

8/19/2010 07:45:03 PM

Phase: Fine Grading 1/10/2011 - 4/8/2011 - Default Fine Site Grading/Excavation Description

Total Acres Disturbed: 4.3  
 Maximum Daily Acreage Disturbed: 1.2  
 Fugitive Dust Level of Detail: Default  
 20 lbs per acre-day  
 On Road Truck Travel (VMT): 0

Off-Road Equipment:

- 1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
- 1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 4/11/2011 - 5/11/2011 - Type Your Description Here

Acres to be Paved: 1.2  
 Off-Road Equipment:

- 4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day
- 1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
- 1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
- 1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 6/15/2011 - 9/15/2011 - Default Building Construction Description

Off-Road Equipment:

- 1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
- 2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
- 1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day
- 3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 1/3/2011-1/7/2011 Active	1.09	7.28	5.60	0.00	0.01	0.55	0.56	0.00	0.51	0.51	824.62
Days: 5											
Demolition 01/03/2011-01/07/2011	1.09	7.28	5.60	0.00	0.01	0.55	0.56	0.00	0.51	0.51	824.62
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	1.05	7.22	4.58	0.00	0.00	0.55	0.55	0.00	0.50	0.50	700.30
Demo On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.32
Time Slice 1/10/2011-4/8/2011 Active	2.86	<b>23.50</b>	12.97	0.00	<b>3.57</b>	1.18	<b>4.74</b>	<b>0.75</b>	1.08	<b>1.83</b>	2,371.63
Days: 65											
Fine Grading 01/10/2011-04/08/2011	2.86	23.50	12.97	0.00	3.57	1.18	4.74	0.75	1.08	1.83	2,371.63
Fine Grading Dust	0.00	0.00	0.00	0.00	3.56	0.00	3.56	0.74	0.00	0.74	0.00
Fine Grading Off Road Diesel	2.83	23.44	11.96	0.00	0.00	1.17	1.17	0.00	1.08	1.08	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.32
Time Slice 4/11/2011-5/11/2011 Active	2.72	15.81	11.32	0.00	0.01	<b>1.36</b>	1.37	0.01	<b>1.25</b>	1.25	1,600.05
Days: 23											
Asphalt 04/11/2011-05/11/2011	2.72	15.81	11.32	0.00	0.01	1.36	1.37	0.01	1.25	1.25	1,600.05
Paving Off-Gas	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.48	15.15	9.07	0.00	0.00	1.33	1.33	0.00	1.22	1.22	1,272.04
Paving On Road Diesel	0.04	0.54	0.22	0.00	0.00	0.02	0.02	0.00	0.02	0.02	79.38
Paving Worker Trips	0.06	0.12	2.03	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.63
Time Slice 6/15/2011-9/15/2011 Active	<b>3.70</b>	17.11	<b>18.55</b>	<b>0.01</b>	0.05	1.20	1.25	0.02	1.11	1.12	<b>2,670.71</b>
Days: 67											
Building 06/15/2011-09/15/2011	3.70	17.11	18.55	0.01	0.05	1.20	1.25	0.02	1.11	1.12	2,670.71
Building Off Road Diesel	3.39	15.67	10.85	0.00	0.00	1.14	1.14	0.00	1.05	1.05	1,621.20
Building Vendor Trips	0.10	1.04	0.89	0.00	0.01	0.04	0.05	0.00	0.04	0.04	214.90
Building Worker Trips	0.21	0.40	6.81	0.01	0.04	0.02	0.06	0.01	0.02	0.03	834.61

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/10/2011 - 4/8/2011 - Default Fine Site Grading/Excavation Description

For Soil Stabilizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

8/19/2010 07:45:03 PM

For Soil Stabilizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Inwinedale Parking Lot	4.96	7.22	53.05	0.06	12.58	2.44	6,782.65
<b>TOTALS (lbs/day, unmitigated)</b>	<b>4.96</b>	<b>7.22</b>	<b>53.05</b>	<b>0.06</b>	<b>12.58</b>	<b>2.44</b>	<b>6,782.65</b>

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2014 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Inwinedale Parking Lot		6.67	1000 sq ft	104.90	699.68	7,287.02
					699.68	7,287.02

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.4	0.4	99.4	0.2
Light Truck < 3750 lbs	6.7	1.5	97.0	1.5
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	86.7	13.3
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.3	52.2	47.8	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commuter	Commercial	
	Home-Work	Home-Shop	Home-Other		Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

Inwinedale Parking Lot				41.5	20.8	37.8
------------------------	--	--	--	------	------	------

Operational Changes to Defaults

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\\_Tanya's Stuff\_Ts WORK\Goldline\IrwindaleParkingLOT.urb924

Project Name: Irwindale Parking Lot

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>CO2</u>
2011 TOTALS (tons/year unmitigated)	187.01
2011 TOTALS (tons/year mitigated)	187.01
Percent Reduction	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>CO2</u>
TOTALS (tons/year, unmitigated)	1,324.67

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>CO2</u>
TOTALS (tons/year, unmitigated)	1,324.67

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	<u>CO2</u>
2011	187.01
Demolition 01/03/2011-01/07/2011	2.06
Fugitive Dust	0.00
Demo Off Road Diesel	1.75
Demo On Road Diesel	0.00
Demo Worker Trips	0.31
Fine Grading 01/10/2011-04/08/2011	77.08
Fine Grading Dust	0.00
Fine Grading Off Road Diesel	73.04
Fine Grading On Road Diesel	0.00
Fine Grading Worker Trips	4.04
Asphalt 04/11/2011-05/11/2011	18.40
Paving Off-Gas	0.00
Paving Off Road Diesel	14.63
Paving On Road Diesel	0.91
Paving Worker Trips	2.86
Building 06/15/2011-09/15/2011	89.47
Building Off Road Diesel	54.31
Building Vendor Trips	7.20
Building Worker Trips	27.96

Phase Assumptions

Phase: Demolition 1/3/2011 - 1/7/2011 - Type Your Description Here

Building Volume Total (cubic feet): 0

Building Volume Daily (cubic feet): 0

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 1/10/2011 - 4/8/2011 - Default Fine Site Grading/Excavation Description

Total Acres Disturbed: 4.3

8/19/2010 07:45:25 PM

Maximum Daily Acreage Disturbed: 1.2

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 4/11/2011 - 5/11/2011 - Type Your Description Here

Acres to be Paved: 1.2

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 6/15/2011 - 9/15/2011 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	<u>CO2</u>
2011	187.01
Demolition 01/03/2011-01/07/2011	2.06
Fugitive Dust	0.00
Demo Off Road Diesel	1.75
Demo On Road Diesel	0.00
Demo Worker Trips	0.31
Fine Grading 01/10/2011-04/08/2011	77.08
Fine Grading Dust	0.00
Fine Grading Off Road Diesel	73.04
Fine Grading On Road Diesel	0.00
Fine Grading Worker Trips	4.04
Asphalt 04/11/2011-05/11/2011	18.40
Paving Off-Gas	0.00
Paving Off Road Diesel	14.63
Paving On Road Diesel	0.91
Paving Worker Trips	2.86
Building 06/15/2011-09/15/2011	89.47
Building Off Road Diesel	54.31
Building Vendor Trips	7.20
Building Worker Trips	27.96

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/10/2011 - 4/8/2011 - Default Fine Site Grading/Excavation Description

For Soil Stabilizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stabilizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

## Operational Unmitigated Detail Report:

## OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	CO2
Inwinedale Parking Lot	1,324.67
<b>TOTALS (tons/year, unmitigated)</b>	<b>1,324.67</b>

## Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2014 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Inwinedale Parking Lot		6.67	1000 sq ft	104.90	699.68	7,287.02
					699.68	7,287.02

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.4	0.4	99.4	0.2
Light Truck < 3750 lbs	6.7	1.5	97.0	1.5
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	86.7	13.3
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.3	52.2	47.8	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commuter	Commercial	
	Home-Work	Home-Shop	Home-Other		Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

Inwinedale Parking Lot	41.5	20.8	37.8
------------------------	------	------	------

Operational Changes to Defaults

## Combined Annual Emissions Reports (Tons/Year)

File Name: C:\\_Tanya's Stuff\_Ts WORK\Goldline\SanGabrBridge.urb924

Project Name: San Gabriel Bridge

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

## Summary Report:

## CONSTRUCTION EMISSION ESTIMATES

	<u>CO2</u>
2011 TOTALS (tons/year unmitigated)	145.52
2011 TOTALS (tons/year mitigated)	145.52
Percent Reduction	0.00
2012 TOTALS (tons/year unmitigated)	30.56
2012 TOTALS (tons/year mitigated)	30.56
Percent Reduction	0.00

## Construction Unmitigated Detail Report:

## CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	<u>CO2</u>
2011	145.52
Demolition 01/03/2011-02/28/2011	16.90
Fugitive Dust	0.00
Demo Off Road Diesel	14.36
Demo On Road Diesel	0.00
Demo Worker Trips	2.55
Fine Grading 03/01/2011-03/15/2011	13.04
Fine Grading Dust	0.00
Fine Grading Off Road Diesel	12.36
Fine Grading On Road Diesel	0.00
Fine Grading Worker Trips	0.68
Building 03/16/2011-03/16/2012	115.57
Building Off Road Diesel	92.91
Building Vendor Trips	4.64
Building Worker Trips	18.02
2012	30.56
Building 03/16/2011-03/16/2012	30.56
Building Off Road Diesel	24.57
Building Vendor Trips	1.23
Building Worker Trips	4.76

Phase Assumptions

Phase: Demolition 1/3/2011 - 2/28/2011 - Type Your Description Here

Building Volume Total (cubic feet): 0

Building Volume Daily (cubic feet): 0

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 3/1/2011 - 3/15/2011 - Default Fine Site Grading/Excavation Description

Total Acres Disturbed: 0.7

Maximum Daily Acreage Disturbed: 1.29

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

8/19/2010 11:27:06 AM

Off-Road Equipment:

- 1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
- 1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 3/16/2011 - 3/16/2012 - Default Building Construction Description

Off-Road Equipment:

- 1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day
- 2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	<u>CO2</u>
2011	145.52
Demolition 01/03/2011-02/28/2011	16.90
Fugitive Dust	0.00
Demo Off Road Diesel	14.36
Demo On Road Diesel	0.00
Demo Worker Trips	2.55
Fine Grading 03/01/2011-03/15/2011	13.04
Fine Grading Dust	0.00
Fine Grading Off Road Diesel	12.36
Fine Grading On Road Diesel	0.00
Fine Grading Worker Trips	0.68
Building 03/16/2011-03/16/2012	115.57
Building Off Road Diesel	92.91
Building Vendor Trips	4.64
Building Worker Trips	18.02
2012	30.56
Building 03/16/2011-03/16/2012	30.56
Building Off Road Diesel	24.57
Building Vendor Trips	1.23
Building Worker Trips	4.76

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 3/1/2011 - 3/15/2011 - Default Fine Site Grading/Excavation Description

For Soil Stabilizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stabilizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\\_Tanya's Stuff\_Ts WORK\Goldline\SanGabrBridge.urb924

Project Name: San Gabriel Bridge

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2011 TOTALS (lbs/day unmitigated)	2.86	23.50	12.97	0.00	25.81	1.18	26.98	5.39	1.08	6.47	2,371.63
2011 TOTALS (lbs/day mitigated)	2.86	23.50	12.97	0.00	3.84	1.18	5.01	0.80	1.08	1.88	2,371.63
2012 TOTALS (lbs/day unmitigated)	1.09	8.14	6.05	0.00	0.01	0.50	0.51	0.00	0.46	0.46	1,111.26
2012 TOTALS (lbs/day mitigated)	1.09	8.14	6.05	0.00	0.01	0.50	0.51	0.00	0.46	0.46	1,111.26

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 1/3/2011-2/28/2011 Active	1.09	7.28	5.60	0.00	0.01	0.55	0.56	0.00	0.51	0.51	824.62
Days: 41											
Demolition 01/03/2011-02/28/2011	1.09	7.28	5.60	0.00	0.01	0.55	0.56	0.00	0.51	0.51	824.62
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	1.05	7.22	4.58	0.00	0.00	0.55	0.55	0.00	0.50	0.50	700.30
Demo On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.32
Time Slice 3/1/2011-3/15/2011 Active	<b>2.86</b>	<b>23.50</b>	<b>12.97</b>	0.00	<b>25.81</b>	<b>1.18</b>	<b>26.98</b>	<b>5.39</b>	<b>1.08</b>	<b>6.47</b>	<b>2,371.63</b>
Days: 11											
Fine Grading 03/01/2011-03/15/2011	2.86	23.50	12.97	0.00	25.81	1.18	26.98	5.39	1.08	6.47	2,371.63
Fine Grading Dust	0.00	0.00	0.00	0.00	25.80	0.00	25.80	5.39	0.00	5.39	0.00
Fine Grading Off Road Diesel	2.83	23.44	11.96	0.00	0.00	1.17	1.17	0.00	1.08	1.08	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.32
Time Slice 3/16/2011-12/30/2011 Active	1.18	8.80	6.27	<b>0.00</b>	0.01	0.56	0.57	0.00	0.51	0.52	1,111.29
Days: 208											
Building 03/16/2011-03/16/2012	1.18	8.80	6.27	0.00	0.01	0.56	0.57	0.00	0.51	0.52	1,111.29
Building Off Road Diesel	1.11	8.51	4.68	0.00	0.00	0.54	0.54	0.00	0.50	0.50	893.39
Building Vendor Trips	0.02	0.22	0.19	0.00	0.00	0.01	0.01	0.00	0.01	0.01	44.62
Building Worker Trips	0.04	0.08	1.41	0.00	0.01	0.00	0.01	0.00	0.00	0.01	173.29
Time Slice 1/2/2012-3/16/2012 Active	<b>1.09</b>	<b>8.14</b>	<b>6.05</b>	<b>0.00</b>	<b>0.01</b>	<b>0.50</b>	<b>0.51</b>	<b>0.00</b>	<b>0.46</b>	<b>0.46</b>	<b>1,111.26</b>
Days: 55											
Building 03/16/2011-03/16/2012	1.09	8.14	6.05	0.00	0.01	0.50	0.51	0.00	0.46	0.46	1,111.26
Building Off Road Diesel	1.03	7.87	4.56	0.00	0.00	0.49	0.49	0.00	0.45	0.45	893.39
Building Vendor Trips	0.02	0.19	0.17	0.00	0.00	0.01	0.01	0.00	0.01	0.01	44.62
Building Worker Trips	0.04	0.08	1.32	0.00	0.01	0.00	0.01	0.00	0.00	0.01	173.26

Phase Assumptions

Phase: Demolition 1/3/2011 - 2/28/2011 - Type Your Description Here

Building Volume Total (cubic feet): 0

Building Volume Daily (cubic feet): 0

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 3/1/2011 - 3/15/2011 - Default Fine Site Grading/Excavation Description

Total Acres Disturbed: 0.7

Maximum Daily Acreage Disturbed: 1.29

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day



8/19/2010 11:26:40 AM

- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
- 1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 3/16/2011 - 3/16/2012 - Default Building Construction Description

Off-Road Equipment:

- 1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day
- 2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 1/3/2011-2/28/2011 Active Days: 41	1.09	7.28	5.60	0.00	0.01	0.55	0.56	0.00	0.51	0.51	824.62
Demolition 01/03/2011-02/28/2011	1.09	7.28	5.60	0.00	0.01	0.55	0.56	0.00	0.51	0.51	824.62
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	1.05	7.22	4.58	0.00	0.00	0.55	0.55	0.00	0.50	0.50	700.30
Demo On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.32
Time Slice 3/1/2011-3/15/2011 Active Days: 11	<b>2.86</b>	<b>23.50</b>	<b>12.97</b>	0.00	<b>3.84</b>	<b>1.18</b>	<b>5.01</b>	<b>0.80</b>	<b>1.08</b>	<b>1.88</b>	<b>2,371.63</b>
Fine Grading 03/01/2011-03/15/2011	2.86	23.50	12.97	0.00	3.84	1.18	5.01	0.80	1.08	1.88	2,371.63
Fine Grading Dust	0.00	0.00	0.00	0.00	3.83	0.00	3.83	0.80	0.00	0.80	0.00
Fine Grading Off Road Diesel	2.83	23.44	11.96	0.00	0.00	1.17	1.17	0.00	1.08	1.08	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.32
Time Slice 3/16/2011-12/30/2011 Active Days: 208	1.18	8.80	6.27	<b>0.00</b>	0.01	0.56	0.57	0.00	0.51	0.52	1,111.29
Building 03/16/2011-03/16/2012	1.18	8.80	6.27	0.00	0.01	0.56	0.57	0.00	0.51	0.52	1,111.29
Building Off Road Diesel	1.11	8.51	4.68	0.00	0.00	0.54	0.54	0.00	0.50	0.50	893.39
Building Vendor Trips	0.02	0.22	0.19	0.00	0.00	0.01	0.01	0.00	0.01	0.01	44.62
Building Worker Trips	0.04	0.08	1.41	0.00	0.01	0.00	0.01	0.00	0.00	0.01	173.29
Time Slice 1/2/2012-3/16/2012 Active Days: 55	<b>1.09</b>	<b>8.14</b>	<b>6.05</b>	<b>0.00</b>	<b>0.01</b>	<b>0.50</b>	<b>0.51</b>	<b>0.00</b>	<b>0.46</b>	<b>0.46</b>	<b>1,111.26</b>
Building 03/16/2011-03/16/2012	1.09	8.14	6.05	0.00	0.01	0.50	0.51	0.00	0.46	0.46	1,111.26
Building Off Road Diesel	1.03	7.87	4.56	0.00	0.00	0.49	0.49	0.00	0.45	0.45	893.39
Building Vendor Trips	0.02	0.19	0.17	0.00	0.00	0.01	0.01	0.00	0.01	0.01	44.62
Building Worker Trips	0.04	0.08	1.32	0.00	0.01	0.00	0.01	0.00	0.00	0.01	173.26

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 3/1/2011 - 3/15/2011 - Default Fine Site Grading/Excavation Description

For Soil Stabilizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stabilizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\\_Tanya's Stuff\_Ts WORK\Goldline\SanGabrBridge.urb924

Project Name: San Gabriel Bridge

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2011 TOTALS (lbs/day unmitigated)	2.86	23.50	12.97	0.00	25.81	1.18	26.98	5.39	1.08	6.47	2,371.63
2011 TOTALS (lbs/day mitigated)	2.86	23.50	12.97	0.00	3.84	1.18	5.01	0.80	1.08	1.88	2,371.63
2012 TOTALS (lbs/day unmitigated)	1.09	8.14	6.05	0.00	0.01	0.50	0.51	0.00	0.46	0.46	1,111.26
2012 TOTALS (lbs/day mitigated)	1.09	8.14	6.05	0.00	0.01	0.50	0.51	0.00	0.46	0.46	1,111.26

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 1/3/2011-2/28/2011 Active	1.09	7.28	5.60	0.00	0.01	0.55	0.56	0.00	0.51	0.51	824.62
Days: 41											
Demolition 01/03/2011-02/28/2011	1.09	7.28	5.60	0.00	0.01	0.55	0.56	0.00	0.51	0.51	824.62
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	1.05	7.22	4.58	0.00	0.00	0.55	0.55	0.00	0.50	0.50	700.30
Demo On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.32
Time Slice 3/1/2011-3/15/2011 Active	<b>2.86</b>	<b>23.50</b>	<b>12.97</b>	0.00	<b>25.81</b>	<b>1.18</b>	<b>26.98</b>	<b>5.39</b>	<b>1.08</b>	<b>6.47</b>	<b>2,371.63</b>
Days: 11											
Fine Grading 03/01/2011-03/15/2011	2.86	23.50	12.97	0.00	25.81	1.18	26.98	5.39	1.08	6.47	2,371.63
Fine Grading Dust	0.00	0.00	0.00	0.00	25.80	0.00	25.80	5.39	0.00	5.39	0.00
Fine Grading Off Road Diesel	2.83	23.44	11.96	0.00	0.00	1.17	1.17	0.00	1.08	1.08	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.32
Time Slice 3/16/2011-12/30/2011 Active	1.18	8.80	6.27	<b>0.00</b>	0.01	0.56	0.57	0.00	0.51	0.52	1,111.29
Days: 208											
Building 03/16/2011-03/16/2012	1.18	8.80	6.27	0.00	0.01	0.56	0.57	0.00	0.51	0.52	1,111.29
Building Off Road Diesel	1.11	8.51	4.68	0.00	0.00	0.54	0.54	0.00	0.50	0.50	893.39
Building Vendor Trips	0.02	0.22	0.19	0.00	0.00	0.01	0.01	0.00	0.01	0.01	44.62
Building Worker Trips	0.04	0.08	1.41	0.00	0.01	0.00	0.01	0.00	0.00	0.01	173.29
Time Slice 1/2/2012-3/16/2012 Active	<b>1.09</b>	<b>8.14</b>	<b>6.05</b>	<b>0.00</b>	<b>0.01</b>	<b>0.50</b>	<b>0.51</b>	<b>0.00</b>	<b>0.46</b>	<b>0.46</b>	<b>1,111.26</b>
Days: 55											
Building 03/16/2011-03/16/2012	1.09	8.14	6.05	0.00	0.01	0.50	0.51	0.00	0.46	0.46	1,111.26
Building Off Road Diesel	1.03	7.87	4.56	0.00	0.00	0.49	0.49	0.00	0.45	0.45	893.39
Building Vendor Trips	0.02	0.19	0.17	0.00	0.00	0.01	0.01	0.00	0.01	0.01	44.62
Building Worker Trips	0.04	0.08	1.32	0.00	0.01	0.00	0.01	0.00	0.00	0.01	173.26

Phase Assumptions

Phase: Demolition 1/3/2011 - 2/28/2011 - Type Your Description Here

Building Volume Total (cubic feet): 0

Building Volume Daily (cubic feet): 0

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 3/1/2011 - 3/15/2011 - Default Fine Site Grading/Excavation Description

Total Acres Disturbed: 0.7

Maximum Daily Acreage Disturbed: 1.29

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

8/19/2010 11:26:08 AM

- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
- 1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 3/16/2011 - 3/16/2012 - Default Building Construction Description

Off-Road Equipment:

- 1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day
- 2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 1/3/2011-2/28/2011 Active Days: 41	1.09	7.28	5.60	0.00	0.01	0.55	0.56	0.00	0.51	0.51	824.62
Demolition 01/03/2011-02/28/2011	1.09	7.28	5.60	0.00	0.01	0.55	0.56	0.00	0.51	0.51	824.62
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	1.05	7.22	4.58	0.00	0.00	0.55	0.55	0.00	0.50	0.50	700.30
Demo On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.32
Time Slice 3/1/2011-3/15/2011 Active Days: 11	<b>2.86</b>	<b>23.50</b>	<b>12.97</b>	0.00	<b>3.84</b>	<b>1.18</b>	<b>5.01</b>	<b>0.80</b>	<b>1.08</b>	<b>1.88</b>	<b>2,371.63</b>
Fine Grading 03/01/2011-03/15/2011	2.86	23.50	12.97	0.00	3.84	1.18	5.01	0.80	1.08	1.88	2,371.63
Fine Grading Dust	0.00	0.00	0.00	0.00	3.83	0.00	3.83	0.80	0.00	0.80	0.00
Fine Grading Off Road Diesel	2.83	23.44	11.96	0.00	0.00	1.17	1.17	0.00	1.08	1.08	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.32
Time Slice 3/16/2011-12/30/2011 Active Days: 208	1.18	8.80	6.27	<b>0.00</b>	0.01	0.56	0.57	0.00	0.51	0.52	1,111.29
Building 03/16/2011-03/16/2012	1.18	8.80	6.27	0.00	0.01	0.56	0.57	0.00	0.51	0.52	1,111.29
Building Off Road Diesel	1.11	8.51	4.68	0.00	0.00	0.54	0.54	0.00	0.50	0.50	893.39
Building Vendor Trips	0.02	0.22	0.19	0.00	0.00	0.01	0.01	0.00	0.01	0.01	44.62
Building Worker Trips	0.04	0.08	1.41	0.00	0.01	0.00	0.01	0.00	0.00	0.01	173.29
Time Slice 1/2/2012-3/16/2012 Active Days: 55	<b>1.09</b>	<b>8.14</b>	<b>6.05</b>	<b>0.00</b>	<b>0.01</b>	<b>0.50</b>	<b>0.51</b>	<b>0.00</b>	<b>0.46</b>	<b>0.46</b>	<b>1,111.26</b>
Building 03/16/2011-03/16/2012	1.09	8.14	6.05	0.00	0.01	0.50	0.51	0.00	0.46	0.46	1,111.26
Building Off Road Diesel	1.03	7.87	4.56	0.00	0.00	0.49	0.49	0.00	0.45	0.45	893.39
Building Vendor Trips	0.02	0.19	0.17	0.00	0.00	0.01	0.01	0.00	0.01	0.01	44.62
Building Worker Trips	0.04	0.08	1.32	0.00	0.01	0.00	0.01	0.00	0.00	0.01	173.26

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 3/1/2011 - 3/15/2011 - Default Fine Site Grading/Excavation Description

For Soil Stabilizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stabilizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

## Combined Annual Emissions Reports (Tons/Year)

File Name: C:\\_Tanya's Stuff\_Ts WORK\Goldline\Mountain Realign.urb924

Project Name: Mountain Ave. Realignment

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

## Summary Report:

## CONSTRUCTION EMISSION ESTIMATES

	<u>CO2</u>
2011 TOTALS (tons/year unmitigated)	182.38
2011 TOTALS (tons/year mitigated)	182.38
Percent Reduction	0.00
2012 TOTALS (tons/year unmitigated)	116.30
2012 TOTALS (tons/year mitigated)	116.30
Percent Reduction	0.00

## Construction Mitigated Detail Report:

## CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	<u>CO2</u>
2011	182.38
Demolition 01/03/2011-01/14/2011	4.12
Fugitive Dust	0.00
Demo Off Road Diesel	3.50
Demo On Road Diesel	0.00
Demo Worker Trips	0.62
Fine Grading 01/17/2011-02/18/2011	29.65
Fine Grading Dust	0.00
Fine Grading Off Road Diesel	28.09
Fine Grading On Road Diesel	0.00
Fine Grading Worker Trips	1.55
Asphalt 02/21/2011-02/25/2011	3.07
Paving Off-Gas	0.00
Paving Off Road Diesel	2.45
Paving On Road Diesel	0.08
Paving Worker Trips	0.54
Building 03/01/2011-08/31/2012	145.55
Building Off Road Diesel	97.83
Building Vendor Trips	9.77
Building Worker Trips	37.95
2012	116.30
Building 03/01/2011-08/31/2012	116.30
Building Off Road Diesel	78.17
Building Vendor Trips	7.81
Building Worker Trips	30.32

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/17/2011 - 2/18/2011 - Default Fine Site Grading/Excavation Description

For Soil Stabilizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stabilizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\FG\Desktop\Gold Line\mountain realign.urb924

Project Name: Mountain Ave. Realignment

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
2011 TOTALS (lbs/day unmitigated)	2.86	23.50	12.97	0.00	20.01	1.18	21.18	4.18	1.08	5.26	2,371.63
2011 TOTALS (lbs/day mitigated)	2.86	23.50	12.97	0.00	2.97	1.18	4.15	0.62	1.08	1.70	2,371.63
2012 TOTALS (lbs/day unmitigated)	1.15	8.41	7.54	0.00	0.02	0.51	0.53	0.01	0.47	0.48	1,329.14
2012 TOTALS (lbs/day mitigated)	1.15	8.41	7.54	0.00	0.02	0.51	0.53	0.01	0.47	0.48	1,329.14

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
------------	------------	-----------	------------	------------------	---------------------	-------------	-------------------	----------------------	--------------	------------

8/27/2010 6:45:04 PM

Time Slice 1/3/2011-1/14/2011 Active Days: 10	1.09	7.28	5.60	0.00	0.01	0.55	0.56	0.00	0.51	0.51	824.62
Demolition 01/03/2011-01/14/2011	1.09	7.28	5.60	0.00	0.01	0.55	0.56	0.00	0.51	0.51	824.62
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	1.05	7.22	4.58	0.00	0.00	0.55	0.55	0.00	0.50	0.50	700.30
Demo On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.32
Time Slice 1/17/2011-2/18/2011 Active Days: 25	<b>2.86</b>	<b>23.50</b>	<b>12.97</b>	0.00	<u>2.97</u>	<b>1.18</b>	<u>4.15</u>	<u>0.62</u>	<b>1.08</b>	<u>1.70</u>	<b>2,371.63</b>
Fine Grading 01/17/2011-02/18/2011	2.86	23.50	12.97	0.00	2.97	1.18	4.15	0.62	1.08	1.70	2,371.63
Fine Grading Dust	0.00	0.00	0.00	0.00	2.97	0.00	2.97	0.62	0.00	0.62	0.00
Fine Grading Off Road Diesel	2.83	23.44	11.96	0.00	0.00	1.17	1.17	0.00	1.08	1.08	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.32
Time Slice 2/21/2011-2/25/2011 Active Days: 5	1.95	11.57	8.77	0.00	0.01	0.99	1.00	0.00	0.91	0.92	1,227.21
Asphalt 02/21/2011-02/25/2011	1.95	11.57	8.77	0.00	0.01	0.99	1.00	0.00	0.91	0.92	1,227.21
Paving Off-Gas	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.83	11.26	6.91	0.00	0.00	0.98	0.98	0.00	0.90	0.90	979.23
Paving On Road Diesel	0.02	0.21	0.08	0.00	0.00	0.01	0.01	0.00	0.01	0.01	30.43
Paving Worker Trips	0.06	0.10	1.77	0.00	0.01	0.01	0.02	0.00	0.00	0.01	217.55

**8/27/2010 6:45:04 PM**

Time Slice 3/1/2011-12/30/2011 Active Days: 219	1.24	9.10	7.87	<b>0.00</b>	0.02	0.57	0.59	0.01	0.52	0.53	1,329.20
Building 03/01/2011-08/31/2012	1.24	9.10	7.87	0.00	0.02	0.57	0.59	0.01	0.52	0.53	1,329.20
Building Off Road Diesel	1.11	8.51	4.68	0.00	0.00	0.54	0.54	0.00	0.50	0.50	893.39
Building Vendor Trips	0.04	0.43	0.37	0.00	0.00	0.02	0.02	0.00	0.02	0.02	89.24
Building Worker Trips	0.09	0.17	2.83	0.00	0.02	0.01	0.03	0.01	0.01	0.01	346.57
Time Slice 1/2/2012-8/31/2012 Active Days: 175	<u>1.15</u>	<u>8.41</u>	<u>7.54</u>	<b>0.00</b>	<u>0.02</u>	<u>0.51</u>	<u>0.53</u>	<u>0.01</u>	<u>0.47</u>	<u>0.48</u>	<u>1,329.14</u>
Building 03/01/2011-08/31/2012	1.15	8.41	7.54	0.00	0.02	0.51	0.53	0.01	0.47	0.48	1,329.14
Building Off Road Diesel	1.03	7.87	4.56	0.00	0.00	0.49	0.49	0.00	0.45	0.45	893.39
Building Vendor Trips	0.04	0.39	0.34	0.00	0.00	0.02	0.02	0.00	0.02	0.02	89.24
Building Worker Trips	0.08	0.15	2.64	0.00	0.02	0.01	0.03	0.01	0.01	0.01	346.51

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/17/2011 - 2/18/2011 - Default Fine Site Grading/Excavation Description

For Soil Stabilizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stabilizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\FG\Desktop\Gold Line\mountain realign.urb924

Project Name: Mountain Ave. Realignment

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
2011 TOTALS (lbs/day unmitigated)	2.86	23.50	12.97	0.00	20.01	1.18	21.18	4.18	1.08	5.26	2,371.63
2011 TOTALS (lbs/day mitigated)	2.86	23.50	12.97	0.00	2.97	1.18	4.15	0.62	1.08	1.70	2,371.63
2012 TOTALS (lbs/day unmitigated)	1.15	8.41	7.54	0.00	0.02	0.51	0.53	0.01	0.47	0.48	1,329.14
2012 TOTALS (lbs/day mitigated)	1.15	8.41	7.54	0.00	0.02	0.51	0.53	0.01	0.47	0.48	1,329.14

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
------------	------------	-----------	------------	------------------	---------------------	-------------	-------------------	----------------------	--------------	------------



8/27/2010 6:44:39 PM

Time Slice 1/3/2011-1/14/2011 Active Days: 10	1.09	7.28	5.60	0.00	0.01	0.55	0.56	0.00	0.51	0.51	824.62
Demolition 01/03/2011-01/14/2011	1.09	7.28	5.60	0.00	0.01	0.55	0.56	0.00	0.51	0.51	824.62
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	1.05	7.22	4.58	0.00	0.00	0.55	0.55	0.00	0.50	0.50	700.30
Demo On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.32
Time Slice 1/17/2011-2/18/2011 Active Days: 25	<b>2.86</b>	<b>23.50</b>	<b>12.97</b>	0.00	<u>2.97</u>	<b>1.18</b>	<u>4.15</u>	<u>0.62</u>	<b>1.08</b>	<u>1.70</u>	<b>2,371.63</b>
Fine Grading 01/17/2011-02/18/2011	2.86	23.50	12.97	0.00	2.97	1.18	4.15	0.62	1.08	1.70	2,371.63
Fine Grading Dust	0.00	0.00	0.00	0.00	2.97	0.00	2.97	0.62	0.00	0.62	0.00
Fine Grading Off Road Diesel	2.83	23.44	11.96	0.00	0.00	1.17	1.17	0.00	1.08	1.08	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.32
Time Slice 2/21/2011-2/25/2011 Active Days: 5	1.95	11.57	8.77	0.00	0.01	0.99	1.00	0.00	0.91	0.92	1,227.21
Asphalt 02/21/2011-02/25/2011	1.95	11.57	8.77	0.00	0.01	0.99	1.00	0.00	0.91	0.92	1,227.21
Paving Off-Gas	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.83	11.26	6.91	0.00	0.00	0.98	0.98	0.00	0.90	0.90	979.23
Paving On Road Diesel	0.02	0.21	0.08	0.00	0.00	0.01	0.01	0.00	0.01	0.01	30.43
Paving Worker Trips	0.06	0.10	1.77	0.00	0.01	0.01	0.02	0.00	0.00	0.01	217.55

**8/27/2010 6:44:39 PM**

Time Slice 3/1/2011-12/30/2011 Active Days: 219	1.24	9.10	7.87	<b>0.00</b>	0.02	0.57	0.59	0.01	0.52	0.53	1,329.20
Building 03/01/2011-08/31/2012	1.24	9.10	7.87	0.00	0.02	0.57	0.59	0.01	0.52	0.53	1,329.20
Building Off Road Diesel	1.11	8.51	4.68	0.00	0.00	0.54	0.54	0.00	0.50	0.50	893.39
Building Vendor Trips	0.04	0.43	0.37	0.00	0.00	0.02	0.02	0.00	0.02	0.02	89.24
Building Worker Trips	0.09	0.17	2.83	0.00	0.02	0.01	0.03	0.01	0.01	0.01	346.57
Time Slice 1/2/2012-8/31/2012 Active Days: 175	<u>1.15</u>	<u>8.41</u>	<u>7.54</u>	<b>0.00</b>	<u>0.02</u>	<u>0.51</u>	<u>0.53</u>	<u>0.01</u>	<u>0.47</u>	<u>0.48</u>	<u>1,329.14</u>
Building 03/01/2011-08/31/2012	1.15	8.41	7.54	0.00	0.02	0.51	0.53	0.01	0.47	0.48	1,329.14
Building Off Road Diesel	1.03	7.87	4.56	0.00	0.00	0.49	0.49	0.00	0.45	0.45	893.39
Building Vendor Trips	0.04	0.39	0.34	0.00	0.00	0.02	0.02	0.00	0.02	0.02	89.24
Building Worker Trips	0.08	0.15	2.64	0.00	0.02	0.01	0.03	0.01	0.01	0.01	346.51

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/17/2011 - 2/18/2011 - Default Fine Site Grading/Excavation Description

For Soil Stabilizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stabilizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\FG\Desktop\Gold Line\COBridge.urb924

Project Name: Colorado Bridge Replacement

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>
2011 TOTALS (lbs/day unmitigated)	2.05	16.64	9.48	0.01	5.30	0.85	6.06	1.11	0.78	1.80
2011 TOTALS (lbs/day mitigated)	2.05	16.64	9.48	0.01	5.30	0.85	6.06	1.11	0.78	1.80
2012 TOTALS (lbs/day unmitigated)	1.20	8.65	8.85	0.01	0.03	0.52	0.55	0.01	0.48	0.49
2012 TOTALS (lbs/day mitigated)	1.20	8.65	8.85	0.01	0.03	0.52	0.55	0.01	0.48	0.49

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>
------------	------------	-----------	------------	------------------	---------------------	-------------	-------------------	----------------------	--------------

8/27/2010 5:15:22 PM

Time Slice 1/3/2011-2/28/2011	1.50	12.27	7.61	<u>0.01</u>	<u>5.30</u>	0.76	<u>6.06</u>	<u>1.11</u>	0.70	<u>1.80</u>
Active Days: 41										
Demolition 01/03/2011-02/28/2011	1.50	12.27	7.61	0.01	5.30	0.76	6.06	1.11	0.70	1.80
Fugitive Dust	0.00	0.00	0.00	0.00	5.27	0.00	5.27	1.10	0.00	1.10
Demo Off Road Diesel	1.05	7.22	4.58	0.00	0.00	0.55	0.55	0.00	0.50	0.50
Demo On Road Diesel	0.41	4.99	2.02	0.01	0.02	0.21	0.23	0.01	0.19	0.20
Demo Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 3/1/2011-3/15/2011	<u>2.05</u>	<u>16.64</u>	<u>9.48</u>	0.00	0.51	<u>0.85</u>	1.36	0.11	<u>0.78</u>	0.89
Active Days: 11										
Fine Grading 03/01/2011-03/15/2011	2.05	16.64	9.48	0.00	0.51	0.85	1.36	0.11	0.78	0.89
Fine Grading Dust	0.00	0.00	0.00	0.00	0.50	0.00	0.50	0.10	0.00	0.10
Fine Grading Off Road Diesel	2.01	16.58	8.46	0.00	0.00	0.85	0.85	0.00	0.78	0.78
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 3/16/2011-12/30/2011	1.30	9.37	9.28	0.01	0.03	0.58	0.61	0.01	0.54	0.55
Active Days: 208										
Building 03/16/2011-03/16/2012	1.30	9.37	9.28	0.01	0.03	0.58	0.61	0.01	0.54	0.55
Building Off Road Diesel	1.11	8.51	4.68	0.00	0.00	0.54	0.54	0.00	0.50	0.50
Building Vendor Trips	0.06	0.62	0.53	0.00	0.00	0.03	0.03	0.00	0.02	0.03
Building Worker Trips	0.13	0.24	4.07	0.01	0.02	0.01	0.04	0.01	0.01	0.02
Time Slice 1/2/2012-3/16/2012	<u>1.20</u>	<u>8.65</u>	<u>8.85</u>	<u>0.01</u>	<u>0.03</u>	<u>0.52</u>	<u>0.55</u>	<u>0.01</u>	<u>0.48</u>	<u>0.49</u>
Active Days: 55										
Building 03/16/2011-03/16/2012	1.20	8.65	8.85	0.01	0.03	0.52	0.55	0.01	0.48	0.49
Building Off Road Diesel	1.03	7.87	4.56	0.00	0.00	0.49	0.49	0.00	0.45	0.45
Building Vendor Trips	0.05	0.56	0.49	0.00	0.00	0.02	0.03	0.00	0.02	0.02
Building Worker Trips	0.12	0.22	3.79	0.01	0.02	0.01	0.04	0.01	0.01	0.02

8/27/2010 5:15:22 PM

Phase Assumptions

Phase: Demolition 1/3/2011 - 2/28/2011 - Type Your Description Here

Building Volume Total (cubic feet): 62700

Building Volume Daily (cubic feet): 12540

On Road Truck Travel (VMT): 174.17

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 3/1/2011 - 3/15/2011 - Default Fine Site Grading/Excavation Description

Total Acres Disturbed: 0.1

Maximum Daily Acreage Disturbed: 0.05

Fugitive Dust Level of Detail: Default

10 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 4 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 4 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 6 hours per day

Phase: Building Construction 3/16/2011 - 3/16/2012 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\FG\Desktop\Gold Line\COBridge.urb924

Project Name: Colorado Bridge Replacement

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>
2011 TOTALS (lbs/day unmitigated)	2.05	16.64	9.48	0.01	5.30	0.85	6.06	1.11	0.78	1.80
2011 TOTALS (lbs/day mitigated)	2.05	16.64	9.48	0.01	5.30	0.85	6.06	1.11	0.78	1.80
2012 TOTALS (lbs/day unmitigated)	1.20	8.65	8.85	0.01	0.03	0.52	0.55	0.01	0.48	0.49
2012 TOTALS (lbs/day mitigated)	1.20	8.65	8.85	0.01	0.03	0.52	0.55	0.01	0.48	0.49

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>
------------	------------	-----------	------------	------------------	---------------------	-------------	-------------------	----------------------	--------------

8/27/2010 5:16:23 PM

Time Slice 1/3/2011-2/28/2011	1.50	12.27	7.61	<u>0.01</u>	<u>5.30</u>	0.76	<u>6.06</u>	<u>1.11</u>	0.70	<u>1.80</u>
Active Days: 41										
Demolition 01/03/2011-02/28/2011	1.50	12.27	7.61	0.01	5.30	0.76	6.06	1.11	0.70	1.80
Fugitive Dust	0.00	0.00	0.00	0.00	5.27	0.00	5.27	1.10	0.00	1.10
Demo Off Road Diesel	1.05	7.22	4.58	0.00	0.00	0.55	0.55	0.00	0.50	0.50
Demo On Road Diesel	0.41	4.99	2.02	0.01	0.02	0.21	0.23	0.01	0.19	0.20
Demo Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 3/1/2011-3/15/2011	<u>2.05</u>	<u>16.64</u>	<u>9.48</u>	0.00	0.51	<u>0.85</u>	1.36	0.11	<u>0.78</u>	0.89
Active Days: 11										
Fine Grading 03/01/2011-03/15/2011	2.05	16.64	9.48	0.00	0.51	0.85	1.36	0.11	0.78	0.89
Fine Grading Dust	0.00	0.00	0.00	0.00	0.50	0.00	0.50	0.10	0.00	0.10
Fine Grading Off Road Diesel	2.01	16.58	8.46	0.00	0.00	0.85	0.85	0.00	0.78	0.78
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 3/16/2011-12/30/2011	1.30	9.37	9.28	0.01	0.03	0.58	0.61	0.01	0.54	0.55
Active Days: 208										
Building 03/16/2011-03/16/2012	1.30	9.37	9.28	0.01	0.03	0.58	0.61	0.01	0.54	0.55
Building Off Road Diesel	1.11	8.51	4.68	0.00	0.00	0.54	0.54	0.00	0.50	0.50
Building Vendor Trips	0.06	0.62	0.53	0.00	0.00	0.03	0.03	0.00	0.02	0.03
Building Worker Trips	0.13	0.24	4.07	0.01	0.02	0.01	0.04	0.01	0.01	0.02
Time Slice 1/2/2012-3/16/2012	<u>1.20</u>	<u>8.65</u>	<u>8.85</u>	<u>0.01</u>	<u>0.03</u>	<u>0.52</u>	<u>0.55</u>	<u>0.01</u>	<u>0.48</u>	<u>0.49</u>
Active Days: 55										
Building 03/16/2011-03/16/2012	1.20	8.65	8.85	0.01	0.03	0.52	0.55	0.01	0.48	0.49
Building Off Road Diesel	1.03	7.87	4.56	0.00	0.00	0.49	0.49	0.00	0.45	0.45
Building Vendor Trips	0.05	0.56	0.49	0.00	0.00	0.02	0.03	0.00	0.02	0.02
Building Worker Trips	0.12	0.22	3.79	0.01	0.02	0.01	0.04	0.01	0.01	0.02

**8/27/2010 5:16:23 PM**

Phase Assumptions

Phase: Demolition 1/3/2011 - 2/28/2011 - Type Your Description Here

Building Volume Total (cubic feet): 62700

Building Volume Daily (cubic feet): 12540

On Road Truck Travel (VMT): 174.17

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 3/1/2011 - 3/15/2011 - Default Fine Site Grading/Excavation Description

Total Acres Disturbed: 0.1

Maximum Daily Acreage Disturbed: 0.05

Fugitive Dust Level of Detail: Default

10 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 4 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 4 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 6 hours per day

Phase: Building Construction 3/16/2011 - 3/16/2012 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day



Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\FG\Desktop\Gold Line\COBridge.urb924

Project Name: Colorado Bridge Replacement

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>CO2</u>
2011 TOTALS (tons/year unmitigated)	199.66
2011 TOTALS (tons/year mitigated)	199.66
Percent Reduction	0.00
2012 TOTALS (tons/year unmitigated)	41.82
2012 TOTALS (tons/year mitigated)	41.82
Percent Reduction	0.00

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

CO2

8/27/2010 5:15:57 PM

2011	199.66
Demolition 01/03/2011-02/28/2011	32.04
Fugitive Dust	0.00
Demo Off Road Diesel	14.36
Demo On Road Diesel	15.13
Demo Worker Trips	2.55
Fine Grading 03/01/2011-03/15/2011	9.47
Fine Grading Dust	0.00
Fine Grading Off Road Diesel	8.79
Fine Grading On Road Diesel	0.00
Fine Grading Worker Trips	0.68
Building 03/16/2011-03/16/2012	158.15
Building Off Road Diesel	92.91
Building Vendor Trips	13.36
Building Worker Trips	51.88
2012	41.82
Building 03/16/2011-03/16/2012	41.82
Building Off Road Diesel	24.57
Building Vendor Trips	3.53
Building Worker Trips	13.72

Phase Assumptions

Phase: Demolition 1/3/2011 - 2/28/2011 - Type Your Description Here

Building Volume Total (cubic feet): 62700

Page: 3

**8/27/2010 5:15:57 PM**

Building Volume Daily (cubic feet): 12540

On Road Truck Travel (VMT): 174.17

Off-Road Equipment:

- 1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day
- 2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 3/1/2011 - 3/15/2011 - Default Fine Site Grading/Excavation Description

Total Acres Disturbed: 0.1

Maximum Daily Acreage Disturbed: 0.05

Fugitive Dust Level of Detail: Default

10 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

- 1 Graders (174 hp) operating at a 0.61 load factor for 4 hours per day
- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 4 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day
- 1 Water Trucks (189 hp) operating at a 0.5 load factor for 6 hours per day

Phase: Building Construction 3/16/2011 - 3/16/2012 - Default Building Construction Description

Off-Road Equipment:

- 1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day
- 2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

## 2.F Metro Gold Line Foothill Extension Construction Authority Tree Removal Statement of Policy and Replacement Guidelines



**APPENDIX C**  
**METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY**  
**TREE REMOVAL**  
**STATEMENT OF POLICY**

1.0 POLICY

Given all practical options and constraints regarding design/build elements of the Metro Gold Line Foothill Extension; the Authority will make a conscious effort to conserve existing trees and require two (2) new trees be planted for every tree removed.

2.0 PURPOSE

This statement of policy is intended to serve as principle governing the removal of trees due to any construction activities conducted by the Metro Gold Foothill Extension Construction Authority. This policy will implement practical conservation measures, wherever possible, in an effort to permit existing tree/plant matter to remain intact along the alignment, station locations, and structures.

3.0 APPLICABILITY

This policy applies to all construction conducted by Metro Gold Line Foothill Extension Construction Authority. Construction includes those activities that are contracted/subcontracted by the Authority and the staging/mobilization required to perform construction.

Given certain situations the removal of a tree will be required and the policy shall be applied. These applicable situations include, but are not limited to:

- Direct interference with the expansion of the alignment/tracks
- Conflicts with Local, State, and Federal safety codes
- Safe distance from the Overhead Catenary System
- Interference with construction access points and staging
- Interference with stations and/or structures

4.0 PROCEDURE

In the event a tree is removed a procedure will take governance over the removal depending on the situation. The specified situations and associated procedure are as follows:

1. Removal of trees within the Authority Right-of-Way: Removal of trees within the

Authority Right-of-Way is not covered by any overlying City governance and can be removed in accordance with the approved Tree Removal Plan.

2. Removal of protected trees within the Authority Right-of-Way: The removal of any City identified protected trees which include California Live Oaks, require special consideration before removal. Meet with the City to determine the process to be followed for trees falling within this category.
3. Removal of street trees: Comply with City ordinances for this category of trees. This includes applying for, and attending, any necessary public hearings.
4. Removal of trees on City property not in Public (Street) Right-of-Way: Provide a plan to the City for their approval showing the removal of any trees that fall within this category.
5. Removal of trees on private property: Meet with each property owner to request their approval prior to the removal of any trees that fall within this category. Trees should be replaced or relocated as agreed to with the property owner.

### **General Conditions**

The Tree Removal Policy, adopted in October 2009 by the Metro Gold Line Foothill Extension Construction Authority (MGL), serves as principle governing the removal of trees due to any construction activities conducted by the Metro Gold Foothill Extension Construction Authority.

The Tree Replacement Guidelines are developed from the Tree Removal Policy, and describe general criteria for the replacement of trees that are removed due to construction activities of the Foothill Extension.

### **Criteria for Tree Replacement**

In the event tree(s) removal is required, the Authority has outlined the following criteria for replacement:

1. Trees removed with a 4" – 8" caliper will be replaced with 24" box at 2 to 1;
2. Trees removed with 8" – 18" caliper will be replaced with 48" box at 2 to 1;
3. Trees removed with 18"+ caliper will be replaced with 48" box at 4 to 1; or
4. Trees removed with 3" – 18" caliper that provided a visual screen will be replaced with 15 gallon shrub at 6 to 1.
5. Trees removed with 18"+ caliper that provided a visual screen will can be replaced with 15 gallon shrub at 10 to 1. and

The Authority may coordinate with City to replace trees removed from Metro Right-of-Way onto City property if there is a more suitable location. City or private property owners will be responsible to maintain trees on their property.

The Authority may also request to substitute plant material that it determines is better suited for current site conditions in place of existing trees that are removed during construction. Selection and planting of replacement trees to be reviewed and approved by City.

Ailanthus altissima, an invasive and rapid growing weed tree that quickly colonizes disturbed areas, shall be exempt from replacement.

## 2.G Traffic





TRAFFIC STUDY SCOPING DOCUMENT -  
**Phase 2A Gold Line Foothill Extension Supplemental EIR,  
Monrovia Maintenance and Operations Facility**

July 8, 2010

[v1]

---

This Memorandum of Understanding (MOU) acknowledges City of Monrovia policies and County of Los Angeles Congestion requirements of traffic impact analysis for the following project.

**Project Name:** Traffic Impact Analysis – Phase 2A Gold Line Foothill Extension Supplemental EIR, Monrovia Maintenance and Operations Facility

**Project Location:** The proposed maintenance and operations facility is bounded by the Duarte Road frontage road on the south, California Avenue on the west, Evergreen Avenue on the north, and Shamrock Avenue on the east.

**Project Description:**

The traffic study is analyzing the proposed M&O Facility, as part of the project Supplemental EIR. The Facility would be located in the City of Monrovia, south of the 210 Freeway and north of the existing project railroad corridor. According to Section 15163 (b) of the 2010 CEQA Guidelines, “the supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.” Accordingly, this EIR analyzes the currently proposed M&O facility and other relevant LRT improvements and provides updated analysis for all environmental topics as a supplement to the Phase 2A Gold Line Foothill Extension EIR. Other analyzed elements are outside of the City of Monrovia.

The first alternative site for the project Facility element is located on the Miller Brewing company site in Irwindale. The second alternative would be a reduced footprint, totaling approximately 24 acres, at the Monrovia site. Approximately half of the site area is owned by the City of Monrovia and the rest is owned by private parties. The Facility design is based on fleet size and yard capacity requirements, which specify a maximum storage capacity of 84 cars plus additional storage for 20 vehicles in the shop, and cleaning facility tracks. Site improvements will include access, circulation and storage tracks; rail car repair, service, and inspection facilities; administrative offices, repair shop buildings, and employee facilities; cleaning facilities; a vehicle paint and body shop; a control tower and communications facilities; a traction power sub-station and power generator; and a maintenance-of-way facility.

The project site location is illustrated in Attachment A.

**Geographic Distribution:** Construction truck distribution would be oriented to the location of the closest freeway interchange on the I-210 freeway, via Evergreen Avenue and Central Avenue. Construction and operations (post-project) employee trips would be distributed to the Huntington Drive and Duarte Road corridors, with a majority of trips distributed to the I-210. The study intersections and roadway segments are illustrated on the Attachment A figure.

**Trip Generation Rate(s) (Source):** Daily construction truck trip estimates and number of construction employees during the peak period of construction. Truck volumes would be multiplied by a factor of 2.5, consistent with the SCAG *Heavy Duty Truck Model* analysis.

Trip generation of the operating facility would be calculated based on the number of employees defined by the operating plan, assumptions of

TRAFFIC STUDY SCOPING DOCUMENT -  
**Phase 2A Gold Line Foothill Extension Supplemental EIR,  
Monrovia Maintenance and Operations Facility**

July 8, 2010

[v1]

1.2 people per vehicle, and start and end times of work shifts versus standard street traffic peaks.

**Trip Credits:** The project trip generation analysis will include credits for existing active land uses that were in operation at the time of the traffic counts. Peak-period trip generation of the existing uses was monitored over the course of one weekday and results of the monitoring will be summarized within the traffic report.

**Project Analysis Years:** Peak period of construction, opening date of facility

**Ambient Growth Rate:** 1%

**Area Projects:** A list of pending projects from the City of Monrovia, the City of Duarte, the City of Irwindale, and the County of Los Angeles, and the associated trip generation, will be included in the analysis.

**Study Intersections** (locations included within Attachment A):

1. California Avenue / Central Avenue
2. Mountain Avenue / Central Avenue
3. California Avenue / Evergreen Avenue
4. Shamrock Avenue / Evergreen Avenue
5. Mountain Avenue / Evergreen Avenue
6. California Avenue / Duarte Road

**Study Roadway Segments** (locations included within Attachment A):

- A. Central Avenue, west of Mountain Avenue
- B. Evergreen Avenue, west of Mountain Avenue
- C. California Avenue, between Pomona Avenue and Duarte Road
- D. Duarte Road, between California Avenue and Shamrock Avenue

Traffic counts were conducted during the first half of the month of June, in order to capture data before local schools entered summer breaks and traffic patterns changed. Intersection counts were conducted on one weekday from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. Roadway segment counts were conducted over the course of a weekday from midnight to midnight.

This traffic impact analysis will follow County traffic study guidelines and acknowledge City policies on such studies.

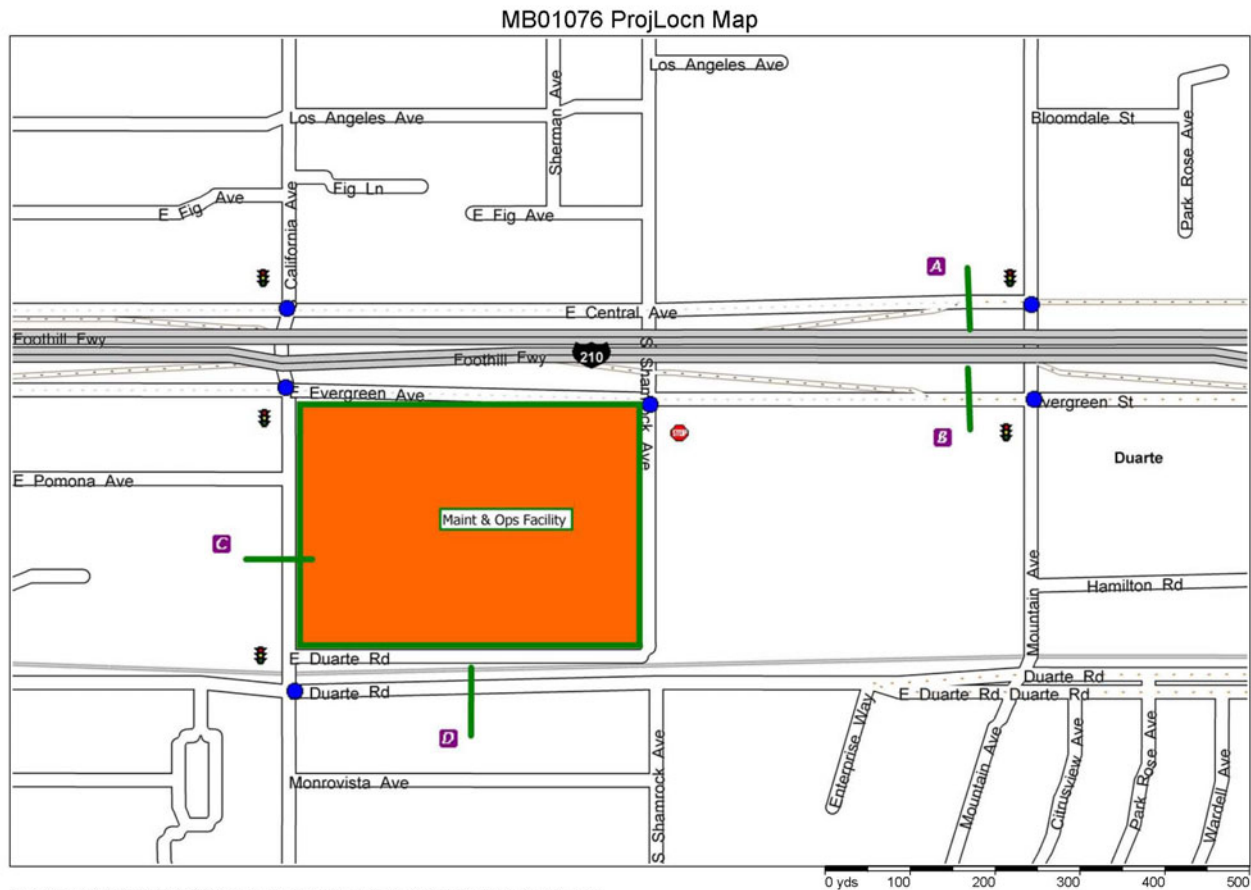
**Consultant:**  
Name: KOA Corporation  
Address: 1055 Corporate Center Dr., Suite 300  
Monterey Park, CA 91754-7642

**Prime Consultant:**  
Hill International, Inc.  
c/o Jacobs  
300 Frank H. Ogawa Plaza, Suite 10  
Oakland, CA 94612-2042;

Contact: Brian A. Marchetti – (323) 260-4703

Lauren Abom – (510) 457-0027

**ATTACHMENT A**  
**PROJECT SITE AND STUDY LOCATIONS**



Copyright © and (P) 1998-2006 Microsoft Corporation and/or its suppliers. All rights reserved. <http://www.microsoft.com/mappoint/>  
Portions © 1990-2005 IntelShield Software Corporation. All rights reserved. Certain mapping and direction data © 2005 NAVTEQ. All rights reserved. The Data for areas of Canada includes information taken with permission from Canadian authorities, including © Her Majesty the Queen in Right of Canada, © Queen's Printer for Ontario. NAVTEQ and NAVTEQ ON BOARD are trademarks of NAVTEQ. © 2005 Tele Atlas North America, Inc. All rights reserved. Tele Atlas and Tele Atlas North America are trademarks of Tele Atlas, Inc.



July 13, 2010

Mr. Brian Marchetti, Senior Transportation Planner  
KOA Corporation  
1055 Corporate Center Dr., Suite 300  
Monterey Park, CA, 91754

**SUBJECT: Phase 2A Gold Line Foothill Extension Supplemental EIR, Monrovia Maintenance and Operations Facility – Traffic Study Scoping Document**

Dear Mr. Marchetti,

This letter is in response to your e-mail dated July 8, 2010 regarding the traffic study of the Phase 2A Gold Line Foothill Extension Supplemental EIR, Monrovia Maintenance and Operations Facility.

Please include and address the following comments:

- Add Shamrock Avenue/ Central Avenue, Mountain Avenue/ Duarte Road as study intersections;
- Study Roadway Segments should include (C)California Avenue between **Central** Avenue and Duarte Road;
- Study Roadway Segments should include (D)Duarte Road Avenue between California Avenue and Mountain Avenue;
- Attachment A – Must include Myrtle Avenue and Ivy Avenue as part of the Project Site and Study Locations;
- Include Car Dealerships on Central Avenue as part of the Project Site and Study Locations between Mountain Avenue and Shamrock Avenue;
- Exclude all Construction Truck distribution from using Central in front of the Car Dealerships between Mountain Avenue and Shamrock Avenue;
- Project location should note that Duarte Road is south of the railroad tracks and not bounded by the frontage of the M&O site location

In accordance with the City's Circulation Element of its General Plan the City of Monrovia has determined that a project would have a significant traffic impact under California Environmental Quality Act (CEQA) at an intersection if the conditions in Table II-1 are found. For the purpose of applying these significance criteria, the V/C ratio shall be reported using the Intersection Capacity Utilization (ICU) methodology. LOS at two-way stop-controlled intersections shall be based on the Highway Capacity Manual (HCM) methodology and the incremental change in volume-to-capacity (V/C) ratio calculated by analyzing such intersections with the ICU methodology assuming a two-phase signal.

**TABLE II-1  
SIGNIFICANT IMPACT CRITERIA FOR INTERSECTIONS**

<b>Intersection Level of Service under Existing Conditions</b>	<b>Project-Related Increase in V/C</b>
A	0.06
B	0.05
C	0.04
D	0.03
E	0.02
F	0.01

The Traffic Study shall use these criteria in determining significant effects. Should you have any questions, please contact me at (626) 932-5544.

Sincerely,



**Ron Bow**  
Director of Public Works

cc: Jun Cervantes, Interim City Engineer  
Steve Sizemore, Planning Manager  
Darlene Sanchez, Project Manager

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: California Ave

DATE: 06/10/2010

LOCATION: City of Monrovia

E-W STREET: Central Ave

DAY: THURSDAY

PROJECT# 10-5260-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	0	1	1	0	0	0	0	3	0	
7:00 AM	16	48			51	12				15	41	16	199
7:15 AM	23	68			45	19				6	40	14	215
7:30 AM	16	105			63	14				12	62	26	298
7:45 AM	20	125			68	12				17	64	34	340
8:00 AM	12	74			72	17				19	55	21	270
8:15 AM	12	52			57	17				11	63	25	237
8:30 AM	13	68			51	9				5	53	18	217
8:45 AM	15	48			35	9				8	35	15	165

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	127	588	0	0	442	109	0	0	0	93	413	169	1941

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	60	356	0	0	260	60	0	0	0	59	244	106	1145
PEAK HR. FACTOR:		0.717			0.899			0.000			0.889		0.842

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: California Ave

DATE: 06/10/2010

LOCATION: City of Monrovia

E-W STREET: Central Ave

DAY: THURSDAY

PROJECT# 10-5260-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	0	1	1	0	0	0	0	3	0	
4:00 PM	12	77			83	16				14	33	5	240
4:15 PM	14	56			71	20				18	30	11	220
4:30 PM	15	53			92	23				18	40	8	249
4:45 PM	19	66			68	25				10	40	8	236
5:00 PM	23	55			117	38				28	56	8	325
5:15 PM	12	77			91	17				19	43	10	269
5:30 PM	11	85			88	21				35	57	8	305
5:45 PM	23	80			75	14				22	31	11	256

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	129	549	0	0	685	174	0	0	0	164	330	69	2100

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	69	297	0	0	371	90	0	0	0	104	187	37	1155
PEAK HR. FACTOR:		0.888			0.744			0.000			0.820		0.888

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Shamrock Ave

DATE: 7/15/2010

LOCATION: City of Monrovia

E-W STREET: Central Ave

DAY: THURSDAY

PROJECT# 10-5302-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	0	0	0	0	1	1.5	.5	
7:00 AM	2	20			19	10				2	43	15	111
7:15 AM	3	30			26	11				7	66	29	172
7:30 AM	2	44			27	15				12	57	34	191
7:45 AM	5	69			30	15				9	76	46	250
8:00 AM	7	56			31	15				3	89	29	230
8:15 AM	5	40			17	5				7	66	24	164
8:30 AM	8	33			29	13				4	53	35	175
8:45 AM	11	42			29	11				12	83	22	210
TOTAL VOLUMES =	43	334	0	0	208	95	0	0	0	56	533	234	1503

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	17	199	0	0	114	56	0	0	0	31	288	138	843
PEAK HR. FACTOR:		0.730			0.924			0.000			0.872		0.843

CONTROL: 3-way stop

	16	185	0	0	106	52	0	0	0	29	268	128	
--	----	-----	---	---	-----	----	---	---	---	----	-----	-----	--



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

N-S STREET: Shamrock Ave

DATE: 7/15/2010

LOCATION: City of Monrovia

E-W STREET: Central Ave

DAY: THURSDAY

PROJECT# 10-5302-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	0	0	0	0	1	1.5	.5	
4:00 PM	8	20			61	16				17	19	29	170
4:15 PM	6	20			53	20				9	34	18	160
4:30 PM	10	27			52	39				7	22	20	177
4:45 PM	4	20			58	31				8	19	29	169
5:00 PM	8	32			84	58				13	23	21	239
5:15 PM	5	23			66	37				5	40	21	197
5:30 PM	7	27			48	42				7	43	26	200
5:45 PM	13	28			41	34				2	14	25	157

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	61	197	0	0	463	277	0	0	0	68	214	189	1469

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	24	102	0	0	256	168	0	0	0	33	125	97	805
PEAK HR. FACTOR:		0.788			0.746			0.000			0.839		0.842

CONTROL: 3-way stop

	22	95	0	0	238	156	0	0	0	31	116	90	
--	----	----	---	---	-----	-----	---	---	---	----	-----	----	--

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mountain Ave

DATE: 06/10/2010

LOCATION: City of Duarte

E-W STREET: Central Ave

DAY: THURSDAY

PROJECT# 10-5260-002

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	0	2	0	0	0	0	1	1.5	0.5	
7:00 AM	46	77			101	40				55	120	86	525
7:15 AM	41	100			87	24				54	99	87	492
7:30 AM	61	87			128	33				53	125	94	581
7:45 AM	47	146			144	26				88	156	83	690
8:00 AM	47	120			141	45				73	106	86	618
8:15 AM	45	118			101	25				55	123	91	558
8:30 AM	47	102			120	30				61	75	46	481
8:45 AM	46	129			124	33				39	46	17	434

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	380	879	0	0	946	256	0	0	0	478	850	590	4379

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	200	471	0	0	514	129	0	0	0	269	510	354	2447
PEAK HR. FACTOR:		0.869			0.864			0.000			0.866		0.887

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mountain Ave

DATE: 06/10/2010

LOCATION: City of Duarte

E-W STREET: Central Ave

DAY: THURSDAY

PROJECT# 10-5260-002

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	0	2	0	0	0	0	1	1.5	0.5	
4:00 PM	69	133			201	46				40	31	59	579
4:15 PM	42	135			176	41				47	55	66	562
4:30 PM	52	141			177	38				61	36	48	553
4:45 PM	54	136			145	40				64	34	52	525
5:00 PM	45	133			181	43				64	34	57	557
5:15 PM	56	119			164	59				68	44	78	588
5:30 PM	50	134			164	48				73	57	81	607
5:45 PM	64	141			164	42				56	35	85	587

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	432	1072	0	0	1372	357	0	0	0	473	326	526	4558

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	215	527	0	0	673	192	0	0	0	261	170	301	2339
PEAK HR. FACTOR:		0.905			0.965			0.000			0.867		0.963

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: California Ave

DATE: 06/10/2010

LOCATION: City of Monrovia

E-W STREET: Evergreen Ave

DAY: THURSDAY

PROJECT# 10-5260-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	1	1	0	0	3	0	0	0	0	
7:00 AM		56	8	3	56		8	31	5				167
7:15 AM		88	10	10	43		10	42	5				208
7:30 AM		96	12	10	62		19	43	16				258
7:45 AM		123	21	24	68		26	38	9				309
8:00 AM		60	11	20	69		23	39	14				236
8:15 AM		47	19	14	52		18	52	7				209
8:30 AM		64	14	15	46		16	38	4				197
8:45 AM		49	6	8	30		16	26	4				139
TOTAL VOLUMES =	0	583	101	104	426	0	136	309	64	0	0	0	1723

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	326	63	68	251	0	86	172	46	0	0	0	1012
PEAK HR. FACTOR:		0.675			0.867			0.974			0.000		0.819

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: California Ave

DATE: 06/10/2010

LOCATION: City of Monrovia

E-W STREET: Evergreen Ave

DAY: THURSDAY

PROJECT# 10-5260-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	1	1	0	0	3	0	0	0	0	
4:00 PM		71	24	28	69		5	62	11				270
4:15 PM		68	19	31	57		8	64	13				260
4:30 PM		62	18	43	75		9	82	19				308
4:45 PM		77	29	25	49		8	75	12				275
5:00 PM		72	27	55	94		12	99	19				378
5:15 PM		83	23	30	82		11	127	12				368
5:30 PM		88	29	27	99		6	99	19				367
5:45 PM		90	15	17	70		11	70	12				285

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	611	184	256	595	0	70	678	117	0	0	0	2511

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	333	94	129	345	0	40	395	62	0	0	0	1398
PEAK HR. FACTOR:		0.912		0.795			0.828			0.000			0.925

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Shamrock Ave

DATE: 06/10/2010

LOCATION: City of Monrovia

E-W STREET: Evergreen Ave

DAY: THURSDAY

PROJECT# 10-5260-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	0	0	2	0	0	0	0	
7:00 AM		9	2	21	7		22	31	2				94
7:15 AM		13	3	25	6		29	23	4				103
7:30 AM		23	1	47	7		30	24	4				136
7:45 AM		30	2	46	8		36	42	0				164
8:00 AM		20	5	34	10		35	31	2				137
8:15 AM		22	4	28	4		30	50	3				141
8:30 AM		24	2	37	8		18	35	3				127
8:45 AM		20	2	24	5		22	27	4				104
TOTAL VOLUMES =	0	161	21	262	55	0	222	263	22	0	0	0	1006

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	95	12	155	29	0	131	147	9	0	0	0	578
PEAK HR. FACTOR:		0.836		0.852			0.864			0.000			0.881

CONTROL: 3-Way Stop NB SB & EB

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Shamrock Ave

DATE: 06/10/2010

LOCATION: City of Monrovia

E-W STREET: Evergreen Ave

DAY: THURSDAY

PROJECT# 10-5260-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	0	0	2	0	0	0	0	
4:00 PM		30	10	72	4		5	110	3				234
4:15 PM		22	4	54	10		12	102	2				206
4:30 PM		28	6	68	8		9	128	2				249
4:45 PM		29	3	53	4		8	121	2				220
5:00 PM		22	2	85	9		15	152	1				286
5:15 PM		14	3	56	7		11	171	1				263
5:30 PM		26	1	61	5		11	140	2				246
5:45 PM		25	1	50	2		14	112	3				207
TOTAL VOLUMES =	0	196	30	499	49	0	85	1036	16	0	0	0	1911

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	93	14	262	28	0	43	572	6	0	0	0	1018
PEAK HR. FACTOR:		0.787		0.771			0.848			0.000			0.890

CONTROL: 3-Way Stop NB SB & EB

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mountain Ave

DATE: 06/10/2010

LOCATION: City of Duarte

E-W STREET: Evergreen Ave

DAY: THURSDAY

PROJECT# 10-5260-005

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	1	2	0	1	2	1	0	0	0	
7:00 AM		84	29	54	80		47	49	44				387
7:15 AM		70	35	71	87		66	47	32				408
7:30 AM		88	53	71	98		58	45	38				451
7:45 AM		100	63	85	145		96	76	37				602
8:00 AM		94	44	82	139		77	62	55				553
8:15 AM		98	37	68	99		71	58	47				478
8:30 AM		74	25	67	104		65	61	47				443
8:45 AM		95	25	78	97		72	50	57				474
TOTAL VOLUMES =	0	703	311	576	849	0	552	448	357	0	0	0	3796

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	380	197	306	481	0	302	241	177	0	0	0	2084
PEAK HR. FACTOR:		0.885		0.855			0.861			0.000			0.865

CONTROL: Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mountain Ave

DATE: 06/10/2010

LOCATION: City of Duarte

E-W STREET: Evergreen Ave

DAY: THURSDAY

PROJECT# 10-5260-005

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	1	2	0	1	2	1	0	0	0	
4:00 PM		126	32	114	124		65	176	50				687
4:15 PM		140	35	106	123		50	128	54				636
4:30 PM		137	46	102	142		49	157	41				674
4:45 PM		129	36	84	120		59	149	40				617
5:00 PM		132	49	105	151		57	205	37				736
5:15 PM		131	38	99	128		42	211	36				685
5:30 PM		130	54	101	129		56	167	44				681
5:45 PM		148	45	89	126		47	164	48				667

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1073	335	800	1043	0	425	1357	350	0	0	0	5383

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	541	186	394	534	0	202	747	165	0	0	0	2769
PEAK HR. FACTOR:		0.942		0.906			0.931			0.000			0.941

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: California Ave

DATE: 06/10/2010

LOCATION: City of Monrovia

E-W STREET: Duarte Rd

DAY: THURSDAY

PROJECT# 10-5260-006

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	1	0	1	1	0	
7:00 AM	13	59	16	3	25	12	16	29	4	7	81	8	273
7:15 AM	28	94	25	7	34	19	13	46	5	18	110	17	416
7:30 AM	32	74	30	6	37	33	32	61	8	15	106	15	449
7:45 AM	21	121	36	4	42	26	43	82	12	12	108	17	524
8:00 AM	11	77	31	7	55	23	28	69	8	13	104	11	437
8:15 AM	21	52	26	6	32	26	18	86	11	12	115	13	418
8:30 AM	14	56	20	2	37	15	21	85	8	12	92	10	372
8:45 AM	16	45	30	2	22	22	18	70	2	14	92	12	345
TOTAL VOLUMES =	156	578	214	37	284	176	189	528	58	103	808	103	3234

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	85	324	123	23	166	108	121	298	39	52	433	56	1828
PEAK HR. FACTOR:		0.747			0.874			0.836			0.966		0.872

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

N-S STREET: California Ave

DATE: 06/10/2010

LOCATION: City of Monrovia

E-W STREET: Duarte Rd

DAY: THURSDAY

PROJECT# 10-5260-006

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	1	0	1	1	0	
4:00 PM	11	63	48	14	84	28	31	122	20	10	76	10	517
4:15 PM	14	56	41	11	53	19	24	134	18	18	84	17	489
4:30 PM	17	55	45	14	65	25	23	164	24	23	77	15	547
4:45 PM	18	72	54	9	48	17	28	130	23	27	84	7	517
5:00 PM	17	61	42	17	79	28	21	165	21	31	99	7	588
5:15 PM	15	56	41	9	75	26	36	171	21	31	104	11	596
5:30 PM	15	79	37	10	75	31	35	173	25	14	98	6	598
5:45 PM	19	78	35	5	70	21	35	158	26	17	80	9	553
TOTAL VOLUMES =	126	520	343	89	549	195	233	1217	178	171	702	82	4405

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	66	274	155	41	299	106	127	667	93	93	381	33	2335
PEAK HR. FACTOR:		0.938			0.899			0.952			0.868		0.976

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mountain Ave

DATE: 4/20/2010

LOCATION: City of Duarte

E-W STREET: Duarte Ave

DAY: TUESDAY

PROJECT# 10-5158-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	2	0	1	2	1	
7:00 AM	24	54	21	10	25	22	22	40	7	7	52	10	294
7:15 AM	31	66	31	10	28	38	30	61	12	16	95	20	438
7:30 AM	16	87	37	11	29	41	64	77	9	32	92	25	520
7:45 AM	27	97	27	26	49	74	70	89	11	43	93	24	630
8:00 AM	21	54	15	19	33	59	30	62	12	22	82	29	438
8:15 AM	11	63	11	32	35	52	31	49	8	10	85	32	419
8:30 AM	8	51	11	18	38	56	36	69	4	13	71	21	396
8:45 AM	21	54	13	17	35	57	42	39	6	15	61	20	380
TOTAL VOLUMES =	159	526	166	143	272	399	325	486	69	158	631	181	3515

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	95	304	110	66	139	212	194	289	44	113	362	98	2026
PEAK HR. FACTOR:		0.843			0.700			0.775			0.895		0.804

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mountain Ave

DATE: 4/20/2010

LOCATION: City of Duarte

E-W STREET: Duarte Ave

DAY: TUESDAY

PROJECT# 10-5158-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	2	0	1	2	1	
4:00 PM	16	52	15	17	44	44	58	107	25	21	60	26	485
4:15 PM	6	44	25	17	55	44	47	115	17	20	49	22	461
4:30 PM	9	55	17	22	50	48	52	128	22	18	63	21	505
4:45 PM	5	76	24	23	55	37	51	119	18	18	41	13	480
5:00 PM	11	59	13	24	50	44	70	141	31	20	65	18	546
5:15 PM	9	53	23	14	54	50	61	124	29	15	62	24	518
5:30 PM	11	48	15	31	61	48	65	135	36	28	98	23	599
5:45 PM	4	44	25	31	66	58	59	121	23	21	56	28	536
TOTAL VOLUMES =	71	431	157	179	435	373	463	990	201	161	494	175	4130

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	35	204	76	100	231	200	255	521	119	84	281	93	2199
PEAK HR. FACTOR:		0.926			0.856			0.925			0.768		0.918

CONTROL: Signalized

Prepared by NDS/ATD

<b>Volumes for: Tuesday, June 22, 2010</b>				<b>City:</b> Duarte					<b>Daily Totals</b>	<b>Total</b>		
<b>Location: Central Ave W/o Mountain Ave</b>				<b>Project: 10-5261-003</b>				<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	
								<b>0</b>	<b>0</b>	<b>0</b>	<b>10,826</b>	<b>10,826</b>

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00				19	12:00				197		
00:15				20	12:15				184		
00:30				5	12:30				180		
00:45				12	12:45				184	745	745
01:00				3	13:00				186		
01:15				8	13:15				163		
01:30				6	13:30				169		
01:45				3	13:45				176	694	694
02:00				3	14:00				169		
02:15				0	14:15				182		
02:30				3	14:30				169		
02:45				10	14:45				179	699	699
03:00				6	15:00				187		
03:15				6	15:15				167		
03:30				10	15:30				188		
03:45				10	15:45				188	730	730
04:00				9	16:00				154		
04:15				14	16:15				127		
04:30				20	16:30				130		
04:45				31	16:45				127	538	538
05:00				35	17:00				155		
05:15				45	17:15				134		
05:30				93	17:30				127		
05:45				117	17:45				132	548	548
06:00				114	18:00				130		
06:15				109	18:15				142		
06:30				141	18:30				114		
06:45				198	18:45				125	511	511
07:00				155	19:00				97		
07:15				199	19:15				131		
07:30				225	19:30				134		
07:45				199	19:45				123	485	485
08:00				206	20:00				102		
08:15				198	20:15				99		
08:30				163	20:30				112		
08:45				190	20:45				114	427	427
09:00				187	21:00				103		
09:15				187	21:15				95		
09:30				184	21:30				104		
09:45				175	21:45				76	378	378
10:00				187	22:00				82		
10:15				144	22:15				57		
10:30				145	22:30				57		
10:45				171	22:45				56	252	252
11:00				154	23:00				37		
11:15				185	23:15				36		
11:30				171	23:30				44		
11:45				200	23:45				27	144	144

<b>Total Vol.</b>				4675	4675					6151	6151
-------------------	--	--	--	------	------	--	--	--	--	------	------

				<b>Daily Totals :</b>				<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>Total</b>
								<b>0</b>	<b>0</b>	<b>0</b>	<b>10,826</b>	<b>10,826</b>

<b>Split %</b>	<b>AM</b>				<b>PM</b>					
	100.0%	43.2%							100.0%	56.8%

	AM		PM	
<b>AM Peak Hr.</b>	07:15	07:15	<b>PM Peak Hr.</b>	12:00
<b>Volume</b>	829	829	<b>Volume</b>	745
<b>P.H.F.</b>	0.921	0.921	<b>P.H.F.</b>	0.945
<b>7 - 9 Vol.</b>	1535	1535	<b>4 - 6 Vol.</b>	1086
<b>Peak Hr.</b>	07:15	07:15	<b>Peak Hr.</b>	17:00
<b>Volume</b>	829	829	<b>Volume</b>	548
<b>P.H.F.</b>	0.921	0.921	<b>P.H.F.</b>	0.884

Prepared by NDS/ATD

<b>Volumes for: Thursday, June 10, 2010</b>				<b>City:</b> Duarte	<b>Daily Totals</b>				<b>Total</b>
<b>Location: Evergreen Ave W/o Mountain Ave</b>				<b>Project:</b> 10-5261-004	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	
					<b>0</b>	<b>0</b>	<b>13,814</b>	<b>0</b>	<b>13,814</b>

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			25		12:00			249	
00:15			22		12:15			218	
00:30			17		12:30			261	
00:45			22	86	12:45			231	959
01:00			11		13:00			244	
01:15			12		13:15			261	
01:30			19		13:30			242	
01:45			13	55	13:45			245	992
02:00			9		14:00			281	
02:15			2		14:15			247	
02:30			5		14:30			277	
02:45			5	21	14:45			280	1085
03:00			6		15:00			292	
03:15			9		15:15			291	
03:30			10		15:30			259	
03:45			10	35	15:45			246	1088
04:00			10		16:00			283	
04:15			9		16:15			240	
04:30			10		16:30			263	
04:45			20	49	16:45			234	1020
05:00			15		17:00			321	
05:15			18		17:15			284	
05:30			50		17:30			257	
05:45			57	140	17:45			256	1118
06:00			63		18:00			236	
06:15			80		18:15			190	
06:30			101		18:30			184	
06:45			134	378	18:45			153	763
07:00			142		19:00			196	
07:15			147		19:15			206	
07:30			146		19:30			145	
07:45			202	637	19:45			133	680
08:00			195		20:00			131	
08:15			158		20:15			111	
08:30			180		20:30			135	
08:45			186	719	20:45			159	536
09:00			167		21:00			164	
09:15			186		21:15			141	
09:30			180		21:30			129	
09:45			182	715	21:45			73	507
10:00			235		22:00			73	
10:15			212		22:15			84	
10:30			200		22:30			69	
10:45			202	849	22:45			65	291
11:00			170		23:00			57	
11:15			191		23:15			56	
11:30			259		23:30			36	
11:45			273	893	23:45			49	198

<b>Total Vol.</b>	4577	<b>4577</b>					9237	<b>9237</b>
-------------------	------	-------------	--	--	--	--	------	-------------

<b>Daily Totals :</b>					<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>Total</b>
					<b>0</b>	<b>0</b>	<b>13,814</b>	<b>0</b>	<b>13,814</b>

<b>Split %</b>	<b>AM</b>		<b>PM</b>	
	100.0%	<b>33.1%</b>	100.0%	<b>66.9%</b>

	AM	PM
<b>AM</b>		
Peak Hr.	11:45	14:30
Volume	1001	1140
P.H.F.	0.917	0.976
<b>7 - 9 Vol.</b>	1356	2138
Peak Hr.	07:45	17:00
Volume	735	1118
P.H.F.	0.910	0.871

Prepared by NDS/ATD

<b>Volumes for: Thursday, June 10, 2010</b>				<b>City: Monrovia</b>	<b>Daily Totals</b>				<b>Total</b>
<b>Location: California Ave between Pomona Ave &amp; Duarte Rd</b>				<b>Project: 10-5261-001</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	
					<b>5,201</b>	<b>4,784</b>	<b>0</b>	<b>0</b>	<b>9,985</b>

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	Total
00:00	6	17			12:00	77	99			
00:15	8	4			12:15	85	82			
00:30	7	14			12:30	73	69			
00:45	5	26	5	40	12:45	90	325	66	316	641
01:00	6	6			13:00	75	83			
01:15	4	1			13:15	88	92			
01:30	0	5			13:30	91	97			
01:45	2	12	7	19	13:45	77	331	76	348	679
02:00	2	1			14:00	96	80			
02:15	2	2			14:15	99	78			
02:30	1	1			14:30	102	125			
02:45	1	6	0	4	14:45	110	407	100	383	790
03:00	0	0			15:00	109	84			
03:15	2	0			15:15	118	129			
03:30	7	3			15:30	89	112			
03:45	1	10	2	5	15:45	98	414	105	430	844
04:00	9	2			16:00	101	123			
04:15	7	4			16:15	86	80			
04:30	12	5			16:30	92	105			
04:45	22	50	7	18	16:45	103	382	63	371	753
05:00	8	8			17:00	94	112			
05:15	13	6			17:15	94	105			
05:30	24	5			17:30	117	103			
05:45	40	85	12	31	17:45	111	416	92	412	828
06:00	47	25			18:00	83	109			
06:15	49	23			18:15	78	62			
06:30	41	29			18:30	75	66			
06:45	83	220	53	130	18:45	73	309	65	302	611
07:00	80	34			19:00	53	79			
07:15	110	66			19:15	58	76			
07:30	104	71			19:30	51	49			
07:45	164	458	77	248	19:45	46	208	47	251	459
08:00	100	76			20:00	39	53			
08:15	74	58			20:15	37	44			
08:30	81	63			20:30	32	36			
08:45	85	340	50	247	20:45	39	147	38	171	318
09:00	73	60			21:00	43	40			
09:15	67	74			21:15	37	47			
09:30	66	58			21:30	50	43			
09:45	51	257	67	259	21:45	21	151	40	170	321
10:00	54	55			22:00	21	37			
10:15	59	52			22:15	24	27			
10:30	63	55			22:30	18	20			
10:45	60	236	46	208	22:45	19	82	26	110	192
11:00	55	44			23:00	21	18			
11:15	69	49			23:15	12	24			
11:30	75	73			23:30	9	10			
11:45	77	276	82	248	23:45	11	53	11	63	116

<b>Total Vol.</b>	1976	1457			<b>3433</b>		3225	3327		<b>6552</b>
-------------------	------	------	--	--	-------------	--	------	------	--	-------------

					<b>Daily Totals :</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>Total</b>
						<b>5,201</b>	<b>4,784</b>	<b>0</b>	<b>0</b>	<b>9,985</b>

<b>Split %</b>	<b>AM</b>			<b>34.4%</b>	<b>PM</b>			<b>65.6%</b>
	57.6%	42.4%			49.2%	50.8%		

	AM			PM		
<b>AM</b>						
<b>Peak Hr.</b>	07:15	11:30	<b>07:15</b>	14:30	15:15	<b>14:30</b>
<b>Volume</b>	478	336	<b>768</b>	439	469	<b>877</b>
<b>P.H.F.</b>	0.729	0.848	<b>0.797</b>	0.930	0.909	<b>0.888</b>
<b>7 - 9 Vol.</b>	798	495	<b>1293</b>	798	783	<b>1581</b>
<b>Peak Hr.</b>	07:15	07:15	<b>07:15</b>	17:00	17:00	<b>17:00</b>
<b>Volume</b>	478	290	<b>768</b>	416	412	<b>828</b>
<b>P.H.F.</b>	0.729	0.942	<b>0.797</b>	0.889	0.920	<b>0.941</b>



Prepared by NDS/ATD

<b>Volumes for: Thursday, June 10, 2010</b>						<b>City: Monrovia</b>	<b>Daily Totals</b>				<b>Total</b>
<b>Location: Duarte Rd between California Ave &amp; Shamrock Ave</b>						<b>Project: 10-5261-002</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>Total</b>
							<b>0</b>	<b>0</b>	<b>7,573</b>	<b>6,345</b>	<b>13,918</b>

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	Total			
00:00			14	17	12:00			118	100				
00:15			8	4	12:15			109	110				
00:30			5	7	12:30			106	105				
00:45			9	36	10	38	74	12:45	93	426	94	409	835
01:00			3	0	13:00			146	93				
01:15			1	3	13:15			99	128				
01:30			7	2	13:30			113	96				
01:45			3	14	4	9	23	13:45	133	491	85	402	893
02:00			0	2	14:00			118	97				
02:15			0	1	14:15			114	98				
02:30			0	1	14:30			158	112				
02:45			2	2	0	4	6	14:45	156	546	115	422	968
03:00			2	1	15:00			172	113				
03:15			3	1	15:15			144	118				
03:30			4	0	15:30			179	114				
03:45			1	10	4	6	16	15:45	175	670	92	437	1107
04:00			1	3	16:00			183	98				
04:15			2	2	16:15			192	112				
04:30			5	3	16:30			214	113				
04:45			11	19	7	15	34	16:45	198	787	119	442	1229
05:00			6	10	17:00			216	138				
05:15			9	14	17:15			228	150				
05:30			18	20	17:30			220	113				
05:45			34	67	21	65	132	17:45	203	867	110	511	1378
06:00			29	31	18:00			212	103				
06:15			42	45	18:15			164	118				
06:30			46	68	18:30			148	81				
06:45			68	185	88	232	417	18:45	134	658	95	397	1055
07:00			47	92	19:00			118	93				
07:15			78	148	19:15			89	76				
07:30			97	141	19:30			70	86				
07:45			124	346	134	515	861	19:45	66	343	76	331	674
08:00			104	141	20:00			67	68				
08:15			119	132	20:15			66	56				
08:30			106	117	20:30			49	53				
08:45			103	432	114	504	936	20:45	72	254	54	231	485
09:00			88	82	21:00			57	57				
09:15			76	85	21:15			52	53				
09:30			93	93	21:30			45	56				
09:45			76	333	72	332	665	21:45	48	202	48	214	416
10:00			104	74	22:00			34	25				
10:15			84	82	22:15			29	31				
10:30			84	74	22:30			28	25				
10:45			94	366	83	313	679	22:45	17	108	25	106	214
11:00			87	78	23:00			19	20				
11:15			88	79	23:15			12	12				
11:30			93	90	23:30			8	13				
11:45			96	364	104	351	715	23:45	8	47	14	59	106

<b>Total Vol.</b>			2174	2384	4558			5399	3961	9360
-------------------	--	--	------	------	------	--	--	------	------	------

						<b>Daily Totals :</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>Total</b>
							<b>0</b>	<b>0</b>	<b>7,573</b>	<b>6,345</b>	<b>13,918</b>

<b>Split %</b>	<b>AM</b>			<b>PM</b>		
	47.7%	52.3%	32.7%	57.7%	42.3%	67.3%

	AM			PM			
<b>AM Peak Hr.</b>	07:45	07:15	07:30	<b>PM Peak Hr.</b>	17:00	16:30	16:45
<b>Volume</b>	453	564	992	<b>Volume</b>	867	520	1382
<b>P.H.F.</b>	0.913	0.953	0.961	<b>P.H.F.</b>	0.951	0.867	0.914
<b>7 - 9 Vol.</b>	778	1019	1797	<b>4 - 6 Vol.</b>	1654	953	2607
<b>Peak Hr.</b>	07:45	07:15	07:30	<b>Peak Hr.</b>	17:00	16:30	16:45
<b>Volume</b>	453	564	992	<b>Volume</b>	867	520	1382
<b>P.H.F.</b>	0.913	0.953	0.961	<b>P.H.F.</b>	0.951	0.867	0.914

## Metro Gold Line Foothill Extension

### Monrovia Maintenance Facility Trip Generation

	AM											PM																									
	0	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11													
<b>Operations (Employees)</b>						62% 53						50% 43						62% 53																			
Inbound/Outbound Trips						IN 14 15 15			OUT 5 4						IN 9						OUT 44																
<b>Maintenance (Employees)</b>	30% 32					30% 32						40% 42																									
Inbound Trips						IN 27									IN 35									IN 27													
Outbound Trips						OUT 27									OUT 27									OUT 35													
Number of Total On-site Workers	32					85						75						85					95					42					32				
Percentage of Total On-site Workers	17%					45%						39%						45%					50%					22%					17%				
Number of Inbound Trips	14 15 15					27						0 0						44					0					27									
Number of Outbound Trips						27						5 4						27										44					35				

- Peak Operation Period
- Off-peak Operation Period
- No Operation Period
- Maintenance Shift (10PM to 6AM)
- Maintenance Shift (6AM to 2PM)
- Maintenance Shift (2PM to 10 PM)
- Peak Period (7AM to 9AM and 4PM to 6PM)

-----  
 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR  
 Existing (2010) Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #1 California Ave & Central Ave

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.385  
 Loss Time (sec):       10                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         28                           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:	60	356	0	0	260	60	0	0	0	59	244	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	356	0	0	260	60	0	0	0	59	244	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	356	0	0	260	60	0	0	0	59	244	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	356	0	0	260	60	0	0	0	59	244	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	356	0	0	260	60	0	0	0	59	244	106

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	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	1.79	0.78
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	692	2864	1244

Capacity Analysis Module:

Vol/Sat:	0.04	0.11	0.00	0.00	0.16	0.04	0.00	0.00	0.00	0.04	0.09	0.09
Crit Moves:	****				****						****	

\*\*\*\*\*

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Existing (2010) Conditions
AM Peak Hour

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

Intersection #2 Shamrock Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.300
Loss Time (sec): 10 Average Delay (sec/veh): 9.6
Optimal Cycle: 0 Level Of Service: A

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 1 0 0).

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 3 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  
 Existing (2010) Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #3 Mountain Ave & Central Ave

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.696  
 Loss Time (sec):       10                           Average Delay (sec/veh):       xxxxxxx  
 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:	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	471	0	0	514	129	0	0	0	269	510	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	471	0	0	514	129	0	0	0	269	510	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	471	0	0	514	129	0	0	0	269	510	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	471	0	0	514	129	0	0	0	269	510	354

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	2558	642	0	0	0	1600	1889	1311

Capacity Analysis Module:

Vol/Sat:	0.13	0.15	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.17	0.27	0.27
Crit Moves:	****				****						****	

\*\*\*\*\*

-----  
 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR  
 Existing (2010) Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #4 California Ave & Evergreen Ave

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.449  
 Loss Time (sec):       10                           Average Delay (sec/veh):       xxxxxxx  
 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:	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	326	63	68	251	0	86	172	46	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	326	63	68	251	0	86	172	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	326	63	68	251	0	86	172	46	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	326	63	68	251	0	86	172	46	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.84	0.16	1.00	1.00	0.00	0.85	1.70	0.45	0.00	0.00	0.00
Final Sat.:	0	1341	259	1600	1600	0	1358	2716	726	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.24	0.04	0.16	0.00	0.05	0.06	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Existing (2010) Conditions
AM Peak Hour

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

Intersection #5 Shamrock Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.260
Loss Time (sec): 0 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 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 95 12 155 29 0 131 147 9 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 95 12 155 29 0 131 147 9 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 12 155 29 0 131 147 9 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 95 12 155 29 0 131 147 9 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 12 155 29 0 131 147 9 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 0.91 1.03 0.06 0.00 0.00 0.00
Final Sat.: 0 1139 146 596 647 0 558 680 42 0 0 0

Capacity Analysis Module:
Vol/Sat: xxxx 0.08 0.08 0.26 0.04 xxxx 0.23 0.22 0.21 xxxx xxxx xxxx
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*
Delay/Veh: 0.0 8.6 8.5 10.5 8.3 0.0 10.1 9.4 9.3 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 8.6 8.5 10.5 8.3 0.0 10.1 9.4 9.3 0.0 0.0 0.0
LOS by Move: \* A A B A \* B A A \* \* \*
ApproachDel: 8.6 10.2 9.7 xxxxxx
Delay Adj: 1.00 1.00 1.00 xxxxxx
ApprAdjDel: 8.6 10.2 9.7 xxxxxx
LOS by Appr: A B A \*
AllWayAvgQ: 0.1 0.1 0.1 0.3 0.0 0.0 0.3 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
Existing (2010) Conditions
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #6 Mountain Ave & Evergreen Ave

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
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 (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

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.

\*\*\*\*\*



-----  
 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR  
 Existing (2010) Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #7 California Ave & Duarte Rd

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 43 Level Of Service: B  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	85	324	123	23	166	108	121	298	39	52	433	56
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:	85	324	123	23	166	108	121	298	39	52	433	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	324	123	23	166	108	121	298	39	52	433	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	324	123	23	166	108	121	298	39	52	433	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	324	123	23	166	108	121	298	39	52	433	56

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	1.21	0.79	1.00	0.88	0.12	1.00	0.89	0.11
Final Sat.:	1600	2319	881	1600	1939	1261	1600	1415	185	1600	1417	183

Capacity Analysis Module:

Vol/Sat:	0.05	0.14	0.14	0.01	0.09	0.09	0.08	0.21	0.21	0.03	0.31	0.31
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Existing (2010) Conditions
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #8 Mountain Ave & Duarte Rd

\*\*\*\*\*

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

\*\*\*\*\*

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 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

-----  
 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR  
 Existing (2010) Conditions  
 PM Peak Hour  
 -----

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #1 California Ave & Central Ave

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443  
 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:

Base Vol:	69	297	0	0	371	90	0	0	0	104	187	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	297	0	0	371	90	0	0	0	104	187	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:	69	297	0	0	371	90	0	0	0	104	187	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	297	0	0	371	90	0	0	0	104	187	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:	69	297	0	0	371	90	0	0	0	104	187	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	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.95	1.71	0.34
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	1522	2737	541

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.00	0.00	0.23	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
Existing (2010) Conditions
PM Peak Hour

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

Intersection #2 Shamrock Ave & Central Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.288
Loss Time (sec): 10 Average Delay (sec/veh): 9.3
Optimal Cycle: 0 Level Of Service: A

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 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 3 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
Existing (2010) Conditions
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #3 Mountain Ave & Central Ave

\*\*\*\*\*

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

\*\*\*\*\*

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 components and their values across four directions.

Saturation Flow Module: Table with 12 columns representing saturation flow values and adjustments.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat and Crit Moves.

\*\*\*\*\*

-----  
 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR  
 Existing (2010) Conditions  
 PM Peak Hour  
 -----

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #4 California Ave & Evergreen Ave

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 36 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	333	94	129	345	0	40	395	62	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	333	94	129	345	0	40	395	62	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	333	94	129	345	0	40	395	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	333	94	129	345	0	40	395	62	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	333	94	129	345	0	40	395	62	0	0	0

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:	0.00	0.78	0.22	1.00	1.00	0.00	0.24	2.39	0.37	0.00	0.00	0.00
Final Sat.:	0	1248	352	1600	1600	0	386	3815	599	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.27	0.27	0.08	0.22	0.00	0.03	0.10	0.10	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Existing (2010) Conditions
PM Peak Hour

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

Intersection #5 Shamrock Ave & Evergreen Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 0 Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

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 and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 3 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
Existing (2010) Conditions
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #6 Mountain Ave & Evergreen Ave

\*\*\*\*\*

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

\*\*\*\*\*

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 12 columns representing different volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

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

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

\*\*\*\*\*



Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR
Existing (2010) Conditions
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #7 California Ave & Duarte Rd

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: D

\*\*\*\*\*

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 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns representing saturation flow values for various lanes and adjustments.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat and Crit Moves.

\*\*\*\*\*

-----  
 Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR  
 Existing (2010) Conditions  
 PM Peak Hour  
 -----

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #8 Mountain Ave & Duarte Rd

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.668  
 Loss Time (sec):       10                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         46                           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:

Base Vol:	35	204	76	100	231	200	255	521	119	84	281	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	204	76	100	231	200	255	521	119	84	281	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	204	76	100	231	200	255	521	119	84	281	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	204	76	100	231	200	255	521	119	84	281	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	204	76	100	231	200	255	521	119	84	281	93

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	1166	434	1600	858	742	1600	2605	595	1600	2404	796

Capacity Analysis Module:

Vol/Sat:	0.02	0.17	0.18	0.06	0.27	0.27	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 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): 0.392  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 28 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:	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:	61	363	0	0	265	61	0	0	0	60	252	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:	61	363	0	0	265	61	0	0	0	60	252	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	363	0	0	265	61	0	0	0	60	252	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:	61	363	0	0	265	61	0	0	0	60	252	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	1.80	0.77
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	687	2877	1235

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	0.09	0.09
Crit Moves:	****			****						****		

\*\*\*\*\*

Monrovia LRT Gold Line Maintenance and Operations Facility Supplemental EIR  
 Future 2012 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): 0.309  
 Loss Time (sec): 10 Average Delay (sec/veh): 9.7  
 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:	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:	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:	16	189	0	0	108	53	0	0	0	30	276	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:	16	189	0	0	108	53	0	0	0	30	276	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	189	0	0	108	53	0	0	0	30	276	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:	16	189	0	0	108	53	0	0	0	30	276	131

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.:	94	1099	0	0	813	422	0	0	0	589	893	448

Capacity Analysis Module:

Vol/Sat:	0.17	0.17	xxxx	xxxx	0.13	0.13	xxxx	xxxx	xxxx	0.05	0.31	0.29
Crit Moves:	****				****					****		
Delay/Veh:	9.7	9.6	0.0	0.0	9.2	8.8	0.0	0.0	0.0	8.9	10.3	9.6
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	9.6	0.0	0.0	9.2	8.8	0.0	0.0	0.0	8.9	10.3	9.6
LOS by Move:	A	A	*	*	A	A	*	*	*	A	B	A
ApproachDel:		9.6			9.1		xxxxxxx				10.0	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		9.6			9.1		xxxxxxx				10.0	
LOS by Appr:		A			A			*			B	
AllWayAvgQ:	0.2	0.2	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	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 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): 0.711
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 volume and adjustment factors for each bound. 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 Final Volume.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics. Rows include Vol/Sat and Crit Moves.

\*\*\*\*\*

-----  
 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 #4 California Ave & Evergreen Ave

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458  
 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:	0	0	1	0	1	0	0	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
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	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	333	64	69	256	0	88	185	47	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	333	64	69	256	0	88	185	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	333	64	69	256	0	88	185	47	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	333	64	69	256	0	88	185	47	0	0	0

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:	0.00	0.84	0.16	1.00	1.00	0.00	0.82	1.74	0.44	0.00	0.00	0.00
Final Sat.:	0	1341	259	1600	1600	0	1315	2781	704	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.25	0.25	0.04	0.16	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 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): 0.268  
 Loss Time (sec): 0 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	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:	1.02	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	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	97	12	158	30	0	134	160	9	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	97	12	158	30	0	134	160	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	97	12	158	30	0	134	160	9	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	97	12	158	30	0	134	160	9	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	0.88	1.06	0.06	0.00	0.00	0.00
Final Sat.:	0	1128	145	591	641	0	540	697	40	0	0	0

Capacity Analysis Module:

Vol/Sat:	xxxx	0.09	0.08	0.27	0.05	xxxx	0.25	0.23	0.23	xxxx	xxxx	xxxx
Crit Moves:		****		****			****					
Delay/Veh:	0.0	8.6	8.5	10.7	8.4	0.0	10.2	9.5	9.4	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	8.6	8.5	10.7	8.4	0.0	10.2	9.5	9.4	0.0	0.0	0.0
LOS by Move:	*	A	A	B	A	*	B	A	A	*	*	*
ApproachDel:		8.6			10.3			9.8		xxxxxxx		
Delay Adj:		1.00			1.00			1.00		xxxxxxx		
ApprAdjDel:		8.6			10.3			9.8		xxxxxxx		
LOS by Appr:		A			B			A			*	
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.0	0.0	0.3	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 2012 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): 0.675  
 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	4	0	3	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	391	201	313	495	0	311	254	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	495	0	311	254	181	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	391	201	313	495	0	311	254	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	495	0	311	254	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	0.15	0.00	0.19	0.08	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*