	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	107	14	175	33	0	148	176	10	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:	0	107	14	175	33	0	148	176	10	0	0	0

Saturation Flow Module:

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	1.78	0.22	1.00	1.00	0.00	0.89	1.05	0.06	0.00	0.00	0.00
Final Sat.:	0	1101	141	580	627	0	532	683	40	0	0	0

Capacity Analysis Module:

Vol/Sat:	xxxx	0.10	0.10	0.30	0.05	xxxx	0.28	0.26	0.26	xxxx	xxxx	xxxx
Crit Moves:		****		****			****					
Delay/Veh:	0.0	8.8	8.7	11.2	8.5	0.0	10.7	9.9	9.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	8.7	11.2	8.5	0.0	10.7	9.9	9.8	0.0	0.0	0.0
LOS by Move:	*	A	A	B	A	*	B	A	A	*	*	*
ApproachDel:		8.8			10.8			10.2		xxxxxxx		
Delay Adj:		1.00			1.00			1.00		xxxxxxx		
ApprAdjDel:		8.8			10.8			10.2		xxxxxxx		
LOS by Appr:		A			B			B			*	
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.1	0.1	0.4	0.3	0.3	0.0	0.0	0.0

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

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Mountain Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted			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:	0	0	1	1	0	1	0	1	1	0	1	0	2	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	380	197	306	481	0	302	241	177	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	429	223	346	544	0	341	272	200	0	0	0
Added Vol:	0	3	0	1	4	0	3	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	432	223	347	548	0	344	280	200	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:	0	432	223	347	548	0	344	280	200	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	432	223	347	548	0	344	280	200	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:	0	432	223	347	548	0	344	280	200	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:	0.00	1.32	0.68	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2112	1088	1600	3200	0	1600	3200	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.20	0.22	0.17	0.00	0.22	0.09	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #7 California Ave & Duarte Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	0	1

Volume Module:

Base Vol:	85	324	123	23	166	108	121	298	39	52	433	56
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	96	366	139	26	188	122	137	337	44	59	489	63
Added Vol:	0	0	6	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	366	145	26	188	122	137	337	44	60	489	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	366	145	26	188	122	137	337	44	60	489	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	366	145	26	188	122	137	337	44	60	489	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	366	145	26	188	122	137	337	44	60	489	63

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.43	0.57	1.00	1.21	0.79	1.00	0.88	0.12	1.00	0.89	0.11
Final Sat.:	1600	2292	908	1600	1939	1261	1600	1415	185	1600	1417	183

Capacity Analysis Module:

Vol/Sat:	0.06	0.16	0.16	0.02	0.10	0.10	0.09	0.24	0.24	0.04	0.35	0.35
Crit Moves:	****			****			****			****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 Mountain Ave & Duarte Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: C

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

Volume Module:

Base Vol:	95	304	110	66	139	212	194	289	44	113	362	98
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	107	344	124	75	157	240	219	327	50	128	409	111
Added Vol:	0	2	0	3	1	0	0	6	0	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	346	124	78	158	240	219	333	50	128	410	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:	107	346	124	78	158	240	219	333	50	128	410	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	346	124	78	158	240	219	333	50	128	410	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:	107	346	124	78	158	240	219	333	50	128	410	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.74	0.26	1.00	0.40	0.60	1.00	1.74	0.26	1.00	1.57	0.43
Final Sat.:	1600	1177	423	1600	636	964	1600	2784	416	1600	2515	685

Capacity Analysis Module:

Vol/Sat:	0.07	0.29	0.29	0.05	0.25	0.25	0.14	0.12	0.12	0.08	0.16	0.16
Crit Moves:	****			****			****			****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 California Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	0	0	0	1	1

Volume Module:

Base Vol:	69	297	0	0	371	90	0	0	0	104	187	37
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	78	336	0	0	419	102	0	0	0	118	211	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	336	0	0	419	102	0	0	0	118	221	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:	78	336	0	0	419	102	0	0	0	118	221	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	336	0	0	419	102	0	0	0	118	221	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:	78	336	0	0	419	102	0	0	0	118	221	42

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.93	1.74	0.33
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	1482	2791	527

Capacity Analysis Module:

Vol/Sat:	0.05	0.10	0.00	0.00	0.26	0.06	0.00	0.00	0.00	0.07	0.08	0.08
Crit Moves:	****				****						****	

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 No Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Shamrock Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
 Loss Time (sec): 10 Average Delay (sec/veh): 9.8
 Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign											
Rights:	Include			Include			Include			Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0									
Lanes:	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0

Volume Module:

Base Vol:	22	95	0	0	238	156	0	0	0	31	116	90
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	25	107	0	0	269	176	0	0	0	35	131	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	107	0	0	269	176	0	0	0	35	141	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:	25	107	0	0	269	176	0	0	0	35	141	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	107	0	0	269	176	0	0	0	35	141	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:	25	107	0	0	269	176	0	0	0	35	141	102

Saturation Flow Module:

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:	0.38	1.62	0.00	0.00	1.21	0.79	0.00	0.00	0.00	1.00	1.16	0.84
Final Sat.:	222	977	0	0	804	574	0	0	0	545	697	547

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	xxxx	xxxx	0.33	0.31	xxxx	xxxx	xxxx	0.06	0.20	0.19
Crit Moves:	****				****						****	
Delay/Veh:	9.3	9.1	0.0	0.0	10.5	9.6	0.0	0.0	0.0	9.4	9.8	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.1	0.0	0.0	10.5	9.6	0.0	0.0	0.0	9.4	9.8	9.0
LOS by Move:	A	A	*	*	B	A	*	*	*	A	A	A
ApproachDel:		9.2			10.2		xxxxxxx				9.5	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		9.2			10.2		xxxxxxx				9.5	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.1	0.1	0.0	0.0	0.5	0.4	0.0	0.0	0.0	0.1	0.2	0.2

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

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Mountain Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			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	0	1	0	0	0	1	0	1

Volume Module:

Base Vol:	215	527	0	0	673	192	0	0	0	261	170	301
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	243	596	0	0	760	217	0	0	0	295	192	340
Added Vol:	0	8	0	0	9	5	0	0	0	0	7	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	604	0	0	769	222	0	0	0	295	199	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	604	0	0	769	222	0	0	0	295	199	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	604	0	0	769	222	0	0	0	295	199	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	604	0	0	769	222	0	0	0	295	199	342

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	0.00	0.00	1.55	0.45	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	3200	0	0	2484	716	0	0	0	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.15	0.19	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.18	0.12	0.21
Crit Moves:	****				****							****

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Future 2025 No Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #4 California Ave & Evergreen Ave

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors across the four directions.

Saturation Flow Module: Table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics.

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Future 2025 No Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Shamrock Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 0 Average Delay (sec/veh): 16.1
Optimal Cycle: 0 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 13 columns and 4 rows including Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 13 rows including Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Mountain Ave & Evergreen Ave

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

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted			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:	0	0	1	1	0	1	0	1	1	0	1	0	2	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	541	186	394	534	0	202	747	165	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	611	210	445	603	0	228	844	186	0	0	0
Added Vol:	0	5	0	3	6	0	4	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	616	210	448	609	0	232	845	186	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:	0	616	210	448	609	0	232	845	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	616	210	448	609	0	232	845	186	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:	0	616	210	448	609	0	232	845	186	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:	0.00	1.49	0.51	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2386	814	1600	3200	0	1600	3200	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.26	0.28	0.19	0.00	0.15	0.26	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****					

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #7 California Ave & Duarte Rd

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

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

Volume Module:

Base Vol:	66	274	155	41	299	106	127	667	93	93	381	33
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	75	310	175	46	338	120	144	754	105	105	431	37
Added Vol:	0	0	1	0	0	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	310	176	46	338	120	144	754	105	110	431	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	310	176	46	338	120	144	754	105	110	431	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	310	176	46	338	120	144	754	105	110	431	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	310	176	46	338	120	144	754	105	110	431	37

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	1.27	0.73	1.00	1.48	0.52	1.00	0.88	0.12	1.00	0.92	0.08
Final Sat.:	1600	2040	1160	1600	2362	838	1600	1404	196	1600	1472	128

Capacity Analysis Module:

Vol/Sat:	0.05	0.15	0.15	0.03	0.14	0.14	0.09	0.54	0.54	0.07	0.29	0.29
Crit Moves:	****			****			****			****		

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 Mountain Ave & Duarte Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: C

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

Volume Module:

Base Vol:	35	204	76	100	231	200	255	521	119	84	281	93
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	40	231	86	113	261	226	288	589	134	95	318	105
Added Vol:	0	3	0	3	3	0	0	1	0	0	5	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	234	86	116	264	226	288	590	134	95	323	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	234	86	116	264	226	288	590	134	95	323	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	234	86	116	264	226	288	590	134	95	323	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	234	86	116	264	226	288	590	134	95	323	107

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	1.00	0.54	0.46	1.00	1.63	0.37	1.00	1.50	0.50
Final Sat.:	1600	1170	430	1600	862	738	1600	2606	594	1600	2402	798

Capacity Analysis Module:

Vol/Sat:	0.02	0.20	0.20	0.07	0.31	0.31	0.18	0.23	0.23	0.06	0.13	0.13
Crit Moves:	****			****			****			****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 with Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #1 California Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	0	0	0	1	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	60	356	0	0	260	60	0	0	0	59	244	106
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	68	402	0	0	294	68	0	0	0	67	276	120
Added Vol:	2	0	0	0	3	0	0	0	0	7	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	37	0
Initial Fut:	70	402	0	0	297	68	0	0	0	74	317	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	402	0	0	297	68	0	0	0	74	317	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	402	0	0	297	68	0	0	0	74	317	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	402	0	0	297	68	0	0	0	74	317	120

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.43	1.87	0.70
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	693	2980	1127

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.13	0.00	0.00	0.19	0.04	0.00	0.00	0.00	0.05	0.11	0.11
Crit Moves:	****			****						****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 with Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Shamrock Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
 Loss Time (sec): 10 Average Delay (sec/veh): 10.5
 Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0

Volume Module:

Base Vol:	16	185	0	0	106	52	0	0	0	29	268	128
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	18	209	0	0	120	59	0	0	0	33	303	145
Added Vol:	1	0	0	0	0	0	0	0	0	5	9	0
PasserByVol:	37	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	209	0	0	120	59	0	0	0	38	312	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	209	0	0	120	59	0	0	0	38	312	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	209	0	0	120	59	0	0	0	38	312	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	209	0	0	120	59	0	0	0	38	312	145

Saturation Flow Module:

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:	0.42	1.58	0.00	0.00	1.34	0.66	0.00	0.00	0.00	1.00	1.37	0.63
Final Sat.:	238	907	0	0	777	403	0	0	0	568	864	424

Capacity Analysis Module:

Vol/Sat:	0.24	0.23	xxxx	xxxx	0.15	0.15	xxxx	xxxx	xxxx	0.07	0.36	0.34
Crit Moves:	****				****						****	
Delay/Veh:	10.6	10.4	0.0	0.0	9.7	9.2	0.0	0.0	0.0	9.3	11.2	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.4	0.0	0.0	9.7	9.2	0.0	0.0	0.0	9.3	11.2	10.5
LOS by Move:	B	B	*	*	A	A	*	*	*	A	B	B
ApproachDel:		10.5			9.5		xxxxxxx				10.8	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		10.5			9.5		xxxxxxx				10.8	
LOS by Appr:		B			A			*			B	
AllWayAvgQ:	0.3	0.3	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.1	0.5	0.5

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

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 with Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Mountain Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			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	0	1	0	0	0	1	0	1

Volume Module:

Base Vol:	200	471	0	0	514	129	0	0	0	269	510	354
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	226	532	0	0	581	146	0	0	0	304	576	400
Added Vol:	0	6	0	0	5	4	0	0	0	12	10	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	538	0	0	586	150	0	0	0	316	586	401
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	538	0	0	586	150	0	0	0	316	586	401
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	538	0	0	586	150	0	0	0	316	586	401
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	538	0	0	586	150	0	0	0	316	586	401

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	0.00	0.00	1.59	0.41	0.00	0.00	0.00	1.00	1.19	0.81
Final Sat.:	1600	3200	0	0	2548	652	0	0	0	1600	1900	1300

Capacity Analysis Module:

Vol/Sat:	0.14	0.17	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.20	0.31	0.31
Crit Moves:	****			****						****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 with Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #4 California Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	0	0	1	0	1	0	0	1	1	0	0	0

Volume Module:

Base Vol:	0	326	63	68	251	0	86	172	46	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	368	71	77	284	0	97	194	52	0	0	0
Added Vol:	0	2	14	1	8	0	0	13	6	0	0	0
PasserByVol:	0	0	83	0	0	0	0	0	0	0	0	0
Initial Fut:	0	370	168	78	292	0	97	207	58	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:	0	370	168	78	292	0	97	207	58	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	370	168	78	292	0	97	207	58	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:	0	370	168	78	292	0	97	207	58	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:	0.00	0.69	0.31	1.00	1.00	0.00	0.80	1.72	0.48	0.00	0.00	0.00
Final Sat.:	0	1100	500	1600	1600	0	1287	2746	768	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.34	0.34	0.05	0.18	0.00	0.06	0.08	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 with Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Shamrock Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.364
 Loss Time (sec): 0 Average Delay (sec/veh): 10.8
 Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	0	95	12	155	29	0	131	147	9	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	107	14	175	33	0	148	166	10	0	0	0
Added Vol:	0	1	5	0	5	0	0	17	11	0	0	0
PasserByVol:	0	37	0	0	0	0	0	0	83	0	0	0
Initial Fut:	0	145	19	175	38	0	148	183	104	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:	0	145	19	175	38	0	148	183	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	145	19	175	38	0	148	183	104	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:	0	145	19	175	38	0	148	183	104	0	0	0

Saturation Flow Module:

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	1.77	0.23	1.00	1.00	0.00	0.68	0.84	0.48	0.00	0.00	0.00
Final Sat.:	0	1047	136	550	592	0	406	541	322	0	0	0

Capacity Analysis Module:

Vol/Sat:	xxxx	0.14	0.14	0.32	0.06	xxxx	0.36	0.34	0.32	xxxx	xxxx	xxxx
Crit Moves:		****		****			****					
Delay/Veh:	0.0	9.4	9.3	11.8	8.9	0.0	11.8	10.8	10.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	9.3	11.8	8.9	0.0	11.8	10.8	10.3	0.0	0.0	0.0
LOS by Move:	*	A	A	B	A	*	B	B	B	*	*	*
ApproachDel:		9.4			11.3			11.0		xxxxxxx		
Delay Adj:		1.00			1.00			1.00		xxxxxxx		
ApprAdjDel:		9.4			11.3			11.0		xxxxxxx		
LOS by Appr:		A			B			B			*	
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.1	0.1	0.5	0.4	0.4	0.0	0.0	0.0

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

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 with Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Mountain Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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:	0	0	1 1 0	1	0	1 1 0	1	0	2 0 1	0	0	0 0 0

Volume Module:

Base Vol:	0	380	197	306	481	0	302	241	177	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	429	223	346	544	0	341	272	200	0	0	0
Added Vol:	0	3	0	1	16	0	3	20	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	432	223	347	560	0	344	292	200	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:	0	432	223	347	560	0	344	292	200	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	432	223	347	560	0	344	292	200	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:	0	432	223	347	560	0	344	292	200	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:	0.00	1.32	0.68	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2112	1088	1600	3200	0	1600	3200	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.20	0.22	0.17	0.00	0.22	0.09	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 with Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #7 California Ave & Duarte Rd

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

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	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	85	324	123	23	166	108	121	298	39	52	433	56
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	96	366	139	26	188	122	137	337	44	59	489	63
Added Vol:	0	4	6	0	0	0	0	0	0	1	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	370	145	26	188	122	137	337	44	60	489	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	370	145	26	188	122	137	337	44	60	489	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	370	145	26	188	122	137	337	44	60	489	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	370	145	26	188	122	137	337	44	60	489	76

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.21	0.79	1.00	0.88	0.12	1.00	0.87	0.13
Final Sat.:	1600	2299	901	1600	1939	1261	1600	1415	185	1600	1384	216

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.16	0.16	0.02	0.10	0.10	0.09	0.24	0.24	0.04	0.35	0.35
Crit Moves:	****			****			****			****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 with Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 Mountain Ave & Duarte Rd

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

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

Volume Module:

Base Vol:	95	304	110	66	139	212	194	289	44	113	362	98
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	107	344	124	75	157	240	219	327	50	128	409	111
Added Vol:	0	2	0	3	1	12	0	6	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	346	124	78	158	252	219	333	50	128	411	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:	107	346	124	78	158	252	219	333	50	128	411	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	346	124	78	158	252	219	333	50	128	411	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:	107	346	124	78	158	252	219	333	50	128	411	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.74	0.26	1.00	0.39	0.61	1.00	1.74	0.26	1.00	1.57	0.43
Final Sat.:	1600	1177	423	1600	617	983	1600	2784	416	1600	2516	684

Capacity Analysis Module:

Vol/Sat:	0.07	0.29	0.29	0.05	0.26	0.26	0.14	0.12	0.12	0.08	0.16	0.16
Crit Moves:	****			****			****			****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 with Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 California Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	0	0	0	1	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	69	297	0	0	371	90	0	0	0	104	187	37
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	78	336	0	0	419	102	0	0	0	118	211	42
Added Vol:	6	2	0	0	0	0	0	0	0	2	13	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	49	0
Initial Fut:	84	338	0	0	419	102	0	0	0	120	273	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:	84	338	0	0	419	102	0	0	0	120	273	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	338	0	0	419	102	0	0	0	120	273	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:	84	338	0	0	419	102	0	0	0	120	273	43

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.82	1.89	0.29
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	1317	3011	472

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.11	0.00	0.00	0.26	0.06	0.00	0.00	0.00	0.07	0.09	0.09
Crit Moves:	****			****						****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 with Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Shamrock Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
 Loss Time (sec): 10 Average Delay (sec/veh): 10.0
 Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign											
Rights:	Include			Include			Include			Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0									
Lanes:	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0

Volume Module:

Base Vol:	22	95	0	0	238	156	0	0	0	31	116	90
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	25	107	0	0	269	176	0	0	0	35	131	102
Added Vol:	6	0	0	0	0	0	0	0	0	0	10	0
PasserByVol:	49	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	107	0	0	269	176	0	0	0	35	141	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:	80	107	0	0	269	176	0	0	0	35	141	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	107	0	0	269	176	0	0	0	35	141	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:	80	107	0	0	269	176	0	0	0	35	141	102

Saturation Flow Module:

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:	0.85	1.15	0.00	0.00	1.21	0.79	0.00	0.00	0.00	1.00	1.16	0.84
Final Sat.:	484	690	0	0	791	564	0	0	0	533	680	532

Capacity Analysis Module:

Vol/Sat:	0.17	0.16	xxxx	xxxx	0.34	0.31	xxxx	xxxx	xxxx	0.07	0.21	0.19
Crit Moves:	****				****						****	
Delay/Veh:	10.0	9.5	0.0	0.0	10.7	9.7	0.0	0.0	0.0	9.6	10.0	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	9.5	0.0	0.0	10.7	9.7	0.0	0.0	0.0	9.6	10.0	9.2
LOS by Move:	B	A	*	*	B	A	*	*	*	A	A	A
ApproachDel:		9.7			10.3		xxxxxxx				9.7	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		9.7			10.3		xxxxxxx				9.7	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.2	0.2	0.0	0.0	0.5	0.4	0.0	0.0	0.0	0.1	0.2	0.2

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

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 with Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Mountain Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			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	0	1	0	0	0	1	0	1

Volume Module:

Base Vol:	215	527	0	0	673	192	0	0	0	261	170	301
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	243	596	0	0	760	217	0	0	0	295	192	340
Added Vol:	0	11	0	0	9	5	0	0	0	12	7	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	607	0	0	769	222	0	0	0	307	199	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	607	0	0	769	222	0	0	0	307	199	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	607	0	0	769	222	0	0	0	307	199	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	607	0	0	769	222	0	0	0	307	199	342

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	0.00	0.00	1.55	0.45	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	3200	0	0	2484	716	0	0	0	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.15	0.19	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.19	0.12	0.21
Crit Moves:	****				****							****

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Future 2025 with Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #4 California Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Future 2025 with Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Shamrock Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 Average Delay (sec/veh): 18.4
Optimal Cycle: 0 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Include), Min. Green (0 0 0), and Lanes (0 1 0 1 0).

Volume Module: Table with 13 columns for different traffic directions. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module: Table with 13 columns. Rows include Adjustment (1.00), Lanes (0.00), and Final Sat. (0).

Capacity Analysis Module: Table with 13 columns. Rows include Vol/Sat (xxxx), Crit Moves (****), Delay/Veh (0.0), Delay Adj (1.00), AdjDel/Veh (0.0), LOS by Move (* B B C A * C C C * * *), ApproachDel (11.1), Delay Adj (1.00), ApprAdjDel (11.1), LOS by Appr (B C C *), and AllWayAvgQ (0.2).

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

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Future 2025 with Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Mountain Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.909
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 with Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #7 California Ave & Duarte Rd

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

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

Volume Module:

Base Vol:	66	274	155	41	299	106	127	667	93	93	381	33
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	75	310	175	46	338	120	144	754	105	105	431	37
Added Vol:	0	0	1	1	4	0	0	0	0	5	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	310	176	47	342	120	144	754	105	110	431	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:	75	310	176	47	342	120	144	754	105	110	431	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	310	176	47	342	120	144	754	105	110	431	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:	75	310	176	47	342	120	144	754	105	110	431	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	1.27	0.73	1.00	1.48	0.52	1.00	0.88	0.12	1.00	0.90	0.10
Final Sat.:	1600	2040	1160	1600	2370	830	1600	1404	196	1600	1436	164

Capacity Analysis Module:

Vol/Sat:	0.05	0.15	0.15	0.03	0.14	0.14	0.09	0.54	0.54	0.07	0.30	0.30
Crit Moves:	****			****			****			****		

 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
 Future 2025 with Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 Mountain Ave & Duarte Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: C

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

Volume Module:

Base Vol:	35	204	76	100	231	200	255	521	119	84	281	93
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	40	231	86	113	261	226	288	589	134	95	318	105
Added Vol:	0	3	0	3	3	12	0	2	0	0	5	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	234	86	116	264	238	288	591	134	95	323	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	234	86	116	264	238	288	591	134	95	323	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	234	86	116	264	238	288	591	134	95	323	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	234	86	116	264	238	288	591	134	95	323	107

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	1.00	0.53	0.47	1.00	1.63	0.37	1.00	1.50	0.50
Final Sat.:	1600	1170	430	1600	841	759	1600	2607	593	1600	2402	798

Capacity Analysis Module:

Vol/Sat:	0.02	0.20	0.20	0.07	0.31	0.31	0.18	0.23	0.23	0.06	0.13	0.13
Crit Moves:	****			****			****			****		

FUTURE NO IMPROVEMENTS

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Mountaine Ave & Duarte Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Mountaine Ave & Duarte Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted, Protected), Rights (Include), and various traffic parameters like Min. Green, Y+R, Lanes.

Volume Module: Table showing traffic volume adjustments including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table showing saturation flow parameters like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table showing capacity analysis parameters like Vol/Sat, Crit Volume, and Crit Moves.

SCENARIO I

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Mountaine Ave & Duarte Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Growth Adj, PHF Volume, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 3 rows for Vol/Sat, Crit Volume, and Crit Moves.

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1 Mountaine Ave & Duarte Rd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.572
Loss Time (sec):      10           Average Delay (sec/veh):        xxxxxx
Optimal Cycle:        47           Level Of Service:               A
*****
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted      Permitted      Protected      Protected
Rights:               Include        Include        Include        Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Y+R:                  4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
Lanes:                1 0 1 0 1      1 0 1 0 1      1 0 1 1 0      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:             40 235 88      115 266 230    294 600 137     97 324 107
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:          40 235 88      115 266 230    294 600 137     97 324 107
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:          40 235 88      115 266 230    294 600 137     97 324 107
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           40 235 88      115 266 230    294 600 137     97 324 107
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          40 235 88      115 266 230    294 600 137     97 324 107
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          40 235 88      115 266 230    294 600 137     97 324 107
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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 1.63 0.37 1.00 2.00 1.00
Final Sat.:           1425 1425 1425 1425 1425 1425 1425 2320 530 1425 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.16 0.06 0.08 0.19 0.16 0.21 0.26 0.26 0.07 0.11 0.08
Crit Volume:          235          115          369 97
Crit Moves:           ****          ****          **** ****
*****

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SCENARIO 2

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Mountaine Ave & Duarte Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for North, South, East, West Bound and rows for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for North, South, East, West Bound and rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for North, South, East, West Bound and rows for Vol/Sat, Crit Volume, Crit Moves.

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1 Mountaine Ave & Duarte Rd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.529
Loss Time (sec):      10          Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        42          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:        1 0 1 1 0      1 0 1 1 0      1 0 1 1 0      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      40 235 88      115 266 230      294 600 137      97 324 107
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:   40 235 88      115 266 230      294 600 137      97 324 107
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:   40 235 88      115 266 230      294 600 137      97 324 107
User Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:    40 235 88      115 266 230      294 600 137      97 324 107
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   40 235 88      115 266 230      294 600 137      97 324 107
PCE Adj:       1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:   40 235 88      115 266 230      294 600 137      97 324 107
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment:    1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:         1.00 1.46 0.54      1.00 1.07 0.93      1.00 1.63 0.37      1.00 2.00 1.00
Final Sat.:    1425 2074 776      1425 1528 1322      1425 2320 530      1425 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.03 0.11 0.11      0.08 0.17 0.17      0.21 0.26 0.26      0.07 0.11 0.08
Crit Volume:   40          248          369          97
Crit Moves:    ****          ****          ****          ****
*****

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SCENARIO 3

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Mountaine Ave & Duarte Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Mountaine Ave & Duarte Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different traffic volumes and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical volume/moves.
