

FINAL REPORT APPENDIX

VOLUME

2

Alameda Corridor East Phase II Grade Separation Traffic Study and Concept Plans December 2011



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APPENDIX A

EXISTING CONDITIONS AT RAILROAD CROSSINGS

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Existing Conditions At-Grade Rail Crossing Locations

At-Grade Rail Crossing: I. Walnut Grove Avenue, Alhambra Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes NB, 1 lane SB • Queuing Distance: 600 ft NB, >1,000 ft SB
Railroad Flashers	• Flashers with crossing gate on right side of the road
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Walnut Grove Ave. are not retroreflective
Pavement Markings	• NB & SB – Good condition, not retroreflective • Red curb on the northeast quadrant of the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveways located on all quadrants of the crossing
Center Median Island	• Existing raised center median island immediately north of the crossing
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 2. Encinita Avenue, Alhambra Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 1 lane NB, 1 lane SB • Queuing Distance: 200 ft NB, >1,000 ft SB
Railroad Flashers	• Flashers with crossing gate on right side of the road
Traffic Control Signal	• Preempted with railroad - interconnected traffic signal
Signing	• Advanced warning signs on Encinita Ave. are not retroreflective
Pavement Markings	• NB – Good condition, not retroreflective • SB – Worn, not retroreflective • Center median curb markings are worn • Parking restrictions not clear near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveway at northeast quadrant of the crossing
Center Median Island	• Existing 2' raised center median island
Highway Grade	• Steep Crest

At-Grade Rail Crossing: 3. Lower Azusa Road, Alhambra Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes EB, 2 lanes WB • Queuing Distance: - o 350 ft NB, >1,000 ft SB
Railroad Flashers	• Flashers with crossing gate on right side of the road • Overhead flashing light structure
Traffic Control Signal	• Preempted with railroad – interconnected traffic signal
Signing	• Advanced warning signs on Lower Azusa Rd. are not retroreflective • Parking restrictions not clear near crossing
Pavement Markings	• Worn and not retroreflective
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveways located on the northwest, southwest, and southeast quadrants of the crossing
Center Median Island	• Existing 2' raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 4. Temple City Boulevard, Alhambra Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes NB, 2 lanes SB • Queuing Distance: 0 >1,000 ft NB, >1,000 ft SB
Railroad Flashers	• Flashers with crossing gate on right side of the road • Overhead flashing-light structure
Traffic Control Signal	• N/A
Signing	• Highway-rail grade crossing advance warning signs on Temple City Blvd. are not retroreflective • Northbound highway-rail grade crossing advance warning signs (W10-1) is worn
Pavement Markings	• Worn and not retroreflective
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveways located on the northwest and southeast quadrants of the crossing
Center Median Island	• No median island
Highway Grade	• Moderate Crest
Other	• Bus Stop located northwest and southeast quadrants of the crossing

At-Grade Rail Crossing: 5. Arden Drive, Alhambra Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes NB, 2 lanes SB • Queuing Distance: 0 >1,000 ft NB, >1,000 ft SB
Railroad Flashers	• Flashers with crossing gate on right side of the road • Overhead flashing-light structure
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Arden Dr. are retroreflective
Pavement Markings	• Visible, not retroreflective • Parking restrictions not clear near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveways located on all quadrants of the crossing
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 6. Tyler Avenue, Alhambra Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes NB, 2 lanes SB • Queuing Distance: - o 350 ft NB, 800 ft SB
Railroad Flashers	• Flashers with crossing gate on both sides of the road • Overhead flashing-light structure
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Tyler Ave. are retroreflective • Highway-rail grade crossing advance warning signs (W10-2) installed incorrectly on NB Tyler Ave.
Pavement Markings	• All pavement markings look new, but not retroreflective • Red curb markings on the northwest, southwest, and southeast quadrants of the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveways located on the northwest and northeast quadrants of the crossing
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 7. Cogswell Road, Alhambra Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 1 lane NB, 1 lane SB • Queuing Distance: - o 700 ft NB, 500 ft SB
Railroad Flashers	• Flashers with crossing gate on right side of the road • Flashing-light on left side of the road
Traffic Control Signal	• N/A
Signing	• NB advanced warning signs on Cogswell Rd. are not retroreflective • SB advanced warning signs on Cogswell Rd. are retroreflective
Pavement Markings	• Worn, not retroreflective • Red curb on all quadrants near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveways located on the southwest, southeast, and northeast quadrants of the crossing • Firestation dwy. (approx. 120' south of crossing)
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 8. Temple Avenue, Alhambra Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes NB, 2 lanes SB • Queuing Distance: - o 150 ft NB, 350 ft SB
Railroad Flashers	• Flashers with crossing gate on center median and right side of the road
Traffic Control Signal	• Valley Blvd. & Temple Ave. (200' from crossing) • Preempted with railroad - interconnected traffic signal
Signing	• Advanced warning signs on Temple Ave. are not retroreflective • No advanced warning signs on Railroad Ave.
Pavement Markings	• Worn, not retroreflective • Red curb on all quadrants near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Railroad Ave. (approx. 80' north of crossing) • Driveway located on the southwest quadrant of the crossing
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 9. Vineland Avenue, Alhambra Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 1 lane NB, 1 lane SB • Queuing Distance: - o 30 ft NB, >1,000 ft SB
Railroad Flashers	• Flashers with crossing gate on right side of the road
Traffic Control Signal	• Valley Blvd. & Vineland Ave. (50' from crossing) • Preempted with railroad - interconnected traffic signal
Signing	• Advanced warning signs on Vineland Ave. are not retroreflective • Advanced warning sign on WB Valley Blvd. is retroreflective • Advanced warning sign on small adjacent street is retroreflective
Pavement Markings	• Worn, not retroreflective • Red curb on all quadrants near crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Small adjacent street w/ no name (approx. 50' north) • Valley Blvd. (approx. 50' south)
Center Median Island	• No median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 10. Puente Avenue, Alhambra Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes NB, 3 lanes SB • Queuing Distance: - o 0 ft NB, >1,000 ft SB
Railroad Flashers	• Flashers with crossing gate on center median and right side of the road
Traffic Control Signal	• Valley Blvd. & Puente Ave. / Workman Mill Rd. (40' from crossing) • Pre-signal on SB Puente Ave. • Preempted with railroad - interconnected traffic signal
Signing	• Advanced warning signs on Puente Ave. are not retroreflective • Advanced warning sign on WB Valley Blvd. is retroreflective • Advanced warning signs on Workman Mill Rd. are not retroreflective
Pavement Markings	• Visible, not retroreflective • Red curb on all quadrants near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Valley Blvd. (approx. 40' south)
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 11. California Avenue, Alhambra Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 1 lane NB, 2 lanes SB • Queuing Distance: 0 0 ft NB, 850 ft SB
Railroad Flashers	• Flashers with crossing gate on right side of the road
Traffic Control Signal	• Valley Blvd. & California Ave. (40' from crossing) • Pre-signal on southbound California Ave.
Signing	• Advanced warning sign W10-3 on California Ave. is retroreflective. Highway-rail grade crossing advance warning signs (W10-1) is not retroreflective and is placed too close to the rail crossing. • Advanced warning sign on westbound Valley Blvd. is retroreflective
Pavement Markings	• Visible, not retroreflective • Red curb on all quadrants near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Valley Blvd. located approx. 40' south of crossing • Driveways located on the northeast and northwest quadrant of the crossing
Center Median Island	• No median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 12. Fullerton Road, Alhambra Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 3 lanes NB, 2 lanes SB • Queuing Distance: o 700 ft NB, 0 ft SB
Railroad Flashers	• Flashers with crossing gate on right side of the road • Overhead flashing-light structure
Traffic Control Signal	• Valley Blvd. & Fullerton Rd. (50' from crossing) • Preempted with railroad – interconnected traffic signal
Signing	• Advanced warning sign on NB Fullerton Rd. is not retroreflective • Advanced warning signs on Valley Blvd. are retroreflective
Pavement Markings	• Visible, not retroreflective • Red curb on all quadrants near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveway located on southeast quadrant of the crossing • Valley Blvd. (approx. 50' north)
Center Median Island	• No median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 13. Fairway Drive, Alhambra Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 3 lanes NB, 2 lanes SB • Queuing Distance: 0 >1,000 ft NB, 0 ft SB
Railroad Flashers	• Flashers with crossing gate on center median and right side of the road
Traffic Control Signal	• Valley Blvd. & Fairway Dr. (50' from crossing) • Pre-signal on SB Fairway Dr. • Preempted with railroad – interconnected traffic signal
Signing	• Advanced warning signs on Fairway Dr. are not retroreflective
Pavement Markings	• Visible, but not retroreflective • Red curb on all quadrants near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveway located on southwest quadrant of the crossing • Valley Blvd. (approx. 50' north)
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 14. Lemon Avenue, Alhambra Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 3 lanes NB, 2 lanes SB • Queuing Distance: 0 >1,000 ft NB, 0 ft SB
Railroad Flashers	• Flashers with crossing gate on center median and right side of the road
Traffic Control Signal	• Valley Blvd. & Lemon Ave. (50' from crossing) • Preempted with railroad – interconnected traffic signal
Signing	• Advanced warning signs on NB Lemon Ave. is not retroreflective
Pavement Markings	• Visible, but not retroreflective • Red curb on all quadrants near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveway located on southwest and southeast quadrants of the crossing • Valley Blvd. (approx. 50' north)
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 15. Brea Canyon Road, Alhambra Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 4 lanes NB, 2 lanes SB • Queuing Distance: 0 >1,000 ft NB, 100 ft SB
Railroad Flashers	• Flashers with crossing gate on center median and right side of the road • Overhead flashing-light structure
Traffic Control Signal	• Valley Blvd. & Brea Cyn. Rd. (180' from crossing) • Preempted with railroad – interconnected traffic signal
Signing	• Advanced warning signs on Brea Cyn. Rd. are not retroreflective
Pavement Markings	• Worn/visible, not retroreflective • Red curb on all quadrants near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Valley Blvd. (approx. 180' north) • Old Ranch Rd. (approx. 180' south) • Driveway located on the southeast quadrant of the crossing
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 16. Vail Avenue, Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 1 lane NB, 1 lane SB • Queuing Distance: o >1,000 ft NB, >1,000 ft SB
Railroad Flashers	• Flashers with crossing gate on right side of the road • Gate arm covered with graffiti
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Vail Ave. are not retroreflective • No warning signs for Mines Ave.
Pavement Markings	• Worn, not retroreflective • Red curb on all quadrants near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveways located on all quadrants of the crossing • Mines Ave. (approx. 60' south)
Center Median Island	• No median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 17. Maple Avenue, Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 1 lane NB, 1 lane SB • Queuing Distance: o >1,000 ft NB, >1,000 ft SB
Railroad Flashers	• Flashers with crossing gate on right side of the road • Gate arm covered with graffiti • Overhead flashing-light structure on NB direction • Flashing-light signal on left side of road
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Maple Ave. are not retroreflective
Pavement Markings	• Worn, not retroreflective • Parking restrictions not clear near crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveways located on all quadrants of the crossing
Center Median Island	• No median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 18. Greenwood Avenue, Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 1 lane NB, 1 lane SB • Queuing Distance: o 650 ft NB, 400 ft SB • Curved alignment
Railroad Flashers	• Flashers with crossing gate on right side of the road • Flashing-light signal on left side of the road • Gate arm covered with graffiti
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Greenwood Ave. are not retroreflective • No advanced warning sign for NB Greenwood Ave. • No advanced warning sign on Truck Way
Pavement Markings	• Worn, not retroreflective • Red Curb on all quadrants near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Truck Way (approx. 50' south) • Driveways located at the northwest, southwest, and southeast quadrants of the crossing
Center Median Island	• No median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 19. Montebello Boulevard, Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes NB, 2 lanes SB • Queuing Distance: o 200 ft NB, 200 ft SB
Railroad Flashers	• Flashers with crossing gate on center median and right side of the road • Gate arm covered with graffiti
Traffic Control Signal	• Olympic Blvd. & Montebello Blvd. (250' from crossing) • Montebello Blvd. & Truck Way (300' from crossing)
Signing	• Advanced warning signs on Montebello Blvd. are not retroreflective • No advanced warning signs on Roosevelt Ave.
Pavement Markings	• SB – Worn, not retroreflective • NB – New, not retroreflective
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveways located on all quadrants of the crossing • Roosevelt Ave. (approx. 60' south)
Center Median island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 20. Durfee Avenue, Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 1 lane NB, 1 lane SB • Queuing Distance: 0 600 ft NB, 550 ft SB
Railroad Flashers	• Flashers with crossing gate on right side of the road • Gate arm covered with graffiti • Pedestrian gate on northeast quadrant of the crossing
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Durfee Ave. are not retroreflective
Pavement Markings	• Good condition, not retroreflective • Red curb and/or "No Parking" signs on all quadrants of the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveways located on all quadrants of the crossing
Center Median Island	• Painted median island
Highway Grade	• Steep Crest

At-Grade Rail Crossing: 21. Rose Hills Road, Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes NB, 2 lanes SB • Queuing Distance: 0 >1,000 ft NB, 950 ft SB
Railroad Flashers	• Flashers with crossing gate on center median and right side of the road
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Rose Hills Rd. are not retroreflective
Pavement Markings	• Good condition, not retroreflective • Red curb on southwest quadrant of crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• N/A
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 22. Mission Mill Road, Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 1 lane NB, 1 lane SB • Queuing Distance: 0 >1,000 ft NB, 850 ft SB
Railroad Flashers	• Flashers with crossing gate on right side of the road
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Mission Mill Rd. are not retroreflective
Pavement Markings	• Good condition, not retroreflective • Red curb on all quadrants near the crossing
Sidewalk	• ADA Accessible on southside only
Adjacent Roadway / Driveway	• Driveway located on the northwest quadrant of the crossing
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 23. Workman Mill Road, Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes NB, 2 lanes SB • Queuing Distance: o 300 ft NB, 800 ft SB
Railroad Flashers	• Flashers with crossing gate on center median and right side of the road
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Workman Mill Rd. are not retroreflective
Pavement Markings	• Good condition, not retroreflective • Red curb on northwest, southwest, and southeast quadrants of the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveways located on all quadrants of the crossing
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 24. Turnbull Canyon Road, Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes NB, 2 lanes SB • Queuing Distance: 0 >1,000 ft NB, >1,000 ft SB
Railroad Flashers	• Flashers with crossing gate on center median and right side of the road
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Workman Mill Rd. are not retroreflective
Pavement Markings	• Good condition, not retroreflective • Red curb on all quadrants near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveway located on northeast quadrant of the crossing • Salt Lake Ave. (approx. 80' north)
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 25. Stimson Avenue, Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes NB, 2 lanes SB • Queuing Distance: - o >1,000 ft NB, >1,000 ft SB
Railroad Flashers	• Flashers with crossing gate on center median and right side of the road
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Stimson Ave. are not retroreflective
Pavement Markings	• Good condition, not retroreflective • Red curb on all quadrants near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveway located on all quadrants of the crossing
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 26. Bixby Drive, Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 1 lane NB, 1 lane SB • Queuing Distance: 0 900 ft NB, 350 ft SB
Railroad Flashers	• Flashers with crossing gate on right side of the road
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Bixby Dr. are not retroreflective
Pavement Markings	• Good condition, not retroreflective • Red curb on all quadrants near the crossing
Sidewalk	• N/A
Adjacent Roadway / Driveway	• Driveways located on northeast, southwest, and southeast quadrants of the crossing
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 27. Fullerton Road, Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 3 lanes NB, 3 lanes SB • Queuing Distance: - o 150 ft NB, 0 ft SB
Railroad Flashers	• Flashers with crossing gate on center median and right side of the road
Traffic Control Signal	• Fullerton Rd. & Railroad St. (30' from crossing) • Pre-signal on NB Fullerton Rd.
Signing	• Advanced warning signs on Fullerton Rd. are not retroreflective • Highway-rail grade crossing advance warning sign (W10-1) on EB Railroad St. at intersection not retroreflective • No advanced warning on WB Railroad St.
Pavement Markings	• Good condition, not retroreflective • Red curb on all quadrants near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Railroad St. (approx. 30' north) • Driveway located on the southeast quadrant of the crossing
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 28. Fairway Drive, Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes NB, 2 lanes SB • Queuing Distance: - o 250 ft NB, 250 ft SB
Railroad Flashers	• Flashers with crossing gate on center median right side of the road
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Fairway Dr. are not retroreflective
Pavement Markings	• Good condition, not retroreflective • Red curb on all quadrants near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Driveways located on the northwest, northeast, and southwest quadrants of the crossing
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 29. Lemon Avenue, Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes NB, 2 lanes SB • Queuing Distance: - o 120 ft NB, 800 ft SB
Railroad Flashers	• Flashers with crossing gate on center median right side of the road
Traffic Control Signal	• Lemon Ave. & Lycoming St. (180' south of crossing)
Signing	• Advanced warning signs on SB Lemon Ave. is not retroreflective • No advanced warning signs on NB Lemon Ave.
Pavement Markings	• NB – new, not retroreflective • SB – good condition, not retroreflective • Red curb marking on northwest and northeast quadrants of the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• Lycoming St. (approx. 180' south)
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 30. Hamilton Boulevard, Alhambra/Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes NB, 2 lanes SB • Queuing Distance: - o 250 ft NB, >1,000 ft SB
Railroad Flashers	• Flashers with crossing gates on all sides of the road • Overhead flashing-light structure
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Hamilton Blvd. are not retroreflective • Advanced warning signs on 1st St. are retroreflective
Pavement Markings	• Worn, not retroreflective • Parking restrictions not clear near crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• 1st St. (approx. 20' south) • Driveways located on the northwest and northeast quadrants of the crossing
Center Median Island	• No median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 31. Park Avenue, Alhambra/Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 1 lane NB, 1 lane SB • Queuing Distance: - o 300 ft NB, 500 ft SB
Railroad Flashers	• Flashers with crossing gates on all sides of the road
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Park Ave. are not retroreflective • Advanced warning signs on 1st St. are retroreflective
Pavement Markings	• Worn, not retroreflective • Parking restrictions not clear near crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• 1st St. (approx. 20' south)
Center Median island	• NB – no median island • SB – existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 32. Main Street, Alhambra/Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 1 lane NB, 1 lane SB • Queuing Distance: - o 600 ft NB, 500 ft SB
Railroad Flashers	• Flashers with crossing gates on all sides of the road
Traffic Control Signal	• N/A
Signing	• Advanced warning signs on Main St. are not retroreflective • Advanced warning signs on 1st St. are retroreflective
Pavement Markings	• Worn, not retroreflective • No parking restrictions near crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• 1st St. (approx. 20' south) • Driveway located on northeast quadrant of the crossing
Center Median Island	• No median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 33. Palomares Street, Alhambra/Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 1 lane NB, 1 lane SB • Queuing Distance: - o 600 ft NB, 500 ft SB
Railroad Flashers	• Flashers with crossing gates on all sides of the road
Traffic Control Signal	• Pre-signal SB Palomares St. • Palomares St. & 1st St. (20' from crossing) • Preempted with railroad – interconnected traffic signal
Signing	• Advanced warning signs on Main St. are not retroreflective • Advanced warning signs on 1st St. are retroreflective
Pavement Markings	• Worn, not retroreflective • Northbound “RR” pavement marking too far from the crossing • Red curb on northwest and northeast quadrants near the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• 1st St. (approx. 20' south)
Center Median Island	• NB – no median island • SB – existing raised center median island
Highway Grade	• Moderate Crest

At-Grade Rail Crossing: 34. San Antonio Avenue, Alhambra/Los Angeles Subdivision

Rail Crossing Feature	Existing Condition
Railroad Crossing Geometry	• 2 lanes NB, 2 lanes SB • Queuing Distance: 0 >1,000 ft NB, >1,000 ft SB
Railroad Flashers	• Flashers with crossing gates on all sides of the road
Traffic Control Signal	• Pre-signal on SB San Antonio Ave. • San Antonio Ave. & 1st St. (20' from crossing) • Preempted with railroad – interconnected traffic signal
Signing	• Advanced warning signs on Main St. are not retroreflective • Advanced warning signs on 1st St. are retroreflective
Pavement Markings	• Worn, not retroreflective • Red curb marking on northwest quadrant of the crossing
Sidewalk	• ADA Accessible
Adjacent Roadway / Driveway	• 1st St. (approx. 20' south)
Center Median Island	• Existing raised center median island
Highway Grade	• Moderate Crest

APPENDIX B

DATA COLLECTION PROCESS AND ACTIVITIES

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DATA COLLECTION PROCESS AND ACTIVITIES

Existing railroad activity and vehicular traffic counts were collected at all 34 at-grade crossings in order to ensure the use of the most current traffic data for this study. Count data were collected through video recordings to determine the current number and type of rail traffic as well as vehicular traffic activities. The video recordings were collected in September 2009 and covered a 24-hour period at each crossing location during weekdays. Types of rail traffic activity included freight, Amtrak and Metrolink trains. The video recordings also identified blockages due to rail switching and maintenance activities. Figures B-1 through B-6 show the number and type of rail activities (i.e. Freight trains, Amtrak, Metrolink, Switching Activities, Maintenance Trucks, Total Daily Railroad Events) at the 34 at-grade crossing locations on the days the data was collected. It should be noted that vehicular traffic counts for the Walnut Grove Avenue crossing were based on tube counts conducted in May 2010. Rail traffic and activity data for the Encinita Avenue crossing was assumed for the Walnut Grove Avenue crossing. The vehicle count data sheets are found in Appendix F.

As shown in Figure B-1, the number of daily freight trains along the Alhambra Subdivision crossings is fewer than the number of daily freight trains along the Los Angeles Subdivision crossings. Of the 34 at-grade crossings, the 5 crossings located in the City of Pomona have the highest number of daily freight trains.

The number of daily freight trains at the Temple Avenue and Stimson Avenue crossings was observed to be higher than the number of daily freight trains at their adjacent crossings. These two crossings are located near a railroad junction adjacent to a rail yard where trains can enter or depart the Alhambra and Los Angeles Subdivisions. For this reason, several trains were observed to pass through these crossings in one direction and then pass through the same crossing in the opposite direction. For example, some trains passed through Turnbull Canyon Road and Stimson Avenue, and then into the yard, or traveled in the reverse route. Some trains also passed through Bixby Drive and then Stimson Avenue, then back across Stimson Avenue again (double counted), then into the yard, or traveled in the reverse route.

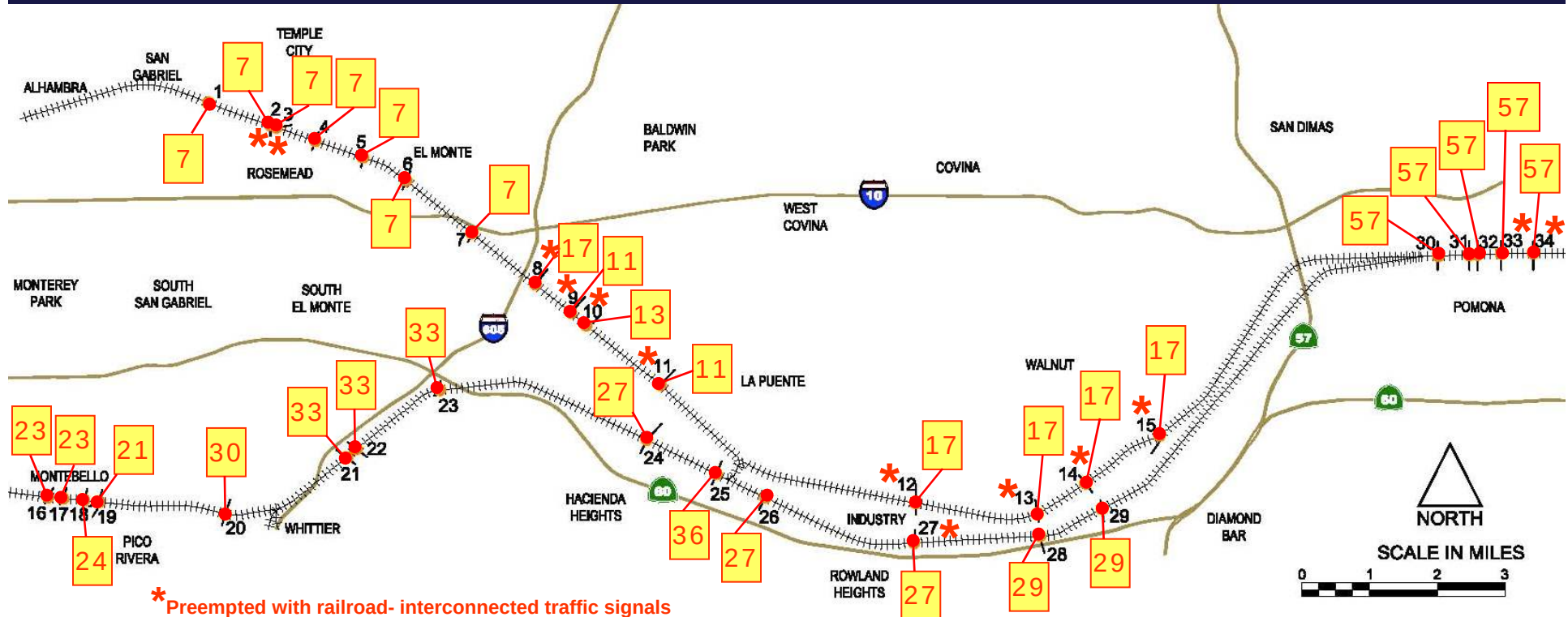
Figure B-2 shows that two Amtrak trains travel along the Alhambra Subdivision. Amtrak runs between Union Station in Downtown Los Angeles and New Orleans on Wednesdays, Fridays, and Sundays. For Metrolink activity, as many as 38 trains per day travel through the at-grade crossings at Tyler Avenue, Cogswell Road and Temple Avenue on their own tracks alongside the Alhambra Subdivision. Twelve Metrolink trains per day travel along the Los Angeles Subdivision. The daily number of Metrolink trains is shown in Figure B-3.

For switching and maintenance activities at the crossings, the number of daily events varies from location to location. As shown in Figure B-4, the number of switching activities at the crossings is generally low (4 activities or less), except at the Vail Avenue crossing in the City of Montebello where 7 switching activities were observed, at the Maple Avenue crossing also in the City of Montebello where 8 switching activities were observed, and at the Hamilton Boulevard, Park Avenue, Main Street and Palomares Street crossings in Pomona where between 6 and 10 switching activities were observed.

For maintenance activities, the number of daily events at each at-grade crossing ranges between 0 and 3, as shown in Figure B-5. The summation of the rail traffic activities and the switching and maintenance activities is shown in Figure B-6.

FIGURE B-1 EXISTING 2009 RAIL TRAFFIC VOLUMES

● X Daily Number of Freight Trains



* Preempted with railroad- interconnected traffic signals

UPRR Alhambra Subdivision Grade Crossings

- 1) Walnut Grove Ave., LA County/Rosemead
- 2) Encinita Ave., Temple City/Rosemead
- 3) Lower Azusa Rd., Temple City/Rosemead
- 4) Temple City Blvd., El Monte/Rosemead
- 5) Arden Dr., El Monte
- 6) Tyler Ave., El Monte
- 7) Cogswell Rd., El Monte
- 8) Temple Ave., Industry/LA County
- 9) Vineland Ave., Industry/LA County
- 10) Puente Ave., Industry/LA County
- 11) California Ave., Industry/LA County
- 12) Fullerton Rd., Industry/LA County
- 13) Fairway Dr., Industry/Walnut
- 14) Lemon Ave., Industry/Walnut
- 15) Brea Canyon Rd., Industry/Walnut

UPRR LA Subdivision Grade Crossings

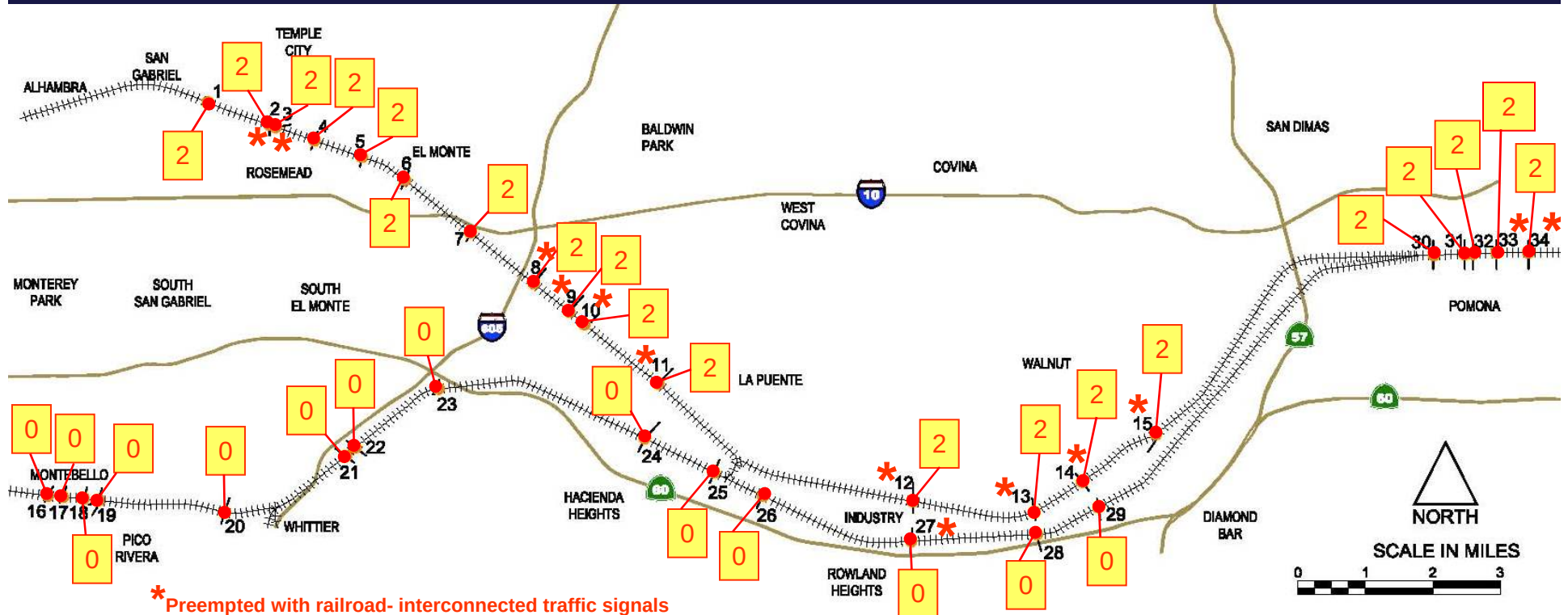
- 16) Vail Ave., Montebello
- 17) Maple Ave., Montebello
- 18) Greenwood Ave., Montebello
- 19) Montebello Blvd., Montebello
- 20) Durfee Ave., Pico Rivera
- 21) Rose Hills Rd., Industry/LA County
- 22) Mission Mill Rd., Industry/LA County
- 23) Workman Mill Rd., Industry/LA County
- 24) Turnbull Canyon Rd., Industry/LA County
- 25) Stimson Ave., Industry
- 26) Bixby Dr., Industry
- 27) Fullerton Rd., Industry
- 28) Fairway Dr., Industry/LA County
- 29) Lemon Ave., Industry/Diamond Bar

Both Subdivision Grade Crossings (Downtown Pomona)

- 30) Hamilton Blvd., Pomona
- 31) Park Ave., Pomona
- 32) Main St., Pomona
- 33) Palomares St., Pomona
- 34) San Antonio Ave., Pomona

FIGURE B-2 EXISTING 2009 RAIL TRAFFIC VOLUMES

● X Daily Number of Amtrak



* Preempted with railroad- interconnected traffic signals

UPRR Alhambra Subdivision Grade Crossings

- 1) Walnut Grove Ave., LA County/Rosemead
- 2) Encinita Ave., Temple City/Rosemead
- 3) Lower Azusa Rd., Temple City/Rosemead
- 4) Temple City Blvd., El Monte/Rosemead
- 5) Arden Dr., El Monte
- 6) Tyler Ave., El Monte
- 7) Cogswell Rd., El Monte
- 8) Temple Ave., Industry/LA County
- 9) Vineland Ave., Industry/LA County
- 10) Puente Ave., Industry/LA County
- 11) California Ave., Industry/LA County
- 12) Fullerton Rd., Industry/LA County
- 13) Fairway Dr., Industry/Walnut
- 14) Lemon Ave., Industry/Walnut
- 15) Brea Canyon Rd., Industry/Walnut

UPRR LA Subdivision Grade Crossings

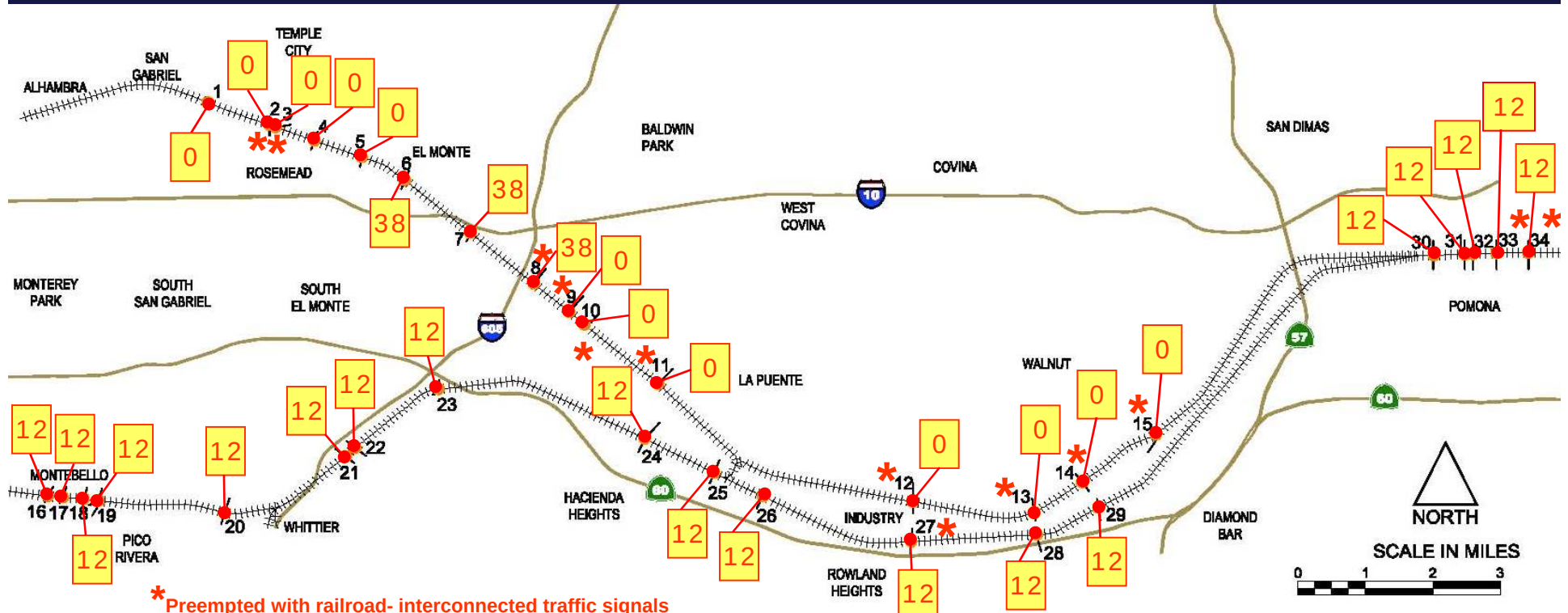
- 16) Vail Ave., Montebello
- 17) Maple Ave., Montebello
- 18) Greenwood Ave., Montebello
- 19) Montebello Blvd., Montebello
- 20) Durfee Ave., Pico Rivera
- 21) Rose Hills Rd., Industry/LA County
- 22) Mission Mill Rd., Industry/LA County
- 23) Workman Mill Rd., Industry/LA County
- 24) Turnbull Canyon Rd., Industry/LA County
- 25) Stimson Ave., Industry
- 26) Bixby Dr., Industry
- 27) Fullerton Rd., Industry
- 28) Fairway Dr., Industry/LA County
- 29) Lemon Ave., Industry/Diamond Bar

Both Subdivision Grade Crossings (Downtown Pomona)

- 30) Hamilton Blvd., Pomona
- 31) Park Ave., Pomona
- 32) Main St., Pomona
- 33) Palomares St., Pomona
- 34) San Antonio Ave., Pomona

FIGURE B-3 EXISTING 2009 RAIL TRAFFIC VOLUMES

● X Daily Number of Metrolink



* Preempted with railroad- interconnected traffic signals

UPRR Alhambra Subdivision Grade Crossings

- 1) Walnut Grove Ave., LA County/Rosemead
- 2) Encinita Ave., Temple City/Rosemead
- 3) Lower Azusa Rd., Temple City/Rosemead
- 4) Temple City Blvd., El Monte/Rosemead
- 5) Arden Dr., El Monte
- 6) Tyler Ave., El Monte
- 7) Cogswell Rd., El Monte
- 8) Temple Ave., Industry/LA County
- 9) Vineland Ave., Industry/LA County
- 10) Puente Ave., Industry/LA County
- 11) California Ave., Industry/LA County
- 12) Fullerton Rd., Industry/LA County
- 13) Fairway Dr., Industry/Walnut
- 14) Lemon Ave., Industry/Walnut
- 15) Brea Canyon Rd., Industry/Walnut

UPRR LA Subdivision Grade Crossings

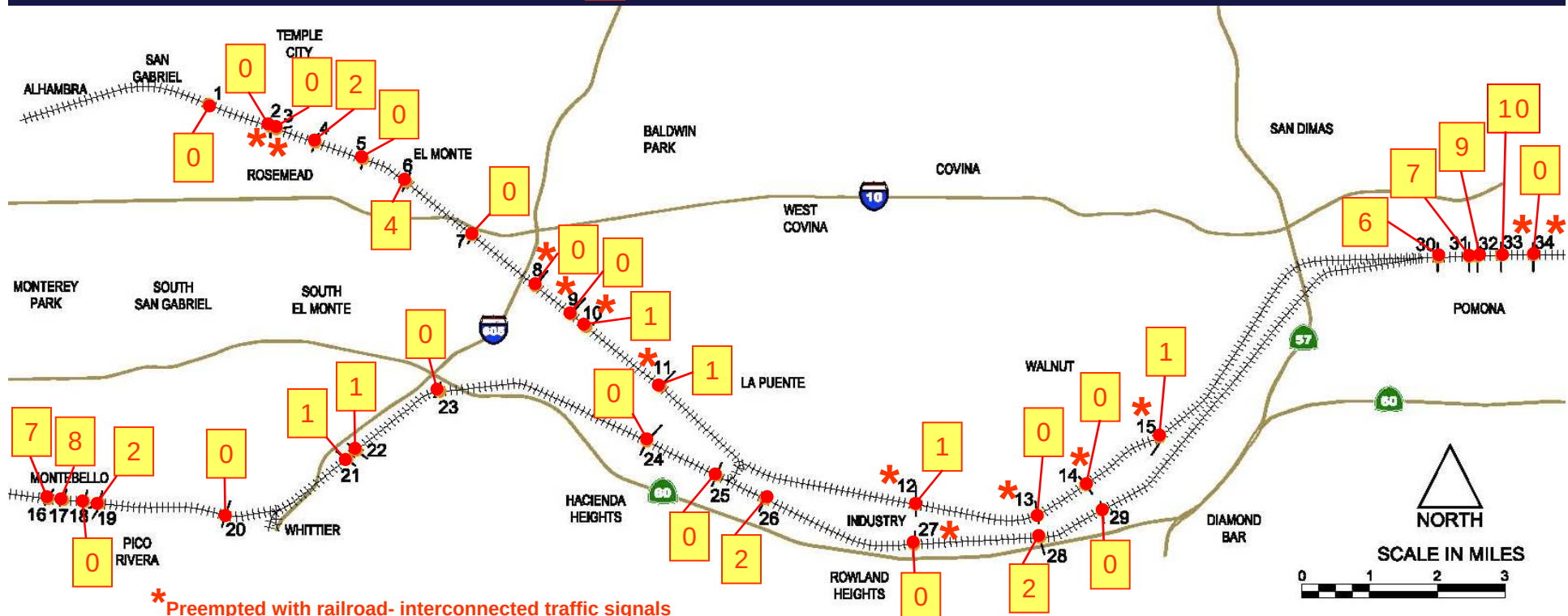
- 16) Vail Ave., Montebello
- 17) Maple Ave., Montebello
- 18) Greenwood Ave., Montebello
- 19) Montebello Blvd., Montebello
- 20) Durfee Ave., Pico Rivera
- 21) Rose Hills Rd., Industry/LA County
- 22) Mission Mill Rd., Industry/LA County
- 23) Workman Mill Rd., Industry/LA County
- 24) Turnbull Canyon Rd., Industry/LA County
- 25) Stimson Ave., Industry
- 26) Bixby Dr., Industry
- 27) Fullerton Rd., Industry
- 28) Fairway Dr., Industry/LA County
- 29) Lemon Ave., Industry/Diamond Bar

Both Subdivision Grade Crossings (Downtown Pomona)

- 30) Hamilton Blvd., Pomona
- 31) Park Ave., Pomona
- 32) Main St., Pomona
- 33) Palomares St., Pomona
- 34) San Antonio Ave., Pomona

FIGURE B-4 EXISTING 2009 RAIL TRAFFIC VOLUMES

● X Daily Number of Switching Activities



* Preempted with railroad- interconnected traffic signals

UPRR Alhambra Subdivision Grade Crossings

- 1) Walnut Grove Ave., LA County/Rosemead
- 2) Encinita Ave., Temple City/Rosemead
- 3) Lower Azusa Rd., Temple City/Rosemead
- 4) Temple City Blvd., El Monte/Rosemead
- 5) Arden Dr., El Monte
- 6) Tyler Ave., El Monte
- 7) Cogswell Rd., El Monte
- 8) Temple Ave., Industry/LA County
- 9) Vineland Ave., Industry/LA County
- 10) Puente Ave., Industry/LA County
- 11) California Ave., Industry/LA County
- 12) Fullerton Rd., Industry/LA County
- 13) Fairway Dr., Industry/Walnut
- 14) Lemon Ave., Industry/Walnut
- 15) Brea Canyon Rd., Industry/Walnut

UPRR LA Subdivision Grade Crossings

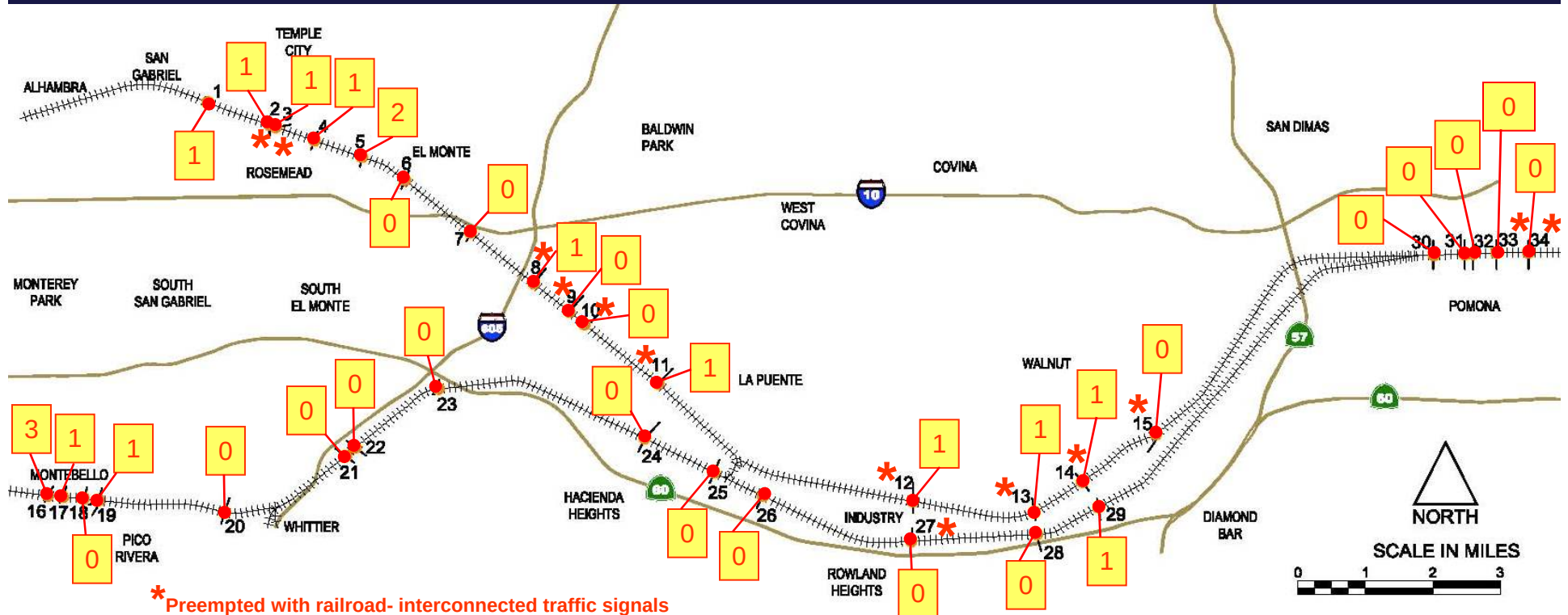
- 16) Vail Ave., Montebello
- 17) Maple Ave., Montebello
- 18) Greenwood Ave., Montebello
- 19) Montebello Blvd., Montebello
- 20) Durfee Ave., Pico Rivera
- 21) Rose Hills Rd., Industry/LA County
- 22) Mission Mill Rd., Industry/LA County
- 23) Workman Mill Rd., Industry/LA County
- 24) Turnbull Canyon Rd., Industry/LA County
- 25) Stimson Ave., Industry
- 26) Bixby Dr., Industry
- 27) Fullerton Rd., Industry
- 28) Fairway Dr., Industry/LA County
- 29) Lemon Ave., Industry/Diamond Bar

Both Subdivision Grade Crossings (Downtown Pomona)

- 30) Hamilton Blvd., Pomona
- 31) Park Ave., Pomona
- 32) Main St., Pomona
- 33) Palomares St., Pomona
- 34) San Antonio Ave., Pomona

FIGURE B-5 EXISTING 2009 RAIL TRAFFIC VOLUMES

● X Daily Number of Maintenance Trucks



* Preempted with railroad- interconnected traffic signals

UPRR Alhambra Subdivision Grade Crossings

- 1) Walnut Grove Ave., LA County/Rosemead
- 2) Encinita Ave., Temple City/Rosemead
- 3) Lower Azusa Rd., Temple City/Rosemead
- 4) Temple City Blvd., El Monte/Rosemead
- 5) Arden Dr., El Monte
- 6) Tyler Ave., El Monte
- 7) Cogswell Rd., El Monte
- 8) Temple Ave., Industry/LA County
- 9) Vineland Ave., Industry/LA County
- 10) Puente Ave., Industry/LA County
- 11) California Ave., Industry/LA County
- 12) Fullerton Rd., Industry/LA County
- 13) Fairway Dr., Industry/Walnut
- 14) Lemon Ave., Industry/Walnut
- 15) Brea Canyon Rd., Industry/Walnut

UPRR LA Subdivision Grade Crossings

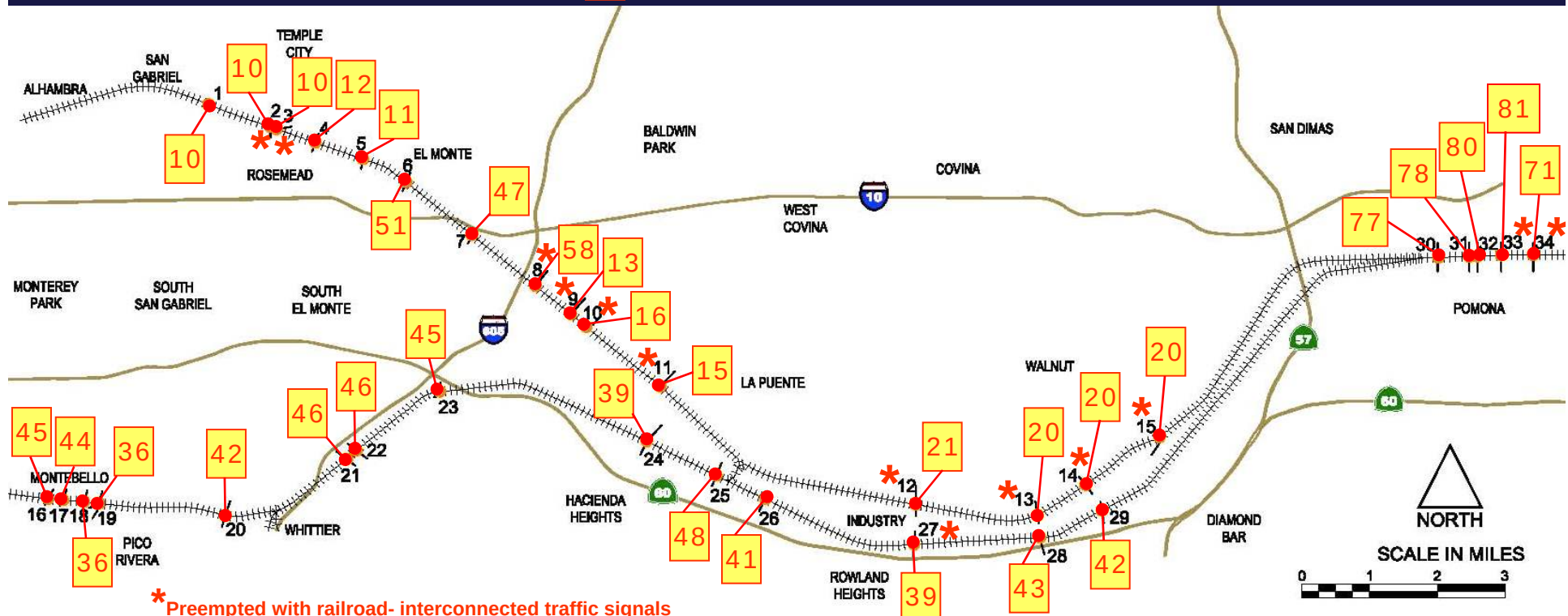
- 16) Vail Ave., Montebello
- 17) Maple Ave., Montebello
- 18) Greenwood Ave., Montebello
- 19) Montebello Blvd., Montebello
- 20) Durfee Ave., Pico Rivera
- 21) Rose Hills Rd., Industry/LA County
- 22) Mission Mill Rd., Industry/LA County
- 23) Workman Mill Rd., Industry/LA County
- 24) Turnbull Canyon Rd., Industry/LA County
- 25) Stimson Ave., Industry
- 26) Bixby Dr., Industry
- 27) Fullerton Rd., Industry
- 28) Fairway Dr., Industry/LA County
- 29) Lemon Ave., Industry/Diamond Bar

Both Subdivision Grade Crossings (Downtown Pomona)

- 30) Hamilton Blvd., Pomona
- 31) Park Ave., Pomona
- 32) Main St., Pomona
- 33) Palomares St., Pomona
- 34) San Antonio Ave., Pomona

FIGURE B-6 EXISTING 2009 RAIL TRAFFIC VOLUMES

 **X** Total Daily Railroad Events



UPRR Alhambra Subdivision Grade Crossings

- 1) Walnut Grove Ave., LA County/Rosemead
- 2) Encinita Ave., Temple City/Rosemead
- 3) Lower Azusa Rd., Temple City/Rosemead
- 4) Temple City Blvd., El Monte/Rosemead
- 5) Arden Dr., El Monte
- 6) Tyler Ave., El Monte
- 7) Cogswell Rd., El Monte
- 8) Temple Ave., Industry/LA County
- 9) Vineland Ave., Industry/LA County
- 10) Puente Ave., Industry/LA County
- 11) California Ave., Industry/LA County
- 12) Fullerton Rd., Industry/LA County
- 13) Fairway Dr., Industry/Walnut
- 14) Lemon Ave., Industry/Walnut
- 15) Brea Canyon Rd., Industry/Walnut

UPRR LA Subdivision Grade Crossings

- 16) Vail Ave., Montebello
- 17) Maple Ave., Montebello
- 18) Greenwood Ave., Montebello
- 19) Montebello Blvd., Montebello
- 20) Durfee Ave., Pico Rivera
- 21) Rose Hills Rd., Industry/LA County
- 22) Mission Mill Rd., Industry/LA County
- 23) Workman Mill Rd., Industry/LA County
- 24) Turnbull Canyon Rd., Industry/LA County
- 25) Stimson Ave., Industry
- 26) Bixby Dr., Industry
- 27) Fullerton Rd., Industry
- 28) Fairway Dr., Industry/LA County
- 29) Lemon Ave., Industry/Diamond Bar

Both Subdivision Grade Crossings (Downtown Pomona)

- 30) Hamilton Blvd., Pomona
- 31) Park Ave., Pomona
- 32) Main St., Pomona
- 33) Palomares St., Pomona
- 34) San Antonio Ave., Pomona

For the motor vehicular traffic data at the 34 railroad crossings, the traffic volumes were categorized under five vehicle types: school buses, public buses, 4-axle trucks, hazardous material trucks and other vehicles (all vehicles excluding school and public buses, 4-axle trucks and hazardous material trucks). Traffic volumes for each type of vehicle were documented in 15-minute increments and in each direction. It is important to note that the traffic counts on Puente Avenue at the Alhambra Subdivision crossing were collected when the adjacent railroad crossing at Sunset Avenue was closed due to construction activities. Due to traffic diversions caused by the closure, the traffic counts at Puente Avenue were higher than normal. The vehicle count data sheets are found in Appendix F. Table B-1 and Figure B-7 summarizes the total number of daily traffic volumes at the study crossings.

In addition to the collection of both rail and vehicular traffic activities, the video recordings also captured the duration of the blockage events at the 34 at-grade crossing locations. As noted previously, the video recordings were collected for a 24-hour period. Through the recordings, the precise time when each of the blockage events began and when the blockage events ended was observed. The summation of all the blockage event periods is used in the determination of the CPUC Priority List Ranking. The blockage durations were also used in the vehicular delay analysis at the 34 at-grade crossing locations.

It was observed that 8 at-grade crossing locations experienced abnormally long gate blockage time on the days when the data were collected. These atypical blockage events were closely examined by revisiting the video recording. The observations are summarized in Table B-2. As shown, these long blockage events were usually caused by slow-moving or stalled freight trains at the crossings. Most motorists stopped at these crossings during an abnormally long blockage time would likely take a detour route to get to their destination if a grade-separated roadway was nearby. To account for these detouring motorists, the duration of atypical long blockage events were reduced. For both the existing and future delay analyses, the maximum blockage time was assumed to be 3 minutes (2 minutes of normal tolerance waiting in the queue and 1 minute to maneuver out of the queue) plus the detour travel time to get to the other side of the tracks at an average of 20 mph. The adjusted blockage times were used in motor vehicle delay calculations that reflect both stopped delay at the grade crossing and the delay encountered by motorists forced to take a circuitous detour. The adjusted blockage times were also used in the determination of the CPUC Priority List Ranking.

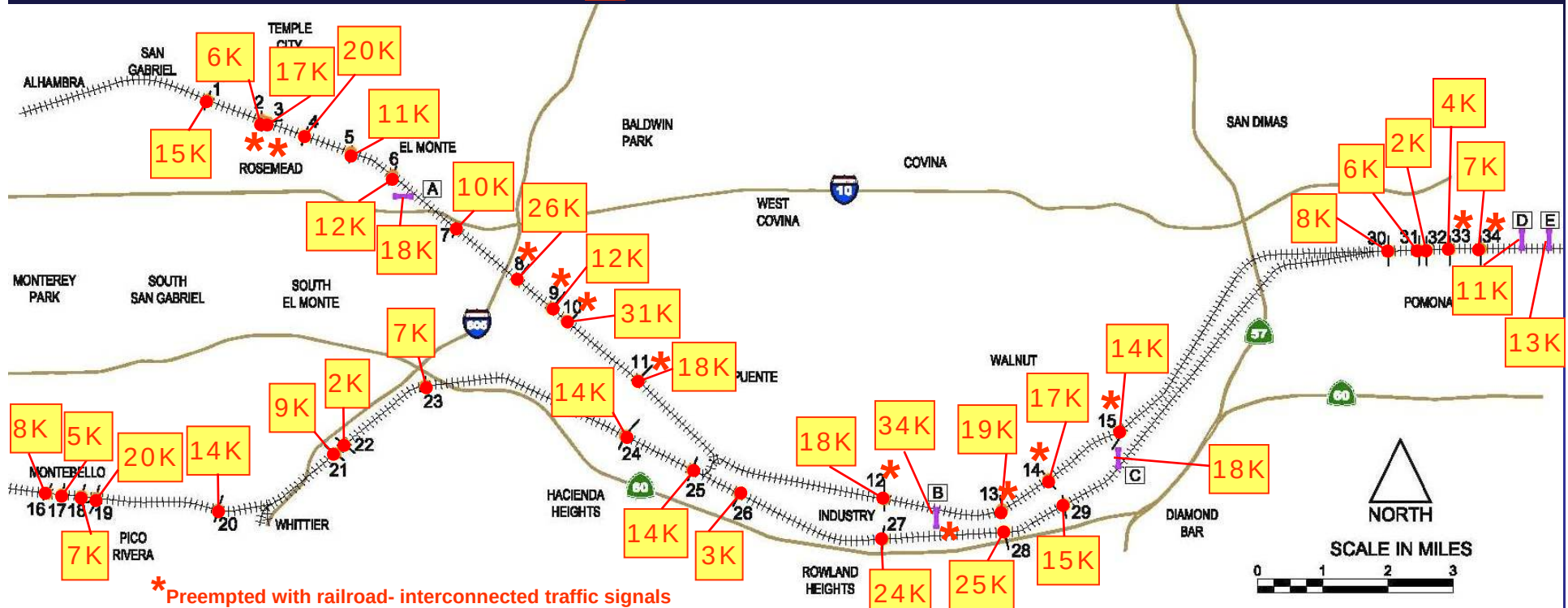
Furthermore, 13 of the 34 at-grade crossings are located immediately adjacent to or in close proximity to an intersection traffic signal. The video recordings also captured traffic signal operations during preemption, such as cross street movements during limited service phases and the alternations of phase sequences after passage of trains through the 13 crossings. This information was used to develop a more comprehensive delay methodology for the at-grade crossings with traffic signal system preemption. The 13 crossings that are preempted with railroad interconnected traffic signals are identified in Table B-1.

Existing vehicular turning volumes through manual counts were collected in September 2009 at 13 signalized intersections located immediately adjacent to the at-grade crossings that are preempted with railroad interconnected traffic signals. The counts were collected during the AM peak period from 6:00 AM to 9:00 AM and during the PM peak period from 4:00 PM to 7:00 PM on a weekday. Peak-hour volumes for each intersection were then determined individually based on the combined four highest-volume, consecutive 15-minute periods for all vehicular movements at the intersection within the 3-hour peak period. The manual counts were used as supplemental data in order to develop a comprehensive delay methodology that takes into account preemption activities. The manual intersection traffic count worksheets are shown in Appendix F.

Figure B-7 depicts daily traffic counts at five locations requested by the Authority, in addition to the 34 study crossings. These counts were collected using traditional air hose technology rather than video recordings. The count sheets are included in Appendix F.

FIGURE B-7 EXISTING 2009 VEHICULAR TRAFFIC VOLUMES

 **X** Daily Number of Vehicles



* Preempted with railroad- interconnected traffic signals

UPRR Alhambra Subdivision Grade Crossings

- 1) Walnut Grove Ave., LA County/Rosemead
- 2) Encinita Ave., Temple City/Rosemead
- 3) Lower Azusa Rd., Temple City/Rosemead
- 4) Temple City Blvd., El Monte/Rosemead
- 5) Arden Dr., El Monte
- 6) Tyler Ave., El Monte
- 7) Cogswell Rd., El Monte
- 8) Temple Ave., Industry/LA County
- 9) Vineland Ave., Industry/LA County
- 10) Puente Ave., Industry/LA County
- 11) California Ave., Industry/LA County
- 12) Fullerton Rd., Industry/LA County
- 13) Fairway Dr., Industry/Walnut
- 14) Lemon Ave., Industry/Walnut
- 15) Brea Canyon Rd., Industry/Walnut

UPRR LA Subdivision Grade Crossings

- 16) Vail Ave., Montebello
- 17) Maple Ave., Montebello
- 18) Greenwood Ave., Montebello
- 19) Montebello Blvd., Montebello
- 20) Durfee Ave., Pico Rivera
- 21) Rose Hills Rd., Industry/LA County
- 22) Mission Mill Rd., Industry/LA County
- 23) Workman Mill Rd., Industry/LA County
- 24) Turnbull Canyon Rd., Industry/LA County
- 25) Stimson Ave., Industry
- 26) Bixby Dr., Industry
- 27) Fullerton Rd., Industry
- 28) Fairway Dr., Industry/LA County
- 29) Lemon Ave., Industry/Diamond Bar

Both Subdivision Grade Crossings (Downtown Pomona)

- 30) Hamilton Blvd., Pomona
- 31) Park Ave., Pomona
- 32) Main St., Pomona
- 33) Palomares St., Pomona
- 34) San Antonio Ave., Pomona

Additional Street Segments (Taken on 1/28/2010)

A) Ramona Blvd., btw Cypress Ave. & Railroad Tracks, El Monte	12K
B) Nogales St., btw Valley Blvd. & Arenth Ave., Rowland Heights	14K
C) Brea Canyon Rd., btw Currier Rd. & Railroad Tracks, Walnut	14K
D) Reservoir St., btw Price Ave. & Railroad Tracks, Pomona	11K
E) East End St., btw Price Ave. & Railroad Tracks, Pomona	4K

Table B-1
Existing Daily Vehicular Traffic Volumes

No.	Street	Subdivision Crossing	Daily Traffic
1	Walnut Grove Ave	Alhambra	14,987
2	Encinita Ave *	Alhambra	6,239
3	Lower Azusa Rd *	Alhambra	17,007
4	Temple City Blvd	Alhambra	20,397
5	Arden Dr	Alhambra	10,800
6	Tyler Ave	Alhambra	11,504
7	Cogswell Rd	Alhambra	9,838
8	Temple Ave *	Alhambra	26,437
9	Vineland Ave *	Alhambra	12,266
10	Puente Ave *	Alhambra	31,073
11	California Ave *	Alhambra	18,344
12	Fullerton Rd *	Alhambra	17,865
13	Fairway Dr *	Alhambra	19,384
14	Lemon Ave *	Alhambra	16,785
15	Brea Canyon Rd *	Alhambra	14,063
16	Vail Ave	Los Angeles	7,730
17	Maple Ave	Los Angeles	5,436
18	Greenwood Ave	Los Angeles	7,120
19	Montebello Blvd	Los Angeles	20,108
20	Durfee Ave	Los Angeles	13,658
21	Rose Hills Rd	Los Angeles	9,244
22	Mission Mill Rd	Los Angeles	2,131
23	Workman Mill Rd	Los Angeles	7,482
24	Turnbull Canyon Rd	Los Angeles	14,134
25	Stimson Ave	Los Angeles	14,405
26	Bixby Dr	Los Angeles	2,902
27	Fullerton Rd *	Los Angeles	23,716
28	Fairway Dr	Los Angeles	24,801
29	Lemon Ave	Los Angeles	14,737
30	Hamilton Blvd	Alhambra/Los Angeles	7,822
31	Park Ave	Alhambra/Los Angeles	5,533
32	Main St	Alhambra/Los Angeles	1,532
33	Palomares St *	Alhambra/Los Angeles	3,774
34	San Antonio Ave *	Alhambra/Los Angeles	6,728

* Preempted by railroad interconnected to traffic signal system.

Table B-2
At-Grade Railroad Crossings Where Blockage Time was Reduced

#	Crossing	Street Name	Subdivision	Day of Week	Start of Blockage Event	Duration of Blockage Event (Minutes)	Blockage Time Reduced To	Reason
12	753601N	Fullerton Rd	Alhambra	9/1/2009 (Tues)	20:05:39	13.9	13.5 minutes	One slow-moving freight train
20	811219R	Durfee Ave	Los Angeles	9/3/2009 (Thurs)	0:55:01	41.3	6.75 minutes	One freight train stopped three times
					12:34:30	15.1		One slow-moving freight train
23	811063U	Workman Mill Rd	Los Angeles	9/3/2009 (Thurs)	18:43:55	14.1	9.75 minutes	One freight train moving slow and stopped two times
30	746925Y	Hamilton Blvd	Alhambra/Los Angeles	9/3/2009 (Thurs)	8:44:09	7.6	4.5 minutes	Two freight trains and one metrolink train overlapped
					13:27:36	7.3		Two freight trains overlapped
31	746927M	Park Ave	Alhambra/Los Angeles	9/3/2009 (Thurs)	0:03:48	33.0	4.5 minutes	One freight train stopped approx 27 mins, then it travelled in opposite direction
					2:45:05	50.6		One freight train stopped approx 45 mins, then it travelled in opposite direction
					6:46:31	5.4		One freight train and one metrolink train overlapped
					13:24:34	6.2		Two freight trains overlapped
					18:18:38	7.1		Two freight trains overlapped
32	746928U	Main St	Alhambra/Los Angeles	9/3/2009 (Thurs)	0:02:30	34.3	4.5 minutes	Same train as Park Ave 0:03:48
					2:44:25	51.1		Same train as Park Ave 2:45:05
					5:08:21	4.8		One slow-moving freight train
					6:45:41	5.4		Two freight trains and one metrolink train overlapped
					8:43:50	8.2		One freight train and one metrolink train overlapped
					13:24:15	6.5		One slow-moving freight train
					15:08:28	11.2		One freight train stopped approx 4 mins
					16:02:15	5.0		One slow-moving freight train
					18:18:09	7.3		Two freight trains overlapped
33	746930V	Palomares St	Alhambra/Los Angeles	9/3/2009 (Thurs)	0:00:00	34.9	6.0 minutes	Same train as Park Ave 0:03:48
					2:32:50	6.3		One slow-moving freight train
					2:40:11	53.3		Same train as Park Ave 2:45:05
					6:40:50	6.6		One freight train and one metrolink train overlapped
					12:33:29	18.8		One freight train stopped approx 11 mins
					13:19:20	6.2		One slow-moving freight train
					15:06:23	12.2		Same train as Main St 15:08:28
34	746932J	San Antonio Ave	Alhambra/Los Angeles	9/3/2009 (Thurs)	0:36:49	6.0	4.5 minutes	One slow-moving freight train
					2:36:23	10.9		Two freight trains overlapped, with the second train stopped
					6:43:44	5.6		One freight train and one metrolink train overlapped
					13:42:42	5.6		One slow-moving freight train

APPENDIX C

SCAG'S TRAFFIC GROWTH FORECASTS

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SCAG's TRAFFIC GROWTH FORECASTS

Table C-1: Passenger Car Traffic Volume Summary

Subarea/Location		Passenger Cars															Annual Growth Rate
		Year 2008					Year 2035					Growth Rate 2008-2035					
		AM	MD	PM	NT	Total	AM	MD	PM	NT	Total	AM	MD	PM	NT	Total	
Montebello	Vail Ave / Olympic Blvd	857	1259	1366	550	4032	890	1427	1533	625	4475	4%	13%	12%	14%	11%	0.30%
	Greenwood Ave / Olympic Blvd	1398	1341	3514	445	6698	1491	1629	3650	502	7272	7%	21%	4%	13%	9%	
	Montebello Blvd / Olympic Blvd	5539	6149	10563	1780	24031	5890	7011	11057	1872	25830	6%	14%	5%	5%	7%	
	Area Totals	7794	8749	15443	2775	34761	8271	10067	16240	2999	37577	6%	15%	5%	8%	8%	
Whittier Narrows	Rose Hills Rd - East of I-605	2543	3215	3953	1663	11374	2616	3139	4371	1677	11803	3%	-2%	11%	1%	4%	0.67%
	Peck Rd - East of I-605	6661	9919	12784	3677	33041	7451	11372	14654	3937	37414	12%	15%	15%	7%	13%	
	Workman Mill Rd - East of I-605	3258	4653	5677	1685	15273	4483	5698	8941	2153	21275	38%	22%	57%	28%	39%	
	Area Totals	12462	17787	22414	7025	59688	14550	20209	27966	7767	70492	17%	14%	25%	11%	18%	
El Monte	Tyler Ave / Valley Blvd	3259	4775	6677	2030	16741	3670	5761	7240	2359	19030	13%	21%	8%	16%	14%	0.37%
	Peck Rd / Valley Blvd	6614	10444	11899	4271	33228	7045	11727	12545	4639	35956	7%	12%	5%	9%	8%	
	Durfee Ave / Valley Blvd	2349	2904	3754	4408	13415	2609	3326	4272	4580	14787	11%	15%	14%	4%	10%	
	Area Totals	12222	18123	22330	10709	63384	13324	20814	24057	11578	69773	9%	15%	8%	8%	10%	
La Puente-Hacienda Heights	Temple Ave / Valley Blvd	6408	9271	11303	3764	30746	6795	10761	12739	4263	34558	6%	16%	13%	13%	12%	0.42%
	Puente Ave / Valley Blvd	5460	6021	10309	2171	23961	6174	7541	11107	2725	27547	13%	25%	8%	26%	15%	
	Orange Ave / Valley Blvd	1782	1246	2460	677	6165	2058	1683	2742	809	7292	15%	35%	11%	19%	18%	
	Sunset Ave / Valley Blvd	6044	9785	11494	5108	32431	6532	10929	11991	5945	35397	8%	12%	4%	16%	9%	
	California Ave / Valley Blvd	1674	4808	5331	1614	13427	1701	5305	5561	1849	14416	2%	10%	4%	15%	7%	
	Turnbull Canyon Rd / Valley Blvd	3353	4108	6617	1325	15403	3609	4856	6947	1544	16956	8%	18%	5%	17%	10%	
	Hacienda Blvd / Valley Blvd	8309	11109	14674	5629	39721	8771	12688	15526	6591	43576	6%	14%	6%	17%	10%	
	Azusa Ave / Valley Blvd	8006	12025	13722	7114	40867	8670	13482	15262	8416	45830	8%	12%	11%	18%	12%	
Area Totals	41036	58373	75910	27402	202721	44310	67245	81875	32142	225572	8%	15%	8%	17%	11%		
Walnut-Rowland Heights	Fullerton Rd / Valley Blvd	2926	4307	4228	7008	18469	3247	4910	4472	7327	19956	11%	14%	6%	5%	8%	0.38%
	Nogales St / Valley Blvd	7533	8738	12691	3430	32392	7958	9246	13345	3729	34278	6%	6%	5%	9%	6%	
	Fairway Dr / Valley Blvd	6210	10459	10064	5674	32407	6424	11595	10936	5613	34568	3%	11%	9%	-1%	7%	
	Lemon Ave / Valley Blvd	4163	2733	5131	1058	13085	4890	4236	6120	1810	17056	17%	55%	19%	71%	30%	
	Brea Canyon Rd / Valley Blvd	1921	1533	3625	269	7348	1944	1962	3924	320	8150	1%	28%	8%	19%	11%	
	Grand Ave / Valley Blvd	8926	14139	14731	7703	45499	10129	15466	16126	8485	50206	13%	9%	9%	10%	10%	
	Temple Ave / Valley Blvd	6213	7280	12807	3069	29369	6336	7857	15308	3251	32752	2%	8%	20%	6%	12%	
	Area Totals	37892	49189	63277	28211	178569	40928	55272	70231	30535	196966	8%	12%	11%	8%	10%	
Pomona	Hamilton Blvd / Mission Blvd	1862	1252	2926	281	6321	1897	1533	3997	335	7762	2%	22%	37%	19%	23%	0.58%
	White Ave / Mission Blvd	3217	3948	5871	1385	14421	3236	4031	6938	1408	15613	1%	2%	18%	2%	8%	
	Park Ave / Mission Blvd	1580	554	3081	387	5602	1774	600	4426	451	7251	12%	8%	44%	17%	29%	
	Main St / Mission Blvd	1489	3064	3660	1455	9668	1566	3340	3816	1712	10434	5%	9%	4%	18%	8%	
	Palomares St / Mission Blvd	844	1486	2418	640	5388	900	1640	3521	761	6822	7%	10%	46%	19%	27%	
	Towne Ave / Mission Blvd	5065	6394	8765	3458	23682	5814	7063	9444	3881	26202	15%	10%	8%	12%	11%	
	San Antonio Ave / Mission Blvd	1528	1396	3487	205	6616	1714	1858	4976	258	8806	12%	33%	43%	26%	33%	
	Area Totals	15585	18094	30208	7811	71698	16901	20065	37118	8806	82890	8%	11%	23%	13%	16%	
Overall Average		126991	170315	229582	83933	610821	138284	193672	257487	93827	683270	9%	14%	12%	12%	12%	0.44%

Table C-2: Truck Traffic Volume Summary

Subarea/Location		Trucks															Annual Growth Rate
		Year 2008					Year 2035					Growth Rate 2008-2035					
		AM	MD	PM	NT	Total	AM	MD	PM	NT	Total	AM	MD	PM	NT	Total	
Montebello	Vail Ave / Olympic Blvd	21	72	31	21	145	26	77	33	28	164	24%	7%	6%	33%	13%	0.92%
	Greenwood Ave / Olympic Blvd	46	59	121	11	237	53	90	123	13	279	15%	53%	2%	18%	18%	
	Montebello Blvd / Olympic Blvd	179	352	351	160	1042	243	523	349	220	1335	36%	49%	-1%	38%	28%	
	Area Totals	246	483	503	192	1424	322	690	505	261	1778	31%	43%	0%	36%	25%	
Whittier Narrows	Rose Hills Rd - East of I-605	89	171	106	164	530	89	179	123	169	560	0%	5%	16%	3%	6%	0.36%
	Peck Rd - East of I-605	162	363	310	242	1077	174	415	342	262	1193	7%	14%	10%	8%	11%	
	Workman Mill Rd - East of I-605	110	246	164	137	657	113	246	234	139	732	3%	0%	43%	1%	11%	
	Area Totals	361	780	580	543	2264	376	840	699	570	2485	4%	8%	21%	5%	10%	
El Monte	Tyler Ave / Valley Blvd	93	258	167	129	647	95	290	190	147	722	2%	12%	14%	14%	12%	0.37%
	Peck Rd / Valley Blvd	221	387	150	272	1030	218	465	147	314	1144	-1%	20%	-2%	15%	11%	
	Durfee Ave / Valley Blvd	251	673	125	411	1460	280	746	141	418	1585	12%	11%	13%	2%	9%	
	Area Totals	565	1318	442	812	3137	593	1501	478	879	3451	5%	14%	8%	8%	10%	
La Puente-Hacienda Heights	Temple Ave / Valley Blvd	298	766	47	640	1751	293	866	400	666	2225	-2%	13%	751%	4%	27%	0.72%
	Puente Ave / Valley Blvd	184	381	357	52	974	184	434	422	61	1101	0%	14%	18%	17%	13%	
	Orange Ave / Valley Blvd	3	3	11	0	17	6	4	15	1	26	100%	33%	36%	100%	53%	
	Sunset Ave / Valley Blvd	176	617	297	314	1404	265	820	347	343	1775	51%	33%	17%	9%	26%	
	California Ave / Valley Blvd	61	112	117	68	358	106	138	157	114	515	74%	23%	34%	68%	44%	
	Turnbull Canyon Rd / Valley Blvd	129	261	258	108	756	148	318	287	115	868	15%	22%	11%	6%	15%	
	Hacienda Blvd / Valley Blvd	375	1117	493	357	2342	420	1296	540	472	2728	12%	16%	10%	32%	16%	
	Azusa Ave / Valley Blvd	255	584	365	263	1467	257	640	383	323	1603	1%	10%	5%	23%	9%	
	Area Totals	1481	3841	1945	1802	9069	1679	4516	2551	2095	10841	13%	18%	31%	16%	20%	
Walnut-Rowland Heights	Fullerton Rd / Valley Blvd	301	821	388	914	2424	315	900	390	934	2539	5%	10%	1%	2%	5%	1.08%
	Nogales St / Valley Blvd	163	525	229	328	1245	166	540	258	356	1320	2%	3%	13%	9%	6%	
	Fairway Dr / Valley Blvd	174	604	298	287	1363	189	618	348	305	1460	9%	2%	17%	6%	7%	
	Lemon Ave / Valley Blvd	119	247	165	195	726	160	758	265	1176	2359	34%	207%	61%	503%	225%	
	Brea Canyon Rd / Valley Blvd	181	74	64	37	356	186	77	68	50	381	3%	4%	6%	35%	7%	
	Grand Ave / Valley Blvd	182	601	268	355	1406	200	692	312	422	1626	10%	15%	16%	19%	16%	
	Temple Ave / Valley Blvd	103	218	234	38	593	119	299	320	62	800	16%	37%	37%	63%	35%	
	Area Totals	1223	3090	1646	2154	8113	1335	3884	1961	3305	10485	9%	26%	19%	53%	29%	
Pomona	Hamilton Blvd / Mission Blvd	13	31	44	1	89	20	40	50	1	111	54%	29%	14%	0%	25%	0.78%
	White Ave / Mission Blvd	44	106	103	45	298	86	172	108	130	496	95%	62%	5%	189%	66%	
	Park Ave / Mission Blvd	30	83	49	8	170	36	90	55	9	190	20%	8%	12%	13%	12%	
	Main St / Mission Blvd	24	74	29	90	217	25	84	35	99	243	4%	14%	21%	10%	12%	
	Palomares St / Mission Blvd	10	25	42	12	89	13	28	50	16	107	30%	12%	19%	33%	20%	
	Towne Ave / Mission Blvd	97	242	184	182	705	104	255	200	193	752	7%	5%	9%	6%	7%	
	San Antonio Ave / Mission Blvd	20	33	48	6	107	27	40	55	7	129	35%	21%	15%	17%	21%	
	Area Totals	238	594	499	344	1675	311	709	553	455	2028	31%	19%	11%	32%	21%	
Overall Average		4114	10106	5615	5847	25682	4616	12140	6747	7565	31068	12%	20%	20%	29%	21%	0.78%

APPENDIX D

DELAY METHODOLOGY

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DELAY METHODOLOGY

A traffic delay-based analysis was conducted at the 34 at-grade crossing locations. For isolated crossing locations, the general methodology used for the delay analysis is based on Webster's model of uniform delay. This delay-based methodology was also used in the Grade Crossing Study dated January 1997 prepared for the San Gabriel Valley Council of Governments. This delay-based model is applicable for isolated grade crossing locations, but it tends to underestimate delay at grade crossings with adjacent intersections controlled by traffic signals, where the programming of those traffic signals is preempted by the grade crossing signal control system (railroad preemption). For crossings with railroad preempted traffic signals, a more enhanced methodology was used for this study. The alternative methodology takes into account traffic signal operations during preemption, including the number and duration of phase sequences after the passage of trains through the crossings.

The grade crossing delay analysis methodology used in this study is based on the following factors:

Crossing gate blockage event during a single activation event includes the following sequence:

- Warning Time – Advance warning time plus the time to lower the crossing gate (typically 8 seconds)
- Train Passage Time – Time for train to pass through the crossing
- Lag Time – Time for gates to rise after the train has departed the circuit controlling the gate down time.

The frequency and duration of the crossing gate blockage events were determined by video recordings conducted in September 2009. Based on review of the video recordings, it was observed that vehicles continued to traverse through the crossing even during the 'warning time' period when the warning lights flashed but before the lowering of the gate arm. However, vehicles generally did not traverse through the crossing after the gate arm began to drop. It was also observed that the first vehicles in the queue began to traverse through the crossing as soon as the gate arm began to rise. Thus, for the delay analysis, the gate blockage event duration is considered to be the time when the gate arm begins to drop until the gate arm begins to rise. In most cases, a single train was observed to traverse through the crossings during the blockage events. In some instances, two or more trains traversed through the crossing on different tracks during a single blockage event. It should be noted that all of the observations were not conducted on the same day.

Vehicular arrival rate is the number of vehicles arriving at the grade crossing within an identified time period. The arrival rate is based on the traffic count data collected with video recordings in September 2009 at each crossing over a 24-hour period. For the purpose of calculating delay (vehicle-hour) at the rail crossings during a gate blockage event, the vehicular arrival rate was assumed to be the number of vehicle arrivals during the hour when the gate was down.

Vehicular saturation flow rate is the maximum number of vehicles for a lane group to traverse the crossing immediately after a gate blockage event. This rate excludes any start-up lost time vehicles experience prior to queue dissipation after the end of a gate blockage event. Based on traffic flow observations, a saturation flow rate of 1,700 vehicles per hour per lane (vphpl) was observed at isolated crossing locations.

For grade crossings with railroad preemption of adjacent intersections, the saturation flow was adjusted in the formula to account for preemption. The traffic signal operations during preemption were observed for all 13 preempted crossing locations. Based on the settings of traffic signal controllers, the signal phase sequence at a crossing is not always the same after each blockage event. For example, the crossing located at Temple Avenue along the Alhambra Subdivision was observed to have the following signal phase sequence after a blockage event: 1) eastbound left-turn/through movements; 2) eastbound through and westbound through/right-turn movements; 3) northbound left-turn/through/right-turn movements; and 4) southbound left-turn/right-turn movements. A different signal phase sequence after a blockage event was also observed at this location as follows: 1) northbound left-turn/through/right-turn movements; 2) southbound left-turn/right-turn movements; 3) eastbound left-turn/through movements; and 4) eastbound through and westbound through/right-turn movements. Thus, the saturation flow rate for a crossing with signal preemption could not be adjusted solely based on signal phase sequence. Instead, the number and duration of signal phases was observed and used to estimate the saturation flow rate.

Based on observation of traffic flow, a saturation flow rate of 1,500 vphpl, 1,425 vphpl and 1,375 vphpl was used for a preempted crossing location that has an upstream traffic signal with 2, 3 and 4 signal phases, respectively. For a crossing location with signal preemption downstream, the saturation flow rate was based on the g/C ratio (the effective green time divided by the cycle length of the traffic signal) after a gate blockage event. This ratio is the proportion of time that allows vehicles to pass through the crossing and the downstream intersection. As noted previously, the signal phase sequence is not always the same after each blockage event. In some instances, vehicles traversed through the crossing and downstream intersection during the first signal phase of the downstream intersection immediately after the blockage event. In other instances, vehicles did not traverse through the crossing until the second, third or fourth signal phase of the downstream intersection. For the analysis, it was assumed that the base saturation flow rate for a crossing with signal preemption downstream is the average of the base saturation flow rate for an isolated crossing (i.e. 1,700 vphpl) times the g/C factor and the base saturation flow rate for an isolated crossing. For a crossing with both upstream and downstream signal preemption, the minimum of the upstream and downstream base saturation flow rates was used.

It should be noted that the buses and heavy vehicles also affect the saturation flow rate since these vehicles are typically slower than passenger and other non-heavy vehicles. The saturation flow rate at the crossing locations was adjusted for buses and heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0 based on traffic flow observations.

Lost time is the sum of the differences between the observed headway for each of the vehicles before headways stabilize and the saturation headway. The total lost time is typically about 2 seconds. A review of the video recordings shows that 2 seconds of lost time is consistent with the lost time observed at the crossings. To be conservative, the lost time was added to the total blockage event duration as it contributes to the total delay at the crossings.

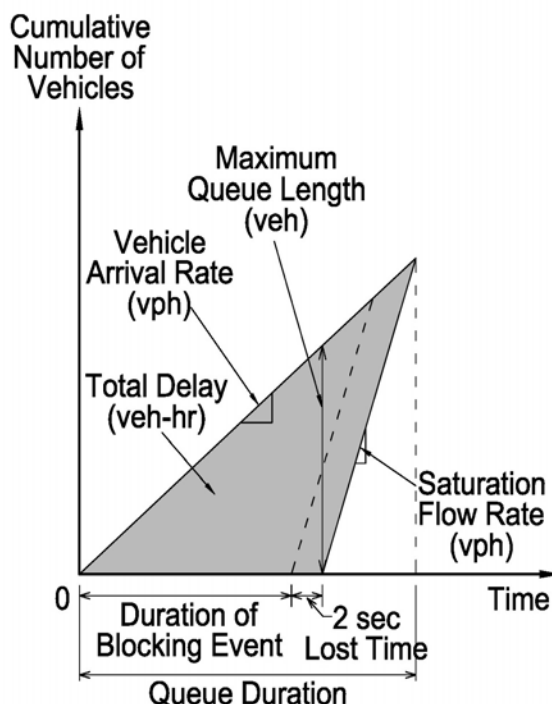
Based on the above factors, the following attributes can be computed for each blockage event:

Maximum total queue is the maximum number of vehicles waiting at the crossing, which occurs at the end of the blockage event duration plus lost time period.

Queue duration is the period starting when the gates begin to descend until the vehicles queued at a crossing dissipate after a gate blockage event. Queue duration is estimated based on the following formula:

$$\text{Queue Duration} = \frac{(\text{Blockage Event Duration} + \text{Lost Time})}{(1 - (\text{Arrival Rate} / \text{Saturation Flow Rate}))}$$

Total vehicle delay is the total delay in vehicle-hours that is caused by the blockage event. Total vehicle delay is represented by the area of the triangle shown in the diagram and the formula below:



$$D = [AR * Q * (B + LT)]/2$$

Where: D = Total delay in vehicle-hours

B = Duration of blockage event in hours

AR = Vehicle arrival rate in vehicles per hour

LT = Lost time in hours

Q = Queue Duration in hours

The vehicle delay is calculated for each blockage event and for each direction at all 34 crossing locations. The total daily vehicle delay at each crossing is the summation of the vehicle delay in both directions for all blockage events. The delay analysis worksheets for the existing condition are found in Appendix F.

Delay Methodology Example

The Fullerton Road crossing of the Los Angeles Subdivision in the City of Industry is presented here as an example of the adjustments made to account for preemption. Two Union Pacific Railroad tracks cross Fullerton Road, which has two lanes in each direction. This crossing represents the most complicated scenario, with a preempted signal at intersections on each side of the crossing. As a result, adjustments for both an upstream and downstream preempted signal were applied to delay calculations for each direction of motor vehicle travel.

For example, the 20th blockage event was caused by a single freight train at about 12:04 PM on Tuesday, September 1, 2009. The observed blockage duration was 232 seconds. The arrival rate during the hour when the blockage event occurred was 738 vehicles in the northbound direction, and it is assumed that arrival rate stayed uniform throughout the event. The upstream signal was controlled by an 8-phase signal, i.e. 4 critical phases. The downstream signal had an observed g/C ratio of approximately 0.5.

Because of the presence of preempted signals both upstream and downstream, two saturation flow rates were calculated. The base saturation flow rate resulting from the upstream preemption was 1,350 veh/hr/lane, due to the upstream signal having 4 critical signal phases. If the upstream signal phasing were simpler, the base saturation flow would have been higher at 1,425 to 1,500 veh/hr/lane.

The base saturation flow rate resulting from downstream preemption was the arithmetic average of the isolated saturation flow rate of 1,700 vphpl and the adjusted saturation flow rate multiplied by the g/c ratio of 0.5, i.e. $1700 \times (1 + 0.5) / 2$, resulting in a value of 1,275 veh/hr/lane. Note that the downstream preemption results in the saturation flow being only 75% of that for an isolated crossing. Using the lesser of the two base saturation flow rates, i.e. 1,350 versus 1,275 vphpl, yields an adjusted base saturation flow rate of 1,275 vphpl.

Heavy vehicles make up approximately 5.8 percent of the northbound traffic at the crossing. Application of a passenger-car-equivalent factor of 2.0 to adjust the saturation flow rate in order to account for heavy vehicles, and multiplying by the two lanes available results in a saturation flow rate of 2,410 vph, as calculated below:

Saturation Flow Rate due to preemption =

$$(1275 \times 2 \text{ lanes}) / [(1 - 0.058) + (0.058 \times 2.0)] = 2,410 \text{ vph}$$

The next step was to determine the queue duration in hours, which is based on the blockage event duration, lost time, arrival rate and saturation flow rate, as shown in the formula below:

$$\text{Queue Duration} = \frac{(\text{Blockage Event Duration} + \text{Lost Time})}{[1 - (\text{Arrival Rate} / \text{Saturation Flow Rate})]}$$

$$= (232 \text{ sec} + 2 \text{ sec}) / [1 - (738 \text{ vph} / 2410 \text{ vph})] = 337 \text{ sec}$$

The queue clears 337 seconds after the start of the blockage event, or 105 seconds after the gates rise.

The vehicle delay is based on the arrival rate, queue duration, blockage event duration and lost time, as shown in the formula below:

Vehicle Delay =

$$[\text{Arrival Rate} \times \text{Queue Duration} \times (\text{Blockage Event Duration} + \text{Lost Time})] / 2 =$$

$$[738 \text{ vph} \times (337 \text{ sec} \times 1 \text{ hr} / 3600 \text{ sec}) \times ((232 \text{ sec} + 2 \text{ sec}) \times 1 \text{ hr} / 3600 \text{ sec})] / 2$$

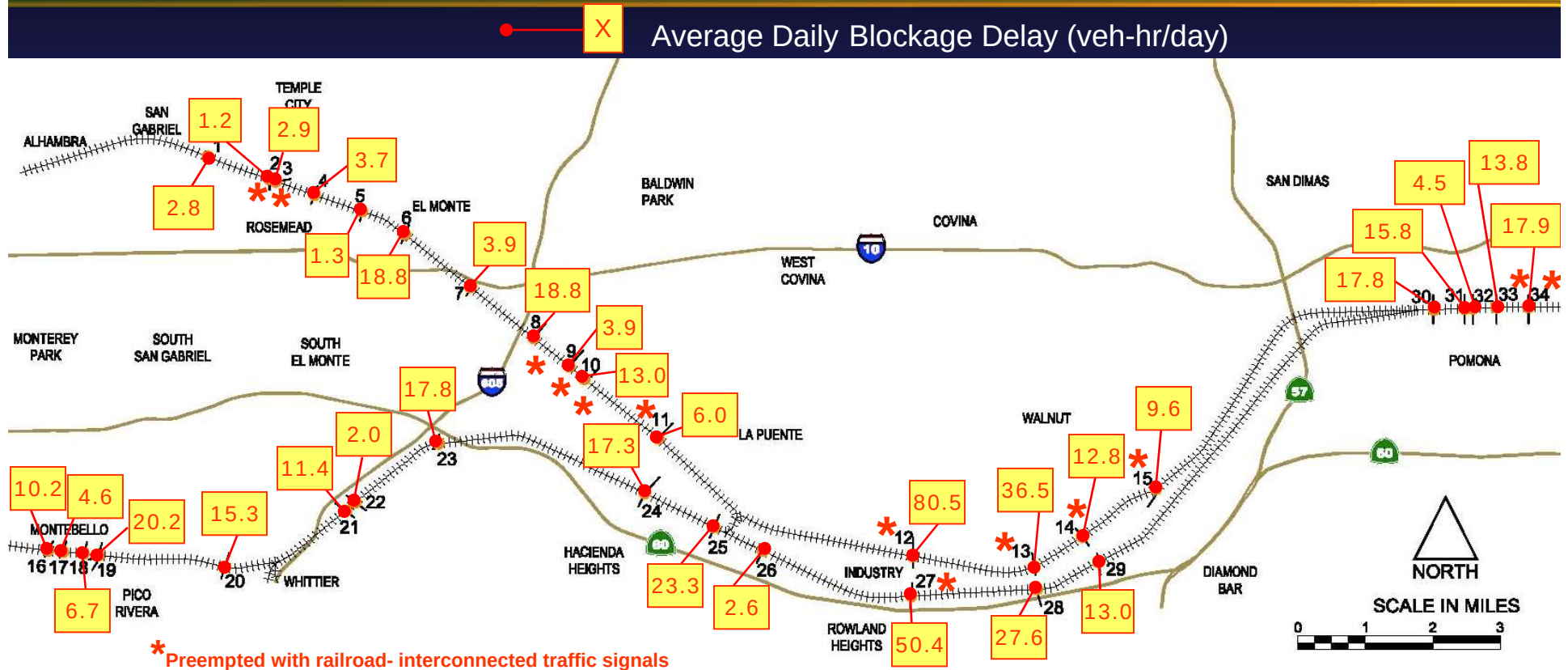
$$= 2.245 \text{ vehicle-hours}$$

If no adjustment for preemption had been applied, the vehicle delay would have been calculated as 1.991 vehicle-hours.

Similar calculations were applied to the 38 other northbound blockage events that occurred that day, and for the events in the opposite (southbound) direction.

These same calculations were performed for all 34 crossings. A summary of the total daily vehicle delay at the 34 at-grade crossing locations for existing conditions is presented in Figure D-1. Figures D-2 and D-3 show the summary of the future 2025 daily vehicle delay at the 34 crossing locations for both the “With Alhambra Subdivision Single-Tracked” and “With Alhambra Subdivision Double-Tracked” scenarios, respectively.

**FIGURE D-1
EXISTING 2009 DAILY BLOCKAGE DELAY**



UPRR Alhambra Subdivision Grade Crossings

- 1) Walnut Grove Ave., LA County/Rosemead
- 2) Encinita Ave., Temple City/Rosemead
- 3) Lower Azusa Rd., Temple City/Rosemead
- 4) Temple City Blvd., El Monte/Rosemead
- 5) Arden Dr., El Monte
- 6) Tyler Ave., El Monte
- 7) Cogswell Rd., El Monte
- 8) Temple Ave., Industry/LA County
- 9) Vineland Ave., Industry/LA County
- 10) Puente Ave., Industry/LA County
- 11) California Ave., Industry/LA County
- 12) Fullerton Rd., Industry/LA County
- 13) Fairway Dr., Industry/Walnut
- 14) Lemon Ave., Industry/Walnut
- 15) Brea Canyon Rd., Industry/Walnut

UPRR LA Subdivision Grade Crossings

- 16) Vail Ave., Montebello
- 17) Maple Ave., Montebello
- 18) Greenwood Ave., Montebello
- 19) Montebello Blvd., Montebello
- 20) Durfee Ave., Pico Rivera
- 21) Rose Hills Rd., Industry/LA County
- 22) Mission Mill Rd., Industry/LA County
- 23) Workman Mill Rd., Industry/LA County
- 24) Turnbull Canyon Rd., Industry/LA County
- 25) Stimson Ave., Industry
- 26) Bixby Dr., Industry
- 27) Fullerton Rd., Industry
- 28) Fairway Dr., Industry/LA County
- 29) Lemon Ave., Industry/Diamond Bar

**Both Subdivision Grade Crossings
(Downtown Pomona)**

- 30) Hamilton Blvd., Pomona
- 31) Park Ave., Pomona
- 32) Main St., Pomona
- 33) Palomares St., Pomona
- 34) San Antonio Ave., Pomona

FIGURE D-2
FUTURE 2025 DAILY BLOCKAGE DELAY (WITH ALHAMBRA SUBDIVISION SINGLE-TRACKED)

 Average Daily Blockage Delay (veh-hr/day)



UPRR Alhambra Subdivision Grade Crossings

- 1) Walnut Grove Ave., LA County/Rosemead
- 2) Encinita Ave., Temple City/Rosemead
- 3) Lower Azusa Rd., Temple City/Rosemead
- 4) Temple City Blvd., El Monte/Rosemead
- 5) Arden Dr., El Monte
- 6) Tyler Ave., El Monte
- 7) Cogswell Rd., El Monte
- 8) Temple Ave., Industry/LA County
- 9) Vineland Ave., Industry/LA County
- 10) Puente Ave., Industry/LA County
- 11) California Ave., Industry/LA County
- 12) Fullerton Rd., Industry/LA County
- 13) Fairway Dr., Industry/Walnut
- 14) Lemon Ave., Industry/Walnut
- 15) Brea Canyon Rd., Industry/Walnut

UPRR LA Subdivision Grade Crossings

- 16) Vail Ave., Montebello
- 17) Maple Ave., Montebello
- 18) Greenwood Ave., Montebello
- 19) Montebello Blvd., Montebello
- 20) Durfee Ave., Pico Rivera
- 21) Rose Hills Rd., Industry/LA County
- 22) Mission Mill Rd., Industry/LA County
- 23) Workman Mill Rd., Industry/LA County
- 24) Turnbull Canyon Rd., Industry/LA County
- 25) Stimson Ave., Industry
- 26) Bixby Dr., Industry
- 27) Fullerton Rd., Industry
- 28) Fairway Dr., Industry/LA County
- 29) Lemon Ave., Industry/Diamond Bar

**Both Subdivision Grade Crossings
(Downtown Pomona)**

- 30) Hamilton Blvd., Pomona
- 31) Park Ave., Pomona
- 32) Main St., Pomona
- 33) Palomares St., Pomona
- 34) San Antonio Ave., Pomona

FIGURE D-3
FUTURE 2025 DAILY BLOCKAGE DELAY (WITH ALHAMBRA SUBDIVISION DOUBLE-TRACKED)

 Average Daily Blockage Delay (veh-hr/day)



UPRR Alhambra Subdivision Grade Crossings

- 1) Walnut Grove Ave., LA County/Rosemead
- 2) Encinita Ave., Temple City/Rosemead
- 3) Lower Azusa Rd., Temple City/Rosemead
- 4) Temple City Blvd., El Monte/Rosemead
- 5) Arden Dr., El Monte
- 6) Tyler Ave., El Monte
- 7) Cogswell Rd., El Monte
- 8) Temple Ave., Industry/LA County
- 9) Vineland Ave., Industry/LA County
- 10) Puente Ave., Industry/LA County
- 11) California Ave., Industry/LA County
- 12) Fullerton Rd., Industry/LA County
- 13) Fairway Dr., Industry/Walnut
- 14) Lemon Ave., Industry/Walnut
- 15) Brea Canyon Rd., Industry/Walnut

UPRR LA Subdivision Grade Crossings

- 16) Vail Ave., Montebello
- 17) Maple Ave., Montebello
- 18) Greenwood Ave., Montebello
- 19) Montebello Blvd., Montebello
- 20) Durfee Ave., Pico Rivera
- 21) Rose Hills Rd., Industry/LA County
- 22) Mission Mill Rd., Industry/LA County
- 23) Workman Mill Rd., Industry/LA County
- 24) Turnbull Canyon Rd., Industry/LA County
- 25) Stimson Ave., Industry
- 26) Bixby Dr., Industry
- 27) Fullerton Rd., Industry
- 28) Fairway Dr., Industry/LA County
- 29) Lemon Ave., Industry/Diamond Bar

**Both Subdivision Grade Crossings
(Downtown Pomona)**

- 30) Hamilton Blvd., Pomona
- 31) Park Ave., Pomona
- 32) Main St., Pomona
- 33) Palomares St., Pomona
- 34) San Antonio Ave., Pomona

APPENDIX E

CPUC CALCULATIONS

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CPUC CALCULATIONS

In order to assist the California Transportation Commission and the California Department of Transportation to allocate available funds to the program for assisting local governments in financing grade separation (and crossing elimination) projects, the CPUC has established the highway-rail Grade Separation Priority List formula to rank the at-grade crossings in order to prioritize their need for improvement.

For each of the 34 at-grade crossings, a priority index number was calculated using the Priority Index Formula below:

$$P = \frac{V * (T + 0.1 * LRT) * (AH + 1)}{C} + SCF$$

Where:	P	-	Priority Index Number
	V	-	Average 24-Hour Vehicular Volume (1 point per vehicle)
	T	-	Average 24-Hour Train Volume (1 point per train)
	C	-	Project Cost Share to be Allocated from Grade Separation Fund (1 point per thousand dollars)
	LRT	-	Average 24-Hour Light Rail Train Volume (1 point per train)
	AH	-	Accident History (up to 3 points per accident)
	SCF	-	Special Conditions Factor = BD+VS+RS+CG+PT+OF (up to 63 pts)
	BD	-	Crossing Blocking Delay (up to 5 points)
	VS	-	Vehicular Speed Limit (up to 5 points)
	RS	-	Railroad Prevailing Maximum Speed (up to 7 pts)
	CG	-	Crossing Geometrics (up to 17 points)
	PT	-	Passenger Trains (up to 10 points)
	OF	-	Other Factors: passenger buses, school buses, trains carrying hazardous materials trains and trucks, and community impact (up to 19 points)

V - Average 24-Hour Vehicular Volume

The total daily number of vehicle trips traversing through the at-grade crossing in both directions.

T - Average 24-Hour Train Volume

The total daily number of trains traversing through the at-grade crossing in both directions.

C – Project Cost Share to be Allocated from Grade Separation Fund

Local agencies are eligible to receive up to \$5 million each fiscal year, over a period of 5 years from the Grade Separation Fund. Each crossing is assumed to have a project cost share of \$5 million from the Grade Separation Fund.

LRT – Average 24-Hour Light Rail Train Volume

The total daily number of light rail trains traversing through the at-grade crossing in both directions.

AH – Accident History

Accident History Factor, a major component of calculating the priority index, is based on accident data that occurred at the crossing in a 10-year period. The 10-year collision records (dated from July 1, 1999 to June 30, 2009) were based on data from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) and the Federal Rail Association (FRA). It should be noted that KOA staff also contacted the Sheriff's Department to request for accident data. However, staff from the Sheriff's Department noted that the SWITRS database is the most reliable source of accident data. In addition, KOA staff also reviewed accident history information for at-grade crossing locations that was referenced in a Los Angeles Times article dated September 27, 2009. The Times article provided accident data information from several sources, and as indicated in the article, many of the sources were never before available to the public. However, no additional accidents that occurred at the 34 at-grade crossing locations were reported in the article that was not already identified in either the SWITRS or FRA databases. The total number of accidents at the 34 at-grade crossing locations is shown in Figure E-1.

The total AH score is the sum of points per accident awarded as follows for vehicle and pedestrian accidents involving trains at crossings with the Crossing Protection Factor (CPF) based on the crossing's warning devices. The more sufficient the warning devices at the time of the accident, the higher the CPF is assigned.

Points per Accident = $(1 + 2 \times \text{No. Killed} + \text{No. Injured}) \times \text{CPF}$

WARNING DEVICE	9	8	1
CPF	1.0	0.4	0.1

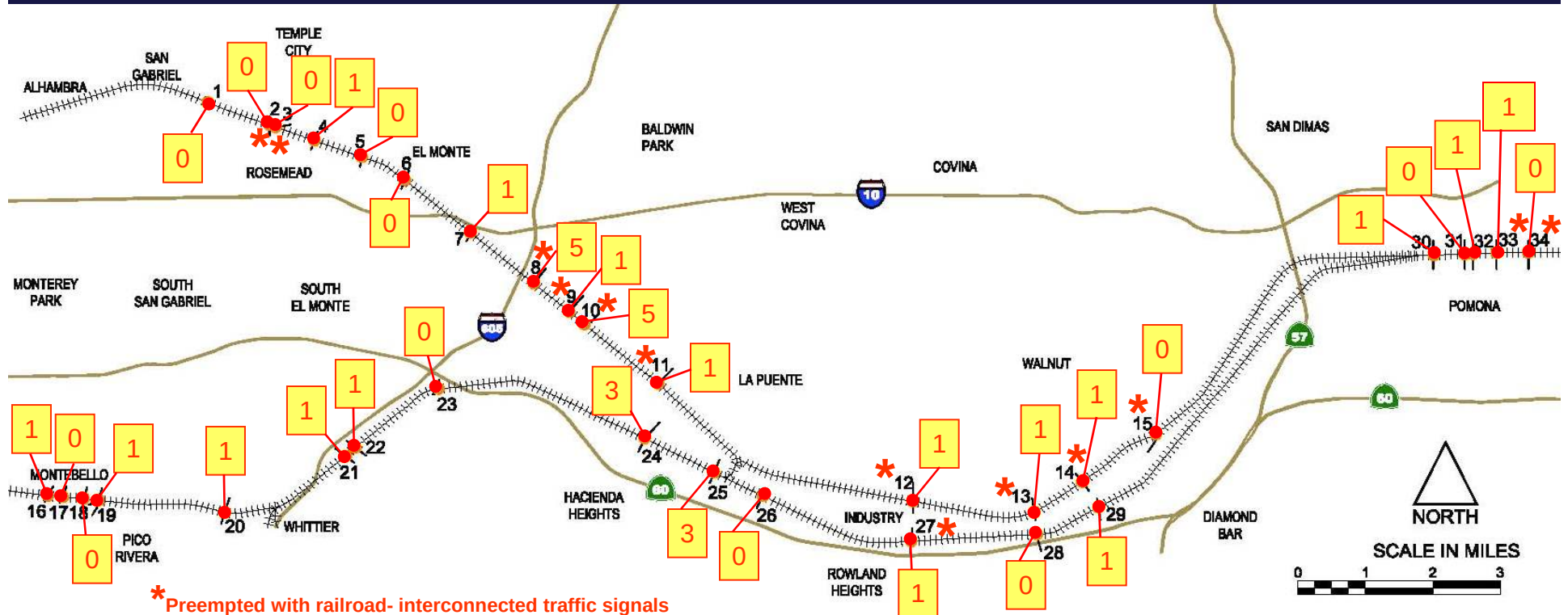
Note 1: No more than three points shall be allowed for each accident prior to modification by the protection factor.

Note 2: Each accident is rated separately and modified by a factor based on the warning devices in existence at the time of the accident.

Note 3: Pedestrian collisions with the train will be considered at the crossing, excluding all suicides.

FIGURE E-1 10- YEAR ACCIDENT HISTORY (JULY 1999 – JUNE 2009)

● X Number of Accidents



UPRR Alhambra Subdivision Grade Crossings

- 1) Walnut Grove Ave., LA County/Rosemead
- 2) Encinita Ave., Temple City/Rosemead
- 3) Lower Azusa Rd., Temple City/Rosemead
- 4) Temple City Blvd., El Monte/Rosemead
- 5) Arden Dr., El Monte
- 6) Tyler Ave., El Monte
- 7) Cogswell Rd., El Monte
- 8) Temple Ave., Industry/LA County
- 9) Vineland Ave., Industry/LA County
- 10) Puente Ave., Industry/LA County
- 11) California Ave., Industry/LA County
- 12) Fullerton Rd., Industry/LA County
- 13) Fairway Dr., Industry/Walnut
- 14) Lemon Ave., Industry/Walnut
- 15) Brea Canyon Rd., Industry/Walnut

UPRR LA Subdivision Grade Crossings

- 16) Vail Ave., Montebello
- 17) Maple Ave., Montebello
- 18) Greenwood Ave., Montebello
- 19) Montebello Blvd., Montebello
- 20) Durfee Ave., Pico Rivera
- 21) Rose Hills Rd., Industry/LA County
- 22) Mission Mill Rd., Industry/LA County
- 23) Workman Mill Rd., Industry/LA County
- 24) Turnbull Canyon Rd., Industry/LA County
- 25) Stimson Ave., Industry
- 26) Bixby Dr., Industry
- 27) Fullerton Rd., Industry
- 28) Fairway Dr., Industry/LA County
- 29) Lemon Ave., Industry/Diamond Bar

Both Subdivision Grade Crossings (Downtown Pomona)

- 30) Hamilton Blvd., Pomona
- 31) Park Ave., Pomona
- 32) Main St., Pomona
- 33) Palomares St., Pomona
- 34) San Antonio Ave., Pomona

SCF – Special Conditions Factor

SCF is the summation of several special conditions that include Blockage Delay by Train (BD), Vehicular Speed Limit (VS), Railroad Maximum Speed (RS), Crossing Geometrics (CG), Passenger Trains (PT) and Other Factors (OF). These special conditions are discussed in detail below.

BD – Blockage Delay by Train

BD, also defined as blockage duration, is the total time in minutes in which vehicular traffic is delayed due to a train passing at a crossing. The blockage duration at a crossing is measured from the time that the warning devices are activated to the time after the train has cleared the crossing and the warning devices are reset. The BD points are assigned points ranging from 0 to 5 based on the total blockage duration for a typical day. The CPUC Priority List formula does not specify the range of blockage delay for the point system. Thus, the number of points assigned based on the gate blockage duration was assumed and is summarized below:

BLOCKAGE DURATION (MIN)	≤ 50	>50- ≤100	>100- ≤150	>150- ≤200	> 200
POINTS	1	2	3	4	5

VS – Vehicular Speed Limit

VS is the posted speed limit of the roadway that intersects the crossing.

SPEED-MPH	0-30	31-35	36-40	41-45	46-50	51+
POINTS	0	1	2	3	4	5

RS – Railroad Maximum Speed

RS is the train speed limit at the crossing location.

SPEED-MPH	0-25	26-35	36-45	46-55	56-65	66-75	76-85	86+
POINTS	0	1	2	3	4	5	6	7

CG = Crossing Geometrics

This special condition is based on the relative severity of physical conditions including grade, alignment, sight distance, track skew angle, traffic signals and entrances/exits at the crossing location. Up to 17 points are assigned to each crossing. However, the CPUC Priority List formula does not specify how the points should be allocated to each physical condition. Thus, the following point allocation was assumed.

PHYSICAL CONDITION	POINTS
GRADE	0-2
ALIGNMENT	0-3
SITE DISTANCE	0-3
TRACK SKEW ANGLE	0-3
TRAFFIC SIGNALS	0-3
ENTRANCES AND EXITS	0-3
TOTAL	0-17

PT = Passenger Trains

This special condition is assigned points based on the number of passenger trains (Amtrak and Metrolink) travelling through the crossing. The points are assigned as shown below.

NO. OF TRAINS	1-2	3-5	6-10	11-20	21-30	31-40	41-50	51-60	61-70	70+
POINTS	1	2	3	4	5	6	7	8	9	10

OF = Other Factors

This special condition considers other factors including the number of school buses, passenger buses and hazardous material trucks at the crossing, and the community impact of the crossing. Points are assigned based on the following:

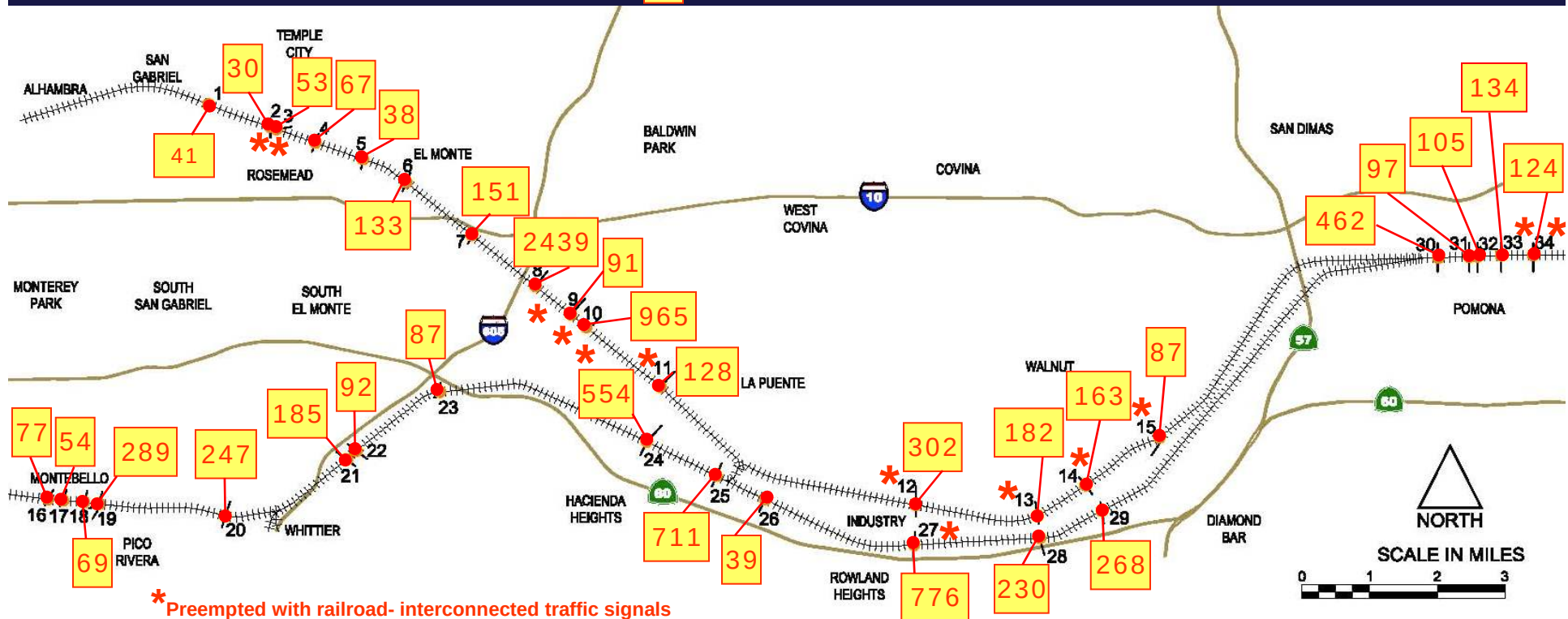
CATEGORY	POINTS
SCHOOL BUSES	0-3
PASSENGER BUSES	0-3
HAZARDOUS MATERIAL TRUCKS	0-3
COMMUNITY IMPACT	0-10

Community impact includes blockage of emergency vehicles, emergency vehicles crossing two or more tracks of different lines, and number of crossings and their spacing in the area.

The CPUC Priority Index Number was determined based on the rail and vehicular traffic count data that was collected for this project, and on field observations of the study locations. It should be noted that traffic volumes, train volumes, and accident history are the dominant factors in the CPUC's priority formula. Other factors such as school buses, hazardous material trucks, community impact, and even blocking delay are almost insignificant in comparison. Figure E-2 shows the Priority Index ranking for the 34 crossing locations. Appendix F contains the worksheets used to calculate the CPUC Priority Index ranking.

FIGURE E-2 RAILROAD GRADE CROSSING PRIORITY INDEX NUMBER

 Priority Index Number



UPRR Alhambra Subdivision Grade Crossings

- 1) Walnut Grove Ave., LA County/Rosemead
- 2) Encinita Ave., Temple City/Rosemead
- 3) Lower Azusa Rd., Temple City/Rosemead
- 4) Temple City Blvd., El Monte/Rosemead
- 5) Arden Dr., El Monte
- 6) Tyler Ave., El Monte
- 7) Cogswell Rd., El Monte
- 8) Temple Ave., Industry/LA County
- 9) Vineland Ave., Industry/LA County
- 10) Puente Ave., Industry/LA County
- 11) California Ave., Industry/LA County
- 12) Fullerton Rd., Industry/LA County
- 13) Fairway Dr., Industry/Walnut
- 14) Lemon Ave., Industry/Walnut
- 15) Brea Canyon Rd., Industry/Walnut

UPRR LA Subdivision Grade Crossings

- 16) Vail Ave., Montebello
- 17) Maple Ave., Montebello
- 18) Greenwood Ave., Montebello
- 19) Montebello Blvd., Montebello
- 20) Durfee Ave., Pico Rivera
- 21) Rose Hills Rd., Industry/LA County
- 22) Mission Mill Rd., Industry/LA County
- 23) Workman Mill Rd., Industry/LA County
- 24) Turnbull Canyon Rd., Industry/LA County
- 25) Stimson Ave., Industry
- 26) Bixby Dr., Industry
- 27) Fullerton Rd., Industry
- 28) Fairway Dr., Industry/LA County
- 29) Lemon Ave., Industry/Diamond Bar

Both Subdivision Grade Crossings (Downtown Pomona)

- 30) Hamilton Blvd., Pomona
- 31) Park Ave., Pomona
- 32) Main St., Pomona
- 33) Palomares St., Pomona
- 34) San Antonio Ave., Pomona

APPENDIX F
TRAFFIC COUNTS AND ANALYSIS CALCULATION WORKSHEETS

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TRAFFIC COUNT DATA

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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Encinita Ave

DATE: 9/2/2009

LOCATION: City of Temple City/Rosemead

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-015

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	9	0	0	0	0	9	9	0	0	0	0	9	18
12:15 AM	6	0	0	0	0	6	4	0	0	0	0	4	10
12:30 AM	5	0	0	0	0	5	6	0	0	0	0	6	11
12:45 AM	2	0	0	0	0	2	1	0	0	0	0	1	3
1:00 AM	3	0	0	0	0	3	4	0	0	0	0	4	7
1:15 AM	2	0	0	0	0	2	1	0	0	0	0	1	3
1:30 AM	3	0	0	0	0	3	1	0	0	0	0	1	4
1:45 AM	1	0	0	0	0	1	2	0	0	0	0	2	3
2:00 AM	3	0	0	0	0	3	3	0	0	0	0	3	6
2:15 AM	1	0	0	0	0	1	2	0	0	0	0	2	3
2:30 AM	0	0	0	0	0	0	3	0	0	0	0	3	3
2:45 AM	1	0	0	0	0	1	1	0	0	0	0	1	2
3:00 AM	0	0	0	0	0	0	2	0	0	0	0	2	2
3:15 AM	1	0	0	0	0	1	1	0	0	0	0	1	2
3:30 AM	2	0	0	0	0	2	2	0	0	0	0	2	4
3:45 AM	1	0	0	0	0	1	5	0	0	0	0	5	6
4:00 AM	2	0	0	0	0	2	0	0	0	0	0	0	2
4:15 AM	2	0	0	0	0	2	1	0	0	0	0	1	3
4:30 AM	3	0	0	0	0	3	1	0	0	0	0	1	4
4:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	2
5:00 AM	3	0	0	0	0	3	1	0	0	0	0	1	4
5:15 AM	6	0	0	0	0	6	2	0	0	0	0	2	8
5:30 AM	15	0	0	0	0	15	4	0	0	0	0	4	19
5:45 AM	15	0	0	0	0	15	8	0	0	0	0	8	23
6:00 AM	14	0	0	0	0	14	5	0	0	1	0	6	20
6:15 AM	24	0	0	0	0	24	24	0	0	1	1	26	50
6:30 AM	35	0	0	0	0	35	21	0	0	0	0	21	56
6:45 AM	33	0	0	0	0	33	22	0	0	0	0	22	55
7:00 AM	30	0	0	0	0	30	28	0	0	0	0	28	58
7:15 AM	66	0	0	0	0	66	26	0	0	0	0	26	92
7:30 AM	66	0	0	0	0	66	35	0	0	0	0	35	101
7:45 AM	74	0	0	0	0	74	41	0	0	0	1	42	116
8:00 AM	75	0	0	0	0	75	36	0	0	0	0	36	111
8:15 AM	77	0	0	0	0	77	33	0	0	0	0	33	110
8:30 AM	59	0	0	0	0	59	42	0	0	0	0	42	101
8:45 AM	58	0	0	0	0	58	33	0	0	1	0	34	92
9:00 AM	56	0	0	0	0	56	27	0	0	1	0	28	84
9:15 AM	40	0	0	2	0	42	34	0	0	0	0	34	76
9:30 AM	49	0	0	0	0	49	44	0	0	0	0	44	93
9:45 AM	43	0	0	0	0	43	39	0	0	0	0	39	82
10:00 AM	41	0	0	0	0	41	37	0	0	0	0	37	78
10:15 AM	53	0	0	0	0	53	33	0	0	0	0	33	86
10:30 AM	39	0	0	0	0	39	42	0	0	0	0	42	81
10:45 AM	55	0	0	0	0	55	36	0	0	0	0	36	91
11:00 AM	40	0	0	0	0	40	25	0	0	0	0	25	65
11:15 AM	44	0	0	2	0	46	53	0	0	0	0	53	99
11:30 AM	54	0	0	0	0	54	48	0	0	2	0	50	104
11:45 AM	50	0	0	1	0	51	44	0	0	0	0	44	95
TOTAL VOLUMES =	1263	0	0	5	0	1268	872	0	0	6	2	880	2148
PEAK VOLUMES =	285	0	0	0	0	285	152	0	0	0	1	153	438
AM Peak Hr Begins at: 745 AM													

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

N-S STREET: Encinita Ave

DATE: 9/2/2009

LOCATION: City of Temple City/Rosemead

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-015

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	57	0	0	0	0	57	30	0	0	0	0	30	87
12:15 PM	32	0	0	0	0	32	52	0	0	0	1	53	85
12:30 PM	40	0	0	0	0	40	50	0	0	1	0	51	91
12:45 PM	37	0	0	0	0	37	33	0	0	0	0	33	70
1:00 PM	39	0	0	0	0	39	37	0	0	0	0	37	76
1:15 PM	40	0	0	0	0	40	31	0	0	0	0	31	71
1:30 PM	30	0	0	0	0	30	56	0	0	0	0	56	86
1:45 PM	50	0	0	0	0	50	40	0	0	1	0	41	91
2:00 PM	48	0	0	0	0	48	36	0	0	0	0	36	84
2:15 PM	40	0	0	0	0	40	48	0	0	0	0	48	88
2:30 PM	46	0	0	0	0	46	53	0	0	0	0	53	99
2:45 PM	43	0	0	0	0	43	39	0	0	0	0	39	82
3:00 PM	45	0	0	1	0	46	45	0	0	1	0	46	92
3:15 PM	46	0	0	0	0	46	60	0	0	0	0	60	106
3:30 PM	46	0	1	0	0	47	46	0	0	0	0	46	93
3:45 PM	70	0	0	0	0	70	60	0	1	0	0	61	131
4:00 PM	56	1	0	0	0	57	50	0	0	0	0	50	107
4:15 PM	41	0	0	0	0	41	52	0	0	0	0	52	93
4:30 PM	67	1	0	0	0	68	48	0	1	1	0	50	118
4:45 PM	50	0	0	0	0	50	80	0	0	0	0	80	130
5:00 PM	64	0	0	0	0	64	75	0	0	0	0	75	139
5:15 PM	71	2	0	0	0	73	76	0	1	0	0	77	150
5:30 PM	90	0	1	0	0	91	85	0	0	0	0	85	176
5:45 PM	67	0	0	0	0	67	71	0	0	0	0	71	138
6:00 PM	81	0	0	0	0	81	82	0	0	0	0	82	163
6:15 PM	76	0	0	0	0	76	69	0	0	0	0	69	145
6:30 PM	65	0	0	0	0	65	71	0	0	0	0	71	136
6:45 PM	60	0	0	0	0	60	65	0	0	0	0	65	125
7:00 PM	59	0	0	0	0	59	56	0	0	0	0	56	115
7:15 PM	41	0	0	0	0	41	41	0	0	0	0	41	82
7:30 PM	27	0	0	0	0	27	54	0	0	0	0	54	81
7:45 PM	26	0	0	0	0	26	43	0	0	0	0	43	69
8:00 PM	33	0	0	0	0	33	45	0	0	0	0	45	78
8:15 PM	39	0	0	0	0	39	38	0	0	0	0	38	77
8:30 PM	23	0	0	0	0	23	31	0	0	0	0	31	54
8:45 PM	28	0	0	0	0	28	30	0	0	0	0	30	58
9:00 PM	37	0	0	0	0	37	36	0	0	0	0	36	73
9:15 PM	27	0	0	0	0	27	26	0	0	0	0	26	53
9:30 PM	26	0	0	0	0	26	22	0	0	0	0	22	48
9:45 PM	16	0	0	0	0	16	23	0	0	0	0	23	39
10:00 PM	34	0	0	0	0	34	21	0	0	0	0	21	55
10:15 PM	10	0	0	0	0	10	36	0	0	0	0	36	46
10:30 PM	13	0	0	0	0	13	15	0	0	0	0	15	28
10:45 PM	11	0	0	0	0	11	10	0	0	0	0	10	21
11:00 PM	11	0	0	0	0	11	9	0	0	0	0	9	20
11:15 PM	6	0	0	0	0	6	10	0	0	0	0	10	16
11:30 PM	8	0	0	0	0	8	7	0	0	0	0	7	15
11:45 PM	4	0	0	0	0	4	7	0	0	0	0	7	11
TOTAL VOLUMES =	1976	4	2	1	0	1983	2100	0	3	4	1	2108	4091
PEAK VOLUMES =	309	2	1	0	0	312	314	0	1	0	0	315	627
	PM Peak Hr Begins at: 515 PM												

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
6211	4	5	16	3

Grand Total

6239

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lower Azusa Rd

DATE: 9/2/2009

LOCATION: City of Temple City/Rosemead

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-016

Direction 1 = EB; Direction 2 = WB

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	25	0	0	0	0	25	22	0	0	0	0	22	47
12:15 AM	26	0	0	0	0	26	23	0	0	0	0	23	49
12:30 AM	16	0	0	0	0	16	7	0	0	0	0	7	23
12:45 AM	10	0	0	0	0	10	13	0	0	0	0	13	23
1:00 AM	9	0	0	0	0	9	13	0	0	0	0	13	22
1:15 AM	7	0	0	0	0	7	11	0	0	0	0	11	18
1:30 AM	8	0	0	0	0	8	6	0	0	0	0	6	14
1:45 AM	10	0	0	0	0	10	6	0	0	0	0	6	16
2:00 AM	9	0	0	0	0	9	7	0	0	0	0	7	16
2:15 AM	4	0	0	0	0	4	3	0	0	0	0	3	7
2:30 AM	1	0	0	0	0	1	2	0	0	0	0	2	3
2:45 AM	9	0	0	0	0	9	3	0	0	0	0	3	12
3:00 AM	1	0	0	0	0	1	5	0	0	0	0	5	6
3:15 AM	4	0	0	0	0	4	5	0	0	0	0	5	9
3:30 AM	4	0	0	0	0	4	4	0	0	0	0	4	8
3:45 AM	5	0	0	0	0	5	3	0	0	0	0	3	8
4:00 AM	3	0	0	0	0	3	4	0	0	0	0	4	7
4:15 AM	9	0	0	0	0	9	6	0	0	0	0	6	15
4:30 AM	9	0	0	0	0	9	6	0	0	0	0	6	15
4:45 AM	14	0	0	0	0	14	18	0	0	0	0	18	32
5:00 AM	7	0	0	0	0	7	16	0	0	0	0	16	23
5:15 AM	9	0	0	0	0	9	19	0	0	0	0	19	28
5:30 AM	10	0	0	0	0	10	27	0	0	1	0	28	38
5:45 AM	19	0	0	0	0	19	48	0	0	0	0	48	67
6:00 AM	20	0	0	0	0	20	38	0	0	2	0	40	60
6:15 AM	33	0	0	0	0	33	82	0	0	0	0	82	115
6:30 AM	40	0	0	0	0	40	126	0	0	1	0	127	167
6:45 AM	64	0	0	1	0	65	123	0	0	1	0	124	189
7:00 AM	49	0	0	1	0	50	153	0	0	1	0	154	204
7:15 AM	68	0	0	0	0	68	187	1	0	3	0	191	259
7:30 AM	127	1	0	0	0	128	254	0	0	0	0	254	382
7:45 AM	138	1	0	1	0	140	210	0	0	1	0	211	351
8:00 AM	102	0	0	2	0	104	204	0	0	1	0	205	309
8:15 AM	86	0	0	1	0	87	182	1	0	0	0	183	270
8:30 AM	86	1	0	0	0	87	232	0	0	2	0	234	321
8:45 AM	122	0	0	0	0	122	217	1	0	2	0	220	342
9:00 AM	84	0	0	1	0	85	168	0	0	2	0	170	255
9:15 AM	103	0	0	2	0	105	162	0	0	0	0	162	267
9:30 AM	107	0	0	0	0	107	156	0	0	0	0	156	263
9:45 AM	95	0	0	0	0	95	123	0	0	1	0	124	219
10:00 AM	85	0	0	1	0	86	141	1	0	0	0	142	228
10:15 AM	115	0	0	0	1	116	114	0	0	1	0	115	231
10:30 AM	111	0	0	0	0	111	134	0	0	1	0	135	246
10:45 AM	96	0	0	1	0	97	129	0	0	0	0	129	226
11:00 AM	77	0	0	1	0	78	77	0	0	1	0	78	156
11:15 AM	98	0	0	0	0	98	110	0	0	0	0	110	208
11:30 AM	114	0	0	1	0	115	109	0	0	1	0	110	225
11:45 AM	98	1	0	2	0	101	111	1	0	2	0	114	215
TOTAL VOLUMES =	2346	4	0	15	1	2366	3819	5	0	24	0	3848	6214
PEAK VOLUMES =	453	2	0	4	0	459	850	1	0	2	0	853	1312
AM Peak Hr Begins at: 730 AM													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lower Azusa Rd

DATE: 9/2/2009

LOCATION: City of Temple City/Rosemead

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-016

Direction 1 = EB; Direction 2 = WB

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	127	0	0	1	0	128	102	1	0	0	0	103	231
12:15 PM	130	1	0	0	0	131	124	0	0	0	0	124	255
12:30 PM	104	0	0	0	0	104	122	0	0	1	0	123	227
12:45 PM	132	0	0	0	0	132	121	0	0	0	0	121	253
1:00 PM	110	0	0	0	1	111	106	0	0	1	0	107	218
1:15 PM	125	1	0	1	1	128	97	1	0	0	0	98	226
1:30 PM	129	0	0	1	0	130	99	0	0	1	0	100	230
1:45 PM	106	0	0	1	0	107	123	0	0	0	0	123	230
2:00 PM	113	2	0	0	0	115	101	0	0	0	0	101	216
2:15 PM	127	0	0	1	0	128	134	0	0	1	0	135	263
2:30 PM	140	0	0	1	0	141	124	1	0	1	0	126	267
2:45 PM	136	0	0	0	0	136	134	0	0	0	0	134	270
3:00 PM	166	0	0	0	0	166	121	0	0	2	0	123	289
3:15 PM	166	1	0	1	0	168	94	2	0	0	0	96	264
3:30 PM	166	0	0	0	0	166	110	0	0	1	0	111	277
3:45 PM	194	0	0	0	0	194	108	0	1	0	0	109	303
4:00 PM	176	1	0	0	0	177	117	0	0	0	0	117	294
4:15 PM	180	0	0	2	0	182	119	0	0	0	0	119	301
4:30 PM	165	0	0	2	0	167	109	0	0	0	0	109	276
4:45 PM	172	0	0	1	0	173	145	0	0	1	0	146	319
5:00 PM	176	0	0	0	0	176	111	0	0	0	0	111	287
5:15 PM	187	0	0	1	0	188	170	0	0	0	0	170	358
5:30 PM	203	0	0	0	0	203	155	0	0	0	0	155	358
5:45 PM	240	0	0	0	0	240	136	0	0	0	0	136	376
6:00 PM	182	0	0	0	0	182	146	0	0	0	0	146	328
6:15 PM	196	0	0	0	0	196	146	0	0	1	0	147	343
6:30 PM	175	0	0	0	0	175	123	0	0	0	0	123	298
6:45 PM	163	0	0	0	0	163	114	0	0	1	0	115	278
7:00 PM	156	0	0	0	0	156	94	0	0	0	0	94	250
7:15 PM	166	0	0	0	0	166	122	0	0	0	0	122	288
7:30 PM	122	0	0	1	0	123	101	0	0	0	0	101	224
7:45 PM	101	0	0	0	0	101	127	0	0	0	0	127	228
8:00 PM	92	0	0	0	0	92	103	0	0	0	0	103	195
8:15 PM	99	0	0	0	0	99	69	0	0	0	0	69	168
8:30 PM	83	0	0	0	0	83	90	0	0	0	0	90	173
8:45 PM	84	0	0	0	0	84	76	0	0	0	0	76	160
9:00 PM	82	0	0	0	0	82	81	0	0	1	0	82	164
9:15 PM	102	0	0	0	0	102	80	0	0	0	0	80	182
9:30 PM	97	0	0	0	0	97	65	0	0	0	0	65	162
9:45 PM	81	0	0	0	0	81	60	0	0	0	0	60	141
10:00 PM	77	0	0	0	0	77	54	0	0	1	0	55	132
10:15 PM	62	0	0	0	0	62	53	0	0	0	0	53	115
10:30 PM	43	0	0	0	0	43	33	0	0	0	0	33	76
10:45 PM	60	0	0	0	0	60	38	0	0	0	0	38	98
11:00 PM	40	0	0	0	0	40	30	0	0	0	0	30	70
11:15 PM	29	0	0	0	0	29	39	0	0	0	0	39	68
11:30 PM	21	0	0	0	0	21	17	0	0	0	0	17	38
11:45 PM	15	0	0	0	0	15	11	0	0	0	0	11	26
TOTAL VOLUMES =	5998	6	0	14	2	6020	4754	5	1	13	0	4773	10793
PEAK VOLUMES =	812	0	0	1	0	813	607	0	0	0	0	607	1420
	PM Peak Hr Begins at: 515 PM												

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
16917	20	1	66	3

Grand Total

17007

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Temple City Blvd

DATE: 9/2/2009

LOCATION: El Monte/Rosemead

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-017

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	20	0	0	0	0	20	24	0	0	0	0	24	44
12:15 AM	17	0	0	0	0	17	15	0	0	0	0	15	32
12:30 AM	24	0	0	0	0	24	16	0	0	0	0	16	40
12:45 AM	14	0	0	0	0	14	8	0	0	0	0	8	22
1:00 AM	15	0	0	0	0	15	12	0	0	0	0	12	27
1:15 AM	10	0	0	0	0	10	12	0	0	0	0	12	22
1:30 AM	14	0	0	0	0	14	12	0	0	0	0	12	26
1:45 AM	13	0	0	0	0	13	24	0	0	0	0	24	37
2:00 AM	10	0	0	0	0	10	7	0	0	0	0	7	17
2:15 AM	0	0	0	0	0	0	12	0	0	0	0	12	12
2:30 AM	4	0	0	0	0	4	6	0	0	0	0	6	10
2:45 AM	9	0	0	0	0	9	6	0	0	0	0	6	15
3:00 AM	7	0	0	0	0	7	6	0	0	0	0	6	13
3:15 AM	3	0	0	0	0	3	9	0	0	0	0	9	12
3:30 AM	7	0	0	0	0	7	10	0	0	0	0	10	17
3:45 AM	11	0	0	0	0	11	17	0	0	0	0	17	28
4:00 AM	8	0	0	0	0	8	21	0	0	0	0	21	29
4:15 AM	11	0	0	1	0	12	29	0	0	0	0	29	41
4:30 AM	8	0	0	0	0	8	21	0	0	0	0	21	29
4:45 AM	23	0	0	1	0	24	42	0	0	0	0	42	66
5:00 AM	11	0	0	0	0	11	46	0	0	0	2	48	59
5:15 AM	18	0	0	2	0	20	59	0	0	0	0	59	79
5:30 AM	39	0	0	0	0	39	69	0	0	1	0	70	109
5:45 AM	75	0	1	1	0	77	76	0	0	0	0	76	153
6:00 AM	48	0	0	0	0	48	97	0	0	1	0	98	146
6:15 AM	58	0	1	0	0	59	101	0	2	0	0	103	162
6:30 AM	76	2	1	0	0	79	123	0	0	0	1	124	203
6:45 AM	86	1	1	1	0	89	175	0	1	1	0	177	266
7:00 AM	102	0	1	1	1	105	143	0	0	0	0	143	248
7:15 AM	129	2	0	2	0	133	201	0	1	0	0	202	335
7:30 AM	157	0	1	3	0	161	205	0	0	0	0	205	366
7:45 AM	191	0	0	1	1	193	235	0	1	1	1	238	431
8:00 AM	153	1	1	1	0	156	183	0	1	1	0	185	341
8:15 AM	164	0	1	2	0	167	244	0	1	2	0	247	414
8:30 AM	151	0	0	2	0	153	268	0	0	0	0	268	421
8:45 AM	129	0	1	2	0	132	196	1	0	0	0	197	329
9:00 AM	133	0	1	1	1	136	170	0	1	1	0	172	308
9:15 AM	122	0	0	2	0	124	169	0	0	0	1	170	294
9:30 AM	119	0	1	0	0	120	157	0	0	3	1	161	281
9:45 AM	116	0	0	2	0	118	163	0	2	0	0	165	283
10:00 AM	121	0	1	2	0	124	148	0	0	0	0	148	272
10:15 AM	89	0	1	1	1	92	167	0	0	0	0	167	259
10:30 AM	98	0	1	1	0	100	145	0	1	1	0	147	247
10:45 AM	122	0	0	3	0	125	132	0	1	0	1	134	259
11:00 AM	101	0	1	1	0	103	131	0	0	2	0	133	236
11:15 AM	148	0	1	4	0	153	144	0	1	2	0	147	300
11:30 AM	132	0	1	0	0	133	135	1	0	0	0	136	269
11:45 AM	150	1	0	1	0	152	121	0	1	1	0	123	275
TOTAL VOLUMES =	3266	7	17	38	4	3332	4512	2	14	17	7	4552	7884
PEAK VOLUMES =	659	1	2	6	1	669	930	0	3	4	1	938	1607
	AM Peak Hr Begins at: 745 AM												

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Temple City Blvd

DATE: 9/2/2009

LOCATION: El Monte/Rosemead

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-017

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	131	1	0	0	0	132	129	0	1	0	0	130	262
12:15 PM	141	0	1	0	0	142	164	0	1	1	0	166	308
12:30 PM	123	0	1	0	0	124	116	0	1	1	0	118	242
12:45 PM	134	0	0	1	0	135	159	0	1	0	0	160	295
1:00 PM	119	0	1	0	0	120	156	0	0	3	1	160	280
1:15 PM	122	0	0	1	0	123	151	0	0	2	0	153	276
1:30 PM	138	0	0	1	0	139	129	0	1	0	0	130	269
1:45 PM	158	0	1	0	0	159	153	0	1	2	0	156	315
2:00 PM	116	0	1	2	0	119	103	2	0	0	0	105	224
2:15 PM	130	0	0	1	1	132	148	1	0	0	0	149	281
2:30 PM	179	0	1	1	0	181	164	0	0	1	0	165	346
2:45 PM	160	0	0	2	0	162	158	1	0	3	0	162	324
3:00 PM	141	0	1	2	0	144	146	0	1	0	0	147	291
3:15 PM	153	0	0	1	0	154	160	0	0	1	0	161	315
3:30 PM	140	0	0	0	0	140	133	1	1	1	0	136	276
3:45 PM	156	0	1	0	0	157	143	0	0	0	0	143	300
4:00 PM	170	0	0	1	0	171	131	0	0	0	1	132	303
4:15 PM	182	0	1	1	0	184	136	1	1	0	0	138	322
4:30 PM	190	0	0	1	0	191	199	0	1	1	0	201	392
4:45 PM	195	0	1	2	0	198	172	0	0	0	0	172	370
5:00 PM	198	0	1	1	0	200	159	0	1	1	0	161	361
5:15 PM	218	0	1	0	0	219	185	0	0	0	0	185	404
5:30 PM	228	1	0	1	0	230	199	1	0	0	0	200	430
5:45 PM	263	0	0	0	0	263	171	0	0	1	0	172	435
6:00 PM	234	0	0	0	0	234	203	0	2	1	0	206	440
6:15 PM	269	0	1	0	0	270	161	0	1	0	0	162	432
6:30 PM	209	0	0	0	0	209	188	0	2	0	0	190	399
6:45 PM	181	0	0	0	0	181	140	0	0	0	0	140	321
7:00 PM	179	0	0	0	0	179	122	0	1	0	0	123	302
7:15 PM	145	0	1	0	0	146	133	0	1	1	0	135	281
7:30 PM	140	0	0	0	0	140	104	0	0	0	0	104	244
7:45 PM	137	0	1	0	0	138	111	0	1	0	0	112	250
8:00 PM	100	0	0	0	0	100	92	0	0	1	0	93	193
8:15 PM	123	0	0	0	0	123	113	0	0	0	0	113	236
8:30 PM	88	0	0	0	0	88	100	0	0	0	0	100	188
8:45 PM	97	0	0	0	0	97	93	0	0	0	0	93	190
9:00 PM	79	0	0	0	0	79	94	0	0	1	0	95	174
9:15 PM	108	0	0	0	0	108	75	0	0	0	0	75	183
9:30 PM	80	0	0	0	0	80	96	0	0	0	0	96	176
9:45 PM	98	0	0	0	0	98	73	0	0	0	0	73	171
10:00 PM	60	0	0	0	0	60	69	0	0	0	0	69	129
10:15 PM	69	0	0	0	0	69	52	0	0	0	0	52	121
10:30 PM	59	0	0	0	0	59	57	0	0	0	0	57	116
10:45 PM	58	0	0	0	0	58	34	0	0	0	0	34	92
11:00 PM	44	0	0	0	0	44	30	0	0	0	0	30	74
11:15 PM	37	0	0	0	0	37	31	0	0	0	0	31	68
11:30 PM	37	0	0	0	0	37	30	0	0	0	0	30	67
11:45 PM	26	0	0	0	0	26	19	0	0	0	0	19	45
TOTAL VOLUMES =	6542	2	15	19	1	6579	5884	7	19	22	2	5934	12513
PEAK VOLUMES =	994	1	1	1	0	997	734	1	3	2	0	740	1737
	PM Peak Hr Begins at: 530 PM												

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
18	65	96	14	

Grand Total
20397

Daily Total:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Arden Rd

DATE: 9/2/2009

LOCATION: City of El Monte

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-018

Direction 1 = Southbound ; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	10	0	0	0	0	10	8	0	0	0	0	8	18
12:15 AM	9	0	0	0	0	9	15	0	0	0	0	15	24
12:30 AM	4	0	0	0	0	4	14	0	0	0	0	14	18
12:45 AM	8	0	0	0	0	8	7	0	0	0	0	7	15
1:00 AM	14	0	0	0	0	14	5	0	0	0	0	5	19
1:15 AM	5	0	0	0	0	5	6	0	0	0	0	6	11
1:30 AM	14	0	0	0	0	14	6	0	0	0	0	6	20
1:45 AM	6	0	0	0	0	6	6	0	0	0	0	6	12
2:00 AM	7	0	0	0	0	7	5	0	0	0	0	5	12
2:15 AM	2	0	0	0	0	2	4	0	0	0	0	4	6
2:30 AM	6	0	0	0	0	6	3	0	0	0	0	3	9
2:45 AM	4	0	0	0	0	4	2	0	0	0	0	2	6
3:00 AM	6	0	0	0	0	6	4	0	0	0	0	4	10
3:15 AM	6	0	0	0	0	6	4	0	0	0	0	4	10
3:30 AM	7	0	0	0	0	7	3	0	0	0	0	3	10
3:45 AM	8	0	0	0	0	8	3	0	0	0	0	3	11
4:00 AM	8	0	0	0	0	8	7	0	0	0	0	7	15
4:15 AM	5	0	0	0	0	5	6	0	0	0	0	6	11
4:30 AM	14	0	0	1	0	15	5	0	0	1	0	6	21
4:45 AM	11	0	0	0	0	11	18	0	0	1	0	19	30
5:00 AM	24	0	0	0	0	24	39	0	0	1	0	40	64
5:15 AM	25	0	0	0	0	25	32	0	0	0	0	32	57
5:30 AM	28	0	0	1	0	29	39	0	0	0	0	39	68
5:45 AM	48	0	0	0	0	48	50	0	0	0	0	50	98
6:00 AM	55	0	0	1	0	56	22	0	1	0	0	23	79
6:15 AM	35	0	0	0	0	35	35	0	1	1	1	38	73
6:30 AM	60	0	0	2	0	62	46	0	1	0	0	47	109
6:45 AM	63	0	0	0	0	63	49	0	0	2	0	51	114
7:00 AM	87	0	0	0	0	87	62	0	0	0	0	62	149
7:15 AM	137	1	1	2	0	141	75	0	1	1	0	77	218
7:30 AM	206	1	0	0	0	207	146	0	0	0	0	146	353
7:45 AM	184	1	0	1	0	186	157	0	0	0	0	157	343
8:00 AM	179	2	0	0	0	181	90	4	1	1	0	96	277
8:15 AM	120	1	0	0	0	121	58	0	0	1	0	59	180
8:30 AM	93	1	0	0	1	95	45	0	1	2	1	49	144
8:45 AM	102	2	0	1	0	105	51	0	0	1	0	52	157
9:00 AM	64	1	0	0	2	67	38	0	1	1	0	40	107
9:15 AM	72	0	0	1	0	73	47	0	2	0	0	49	122
9:30 AM	58	0	0	0	0	58	41	0	0	0	0	41	99
9:45 AM	73	0	0	1	0	74	54	0	0	0	0	54	128
10:00 AM	63	0	0	0	0	63	37	0	7	0	0	44	107
10:15 AM	57	1	0	2	0	60	38	0	1	0	0	39	99
10:30 AM	56	0	0	0	0	56	50	0	1	1	0	52	108
10:45 AM	53	0	0	1	0	54	51	0	1	1	0	53	107
11:00 AM	62	2	0	2	0	66	41	0	0	1	1	43	109
11:15 AM	107	1	0	1	1	110	108	1	1	1	0	111	221
11:30 AM	51	0	0	0	0	51	69	1	1	1	0	72	123
11:45 AM	51	0	0	0	0	51	71	0	0	1	0	72	123
TOTAL VOLUMES =	2367	14	1	17	4	2403	1772	6	21	19	3	1821	4224
PEAK VOLUMES =	706	5	1	3	0	715	468	4	2	2	0	476	1191
	AM Peak Hr Begins at: 715 AM												

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

N-S STREET: Arden Rd

DATE: 9/2/2009

LOCATION: City of El Monte

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-018

Direction 1 = Southbound ; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	62	0	0	1	0	63	70	0	1	0	0	71	134
12:15 PM	79	0	0	1	0	80	66	3	0	2	0	71	151
12:30 PM	58	0	0	0	0	58	74	0	0	0	0	74	132
12:45 PM	74	0	1	1	0	76	92	0	2	1	0	95	171
1:00 PM	72	0	0	1	0	73	77	1	0	0	0	78	151
1:15 PM	59	2	0	0	0	61	80	1	1	0	0	82	143
1:30 PM	91	0	0	2	0	93	55	0	0	0	0	55	148
1:45 PM	68	0	0	0	0	68	83	0	0	2	2	87	155
2:00 PM	59	0	0	1	0	60	73	0	4	1	0	78	138
2:15 PM	79	1	0	0	0	80	113	1	1	1	0	116	196
2:30 PM	131	4	0	0	0	135	109	1	0	0	0	110	245
2:45 PM	159	1	0	0	0	160	105	0	0	0	0	105	265
3:00 PM	100	0	0	2	1	103	83	0	0	0	0	83	186
3:15 PM	90	1	0	0	1	92	72	0	1	1	0	74	166
3:30 PM	90	0	1	0	0	91	85	0	0	1	0	86	177
3:45 PM	89	2	0	1	0	92	92	0	0	0	0	92	184
4:00 PM	73	0	0	2	0	75	77	0	1	0	1	79	154
4:15 PM	79	0	0	0	0	79	117	0	0	0	0	117	196
4:30 PM	91	1	0	0	0	92	100	0	1	0	0	101	193
4:45 PM	76	1	0	0	0	77	99	0	0	0	0	99	176
5:00 PM	82	0	0	0	0	82	98	0	0	0	1	99	181
5:15 PM	80	0	0	0	0	80	120	0	1	0	0	121	201
5:30 PM	84	0	1	0	0	85	104	0	0	1	0	105	190
5:45 PM	76	0	0	0	0	76	134	0	0	0	0	134	210
6:00 PM	78	0	0	0	0	78	122	0	1	0	0	123	201
6:15 PM	69	0	0	0	0	69	112	0	0	0	0	112	181
6:30 PM	47	0	0	0	0	47	79	0	0	1	0	80	127
6:45 PM	55	0	0	0	0	55	68	0	1	0	0	69	124
7:00 PM	73	0	0	0	0	73	83	0	0	0	0	83	156
7:15 PM	46	0	0	0	0	46	68	0	1	0	0	69	115
7:30 PM	52	0	0	0	0	52	84	0	0	0	0	84	136
7:45 PM	61	0	0	0	0	61	72	0	0	2	0	74	135
8:00 PM	44	0	0	1	0	45	65	0	0	0	0	65	110
8:15 PM	34	0	0	0	0	34	58	0	0	0	0	58	92
8:30 PM	34	0	0	0	0	34	53	0	0	0	0	53	87
8:45 PM	29	0	0	0	0	29	54	0	0	0	0	54	83
9:00 PM	35	0	0	0	0	35	57	0	0	0	0	57	92
9:15 PM	35	0	0	0	0	35	57	0	0	0	0	57	92
9:30 PM	32	0	0	0	0	32	60	0	0	0	0	60	92
9:45 PM	32	0	0	0	0	32	61	0	0	0	0	61	93
10:00 PM	22	0	0	0	0	22	35	0	0	0	0	35	57
10:15 PM	36	0	0	0	0	36	36	0	0	0	0	36	72
10:30 PM	31	0	0	0	0	31	34	0	0	0	0	34	65
10:45 PM	17	0	0	0	0	17	32	0	0	0	0	32	49
11:00 PM	32	0	0	0	0	32	30	0	0	0	0	30	62
11:15 PM	15	0	0	0	0	15	29	0	0	0	0	29	44
11:30 PM	20	0	0	0	0	20	24	0	0	0	0	24	44
11:45 PM	11	1	0	0	0	12	12	0	0	0	0	12	24
TOTAL VOLUMES =	2941	14	3	13	2	2973	3563	7	16	13	4	3603	6576
PEAK VOLUMES =	469	6	0	2	1	478	410	2	1	1	0	414	892
	PM Peak Hr Begins at: 215 PM												

	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Grand Total
Daily Total:	10643	41	41	62	13	10800

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Tyler St

DATE: 9/2/2009

LOCATION: City of El Monte

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-019

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	8	0	0	0	0	8	14	0	0	0	0	14	22
12:15 AM	8	0	0	0	0	8	5	0	0	0	0	5	13
12:30 AM	3	0	0	0	0	3	5	0	0	0	0	5	8
12:45 AM	3	0	0	0	0	3	4	0	0	0	0	4	7
1:00 AM	8	0	0	0	0	8	2	0	0	0	0	2	10
1:15 AM	8	0	0	0	0	8	2	0	0	0	0	2	10
1:30 AM	2	0	0	0	0	2	3	0	0	0	0	3	5
1:45 AM	2	0	0	0	0	2	2	0	0	0	0	2	4
2:00 AM	2	0	0	0	0	2	4	0	0	0	0	4	6
2:15 AM	2	0	0	0	0	2	3	0	0	0	0	3	5
2:30 AM	1	0	0	0	0	1	1	0	0	0	0	1	2
2:45 AM	1	0	0	0	0	1	1	0	0	0	0	1	2
3:00 AM	7	0	0	0	0	7	2	0	0	0	0	2	9
3:15 AM	2	0	0	0	0	2	5	0	0	0	0	5	7
3:30 AM	1	0	0	0	0	1	2	0	0	0	0	2	3
3:45 AM	1	0	0	0	0	1	6	0	0	0	0	6	7
4:00 AM	7	0	0	0	0	7	2	0	0	0	0	2	9
4:15 AM	3	0	0	0	0	3	9	0	0	0	0	9	12
4:30 AM	6	0	0	0	0	6	9	0	0	0	0	9	15
4:45 AM	7	0	0	0	0	7	10	0	0	0	0	10	17
5:00 AM	9	0	0	0	0	9	22	0	0	0	0	22	31
5:15 AM	10	0	2	0	0	12	18	0	0	0	0	18	30
5:30 AM	24	0	0	0	0	24	39	0	1	0	0	40	64
5:45 AM	19	0	1	0	0	20	40	0	2	0	0	42	62
6:00 AM	21	0	0	0	0	21	30	0	0	0	0	30	51
6:15 AM	30	0	1	1	0	32	32	0	1	0	0	33	65
6:30 AM	37	0	0	0	0	37	49	0	1	0	0	50	87
6:45 AM	61	0	1	1	0	63	60	0	0	0	0	60	123
7:00 AM	35	0	0	1	0	36	69	0	2	0	0	71	107
7:15 AM	57	0	1	0	1	59	94	2	2	0	0	98	157
7:30 AM	82	0	0	0	0	82	122	1	0	0	1	124	206
7:45 AM	100	0	1	0	0	101	189	0	2	0	0	191	292
8:00 AM	72	0	0	1	0	73	97	0	0	0	0	97	170
8:15 AM	64	0	1	0	0	65	116	2	3	0	0	121	186
8:30 AM	72	0	1	0	0	73	102	0	0	0	0	102	175
8:45 AM	77	0	2	1	0	80	94	0	1	0	0	95	175
9:00 AM	59	0	0	0	0	59	77	0	1	0	0	78	137
9:15 AM	57	0	0	1	0	58	69	0	0	1	0	70	128
9:30 AM	69	0	1	1	0	71	79	0	3	0	0	82	153
9:45 AM	76	0	1	0	0	77	94	0	0	2	0	96	173
10:00 AM	72	0	1	0	0	73	93	0	1	0	0	94	167
10:15 AM	63	0	0	2	0	65	68	0	2	0	0	70	135
10:30 AM	78	1	0	0	0	79	83	0	0	0	0	83	162
10:45 AM	73	0	1	1	0	75	68	0	0	2	0	70	145
11:00 AM	60	0	1	0	0	61	73	0	0	0	0	73	134
11:15 AM	85	0	1	1	0	87	88	0	0	0	0	88	175
11:30 AM	106	0	1	0	0	107	97	0	0	0	0	97	204
11:45 AM	91	0	0	1	0	92	95	0	0	1	0	96	188
TOTAL VOLUMES =	1741	1	18	12	1	1773	2248	5	22	6	1	2282	4055
PEAK VOLUMES =	318	0	2	1	0	321	524	3	5	0	1	533	854
AM Peak Hr Begins at: 730 AM													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Tyler St

DATE: 9/2/2009

LOCATION: City of El Monte

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-019

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	126	0	0	0	0	126	95	0	0	0	0	95	221
12:15 PM	111	0	0	1	0	112	94	0	1	0	0	95	207
12:30 PM	94	0	0	0	0	94	123	0	1	0	0	124	218
12:45 PM	86	0	1	0	0	87	114	0	0	0	0	114	201
1:00 PM	80	0	1	1	0	82	79	0	1	1	0	81	163
1:15 PM	76	0	0	0	0	76	88	0	1	1	0	90	166
1:30 PM	95	0	0	0	0	95	98	0	0	0	0	98	193
1:45 PM	85	1	1	1	0	88	101	0	1	1	0	103	191
2:00 PM	88	0	0	0	0	88	95	1	0	0	0	96	184
2:15 PM	98	0	0	0	0	98	79	0	1	0	0	80	178
2:30 PM	100	1	1	3	0	105	89	0	0	1	0	90	195
2:45 PM	90	0	1	0	0	91	89	0	1	0	0	90	181
3:00 PM	99	0	1	0	0	100	94	2	2	0	0	98	198
3:15 PM	101	0	1	0	0	102	88	1	0	1	0	90	192
3:30 PM	116	1	0	0	0	117	97	0	2	1	0	100	217
3:45 PM	98	0	1	0	0	99	92	0	1	0	0	93	192
4:00 PM	105	0	2	0	0	107	63	0	0	1	0	64	171
4:15 PM	126	0	0	0	0	126	88	0	2	0	0	90	216
4:30 PM	120	0	1	0	0	121	94	0	0	0	0	94	215
4:45 PM	131	0	0	0	0	131	96	0	1	0	0	97	228
5:00 PM	155	0	0	0	0	155	101	0	1	0	0	102	257
5:15 PM	137	0	1	0	0	138	93	0	0	0	0	93	231
5:30 PM	103	0	0	0	0	103	114	0	0	0	0	114	217
5:45 PM	128	0	0	0	0	128	105	0	3	0	0	108	236
6:00 PM	132	0	0	0	0	132	94	0	0	0	0	94	226
6:15 PM	118	0	1	0	0	119	100	0	2	0	0	102	221
6:30 PM	112	0	0	0	0	112	85	0	0	0	0	85	197
6:45 PM	116	0	1	0	0	117	94	0	1	0	0	95	212
7:00 PM	110	0	2	0	0	112	55	0	1	0	0	56	168
7:15 PM	95	0	3	0	0	98	63	0	0	1	0	64	162
7:30 PM	79	0	0	0	0	79	77	0	1	0	0	78	157
7:45 PM	73	0	0	0	0	73	56	0	1	0	0	57	130
8:00 PM	56	0	0	0	0	56	52	0	2	0	0	54	110
8:15 PM	65	0	1	0	0	66	37	0	1	0	0	38	104
8:30 PM	50	0	0	0	0	50	56	0	1	0	0	57	107
8:45 PM	49	0	0	0	0	49	41	0	0	0	0	41	90
9:00 PM	55	0	0	0	0	55	41	0	0	0	0	41	96
9:15 PM	61	0	0	0	0	61	59	0	0	0	0	59	120
9:30 PM	61	0	0	0	0	61	42	0	0	0	0	42	103
9:45 PM	29	0	0	0	0	29	42	0	0	0	0	42	71
10:00 PM	43	0	0	0	0	43	27	0	0	0	0	27	70
10:15 PM	30	0	0	0	0	30	17	0	0	0	0	17	47
10:30 PM	17	0	0	0	0	17	19	0	0	0	0	19	36
10:45 PM	24	0	0	0	0	24	8	0	0	0	0	8	32
11:00 PM	33	0	0	0	0	33	17	0	0	0	0	17	50
11:15 PM	16	0	0	0	0	16	12	0	0	0	0	12	28
11:30 PM	21	0	0	0	0	21	8	0	0	0	0	8	29
11:45 PM	6	0	0	0	0	6	9	0	0	0	0	9	15
TOTAL VOLUMES =	3999	3	20	6	0	4028	3380	4	29	8	0	3421	7449
PEAK VOLUMES =	523	0	1	0	0	524	413	0	4	0	0	417	941
	PM Peak Hr Begins at: 500 PM												

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
11368	13	89	32	2

Grand Total
11504

Daily Total:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Cogswell Rd

DATE: 9/2/2009

LOCATION: City of El Monte

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-020

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	10	0	0	0	0	10	10	0	0	0	0	10	20
12:15 AM	11	0	0	0	0	11	12	0	0	0	0	12	23
12:30 AM	12	0	0	0	0	12	7	0	0	0	0	7	19
12:45 AM	9	0	0	0	0	9	8	0	0	0	0	8	17
1:00 AM	8	0	0	0	0	8	11	0	0	0	0	11	19
1:15 AM	6	0	0	0	0	6	7	0	0	0	0	7	13
1:30 AM	6	0	0	0	0	6	4	0	0	0	0	4	10
1:45 AM	1	0	0	0	0	1	7	0	0	0	0	7	8
2:00 AM	1	0	0	0	0	1	2	0	0	0	0	2	3
2:15 AM	2	0	0	0	0	2	1	0	0	0	0	1	3
2:30 AM	2	0	0	0	0	2	3	0	0	0	0	3	5
2:45 AM	5	0	0	0	0	5	2	0	0	0	0	2	7
3:00 AM	2	0	0	0	0	2	2	0	0	0	0	2	4
3:15 AM	4	0	0	0	0	4	3	0	0	0	0	3	7
3:30 AM	4	0	0	0	0	4	7	0	0	0	0	7	11
3:45 AM	2	0	0	0	0	2	6	0	0	0	0	6	8
4:00 AM	1	0	0	0	0	1	4	0	0	0	0	4	5
4:15 AM	3	0	0	0	0	3	11	0	0	0	0	11	14
4:30 AM	9	0	0	0	0	9	18	0	0	0	0	18	27
4:45 AM	5	0	0	0	0	5	10	0	0	0	0	10	15
5:00 AM	4	0	1	0	0	5	10	0	0	0	0	10	15
5:15 AM	13	0	0	0	0	13	30	0	0	0	0	30	43
5:30 AM	6	0	1	0	0	7	17	0	0	0	0	17	24
5:45 AM	16	0	0	0	0	16	28	0	0	0	0	28	44
6:00 AM	14	0	1	0	0	15	45	0	0	0	0	45	60
6:15 AM	30	0	0	0	0	30	39	0	1	0	0	40	70
6:30 AM	24	1	1	0	0	26	60	0	0	0	0	60	86
6:45 AM	29	1	0	0	0	30	67	0	1	0	0	68	98
7:00 AM	55	0	0	0	0	55	103	0	0	0	0	103	158
7:15 AM	64	1	1	0	0	66	136	0	1	0	0	137	203
7:30 AM	73	2	0	0	0	75	138	3	0	0	0	141	216
7:45 AM	87	3	1	0	0	91	108	0	1	0	0	109	200
8:00 AM	39	0	1	0	0	40	106	3	0	1	0	110	150
8:15 AM	43	0	0	0	0	43	85	0	0	0	0	85	128
8:30 AM	43	0	1	1	0	45	82	0	1	0	0	83	128
8:45 AM	40	0	0	0	0	40	70	0	0	0	0	70	110
9:00 AM	36	0	1	0	0	37	66	0	0	0	0	66	103
9:15 AM	42	0	0	0	0	42	71	0	0	0	0	71	113
9:30 AM	47	0	0	0	0	47	70	0	1	0	0	71	118
9:45 AM	40	0	1	0	0	41	67	0	0	0	0	67	108
10:00 AM	51	1	1	0	0	53	73	1	1	0	0	75	128
10:15 AM	37	0	0	0	0	37	59	1	1	0	0	61	98
10:30 AM	43	0	1	0	0	44	54	0	0	0	0	54	98
10:45 AM	47	1	0	0	0	48	63	0	0	0	1	64	112
11:00 AM	50	0	0	0	0	50	58	0	1	0	0	59	109
11:15 AM	54	0	1	1	0	56	61	1	0	0	0	62	118
11:30 AM	46	0	1	0	0	47	55	1	0	0	0	56	103
11:45 AM	58	0	0	0	0	58	77	0	1	0	0	78	136
TOTAL VOLUMES =	1234	10	14	2	0	1260	2033	10	10	1	1	2055	3315
PEAK VOLUMES =	279	6	2	0	0	287	485	3	2	0	0	490	777
AM Peak Hr Begins at: 700 AM													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Cogswell Rd

DATE: 9/2/2009

LOCATION: City of El Monte

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-020

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	59	0	1	0	0	60	79	0	0	1	0	80	140
12:15 PM	62	0	0	0	0	62	67	0	1	0	0	68	130
12:30 PM	72	0	1	0	0	73	71	0	1	0	0	72	145
12:45 PM	68	0	0	0	0	68	57	0	0	0	0	57	125
1:00 PM	65	0	1	0	0	66	56	0	1	0	0	57	123
1:15 PM	60	0	2	0	0	62	75	0	0	0	0	75	137
1:30 PM	78	0	4	0	0	82	74	0	1	0	0	75	157
1:45 PM	88	0	0	0	0	88	61	0	1	0	0	62	150
2:00 PM	77	0	1	0	0	78	96	0	2	0	0	98	176
2:15 PM	84	1	0	0	0	85	85	1	0	0	0	86	171
2:30 PM	75	1	1	0	0	77	86	0	1	0	0	87	164
2:45 PM	96	0	0	0	0	96	94	0	1	0	0	95	191
3:00 PM	79	0	1	0	0	80	67	2	0	0	0	69	149
3:15 PM	82	1	0	0	0	83	82	0	1	0	0	83	166
3:30 PM	93	0	0	0	0	93	80	0	0	0	0	80	173
3:45 PM	74	0	0	0	0	74	57	0	1	0	0	58	132
4:00 PM	80	0	1	1	0	82	55	0	0	1	0	56	138
4:15 PM	90	0	0	0	0	90	72	0	1	0	0	73	163
4:30 PM	105	0	0	0	0	105	92	0	0	1	0	93	198
4:45 PM	104	0	1	0	0	105	79	0	0	0	0	79	184
5:00 PM	107	0	0	0	0	107	81	0	1	0	0	82	189
5:15 PM	102	0	1	0	0	103	86	0	0	0	0	86	189
5:30 PM	117	0	1	0	0	118	75	0	1	0	0	76	194
5:45 PM	102	0	0	0	0	102	79	0	0	0	0	79	181
6:00 PM	91	0	0	0	0	91	69	0	1	0	0	70	161
6:15 PM	117	0	1	0	0	118	88	0	0	0	0	88	206
6:30 PM	120	0	0	0	0	120	70	0	1	0	0	71	191
6:45 PM	103	0	1	0	0	104	76	0	0	0	0	76	180
7:00 PM	80	0	1	0	0	81	93	0	0	0	0	93	174
7:15 PM	89	0	0	0	0	89	78	0	1	0	0	79	168
7:30 PM	96	0	1	0	0	97	88	1	0	0	0	89	186
7:45 PM	74	0	0	0	0	74	84	0	0	0	0	84	158
8:00 PM	83	0	1	0	0	84	53	0	1	0	0	54	138
8:15 PM	83	0	0	0	0	83	50	0	0	0	0	50	133
8:30 PM	65	0	1	0	0	66	66	0	1	0	0	67	133
8:45 PM	62	0	0	0	0	62	53	0	1	0	0	54	116
9:00 PM	54	0	0	0	0	54	30	0	0	0	0	30	84
9:15 PM	60	0	0	0	0	60	36	0	1	0	0	37	97
9:30 PM	50	0	0	0	0	50	33	0	0	0	0	33	83
9:45 PM	41	0	0	0	0	41	41	0	1	0	0	42	83
10:00 PM	49	0	0	0	0	49	28	0	1	0	0	29	78
10:15 PM	44	0	0	0	0	44	42	0	0	0	0	42	86
10:30 PM	23	0	0	0	0	23	20	0	0	0	0	20	43
10:45 PM	33	0	0	0	0	33	17	0	0	0	0	17	50
11:00 PM	19	0	0	0	0	19	18	0	0	0	0	18	37
11:15 PM	16	0	0	0	0	16	15	0	0	0	0	15	31
11:30 PM	15	0	0	0	0	15	7	0	0	0	0	7	22
11:45 PM	12	0	0	0	0	12	8	0	0	0	0	8	20
TOTAL VOLUMES =	3498	3	22	1	0	3524	2969	4	23	3	0	2999	6523
PEAK VOLUMES =	418	0	2	0	0	420	338	0	1	1	0	340	760
	PM Peak Hr Begins at: 430 PM												

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
9734	27	69	7	1

Grand Total
9838

Daily Total:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Temple Ave

DATE: 9/2/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-001

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	36	0	0	4	0	40	49	0	0	5	1	55	95
12:15 AM	21	0	0	4	0	25	21	0	0	1	1	23	48
12:30 AM	22	0	0	4	0	26	18	0	0	8	0	26	52
12:45 AM	16	0	0	7	0	23	12	0	0	7	0	19	42
1:00 AM	22	0	0	4	0	26	29	0	0	4	0	33	59
1:15 AM	21	0	0	4	0	25	15	0	0	8	0	23	48
1:30 AM	21	0	0	5	0	26	23	0	0	5	0	28	54
1:45 AM	27	0	0	7	1	35	17	0	0	5	0	22	57
2:00 AM	27	0	0	1	0	28	20	0	0	9	0	29	57
2:15 AM	22	0	0	4	1	27	15	0	0	7	0	22	49
2:30 AM	19	0	0	4	0	23	29	0	0	9	1	39	62
2:45 AM	11	0	0	5	0	16	18	0	0	9	0	27	43
3:00 AM	15	0	0	2	0	17	11	0	0	6	0	17	34
3:15 AM	16	0	0	6	0	22	20	0	0	13	0	33	55
3:30 AM	24	0	0	4	0	28	32	0	0	4	0	36	64
3:45 AM	22	0	0	4	0	26	23	0	0	6	0	29	55
4:00 AM	21	0	0	4	0	25	31	0	0	4	0	35	60
4:15 AM	16	0	0	7	0	23	54	0	0	8	1	63	86
4:30 AM	29	0	0	5	1	35	75	0	0	4	0	79	114
4:45 AM	83	0	0	6	0	89	80	0	0	9	0	89	178
5:00 AM	38	0	0	7	0	45	104	0	0	2	0	106	151
5:15 AM	69	0	0	7	0	76	145	0	0	10	0	155	231
5:30 AM	83	0	0	12	0	95	183	0	0	10	1	194	289
5:45 AM	150	0	0	6	0	156	224	0	0	13	0	237	393
6:00 AM	132	0	0	17	0	149	148	0	0	8	0	156	305
6:15 AM	134	0	0	9	0	143	214	0	0	20	1	235	378
6:30 AM	105	2	0	10	0	117	263	0	0	9	0	272	389
6:45 AM	129	0	0	9	0	138	282	0	0	11	0	293	431
7:00 AM	114	0	0	19	0	133	302	0	0	7	0	309	442
7:15 AM	145	0	0	8	1	154	313	0	0	9	0	322	476
7:30 AM	138	0	0	9	1	148	275	0	0	9	1	285	433
7:45 AM	164	0	0	11	1	176	277	0	0	9	0	286	462
8:00 AM	129	0	0	11	0	140	231	1	0	13	1	246	386
8:15 AM	155	0	0	14	0	169	253	0	0	12	1	266	435
8:30 AM	158	0	0	13	1	172	235	1	0	10	1	247	419
8:45 AM	187	0	0	9	0	196	214	1	0	8	0	223	419
9:00 AM	149	0	0	14	0	163	189	0	0	12	0	201	364
9:15 AM	166	0	0	10	0	176	209	1	0	13	0	223	399
9:30 AM	115	0	0	10	2	127	203	0	0	8	0	211	338
9:45 AM	138	0	0	19	0	157	221	0	0	15	0	236	393
10:00 AM	94	0	0	12	1	107	172	0	0	10	0	182	289
10:15 AM	119	0	0	12	1	132	190	0	0	15	0	205	337
10:30 AM	112	0	0	16	0	128	142	0	0	12	0	154	282
10:45 AM	130	0	0	5	0	135	164	0	0	17	0	181	316
11:00 AM	112	0	0	16	0	128	147	0	0	10	0	157	285
11:15 AM	111	0	0	16	0	127	186	0	0	7	0	193	320
11:30 AM	105	0	0	15	3	123	179	0	0	13	0	192	315
11:45 AM	136	0	0	7	0	143	159	0	0	13	3	175	318
TOTAL VOLUMES =	4008	2	0	414	14	4438	6416	4	0	436	13	6869	11307
PEAK VOLUMES =	561	0	0	47	3	611	1167	0	0	34	1	1202	1813
AM Peak Hr Begins at: 700 AM													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Temple Ave

DATE: 9/2/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-001

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	105	0	0	12	0	117	162	0	0	5	1	168	285
12:15 PM	141	0	0	9	0	150	158	0	0	6	1	165	315
12:30 PM	145	0	0	10	2	157	188	0	0	8	1	197	354
12:45 PM	141	0	0	7	0	148	158	0	0	12	0	170	318
1:00 PM	135	0	0	10	0	145	167	0	0	7	0	174	319
1:15 PM	146	0	1	8	0	155	191	0	0	10	0	201	356
1:30 PM	118	0	0	18	0	136	211	0	0	15	0	226	362
1:45 PM	159	0	0	14	0	173	189	0	0	11	1	201	374
2:00 PM	137	0	0	13	0	150	154	1	0	20	0	175	325
2:15 PM	180	0	0	11	2	193	191	0	0	10	0	201	394
2:30 PM	170	0	0	16	2	188	265	0	0	8	0	273	461
2:45 PM	187	0	0	7	1	195	227	0	0	10	0	237	432
3:00 PM	248	0	0	8	1	257	177	0	0	10	0	187	444
3:15 PM	226	0	1	16	0	243	157	0	2	14	0	173	416
3:30 PM	216	0	0	11	0	227	267	0	1	10	0	278	505
3:45 PM	258	0	0	7	0	265	208	0	1	10	0	219	484
4:00 PM	145	0	1	5	0	151	180	0	1	4	0	185	336
4:15 PM	274	0	0	1	1	276	169	0	0	7	0	176	452
4:30 PM	270	0	0	7	0	277	206	0	0	2	0	208	485
4:45 PM	292	0	0	9	0	301	204	0	0	11	0	215	516
5:00 PM	214	0	0	9	0	223	203	0	0	5	0	208	431
5:15 PM	271	0	0	7	0	278	193	0	0	4	1	198	476
5:30 PM	331	0	0	7	0	338	239	1	0	6	0	246	584
5:45 PM	265	0	0	8	0	273	192	0	1	8	0	201	474
6:00 PM	205	0	0	4	0	209	192	0	0	7	0	199	408
6:15 PM	258	0	0	5	0	263	162	0	0	6	0	168	431
6:30 PM	257	0	0	8	0	265	158	0	0	3	0	161	426
6:45 PM	245	0	0	7	0	252	145	0	0	6	0	151	403
7:00 PM	190	0	0	6	0	196	168	0	0	3	0	171	367
7:15 PM	156	0	0	8	0	164	128	0	0	5	0	133	297
7:30 PM	171	0	0	8	0	179	113	0	0	3	0	116	295
7:45 PM	111	0	0	8	0	119	118	0	0	8	1	127	246
8:00 PM	119	0	0	7	0	126	130	0	0	8	0	138	264
8:15 PM	85	0	0	4	0	89	111	0	0	4	0	115	204
8:30 PM	106	0	0	5	0	111	104	0	0	3	0	107	218
8:45 PM	78	0	0	6	0	84	71	0	0	4	1	76	160
9:00 PM	86	0	0	9	0	95	83	0	0	4	0	87	182
9:15 PM	82	0	0	7	0	89	73	0	0	1	0	74	163
9:30 PM	87	0	0	6	1	94	72	0	0	2	0	74	168
9:45 PM	95	0	0	9	0	104	61	0	0	2	0	63	167
10:00 PM	75	0	0	3	0	78	75	0	0	3	0	78	156
10:15 PM	67	0	0	10	0	77	56	0	0	6	0	62	139
10:30 PM	43	0	0	9	1	53	59	0	0	2	0	61	114
10:45 PM	49	0	0	4	2	55	33	0	0	5	0	38	93
11:00 PM	56	0	0	8	0	64	41	0	0	1	0	42	106
11:15 PM	34	0	0	3	0	37	39	0	0	5	1	45	82
11:30 PM	40	0	0	4	0	44	24	0	0	4	0	28	72
11:45 PM	51	0	0	1	0	52	17	0	0	2	0	19	71
TOTAL VOLUMES =	7520	0	3	379	13	7915	6889	2	6	310	8	7215	15130
PEAK VOLUMES =	1108	0	0	32	0	1140	839	1	0	26	1	867	2007
	PM Peak Hr Begins at: 445 PM												

	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Grand Total
Daily Total:	24833	8	9	1539	48	26437

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Vineland Ave

DATE: 09/02/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-021

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	11	0	0	1	0	12	9	0	0	0	0	9	21
12:15 AM	10	0	0	0	0	10	4	0	0	1	0	5	15
12:30 AM	8	0	0	0	0	8	5	0	0	0	0	5	13
12:45 AM	4	0	0	0	0	4	8	0	0	0	0	8	12
1:00 AM	6	0	0	0	0	6	4	0	0	0	0	4	10
1:15 AM	2	0	0	0	0	2	3	0	0	1	0	4	6
1:30 AM	10	0	0	0	0	10	5	0	0	1	0	6	16
1:45 AM	5	0	0	0	0	5	4	0	0	0	0	4	9
2:00 AM	7	0	0	0	0	7	12	0	0	0	0	12	19
2:15 AM	5	0	0	0	0	5	15	0	0	0	0	15	20
2:30 AM	31	0	0	0	0	31	7	0	0	0	0	7	38
2:45 AM	7	0	0	1	1	9	9	0	0	0	0	9	18
3:00 AM	6	0	0	0	0	6	2	0	0	0	0	2	8
3:15 AM	5	0	0	0	0	5	6	0	0	0	0	6	11
3:30 AM	12	0	0	1	0	13	6	0	0	2	0	8	21
3:45 AM	0	0	0	1	0	1	13	0	0	1	0	14	15
4:00 AM	12	0	0	2	0	14	12	0	0	0	0	12	26
4:15 AM	22	0	0	0	0	22	7	0	0	0	0	7	29
4:30 AM	16	0	0	0	0	16	17	0	0	0	0	17	33
4:45 AM	25	0	0	0	0	25	28	0	0	1	0	29	54
5:00 AM	30	0	0	0	0	30	30	0	0	3	0	33	63
5:15 AM	35	0	0	4	0	39	32	0	0	4	0	36	75
5:30 AM	56	0	0	4	0	60	69	0	0	7	0	76	136
5:45 AM	57	0	0	5	0	62	70	0	0	2	0	72	134
6:00 AM	69	0	0	2	0	71	63	0	0	0	0	63	134
6:15 AM	77	0	0	2	0	79	74	0	0	1	0	75	154
6:30 AM	126	0	0	3	0	129	90	0	0	2	0	92	221
6:45 AM	113	0	0	1	0	114	91	2	0	3	0	96	210
7:00 AM	139	0	0	2	0	141	82	0	0	6	0	88	229
7:15 AM	159	0	0	0	0	159	93	0	0	1	0	94	253
7:30 AM	131	1	1	4	0	137	97	0	0	2	0	99	236
7:45 AM	149	0	0	0	0	149	108	0	0	1	0	109	258
8:00 AM	114	0	0	3	0	117	112	0	0	1	0	113	230
8:15 AM	94	0	0	1	0	95	120	0	0	1	0	121	216
8:30 AM	102	0	2	0	0	104	103	0	0	3	1	107	211
8:45 AM	92	0	1	1	0	94	106	0	0	4	1	111	205
9:00 AM	95	2	0	1	0	98	69	3	0	5	0	77	175
9:15 AM	73	0	0	5	0	78	97	0	1	0	0	98	176
9:30 AM	113	0	0	1	0	114	83	0	0	1	0	84	198
9:45 AM	114	1	1	2	0	118	89	0	0	2	0	91	209
10:00 AM	109	0	0	3	1	113	69	0	0	4	0	73	186
10:15 AM	114	0	0	6	0	120	66	1	0	7	0	74	194
10:30 AM	144	0	0	5	0	149	71	0	0	4	1	76	225
10:45 AM	129	0	0	3	0	132	64	0	0	1	0	65	197
11:00 AM	142	0	0	2	0	144	74	0	0	1	0	75	219
11:15 AM	130	0	0	1	0	131	73	0	0	1	0	74	205
11:30 AM	118	0	0	0	0	118	81	0	0	2	0	83	201
11:45 AM	110	0	0	4	0	114	89	0	0	2	0	91	205
TOTAL VOLUMES =	3138	4	5	71	2	3220	2441	6	1	78	3	2529	5749
PEAK VOLUMES =	544	1	1	7	0	553	395	0	0	5	0	400	953
AM Peak Hr Begins at: 715 AM													

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

N-S STREET: Vineland Ave

DATE: 09/02/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-021

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	93	0	0	0	0	93	66	0	0	0	1	67	160
12:15 PM	98	0	0	0	0	98	75	0	1	2	0	78	176
12:30 PM	103	0	0	3	0	106	62	0	0	2	0	64	170
12:45 PM	108	0	0	0	0	108	65	0	0	0	0	65	173
1:00 PM	119	0	0	3	0	122	65	0	0	4	0	69	191
1:15 PM	99	0	0	0	0	99	47	0	1	2	0	50	149
1:30 PM	124	0	0	2	0	126	67	0	0	5	0	72	198
1:45 PM	109	0	0	0	0	109	84	0	1	2	0	87	196
2:00 PM	78	0	0	0	0	78	80	0	0	8	0	88	166
2:15 PM	79	0	0	2	1	82	56	0	0	2	0	58	140
2:30 PM	130	0	0	5	0	135	55	0	0	13	0	68	203
2:45 PM	125	0	0	0	0	125	87	0	0	5	0	92	217
3:00 PM	91	0	0	0	0	91	79	1	0	3	0	83	174
3:15 PM	82	0	0	1	0	83	77	0	0	1	0	78	161
3:30 PM	95	2	1	1	0	99	93	0	5	0	0	98	197
3:45 PM	83	0	0	1	0	84	115	1	1	0	0	117	201
4:00 PM	65	0	0	1	0	66	79	0	0	3	0	82	148
4:15 PM	59	0	0	0	0	59	121	0	1	2	0	124	183
4:30 PM	84	0	1	1	0	86	77	0	0	4	0	81	167
4:45 PM	76	0	0	1	0	77	108	0	1	1	0	110	187
5:00 PM	60	0	0	1	0	61	91	0	0	2	0	93	154
5:15 PM	69	0	0	2	0	71	112	0	2	0	0	114	185
5:30 PM	64	0	1	2	0	67	125	0	0	1	0	126	193
5:45 PM	56	0	0	0	0	56	124	0	0	1	0	125	181
6:00 PM	72	0	0	0	0	72	110	0	0	0	0	110	182
6:15 PM	69	0	0	0	0	69	131	0	1	0	0	132	201
6:30 PM	53	0	0	1	0	54	101	1	0	1	0	103	157
6:45 PM	59	0	0	2	0	61	114	2	0	1	0	117	178
7:00 PM	51	0	0	0	0	51	86	0	0	2	0	88	139
7:15 PM	46	0	0	1	0	47	74	0	0	2	0	76	123
7:30 PM	47	0	0	0	0	47	74	0	0	5	0	79	126
7:45 PM	39	0	0	2	0	41	65	0	0	2	0	67	108
8:00 PM	41	0	0	0	0	41	55	0	0	1	0	56	97
8:15 PM	32	0	0	0	0	32	41	0	2	2	0	45	77
8:30 PM	35	0	0	2	0	37	43	0	0	1	0	44	81
8:45 PM	37	0	0	3	0	40	30	0	0	3	0	33	73
9:00 PM	33	0	0	0	0	33	40	0	0	3	0	43	76
9:15 PM	36	0	0	0	0	36	32	0	0	0	0	32	68
9:30 PM	26	0	0	0	0	26	28	0	0	0	0	28	54
9:45 PM	22	0	0	1	0	23	19	0	0	2	0	21	44
10:00 PM	37	0	0	0	0	37	34	0	0	0	0	34	71
10:15 PM	22	0	0	0	0	22	28	0	0	1	0	29	51
10:30 PM	41	0	0	1	0	42	21	0	0	0	0	21	63
10:45 PM	17	0	0	1	0	18	23	0	0	0	0	23	41
11:00 PM	65	0	0	0	0	65	20	0	0	1	0	21	86
11:15 PM	60	0	0	0	0	60	17	0	0	0	0	17	77
11:30 PM	26	0	0	0	0	26	16	0	0	0	0	16	42
11:45 PM	17	0	0	0	0	17	14	0	0	1	0	15	32
TOTAL VOLUMES =	3132	2	3	40	1	3178	3226	5	16	91	1	3339	6517
PEAK VOLUMES =	269	0	1	2	0	272	490	0	1	2	0	493	765
	PM Peak Hr Begins at: 530 PM												

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
11937	17	25	280	7

Grand Total

12266

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Puente Ave

DATE: 9/2/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-002

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	33	0	0	0	0	33	31	0	0	1	0	32	65
12:15 AM	18	0	0	0	0	18	38	0	0	1	0	39	57
12:30 AM	18	0	0	0	0	18	17	0	0	0	0	17	35
12:45 AM	18	0	0	0	0	18	24	0	0	1	0	25	43
1:00 AM	18	0	0	1	0	19	23	0	0	2	1	26	45
1:15 AM	22	0	0	1	0	23	21	0	0	0	0	21	44
1:30 AM	11	0	0	2	0	13	16	0	0	0	0	16	29
1:45 AM	14	0	0	1	0	15	15	0	0	0	0	15	30
2:00 AM	13	0	0	1	0	14	10	0	0	1	0	11	25
2:15 AM	8	0	0	0	0	8	14	0	0	0	0	14	22
2:30 AM	21	0	0	0	0	21	11	0	0	0	0	11	32
2:45 AM	20	0	0	0	0	20	28	0	0	0	0	28	48
3:00 AM	18	0	0	0	0	18	13	0	0	1	0	14	32
3:15 AM	22	0	0	2	0	24	19	0	0	0	0	19	43
3:30 AM	34	0	0	0	0	34	25	0	0	0	0	25	59
3:45 AM	29	0	0	0	0	29	33	0	0	2	0	35	64
4:00 AM	24	0	0	2	1	27	15	0	0	0	0	15	42
4:15 AM	53	0	0	1	0	54	19	0	0	1	0	20	74
4:30 AM	73	0	0	4	0	77	28	0	0	2	0	30	107
4:45 AM	84	0	0	2	0	86	43	0	0	1	0	44	130
5:00 AM	63	0	0	1	0	64	43	0	0	2	1	46	110
5:15 AM	99	0	1	8	0	108	56	0	1	2	0	59	167
5:30 AM	150	0	0	6	0	156	77	0	0	4	0	81	237
5:45 AM	167	0	0	3	0	170	84	0	0	6	0	90	260
6:00 AM	141	0	0	6	0	147	61	0	0	3	0	64	211
6:15 AM	238	0	0	7	0	245	91	0	1	4	0	96	341
6:30 AM	313	2	1	6	0	322	128	0	2	5	1	136	458
6:45 AM	379	2	0	4	0	385	134	2	0	4	0	140	525
7:00 AM	326	0	0	4	0	330	170	1	0	4	0	175	505
7:15 AM	393	1	0	2	0	396	212	0	0	6	0	218	614
7:30 AM	382	0	0	9	0	391	238	3	1	6	0	248	639
7:45 AM	334	0	1	4	0	339	271	0	0	7	0	278	617
8:00 AM	311	0	0	5	2	318	230	0	0	1	3	234	552
8:15 AM	283	0	0	5	0	288	197	2	0	3	1	203	491
8:30 AM	249	1	0	7	0	257	204	0	0	9	0	213	470
8:45 AM	243	0	2	9	1	255	209	1	1	4	0	215	470
9:00 AM	235	0	1	5	0	241	173	2	0	4	1	180	421
9:15 AM	166	0	0	12	0	178	140	0	0	5	2	147	325
9:30 AM	167	0	2	6	1	176	191	2	0	9	0	202	378
9:45 AM	183	0	0	9	2	194	176	0	0	6	1	183	377
10:00 AM	170	0	0	11	0	181	184	0	1	7	0	192	373
10:15 AM	150	0	0	10	1	161	141	0	0	7	1	149	310
10:30 AM	189	0	1	5	0	195	153	0	1	11	0	165	360
10:45 AM	181	1	0	9	0	191	176	0	0	2	0	178	369
11:00 AM	168	1	0	7	0	176	187	1	0	1	0	189	365
11:15 AM	192	0	0	7	1	200	198	0	0	4	0	202	402
11:30 AM	179	2	1	14	0	196	185	0	1	10	0	196	392
11:45 AM	160	0	0	7	0	167	175	1	0	2	2	180	347
TOTAL VOLUMES =	6762	10	10	205	9	6996	4927	15	9	151	14	5116	12112
PEAK VOLUMES =	1420	1	1	20	2	1444	911	3	1	20	3	938	2382
	AM Peak Hr Begins at: 715 AM												

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Puente Ave

DATE: 9/2/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Alhambra Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-002

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	212	0	0	6	0	218	176	0	0	4	0	180	398
12:15 PM	186	0	0	5	0	191	214	1	0	5	0	220	411
12:30 PM	269	0	1	4	0	274	184	0	1	3	0	188	462
12:45 PM	234	0	1	7	0	242	175	0	0	11	0	186	428
1:00 PM	199	0	0	5	0	204	210	1	0	8	0	219	423
1:15 PM	187	0	0	5	0	192	203	0	0	8	0	211	403
1:30 PM	207	0	0	8	0	215	198	1	0	2	1	202	417
1:45 PM	161	0	0	3	1	165	193	0	1	10	1	205	370
2:00 PM	159	0	0	6	0	165	213	0	0	7	0	220	385
2:15 PM	212	0	1	5	0	218	270	0	0	2	1	273	491
2:30 PM	207	1	1	7	1	217	262	0	0	5	1	268	485
2:45 PM	187	0	0	8	0	195	280	0	0	6	0	286	481
3:00 PM	199	1	0	7	1	208	301	1	1	2	1	306	514
3:15 PM	184	2	0	5	0	191	343	1	0	6	0	350	541
3:30 PM	181	1	0	3	0	185	395	0	1	2	0	398	583
3:45 PM	163	0	0	4	0	167	411	1	0	8	0	420	587
4:00 PM	192	0	1	3	0	196	343	0	0	6	1	350	546
4:15 PM	176	0	0	4	0	180	427	0	0	6	1	434	614
4:30 PM	195	0	0	4	0	199	417	0	0	5	0	422	621
4:45 PM	195	1	0	5	2	203	462	1	1	5	0	469	672
5:00 PM	194	0	0	5	1	200	444	0	0	2	0	446	646
5:15 PM	213	0	1	2	0	216	427	0	0	2	0	429	645
5:30 PM	221	0	0	1	0	222	434	0	0	6	0	440	662
5:45 PM	201	0	1	1	0	203	401	0	1	8	0	410	613
6:00 PM	183	0	0	6	0	189	411	0	0	6	1	418	607
6:15 PM	196	0	0	2	0	198	359	0	0	6	0	365	563
6:30 PM	210	0	1	5	0	216	347	0	0	7	0	354	570
6:45 PM	165	0	1	3	0	169	308	0	1	6	0	315	484
7:00 PM	127	0	0	0	0	127	294	0	0	4	0	298	425
7:15 PM	158	0	0	2	1	161	272	0	0	2	0	274	435
7:30 PM	175	0	0	1	0	176	197	0	0	3	0	200	376
7:45 PM	116	0	0	2	0	118	181	0	1	5	0	187	305
8:00 PM	147	0	0	2	1	150	148	0	0	2	0	150	300
8:15 PM	142	0	0	2	0	144	149	0	0	2	1	152	296
8:30 PM	84	0	0	0	0	84	107	0	0	2	0	109	193
8:45 PM	80	0	0	3	0	83	98	0	0	0	0	98	181
9:00 PM	91	0	1	5	0	97	103	0	0	3	0	106	203
9:15 PM	107	0	0	2	0	109	136	0	0	0	0	136	245
9:30 PM	87	0	0	1	0	88	107	0	0	1	0	108	196
9:45 PM	81	0	0	2	0	83	95	0	0	1	1	97	180
10:00 PM	76	0	0	2	0	78	94	0	0	1	0	95	173
10:15 PM	71	0	0	0	0	71	97	0	0	0	0	97	168
10:30 PM	75	0	0	1	0	76	73	0	0	1	0	74	150
10:45 PM	61	0	0	0	0	61	81	0	0	2	0	83	144
11:00 PM	43	0	0	0	0	43	65	0	0	0	0	65	108
11:15 PM	31	0	0	0	0	31	58	0	0	2	0	60	91
11:30 PM	40	0	0	0	0	40	48	0	0	0	0	48	88
11:45 PM	31	0	0	1	0	32	50	0	0	0	0	50	82
TOTAL VOLUMES =	7311	6	10	155	8	7490	11261	7	8	185	10	11471	18961
PEAK VOLUMES =	793	1	1	13	3	811	1707	1	1	15	0	1724	2535
PM Peak Hr Begins at: 445 PM													

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
30261	38	37	696	41

Grand Total

31073

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: California Ave

DATE: 9/3/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Alhambra Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-022

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	15	0	0	1	0	16	35	0	0	0	0	35	51
12:15 AM	9	0	0	1	0	10	23	0	0	0	0	23	33
12:30 AM	11	0	0	2	0	13	21	0	0	2	0	23	36
12:45 AM	10	0	0	1	0	11	19	0	0	0	0	19	30
1:00 AM	9	0	0	0	0	9	12	0	0	0	0	12	21
1:15 AM	9	0	0	0	0	9	9	0	0	1	0	10	19
1:30 AM	16	0	0	0	0	16	10	0	0	1	0	11	27
1:45 AM	11	0	0	2	0	13	15	0	0	0	0	15	28
2:00 AM	6	0	0	1	0	7	16	0	0	0	0	16	23
2:15 AM	10	0	0	0	0	10	6	0	0	1	0	7	17
2:30 AM	11	0	0	1	0	12	11	0	0	0	0	11	23
2:45 AM	16	0	0	1	0	17	7	0	0	0	0	7	24
3:00 AM	11	0	0	0	2	13	13	0	0	1	1	15	28
3:15 AM	18	0	0	2	0	20	15	0	0	0	0	15	35
3:30 AM	20	0	0	0	1	21	9	0	0	2	0	11	32
3:45 AM	20	0	0	1	0	21	7	0	0	2	2	11	32
4:00 AM	27	0	0	3	0	30	6	0	0	1	0	7	37
4:15 AM	33	0	0	2	3	38	15	0	0	0	0	15	53
4:30 AM	61	0	0	0	0	61	19	0	0	1	2	22	83
4:45 AM	62	0	0	1	0	63	25	0	1	2	0	28	91
5:00 AM	48	0	0	0	1	49	27	0	0	0	1	28	77
5:15 AM	78	0	1	3	1	83	38	0	0	2	0	40	123
5:30 AM	100	0	0	2	3	105	50	0	0	1	2	53	158
5:45 AM	115	0	2	2	1	120	68	0	0	0	1	69	189
6:00 AM	117	0	1	1	0	119	54	0	0	2	0	56	175
6:15 AM	106	0	1	0	1	108	61	0	1	1	0	63	171
6:30 AM	141	0	0	1	0	142	75	0	0	2	1	78	220
6:45 AM	172	4	1	1	1	179	91	0	1	2	1	95	274
7:00 AM	165	4	2	0	1	172	88	3	2	0	1	94	266
7:15 AM	148	0	0	0	5	153	119	0	0	0	3	122	275
7:30 AM	156	1	0	0	4	161	104	0	0	0	5	109	270
7:45 AM	132	1	0	2	3	138	131	1	2	0	3	137	275
8:00 AM	115	0	1	1	4	121	117	0	1	1	1	120	241
8:15 AM	115	0	0	6	0	121	118	1	0	4	1	124	245
8:30 AM	154	0	1	7	0	162	122	1	1	2	0	126	288
8:45 AM	101	0	0	10	0	111	99	0	0	3	0	102	213
9:00 AM	101	0	1	8	1	111	121	0	1	0	0	122	233
9:15 AM	91	1	1	9	0	102	88	0	0	2	1	91	193
9:30 AM	109	0	1	8	1	119	98	0	2	2	1	103	222
9:45 AM	96	0	0	12	1	109	105	1	0	5	1	112	221
10:00 AM	92	2	0	0	10	104	97	0	1	0	3	101	205
10:15 AM	114	1	1	0	5	121	88	0	2	0	2	92	213
10:30 AM	114	3	0	4	1	122	86	3	2	3	2	96	218
10:45 AM	115	15	3	2	1	136	67	3	1	0	0	71	207
11:00 AM	115	0	1	5	0	121	97	1	1	2	0	101	222
11:15 AM	101	3	1	11	2	118	91	1	0	3	1	96	214
11:30 AM	135	1	6	7	0	149	100	3	0	1	0	104	253
11:45 AM	116	2	0	7	1	126	111	1	0	3	0	115	241
TOTAL VOLUMES =	3647	38	25	128	54	3892	2804	19	19	55	36	2933	6825
PEAK VOLUMES =	601	6	2	2	13	624	452	4	4	0	12	472	1096
AM Peak Hr Begins at: 700 AM													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: California Ave

DATE: 9/3/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Alhambra Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-022

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	109	0	1	1	0	111	99	0	1	10	0	110	221
12:15 PM	113	1	0	0	0	114	108	0	1	10	0	119	233
12:30 PM	112	0	1	1	0	114	139	0	1	9	0	149	263
12:45 PM	154	0	1	4	0	159	116	0	0	9	0	125	284
1:00 PM	113	0	1	8	1	123	116	0	1	0	1	118	241
1:15 PM	101	0	0	10	0	111	111	0	1	5	0	117	228
1:30 PM	150	0	1	10	1	162	111	1	0	1	0	113	275
1:45 PM	130	0	0	12	0	142	91	0	0	4	1	96	238
2:00 PM	119	0	1	12	0	132	104	1	1	1	1	108	240
2:15 PM	138	0	0	11	1	150	105	0	1	2	0	108	258
2:30 PM	153	0	0	7	0	160	144	2	0	2	0	148	308
2:45 PM	157	0	1	5	0	163	138	1	0	1	0	140	303
3:00 PM	139	1	0	2	0	142	165	0	0	1	1	167	309
3:15 PM	142	2	2	1	1	148	134	1	2	4	0	141	289
3:30 PM	110	0	0	3	0	113	189	3	0	5	1	198	311
3:45 PM	83	0	0	2	0	85	201	0	1	8	0	210	295
4:00 PM	119	1	1	6	1	128	177	0	1	1	1	180	308
4:15 PM	112	0	1	5	1	119	186	0	0	2	0	188	307
4:30 PM	120	1	0	3	1	125	199	2	0	2	0	203	328
4:45 PM	131	2	0	2	0	135	189	0	1	3	0	193	328
5:00 PM	130	1	0	2	0	133	194	0	0	1	1	196	329
5:15 PM	130	1	2	2	1	136	196	1	0	4	0	201	337
5:30 PM	129	0	0	2	0	131	191	2	0	4	1	198	329
5:45 PM	113	0	0	4	2	119	186	0	1	4	0	191	310
6:00 PM	116	0	1	4	1	122	176	0	1	1	0	178	300
6:15 PM	118	0	1	2	0	121	179	1	0	3	0	183	304
6:30 PM	108	0	0	1	0	109	169	0	0	7	0	176	285
6:45 PM	118	0	0	3	0	121	165	0	1	1	0	167	288
7:00 PM	128	0	0	1	0	129	181	0	1	2	0	184	313
7:15 PM	134	0	0	4	0	138	186	0	0	1	1	188	326
7:30 PM	131	0	0	2	0	133	188	0	1	2	1	192	325
7:45 PM	129	0	2	2	0	133	191	1	0	0	0	192	325
8:00 PM	107	0	1	2	0	110	163	0	1	2	0	166	276
8:15 PM	120	0	0	1	0	121	155	0	0	2	1	158	279
8:30 PM	87	0	1	1	0	89	152	0	1	0	0	153	242
8:45 PM	104	0	1	1	1	107	152	0	0	1	1	154	261
9:00 PM	57	0	1	1	0	59	78	0	0	0	0	78	137
9:15 PM	31	0	1	2	0	34	74	0	0	2	0	76	110
9:30 PM	45	0	0	0	0	45	82	0	0	1	0	83	128
9:45 PM	57	0	0	0	0	57	93	0	0	1	0	94	151
10:00 PM	43	0	0	1	0	44	76	0	0	3	0	79	123
10:15 PM	36	0	0	1	0	37	36	0	0	0	0	36	73
10:30 PM	41	0	0	0	0	41	49	0	0	0	0	49	90
10:45 PM	37	0	0	0	0	37	35	0	0	1	0	36	73
11:00 PM	26	0	0	0	0	26	62	0	0	1	0	63	89
11:15 PM	20	0	0	1	0	21	25	0	0	2	0	27	48
11:30 PM	22	0	0	2	0	24	27	0	0	0	0	27	51
11:45 PM	15	0	0	1	0	16	34	0	0	0	0	34	50
TOTAL VOLUMES =	4837	10	22	148	12	5029	6317	16	19	126	12	6490	11519
PEAK VOLUMES =	746	1	2	5	2	756	525	0	2	9	0	536	1292
PM Peak Hr Begins at: 700 PM													

	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Grand Total
Daily Total:	17605	83	85	457	114	18344

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fullerton Rd

DATE: 9/1/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Alhambra Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-003

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	33	0	0	0	0	33	11	0	0	2	0	13	46
12:15 AM	28	0	0	2	0	30	13	0	0	1	0	14	44
12:30 AM	13	0	0	0	0	13	10	0	0	0	0	10	23
12:45 AM	17	0	1	1	0	19	10	0	0	1	0	11	30
1:00 AM	11	0	0	0	0	11	11	0	0	1	0	12	23
1:15 AM	12	0	0	0	0	12	8	0	0	0	0	8	20
1:30 AM	17	0	0	0	0	17	10	0	0	0	0	10	27
1:45 AM	7	0	0	1	0	8	2	0	0	0	0	2	10
2:00 AM	1	0	0	2	0	3	14	0	0	0	0	14	17
2:15 AM	8	0	0	1	0	9	10	0	0	0	0	10	19
2:30 AM	7	0	0	1	0	8	12	0	0	0	0	12	20
2:45 AM	5	0	0	1	0	6	6	0	0	0	0	6	12
3:00 AM	8	0	0	0	0	8	8	0	0	1	0	9	17
3:15 AM	9	0	0	1	0	10	9	0	0	2	0	11	21
3:30 AM	11	0	0	1	0	12	19	0	0	1	0	20	32
3:45 AM	23	0	0	1	0	24	34	0	0	1	0	35	59
4:00 AM	11	0	0	0	0	11	30	0	0	0	0	30	41
4:15 AM	15	0	0	1	0	16	30	0	0	0	0	30	46
4:30 AM	9	0	0	0	0	9	50	0	0	1	1	52	61
4:45 AM	15	0	0	2	0	17	70	0	0	1	0	71	88
5:00 AM	15	0	0	2	0	17	39	0	0	0	0	39	56
5:15 AM	17	0	0	0	0	17	66	0	0	1	0	67	84
5:30 AM	20	0	0	5	0	25	81	0	0	0	0	81	106
5:45 AM	22	0	0	0	0	22	121	0	0	0	0	121	143
6:00 AM	29	0	0	0	0	29	96	0	0	2	0	98	127
6:15 AM	30	0	0	0	0	30	122	0	0	1	0	123	153
6:30 AM	37	0	0	6	0	43	149	1	0	3	1	154	197
6:45 AM	62	1	0	5	0	68	162	0	0	1	0	163	231
7:00 AM	79	0	0	1	0	80	154	0	1	0	0	155	235
7:15 AM	98	2	0	1	0	101	154	0	0	0	0	154	255
7:30 AM	83	0	0	4	0	87	167	1	0	1	0	169	256
7:45 AM	134	1	0	0	0	135	248	1	0	1	0	250	385
8:00 AM	119	0	0	2	1	122	189	0	0	2	0	191	313
8:15 AM	92	0	0	2	0	94	181	0	0	3	1	185	279
8:30 AM	91	0	0	2	1	94	165	1	0	2	1	169	263
8:45 AM	98	0	0	3	0	101	159	0	0	3	1	163	264
9:00 AM	104	0	0	2	0	106	121	0	0	2	0	123	229
9:15 AM	107	0	0	4	0	111	108	0	0	4	1	113	224
9:30 AM	103	0	0	6	1	110	107	0	0	6	0	113	223
9:45 AM	65	0	0	3	0	68	111	0	0	2	0	113	181
10:00 AM	81	0	0	2	0	83	93	0	0	2	0	95	178
10:15 AM	100	0	0	4	0	104	117	0	0	3	0	120	224
10:30 AM	90	0	0	2	1	93	135	0	0	2	1	138	231
10:45 AM	89	0	0	5	0	94	131	0	0	3	0	134	228
11:00 AM	90	0	0	3	1	94	116	0	0	2	0	118	212
11:15 AM	100	0	0	4	1	105	102	0	0	2	0	104	209
11:30 AM	94	0	0	4	0	98	129	0	0	4	0	133	231
11:45 AM	98	0	0	3	0	101	118	1	0	3	0	122	223
TOTAL VOLUMES =	2407	4	1	90	6	2508	4008	5	1	67	7	4088	6596
PEAK VOLUMES =	436	1	0	6	2	445	783	2	0	8	2	795	1240
AM Peak Hr Begins at: 745 AM													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fullerton Rd

DATE: 9/1/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Alhambra Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-003

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	96	0	0	7	0	103	126	0	0	4	0	130	233
12:15 PM	136	0	0	5	1	142	124	1	0	6	0	131	273
12:30 PM	124	0	0	6	0	130	147	0	0	7	0	154	284
12:45 PM	108	0	0	3	0	111	118	1	0	4	0	123	234
1:00 PM	125	0	0	2	0	127	129	0	0	3	0	132	259
1:15 PM	72	0	0	4	0	76	93	0	0	2	0	95	171
1:30 PM	166	0	0	5	1	172	146	0	0	5	0	151	323
1:45 PM	135	0	0	4	0	139	127	0	0	6	0	133	272
2:00 PM	123	1	0	5	0	129	116	0	0	3	0	119	248
2:15 PM	122	0	0	3	0	125	138	1	0	6	0	145	270
2:30 PM	198	1	0	2	0	201	132	0	0	2	0	134	335
2:45 PM	160	0	0	6	0	166	161	2	0	4	0	167	333
3:00 PM	134	0	0	4	1	139	145	0	0	6	1	152	291
3:15 PM	155	2	0	3	0	160	128	2	0	3	0	133	293
3:30 PM	178	0	0	3	0	181	141	1	0	4	0	146	327
3:45 PM	177	0	0	4	0	181	114	1	1	4	1	121	302
4:00 PM	154	0	0	1	0	155	163	1	0	5	0	169	324
4:15 PM	166	0	0	4	2	172	156	3	0	3	0	162	334
4:30 PM	248	0	0	1	1	250	150	0	0	2	0	152	402
4:45 PM	188	0	0	4	1	193	149	1	0	0	0	150	343
5:00 PM	225	0	0	2	0	227	165	0	0	4	0	169	396
5:15 PM	230	0	0	3	0	233	141	0	0	4	0	145	378
5:30 PM	264	0	0	2	0	266	166	0	0	1	0	167	433
5:45 PM	217	0	0	3	1	221	144	0	0	2	0	146	367
6:00 PM	189	0	0	0	0	189	170	0	0	1	0	171	360
6:15 PM	206	0	0	1	0	207	161	0	0	2	1	164	371
6:30 PM	89	0	0	0	0	89	88	0	0	0	0	88	177
6:45 PM	181	0	0	0	0	181	112	0	0	0	0	112	293
7:00 PM	108	0	0	0	1	109	120	0	0	0	0	120	229
7:15 PM	149	0	0	0	0	149	90	0	1	3	0	94	243
7:30 PM	126	0	0	2	0	128	107	0	0	3	0	110	238
7:45 PM	110	0	0	2	1	113	88	0	0	1	0	89	202
8:00 PM	59	0	0	0	0	59	31	0	0	0	0	31	90
8:15 PM	129	0	0	1	0	130	67	0	0	1	0	68	198
8:30 PM	96	0	0	0	0	96	43	0	0	0	0	43	139
8:45 PM	98	0	0	1	1	100	55	0	0	1	0	56	156
9:00 PM	81	0	0	1	0	82	56	0	0	0	1	57	139
9:15 PM	62	0	0	0	0	62	45	0	0	2	0	47	109
9:30 PM	70	0	0	0	0	70	56	0	0	2	0	58	128
9:45 PM	50	0	0	0	0	50	36	0	0	1	0	37	87
10:00 PM	82	0	0	1	1	84	50	0	0	0	0	50	134
10:15 PM	43	0	0	0	0	43	30	0	0	1	0	31	74
10:30 PM	53	5	0	0	0	58	37	0	0	0	0	37	95
10:45 PM	36	0	0	3	0	39	44	0	0	0	1	45	84
11:00 PM	47	0	0	0	0	47	18	0	0	1	0	19	66
11:15 PM	41	0	0	0	0	41	29	0	0	2	0	31	72
11:30 PM	49	0	0	2	0	51	33	0	0	0	0	33	84
11:45 PM	45	0	0	4	0	49	26	0	0	1	0	27	76
TOTAL VOLUMES =	6100	9	0	104	12	6225	4911	14	2	112	5	5044	11269
PEAK VOLUMES =	936	0	0	10	1	947	610	0	0	11	0	621	1568
	PM Peak Hr Begins at: 500 PM												

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
17426	32	4	373	30

Grand Total

17865

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fairway Dr

DATE: 09/01/2009

LOCATION: City of Industry/Walnut

E-W STREET: @ Alhambra Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-004

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	30	0	0	1	0	31	13	0	0	0	0	13	44
12:15 AM	20	0	0	0	0	20	13	0	0	0	2	15	35
12:30 AM	17	0	0	1	0	18	4	0	0	1	0	5	23
12:45 AM	20	0	0	2	1	23	13	0	0	1	0	14	37
1:00 AM	6	0	0	1	0	7	8	0	0	2	0	10	17
1:15 AM	7	0	0	0	0	7	5	0	0	0	1	6	13
1:30 AM	14	0	0	0	0	14	9	0	0	1	0	10	24
1:45 AM	10	0	0	1	0	11	6	0	0	0	0	6	17
2:00 AM	11	0	0	0	0	11	6	0	0	0	0	6	17
2:15 AM	11	0	0	0	0	11	8	0	0	1	0	9	20
2:30 AM	6	0	0	1	0	7	8	0	0	1	0	9	16
2:45 AM	5	0	0	0	0	5	6	0	0	1	0	7	12
3:00 AM	2	0	0	1	1	4	12	0	0	0	0	12	16
3:15 AM	8	0	0	2	0	10	11	0	0	0	0	11	21
3:30 AM	6	0	0	0	0	6	21	0	0	1	0	22	28
3:45 AM	8	0	0	1	0	9	19	0	0	0	0	19	28
4:00 AM	10	0	0	0	0	10	20	0	0	0	0	20	30
4:15 AM	17	0	0	0	2	19	25	0	0	2	0	27	46
4:30 AM	11	0	0	1	0	12	41	0	0	0	0	41	53
4:45 AM	12	0	0	1	0	13	51	0	0	0	0	51	64
5:00 AM	22	0	0	0	1	23	38	0	0	3	0	41	64
5:15 AM	20	0	0	1	0	21	58	0	0	1	0	59	80
5:30 AM	23	0	0	1	0	24	77	0	0	1	1	79	103
5:45 AM	36	0	0	0	0	36	85	0	0	0	0	85	121
6:00 AM	40	0	0	0	1	41	95	0	0	1	0	96	137
6:15 AM	45	1	0	2	0	48	122	0	0	2	0	124	172
6:30 AM	60	1	0	0	0	61	146	0	0	2	1	149	210
6:45 AM	85	1	0	3	0	89	168	0	0	1	1	170	259
7:00 AM	113	0	0	1	0	114	130	1	0	0	0	131	245
7:15 AM	137	2	0	0	1	140	201	0	0	1	1	203	343
7:30 AM	154	0	0	2	1	157	219	1	0	0	1	221	378
7:45 AM	148	0	0	1	0	149	196	2	0	1	0	199	348
8:00 AM	142	0	0	3	3	148	196	0	0	3	1	200	348
8:15 AM	139	1	0	2	2	144	154	0	0	6	0	160	304
8:30 AM	133	0	0	3	0	136	142	0	0	0	0	142	278
8:45 AM	139	0	0	5	0	144	172	0	0	1	0	173	317
9:00 AM	144	0	0	1	3	148	130	1	0	3	0	134	282
9:15 AM	112	0	0	8	0	120	131	0	0	3	1	135	255
9:30 AM	109	0	0	5	2	116	116	0	0	2	1	119	235
9:45 AM	122	0	0	5	2	129	128	0	0	4	1	133	262
10:00 AM	133	0	0	10	0	143	92	0	0	2	0	94	237
10:15 AM	97	1	0	5	1	104	151	0	0	5	1	157	261
10:30 AM	104	0	0	4	0	108	129	0	0	3	0	132	240
10:45 AM	117	0	0	3	0	120	123	1	0	6	1	131	251
11:00 AM	92	0	0	4	1	97	110	0	0	5	2	117	214
11:15 AM	114	0	0	5	0	119	119	1	0	5	1	126	245
11:30 AM	120	0	0	6	1	127	128	0	0	4	0	132	259
11:45 AM	106	0	0	3	1	110	141	0	0	2	4	147	257
TOTAL VOLUMES =	3037	7	0	96	24	3164	3996	7	0	78	21	4102	7266
PEAK VOLUMES =	581	2	0	6	5	594	822	3	0	5	3	833	1427
	AM Peak Hr Begins at: 715 AM												

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fairway Dr

DATE: 09/01/2009

LOCATION: City of Industry/Walnut

E-W STREET: @ Alhambra Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-004

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	131	1	0	2	0	134	113	0	0	3	0	116	250
12:15 PM	144	0	0	4	4	152	114	1	0	5	1	121	273
12:30 PM	117	0	0	2	0	119	130	0	0	4	3	137	256
12:45 PM	119	1	0	4	1	125	121	0	0	2	0	123	248
1:00 PM	152	0	0	2	1	155	151	0	0	1	1	153	308
1:15 PM	139	0	0	2	1	142	148	1	0	1	0	150	292
1:30 PM	152	0	0	2	0	154	131	0	0	2	0	133	287
1:45 PM	150	0	0	3	0	153	144	0	0	1	0	145	298
2:00 PM	176	1	0	5	0	182	146	0	0	4	1	151	333
2:15 PM	131	0	0	2	0	133	166	0	0	3	0	169	302
2:30 PM	201	0	0	4	0	205	117	1	1	0	0	119	324
2:45 PM	167	2	0	3	0	172	225	2	0	1	0	228	400
3:00 PM	156	0	0	1	1	158	170	1	0	3	0	174	332
3:15 PM	191	3	0	1	1	196	176	2	0	6	0	184	380
3:30 PM	169	0	0	0	0	169	150	1	0	1	0	152	321
3:45 PM	188	1	0	5	3	197	173	1	0	6	1	181	378
4:00 PM	191	0	1	5	1	198	141	0	0	1	1	143	341
4:15 PM	201	0	0	1	1	203	166	0	0	5	0	171	374
4:30 PM	184	0	0	1	2	187	162	1	0	3	1	167	354
4:45 PM	182	0	0	6	2	190	166	0	1	2	0	169	359
5:00 PM	187	0	0	4	1	192	137	0	0	1	1	139	331
5:15 PM	212	0	0	1	0	213	191	0	1	1	0	193	406
5:30 PM	243	0	0	2	0	245	213	0	0	0	0	213	458
5:45 PM	222	0	0	1	1	224	173	0	1	3	0	177	401
6:00 PM	209	0	0	2	0	211	170	0	0	3	2	175	386
6:15 PM	196	0	0	3	0	199	175	0	2	1	0	178	377
6:30 PM	152	0	0	0	1	153	145	0	0	7	2	154	307
6:45 PM	149	0	0	0	0	149	126	0	2	4	0	132	281
7:00 PM	137	0	0	2	0	139	125	0	0	1	1	127	266
7:15 PM	142	0	0	0	1	143	94	0	0	2	1	97	240
7:30 PM	128	0	0	3	0	131	108	0	1	2	0	111	242
7:45 PM	79	0	0	1	0	80	63	0	0	0	1	64	144
8:00 PM	112	0	0	0	0	112	85	0	0	1	0	86	198
8:15 PM	95	0	0	2	0	97	67	0	0	1	0	68	165
8:30 PM	77	0	0	2	0	79	78	0	0	2	0	80	159
8:45 PM	91	0	0	1	0	92	64	0	0	0	0	64	156
9:00 PM	97	0	0	2	1	100	59	0	0	1	0	60	160
9:15 PM	65	0	0	0	0	65	46	0	0	1	0	47	112
9:30 PM	77	0	1	1	0	79	63	0	0	1	1	65	144
9:45 PM	54	0	0	1	0	55	46	0	0	1	1	48	103
10:00 PM	68	0	0	0	0	68	45	0	0	1	1	47	115
10:15 PM	60	0	0	3	0	63	27	0	0	0	0	27	90
10:30 PM	58	0	0	1	0	59	33	0	0	1	1	35	94
10:45 PM	68	0	0	3	1	72	35	0	0	1	0	36	108
11:00 PM	46	0	0	1	0	47	33	0	0	0	0	33	80
11:15 PM	58	0	0	0	0	58	29	0	0	0	0	29	87
11:30 PM	35	0	0	0	0	35	20	0	0	5	0	25	60
11:45 PM	22	0	0	1	1	24	11	0	0	2	1	14	38
TOTAL VOLUMES =	6380	9	2	92	25	6508	5471	11	9	97	22	5610	12118
PEAK VOLUMES =	876	0	0	6	1	883	752	0	2	7	2	763	1646
	PM Peak Hr Begins at: 515 PM												

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
18884	34	11	363	92

Grand Total
19384

Daily Total:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lemon Ave

DATE: 9/1/2009

LOCATION: City of Industry/Walnut

E-W STREET: @ Alhambra Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-005

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	17	0	0	0	0	17	12	0	0	0	0	12	29
12:15 AM	10	0	0	0	0	10	2	0	0	0	0	2	12
12:30 AM	9	0	0	0	0	9	3	0	0	0	0	3	12
12:45 AM	14	0	0	0	0	14	8	0	0	0	0	8	22
1:00 AM	6	0	0	0	0	6	3	0	0	0	0	3	9
1:15 AM	4	0	0	0	0	4	6	0	0	0	0	6	10
1:30 AM	0	0	0	0	0	0	4	0	0	1	0	5	5
1:45 AM	9	0	0	0	0	9	2	0	0	0	0	2	11
2:00 AM	4	0	0	0	0	4	5	0	0	0	0	5	9
2:15 AM	4	0	0	1	0	5	1	0	0	1	0	2	7
2:30 AM	3	0	0	0	0	3	5	0	0	0	0	5	8
2:45 AM	4	0	0	0	0	4	4	0	0	0	0	4	8
3:00 AM	2	0	0	1	0	3	2	0	0	0	0	2	5
3:15 AM	3	0	0	0	0	3	5	0	0	0	1	6	9
3:30 AM	10	0	0	3	0	13	5	0	0	1	0	6	19
3:45 AM	10	0	0	0	0	10	15	0	0	3	0	18	28
4:00 AM	3	0	0	0	0	3	5	0	0	1	0	6	9
4:15 AM	3	0	0	0	0	3	14	0	0	1	0	15	18
4:30 AM	4	0	0	1	0	5	16	0	0	1	2	19	24
4:45 AM	5	0	0	1	0	6	21	0	0	1	0	22	28
5:00 AM	10	0	0	0	0	10	31	0	0	1	0	32	42
5:15 AM	8	0	0	0	0	8	48	0	0	2	0	50	58
5:30 AM	19	0	0	2	0	21	41	0	0	0	1	42	63
5:45 AM	16	0	0	1	0	17	65	0	0	3	1	69	86
6:00 AM	19	0	0	2	0	21	55	0	0	3	0	58	79
6:15 AM	42	0	1	2	0	45	86	0	0	1	0	87	132
6:30 AM	36	1	0	1	0	38	112	0	0	5	0	117	155
6:45 AM	55	5	0	2	0	62	147	0	0	0	0	147	209
7:00 AM	94	2	0	1	0	97	114	0	0	1	0	115	212
7:15 AM	121	0	0	2	0	123	202	1	0	1	1	205	328
7:30 AM	171	0	0	0	0	171	210	2	0	2	0	214	385
7:45 AM	150	3	0	0	0	153	294	0	0	3	0	297	450
8:00 AM	143	2	0	1	0	146	161	1	0	6	1	169	315
8:15 AM	117	0	0	7	0	124	150	7	0	4	2	163	287
8:30 AM	106	2	0	4	0	112	163	0	0	3	1	167	279
8:45 AM	123	0	0	2	0	125	150	1	0	3	0	154	279
9:00 AM	99	0	0	1	0	100	116	0	0	3	2	121	221
9:15 AM	131	0	0	5	0	136	114	0	0	6	0	120	256
9:30 AM	104	0	0	1	0	105	110	0	0	3	0	113	218
9:45 AM	116	0	0	0	0	116	144	0	0	6	0	150	266
10:00 AM	72	0	0	2	0	74	86	0	0	3	1	90	164
10:15 AM	109	0	0	5	0	114	111	0	0	5	1	117	231
10:30 AM	80	0	0	3	0	83	99	0	0	3	0	102	185
10:45 AM	81	0	0	4	0	85	103	0	0	11	0	114	199
11:00 AM	93	0	0	6	1	100	93	0	0	8	0	101	201
11:15 AM	100	0	0	1	1	102	103	0	0	5	1	109	211
11:30 AM	94	0	0	7	1	102	114	0	0	6	0	120	222
11:45 AM	85	0	0	3	0	88	117	1	0	6	0	124	212
TOTAL VOLUMES =	2518	15	1	72	3	2609	3477	13	0	113	15	3618	6227
PEAK VOLUMES =	585	5	0	3	0	593	867	4	0	12	2	885	1478
	AM Peak Hr Begins at: 715 AM												

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lemon Ave

DATE: 9/1/2009

LOCATION: City of Industry/Walnut

E-W STREET: @ Alhambra Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-005

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	130	0	0	1	0	131	117	0	0	4	0	121	252
12:15 PM	98	1	0	3	1	103	132	0	0	3	4	139	242
12:30 PM	109	0	0	3	0	112	87	1	0	7	1	96	208
12:45 PM	106	0	0	2	0	108	127	0	0	9	1	137	245
1:00 PM	105	1	0	4	0	110	141	0	0	6	0	147	257
1:15 PM	104	0	0	3	0	107	134	0	0	5	0	139	246
1:30 PM	123	2	0	3	0	128	121	0	0	3	1	125	253
1:45 PM	127	3	0	4	0	134	131	0	0	5	0	136	270
2:00 PM	126	0	0	0	0	126	158	1	0	3	0	162	288
2:15 PM	123	0	0	5	0	128	147	0	0	1	0	148	276
2:30 PM	165	3	0	0	0	168	173	1	0	3	1	178	346
2:45 PM	219	0	0	3	0	222	181	2	0	3	1	187	409
3:00 PM	152	1	0	3	0	156	189	0	0	1	1	191	347
3:15 PM	135	0	0	0	0	135	191	2	0	4	2	199	334
3:30 PM	190	1	0	3	0	194	148	3	0	2	1	154	348
3:45 PM	147	0	0	1	0	148	134	3	0	1	3	141	289
4:00 PM	142	0	0	1	0	143	138	2	0	4	0	144	287
4:15 PM	143	0	0	2	0	145	147	0	0	0	0	147	292
4:30 PM	155	0	0	3	0	158	179	0	0	2	0	181	339
4:45 PM	196	0	0	2	0	198	163	0	0	4	2	169	367
5:00 PM	180	0	0	1	0	181	148	0	0	1	0	149	330
5:15 PM	191	0	0	1	0	192	183	0	0	1	1	185	377
5:30 PM	198	0	0	2	0	200	169	0	0	0	0	169	369
5:45 PM	162	0	0	0	0	162	160	0	0	2	0	162	324
6:00 PM	206	0	0	0	0	206	137	0	0	0	0	137	343
6:15 PM	157	0	0	0	0	157	130	0	0	1	0	131	288
6:30 PM	141	0	0	0	0	141	152	0	0	0	0	152	293
6:45 PM	119	0	0	0	0	119	125	0	0	0	2	127	246
7:00 PM	92	0	0	0	0	92	107	0	0	0	0	107	199
7:15 PM	96	0	0	0	0	96	94	0	0	1	1	96	192
7:30 PM	93	0	0	0	0	93	81	0	0	0	0	81	174
7:45 PM	83	0	0	0	0	83	60	0	0	0	0	60	143
8:00 PM	78	0	0	0	0	78	72	0	0	0	0	72	150
8:15 PM	60	0	0	2	0	62	63	0	0	0	0	63	125
8:30 PM	80	0	0	0	0	80	79	0	0	1	0	80	160
8:45 PM	65	0	0	0	0	65	57	0	0	1	0	58	123
9:00 PM	53	0	0	0	0	53	40	0	0	1	0	41	94
9:15 PM	50	0	0	0	0	50	59	0	0	0	0	59	109
9:30 PM	49	0	0	1	0	50	52	0	0	1	0	53	103
9:45 PM	49	0	0	0	0	49	41	0	0	0	0	41	90
10:00 PM	46	0	0	0	0	46	36	0	0	0	0	36	82
10:15 PM	34	0	0	0	0	34	38	0	0	0	0	38	72
10:30 PM	38	0	0	0	0	38	28	0	0	0	1	29	67
10:45 PM	32	0	0	0	0	32	17	0	0	0	0	17	49
11:00 PM	23	0	0	0	0	23	23	0	0	0	0	23	46
11:15 PM	37	0	0	0	0	37	18	0	0	0	0	18	55
11:30 PM	20	0	0	0	0	20	18	0	0	0	0	18	38
11:45 PM	12	0	0	0	0	12	10	0	0	0	0	10	22
TOTAL VOLUMES =	5239	12	0	53	1	5305	5135	15	0	80	23	5253	10558
PEAK VOLUMES =	765	0	0	6	0	771	663	0	0	6	3	672	1443
	PM Peak Hr Begins at: 445 PM												

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
16369	55	1	318	42

Grand Total

16785

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Brea Canyon Rd

DATE: 9/1/2009

LOCATION: City of Industry/Walnut

E-W STREET: @ Alhambra Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-023

Direction 1 = SB; Direction 2 = NB

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	12	0	0	0	0	12	20	0	0	0	0	20	32
12:15 AM	5	0	0	0	0	5	17	0	0	1	0	18	23
12:30 AM	7	0	0	2	0	9	14	0	0	0	0	14	23
12:45 AM	5	0	0	0	0	5	8	0	0	0	0	8	13
1:00 AM	5	0	0	0	0	5	11	0	0	0	0	11	16
1:15 AM	3	0	0	0	0	3	14	0	0	0	1	15	18
1:30 AM	1	0	0	1	0	2	10	0	0	1	0	11	13
1:45 AM	0	0	0	0	0	0	8	0	0	2	0	10	10
2:00 AM	3	0	0	0	0	3	7	0	0	0	0	7	10
2:15 AM	4	0	0	0	0	4	7	0	0	0	0	7	11
2:30 AM	4	0	0	0	0	4	5	0	0	0	0	5	9
2:45 AM	3	0	0	0	0	3	4	0	0	0	0	4	7
3:00 AM	5	0	0	0	0	5	5	0	0	0	0	5	10
3:15 AM	14	0	0	0	0	14	9	0	0	0	0	9	23
3:30 AM	7	0	0	1	0	8	6	0	0	0	0	6	14
3:45 AM	11	0	0	0	0	11	8	0	0	0	0	8	19
4:00 AM	11	0	0	0	0	11	9	0	0	0	0	9	20
4:15 AM	13	0	0	0	0	13	16	0	0	0	0	16	29
4:30 AM	17	0	0	0	0	17	11	0	0	0	0	11	28
4:45 AM	26	0	0	0	0	26	13	0	0	0	0	13	39
5:00 AM	36	0	0	0	0	36	7	0	0	2	0	9	45
5:15 AM	35	0	0	1	0	36	12	0	0	0	0	12	48
5:30 AM	40	0	0	2	0	42	16	0	0	1	0	17	59
5:45 AM	70	0	0	0	0	70	22	0	0	1	0	23	93
6:00 AM	57	1	0	1	0	59	10	0	0	0	0	10	69
6:15 AM	91	0	0	0	0	91	37	0	0	3	0	40	131
6:30 AM	116	0	0	0	0	116	41	0	0	0	0	41	157
6:45 AM	207	0	0	2	0	209	67	1	0	1	0	69	278
7:00 AM	141	0	0	0	0	141	84	0	0	0	0	84	225
7:15 AM	171	1	0	2	0	174	139	0	0	2	0	141	315
7:30 AM	185	0	0	2	0	187	108	0	0	1	0	109	296
7:45 AM	184	0	0	1	0	185	94	0	0	1	0	95	280
8:00 AM	126	0	0	1	0	127	102	0	0	1	0	103	230
8:15 AM	130	0	0	0	1	131	73	0	0	1	0	74	205
8:30 AM	137	0	0	0	1	138	69	0	0	2	1	72	210
8:45 AM	131	0	0	0	0	131	73	0	0	5	0	78	209
9:00 AM	79	0	0	2	0	81	68	0	0	3	0	71	152
9:15 AM	59	0	0	0	0	59	111	0	0	1	1	113	172
9:30 AM	49	0	0	2	0	51	70	0	0	0	0	70	121
9:45 AM	102	0	0	2	1	105	89	0	0	5	0	94	199
10:00 AM	45	0	0	1	0	46	64	0	0	1	0	65	111
10:15 AM	62	0	0	1	0	63	76	1	0	2	1	80	143
10:30 AM	57	0	0	6	0	63	63	0	0	7	0	70	133
10:45 AM	79	0	0	3	0	82	59	0	0	5	0	64	146
11:00 AM	58	0	0	2	0	60	88	0	0	3	0	91	151
11:15 AM	61	0	0	1	0	62	74	0	0	6	0	80	142
11:30 AM	71	0	0	3	0	74	79	0	0	0	0	79	153
11:45 AM	82	0	0	3	0	85	101	0	0	1	0	102	187
TOTAL VOLUMES =	2817	2	0	42	3	2864	2098	2	0	59	4	2163	5027
PEAK VOLUMES =	666	1	0	6	0	673	443	0	0	5	0	448	1121
AM Peak Hr Begins at: 715 AM													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Brea Canyon Rd

DATE: 9/1/2009

LOCATION: City of Industry/Walnut

E-W STREET: @ Alhambra Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-023

Direction 1 = SB; Direction 2 = NB

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	73	1	0	3	0	77	140	0	0	5	0	145	222
12:15 PM	92	0	0	0	0	92	107	0	0	2	0	109	201
12:30 PM	90	0	0	2	0	92	115	0	0	0	0	115	207
12:45 PM	136	0	0	2	0	138	90	0	0	2	0	92	230
1:00 PM	89	1	0	3	0	93	105	0	1	2	0	108	201
1:15 PM	108	0	0	3	0	111	106	0	0	1	0	107	218
1:30 PM	88	1	0	1	0	90	108	0	0	4	0	112	202
1:45 PM	97	2	0	4	0	103	112	0	0	3	0	115	218
2:00 PM	104	1	0	3	0	108	103	0	0	8	0	111	219
2:15 PM	97	0	0	3	0	100	106	0	0	0	0	106	206
2:30 PM	87	0	0	1	0	88	122	0	0	0	0	122	210
2:45 PM	116	0	1	0	0	117	152	0	0	3	0	155	272
3:00 PM	129	0	0	0	0	129	131	0	0	2	0	133	262
3:15 PM	111	0	0	3	0	114	134	0	0	1	1	136	250
3:30 PM	98	0	0	3	0	101	186	0	0	1	1	188	289
3:45 PM	106	2	0	3	0	111	174	0	0	1	0	175	286
4:00 PM	94	0	0	5	1	100	176	1	0	3	1	181	281
4:15 PM	82	0	0	1	0	83	161	0	0	3	0	164	247
4:30 PM	93	0	1	1	0	95	181	0	0	2	0	183	278
4:45 PM	119	0	0	0	0	119	176	0	0	0	0	176	295
5:00 PM	99	0	0	2	0	101	320	0	0	2	0	322	423
5:15 PM	87	1	0	1	0	89	195	0	0	1	0	196	285
5:30 PM	80	0	0	0	0	80	266	0	0	1	0	267	347
5:45 PM	98	0	0	2	0	100	195	0	0	1	0	196	296
6:00 PM	83	0	0	0	0	83	249	0	0	2	1	252	335
6:15 PM	86	0	0	1	0	87	204	0	0	3	0	207	294
6:30 PM	83	0	0	2	0	85	165	0	0	2	0	167	252
6:45 PM	79	0	0	0	0	79	154	0	0	0	0	154	233
7:00 PM	77	0	0	0	0	77	92	0	0	1	0	93	170
7:15 PM	58	0	0	2	0	60	108	0	1	2	0	111	171
7:30 PM	53	0	0	2	0	55	79	0	0	3	0	82	137
7:45 PM	45	0	0	0	0	45	45	0	0	3	0	48	93
8:00 PM	53	0	0	1	0	54	75	0	0	2	0	77	131
8:15 PM	49	0	0	0	0	49	55	0	0	1	0	56	105
8:30 PM	46	0	0	1	0	47	45	0	0	2	0	47	94
8:45 PM	48	0	0	1	0	49	54	0	0	0	0	54	103
9:00 PM	41	0	0	1	1	43	51	0	0	0	0	51	94
9:15 PM	31	0	0	0	0	31	63	0	0	1	0	64	95
9:30 PM	30	0	1	0	0	31	55	0	0	0	0	55	86
9:45 PM	23	0	0	0	0	23	43	0	0	0	0	43	66
10:00 PM	28	0	0	0	0	28	27	0	0	0	0	27	55
10:15 PM	37	0	1	2	0	40	33	0	0	1	0	34	74
10:30 PM	24	0	0	0	0	24	37	0	0	0	0	37	61
10:45 PM	18	0	0	1	0	19	33	0	0	1	0	34	53
11:00 PM	29	0	0	0	0	29	40	0	0	1	0	41	70
11:15 PM	24	0	0	0	0	24	31	0	0	0	0	31	55
11:30 PM	9	0	0	0	0	9	18	0	0	2	0	20	29
11:45 PM	11	0	0	0	0	11	24	0	0	0	0	24	35
TOTAL VOLUMES =	3438	9	4	60	2	3513	5441	1	2	75	4	5523	9036
PEAK VOLUMES =	364	1	0	5	0	370	976	0	0	5	0	981	1351
PM Peak Hr Begins at: 500 PM													

	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Grand Total
Daily Total:	13794	14	6	236	13	14063

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Vail Ave

DATE: 9/9/2009

LOCATION: City of Montebello

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-006

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	6	0	0	2	0	8	9	0	0	1	0	10	18
12:15 AM	8	0	0	1	0	9	11	0	0	0	0	11	20
12:30 AM	6	0	0	1	0	7	12	0	0	1	0	13	20
12:45 AM	2	0	0	0	0	2	0	0	0	1	0	1	3
1:00 AM	2	0	0	1	0	3	6	0	0	0	0	6	9
1:15 AM	0	0	0	1	0	1	3	0	0	0	0	3	4
1:30 AM	3	0	0	1	0	4	2	0	0	0	0	2	6
1:45 AM	4	0	0	0	0	4	3	0	0	0	0	3	7
2:00 AM	0	0	0	0	0	0	4	0	0	0	0	4	4
2:15 AM	3	0	0	0	0	3	1	0	0	0	0	1	4
2:30 AM	2	0	0	0	0	2	8	0	0	0	0	8	10
2:45 AM	6	0	0	1	0	7	9	0	0	1	0	10	17
3:00 AM	4	0	0	0	0	4	4	0	0	0	0	4	8
3:15 AM	2	0	0	0	0	2	2	0	0	0	0	2	4
3:30 AM	4	0	0	1	0	5	2	0	0	1	0	3	8
3:45 AM	4	0	0	1	0	5	3	0	0	0	0	3	8
4:00 AM	3	0	0	0	0	3	6	0	0	0	0	6	9
4:15 AM	4	0	0	1	1	6	3	0	0	0	0	3	9
4:30 AM	10	0	0	0	0	10	3	0	0	0	0	3	13
4:45 AM	14	0	0	1	0	15	3	0	0	0	0	3	18
5:00 AM	7	0	0	0	0	7	6	0	0	2	0	8	15
5:15 AM	24	0	0	1	0	25	5	0	0	0	0	5	30
5:30 AM	26	0	0	1	1	28	12	0	0	0	0	12	40
5:45 AM	36	0	0	0	0	36	13	0	0	1	0	14	50
6:00 AM	32	0	0	0	0	32	17	0	0	2	1	20	52
6:15 AM	22	0	0	0	0	22	19	0	0	0	0	19	41
6:30 AM	47	0	0	0	0	47	26	1	0	1	0	28	75
6:45 AM	61	0	0	1	0	62	45	0	0	1	0	46	108
7:00 AM	82	0	0	0	0	82	55	0	0	2	0	57	139
7:15 AM	101	0	0	2	0	103	89	0	0	1	0	90	193
7:30 AM	115	2	0	3	0	120	100	0	0	0	0	100	220
7:45 AM	139	0	0	1	0	140	57	0	0	1	0	58	198
8:00 AM	65	3	0	2	0	70	51	1	0	1	0	53	123
8:15 AM	59	4	0	2	0	65	48	0	0	0	0	48	113
8:30 AM	54	2	0	4	0	60	50	0	0	4	0	54	114
8:45 AM	42	4	0	1	0	47	47	0	0	1	0	48	95
9:00 AM	55	1	0	1	1	58	49	0	0	3	0	52	110
9:15 AM	45	0	0	0	1	46	37	0	0	0	2	39	85
9:30 AM	41	0	0	0	4	45	34	0	0	1	0	35	80
9:45 AM	39	1	0	2	0	42	39	0	0	0	0	39	81
10:00 AM	49	0	0	0	1	50	47	0	0	1	0	48	98
10:15 AM	41	0	0	1	1	43	33	0	0	0	0	33	76
10:30 AM	29	0	0	3	1	33	46	1	0	0	0	47	80
10:45 AM	40	0	0	0	0	40	37	0	0	0	0	37	77
11:00 AM	34	1	0	2	0	37	38	0	0	0	0	38	75
11:15 AM	29	0	0	2	0	31	40	0	0	2	0	42	73
11:30 AM	46	0	0	3	0	49	47	0	0	1	0	48	97
11:45 AM	48	0	0	1	0	49	54	0	0	0	0	54	103
TOTAL VOLUMES =	1495	18	0	45	11	1569	1235	3	0	30	3	1271	2840
PEAK VOLUMES =	437	2	0	6	0	445	301	0	0	4	0	305	750
AM Peak Hr Begins at: 700 AM													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Vail Ave

DATE: 9/9/2009

LOCATION: City of Montebello

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-006

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	58	2	0	2	0	62	58	0	1	1	0	60	122
12:15 PM	45	1	0	0	0	46	49	0	0	3	0	52	98
12:30 PM	56	0	0	0	0	56	50	0	0	0	1	51	107
12:45 PM	45	0	0	2	0	47	42	0	0	1	0	43	90
1:00 PM	46	0	0	0	0	46	56	0	0	2	0	58	104
1:15 PM	66	0	0	1	0	67	53	0	0	0	0	53	120
1:30 PM	58	0	0	1	0	59	66	0	0	0	0	66	125
1:45 PM	52	0	0	0	0	52	63	0	0	2	0	65	117
2:00 PM	58	1	0	0	1	60	91	2	0	0	1	94	154
2:15 PM	62	2	1	1	0	66	62	1	0	0	1	64	130
2:30 PM	65	0	0	2	0	67	105	0	0	0	0	105	172
2:45 PM	43	2	0	2	1	48	99	1	0	3	0	103	151
3:00 PM	90	1	0	2	0	93	89	0	0	0	0	89	182
3:15 PM	91	4	0	1	1	97	71	0	0	0	0	71	168
3:30 PM	64	3	0	0	0	67	96	0	0	2	0	98	165
3:45 PM	68	3	0	0	0	71	83	0	0	0	0	83	154
4:00 PM	64	0	0	1	0	65	105	0	0	2	0	107	172
4:15 PM	58	2	0	0	0	60	79	0	0	0	0	79	139
4:30 PM	75	0	0	2	0	77	88	0	0	1	0	89	166
4:45 PM	77	0	0	1	0	78	85	0	0	0	0	85	163
5:00 PM	75	1	0	1	0	77	121	0	0	3	0	124	201
5:15 PM	101	0	0	0	0	101	100	0	0	0	0	100	201
5:30 PM	87	0	0	0	0	87	74	0	0	0	0	74	161
5:45 PM	81	0	0	3	0	84	76	0	0	1	0	77	161
6:00 PM	55	0	1	1	0	57	58	0	0	0	0	58	115
6:15 PM	80	1	0	1	0	82	59	0	0	0	0	59	141
6:30 PM	52	0	0	0	1	53	52	0	0	0	0	52	105
6:45 PM	54	0	0	0	0	54	54	0	0	1	0	55	109
7:00 PM	53	0	0	2	0	55	43	0	0	2	0	45	100
7:15 PM	44	0	0	0	0	44	43	0	0	0	0	43	87
7:30 PM	33	0	0	2	0	35	32	0	0	0	0	32	67
7:45 PM	27	0	0	1	0	28	36	0	0	0	0	36	64
8:00 PM	22	0	0	0	0	22	28	0	0	0	0	28	50
8:15 PM	34	0	0	0	0	34	24	0	0	2	0	26	60
8:30 PM	36	0	0	0	0	36	31	0	0	1	0	32	68
8:45 PM	29	0	0	2	0	31	32	0	0	0	0	32	63
9:00 PM	26	0	0	0	1	27	28	0	0	0	0	28	55
9:15 PM	34	0	0	0	0	34	11	0	0	0	0	11	45
9:30 PM	19	0	0	0	0	19	9	0	0	0	0	9	28
9:45 PM	6	0	0	1	0	7	5	0	0	1	0	6	13
10:00 PM	18	0	0	0	0	18	21	0	0	0	0	21	39
10:15 PM	12	0	0	0	0	12	11	0	0	1	0	12	24
10:30 PM	9	0	0	1	0	10	13	0	0	0	0	13	23
10:45 PM	8	0	0	2	0	10	12	0	0	0	0	12	22
11:00 PM	7	0	0	0	0	7	15	0	0	0	0	15	22
11:15 PM	12	0	0	0	0	12	12	0	0	0	0	12	24
11:30 PM	10	0	0	0	0	10	10	0	0	1	0	11	21
11:45 PM	7	0	0	0	0	7	15	0	0	0	0	15	22
TOTAL VOLUMES =	2272	23	2	35	5	2337	2515	4	1	30	3	2553	4890
PEAK VOLUMES =	328	1	0	4	0	333	394	0	0	4	0	398	731
	PM Peak Hr Begins at: 430 PM												

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
7517	48	3	140	22

Grand Total

7730

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Maple Ave

DATE: 9/9/2009

LOCATION: City of Montebello

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-007

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	9	0	0	0	0	9	7	0	0	1	0	8	17
12:15 AM	2	0	0	0	0	2	6	0	0	1	0	7	9
12:30 AM	2	0	0	0	0	2	2	0	0	0	0	2	4
12:45 AM	2	0	0	0	0	2	5	0	0	0	0	5	7
1:00 AM	4	0	0	0	0	4	2	0	0	0	0	2	6
1:15 AM	0	0	0	0	0	0	1	0	0	2	0	3	3
1:30 AM	3	0	0	0	0	3	5	0	0	0	0	5	8
1:45 AM	2	0	0	0	0	2	2	0	0	0	0	2	4
2:00 AM	3	0	0	0	0	3	0	0	0	0	0	0	3
2:15 AM	4	0	0	0	0	4	2	0	0	0	0	2	6
2:30 AM	2	0	0	0	0	2	1	0	0	0	0	1	3
2:45 AM	1	0	0	0	0	1	4	0	0	0	0	4	5
3:00 AM	3	0	0	0	0	3	9	0	0	0	0	9	12
3:15 AM	4	0	0	0	0	4	1	0	0	0	0	1	5
3:30 AM	6	0	0	0	0	6	3	0	0	0	0	3	9
3:45 AM	2	0	0	0	0	2	4	0	0	0	0	4	6
4:00 AM	7	0	0	0	0	7	1	0	0	0	0	1	8
4:15 AM	0	0	0	0	0	0	3	0	0	0	0	3	3
4:30 AM	6	0	0	0	0	6	4	0	0	0	0	4	10
4:45 AM	8	0	0	0	0	8	6	0	0	1	0	7	15
5:00 AM	5	0	0	0	0	5	4	0	0	1	0	5	10
5:15 AM	8	0	0	1	0	9	6	0	0	0	0	6	15
5:30 AM	8	0	0	0	0	8	9	0	0	0	0	9	17
5:45 AM	16	0	0	0	0	16	8	0	0	1	0	9	25
6:00 AM	14	0	0	0	0	14	9	0	0	0	0	9	23
6:15 AM	13	0	0	0	0	13	17	0	0	0	0	17	30
6:30 AM	22	0	0	0	0	22	11	1	0	1	0	13	35
6:45 AM	19	0	0	0	0	19	11	2	0	0	0	13	32
7:00 AM	31	0	0	0	0	31	33	1	0	0	0	34	65
7:15 AM	39	1	0	0	0	40	64	1	0	0	1	66	106
7:30 AM	55	0	0	2	0	57	65	1	0	1	0	67	124
7:45 AM	67	1	0	1	1	70	37	0	0	1	1	39	109
8:00 AM	32	3	0	0	0	35	33	0	0	2	0	35	70
8:15 AM	48	4	1	0	0	53	35	0	0	0	0	35	88
8:30 AM	37	3	0	0	0	40	37	0	0	0	1	38	78
8:45 AM	28	1	0	0	0	29	27	0	0	0	0	27	56
9:00 AM	32	1	0	0	0	33	37	0	0	0	1	38	71
9:15 AM	35	0	0	1	0	36	32	0	0	1	1	34	70
9:30 AM	23	1	0	0	1	25	21	0	0	1	2	24	49
9:45 AM	24	0	0	0	0	24	39	0	0	3	0	42	66
10:00 AM	22	0	0	1	0	23	35	0	0	3	0	38	61
10:15 AM	37	0	0	0	0	37	34	0	0	1	1	36	73
10:30 AM	33	1	1	2	0	37	26	0	0	1	0	27	64
10:45 AM	32	1	0	0	1	34	32	0	0	2	0	34	68
11:00 AM	33	0	0	1	0	34	22	0	0	0	0	22	56
11:15 AM	35	1	0	0	0	36	36	0	0	1	0	37	73
11:30 AM	34	2	0	0	0	36	39	0	0	1	0	40	76
11:45 AM	31	1	0	1	0	33	37	0	0	3	0	40	73
TOTAL VOLUMES =	883	21	2	10	3	919	864	6	0	29	8	907	1826
PEAK VOLUMES =	193	5	0	3	1	202	199	2	0	4	2	207	409
AM Peak Hr Begins at: 715 AM													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Maple Ave

DATE: 9/9/2009

LOCATION: City of Montebello

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-007

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	35	0	0	2	0	37	34	0	0	1	0	35	72
12:15 PM	33	2	0	0	0	35	38	0	0	0	2	40	75
12:30 PM	52	0	0	0	0	52	40	0	0	2	0	42	94
12:45 PM	44	1	0	0	0	45	43	0	0	1	0	44	89
1:00 PM	41	0	0	0	0	41	40	0	0	0	0	40	81
1:15 PM	36	0	0	1	0	37	43	0	0	1	0	44	81
1:30 PM	41	0	0	1	0	42	53	0	0	2	0	55	97
1:45 PM	33	0	0	1	0	34	39	0	0	1	0	40	74
2:00 PM	60	1	0	0	0	61	53	0	0	1	0	54	115
2:15 PM	62	1	0	1	0	64	47	0	0	1	0	48	112
2:30 PM	53	0	0	1	1	55	50	0	0	0	0	50	105
2:45 PM	64	0	0	1	0	65	53	0	0	1	1	55	120
3:00 PM	56	1	0	1	0	58	61	0	0	1	0	62	120
3:15 PM	61	1	0	2	0	64	54	0	0	1	0	55	119
3:30 PM	65	2	0	0	0	67	51	0	0	1	0	52	119
3:45 PM	44	2	0	0	0	46	75	0	0	0	0	75	121
4:00 PM	42	1	0	1	0	44	62	0	0	0	0	62	106
4:15 PM	44	0	0	0	0	44	58	0	0	0	0	58	102
4:30 PM	45	1	0	0	0	46	54	0	0	0	0	54	100
4:45 PM	53	0	0	0	0	53	52	0	0	0	0	52	105
5:00 PM	48	0	0	0	0	48	57	0	0	0	0	57	105
5:15 PM	59	0	0	0	0	59	54	0	0	0	0	54	113
5:30 PM	61	0	0	0	0	61	61	0	0	0	0	61	122
5:45 PM	56	0	0	0	0	56	54	0	0	0	0	54	110
6:00 PM	46	0	0	0	0	46	50	0	0	0	0	50	96
6:15 PM	48	0	0	0	0	48	42	0	0	0	0	42	90
6:30 PM	39	0	0	0	0	39	36	0	0	0	0	36	75
6:45 PM	42	0	0	0	0	42	41	0	0	0	0	41	83
7:00 PM	23	0	0	0	0	23	38	0	0	1	0	39	62
7:15 PM	37	0	0	0	0	37	49	0	0	1	0	50	87
7:30 PM	26	0	0	0	0	26	25	0	0	0	0	25	51
7:45 PM	25	0	0	0	1	26	27	0	0	0	0	27	53
8:00 PM	35	3	0	0	0	38	31	0	0	2	0	33	71
8:15 PM	47	4	0	0	0	51	34	0	0	0	0	34	85
8:30 PM	37	3	0	0	0	40	38	0	0	0	1	39	79
8:45 PM	28	1	0	0	0	29	27	0	0	0	0	27	56
9:00 PM	25	0	0	0	0	25	21	0	0	0	0	21	46
9:15 PM	16	0	0	0	0	16	14	0	0	0	0	14	30
9:30 PM	14	0	0	0	0	14	18	0	0	0	0	18	32
9:45 PM	10	0	0	0	0	10	10	0	0	0	0	10	20
10:00 PM	19	0	0	0	0	19	12	0	0	0	0	12	31
10:15 PM	10	0	0	0	0	10	11	0	0	1	0	12	22
10:30 PM	8	0	0	0	0	8	13	0	0	0	0	13	21
10:45 PM	5	0	0	0	0	5	4	0	0	0	0	4	9
11:00 PM	4	0	0	0	0	4	7	0	0	0	0	7	11
11:15 PM	2	0	0	0	0	2	6	0	0	0	0	6	8
11:30 PM	10	0	0	0	0	10	8	0	0	0	0	8	18
11:45 PM	11	0	0	0	0	11	6	0	0	0	0	6	17
TOTAL VOLUMES =	1755	24	0	12	2	1793	1794	0	0	19	4	1817	3610
PEAK VOLUMES =	226	6	0	3	0	235	241	0	0	3	0	244	479
	PM Peak Hr Begins at: 300 PM												

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
5296	51	2	70	17

Grand Total

5436

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Greenwood Ave

DATE: 9/9/2009

LOCATION: City of Montebello

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-008

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	3	0	0	0	0	3	2	0	0	0	0	2	5
12:15 AM	4	0	0	0	0	4	6	0	0	0	0	6	10
12:30 AM	5	0	0	0	0	5	8	0	0	0	0	8	13
12:45 AM	0	0	0	0	0	0	2	0	0	0	0	2	2
1:00 AM	2	0	0	0	0	2	3	0	0	0	0	3	5
1:15 AM	2	0	0	0	0	2	1	0	0	0	0	1	3
1:30 AM	4	0	0	0	0	4	6	0	0	0	0	6	10
1:45 AM	1	0	0	0	0	1	2	0	0	0	0	2	3
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	1
2:15 AM	3	0	0	0	0	3	0	0	0	0	0	0	3
2:30 AM	1	0	0	0	0	1	1	0	0	0	0	1	2
2:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	1
3:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	2
3:30 AM	1	0	0	0	0	1	3	0	0	0	0	3	4
3:45 AM	2	0	0	0	0	2	4	0	0	0	0	4	6
4:00 AM	2	0	0	0	0	2	2	0	2	0	0	4	6
4:15 AM	4	0	0	0	0	4	6	0	0	0	0	6	10
4:30 AM	6	0	0	0	0	6	3	0	1	0	0	4	10
4:45 AM	11	0	0	0	0	11	9	0	1	0	0	10	21
5:00 AM	9	0	0	0	0	9	9	0	2	0	0	11	20
5:15 AM	16	0	0	0	0	16	7	0	2	0	0	9	25
5:30 AM	19	0	0	0	0	19	9	0	2	0	0	11	30
5:45 AM	19	0	0	0	0	19	19	0	3	0	0	22	41
6:00 AM	16	0	0	0	0	16	11	0	2	0	0	13	29
6:15 AM	19	0	1	0	0	20	29	5	0	0	0	34	54
6:30 AM	27	0	0	0	0	27	32	14	0	1	0	47	74
6:45 AM	32	0	1	0	0	33	35	5	0	0	0	40	73
7:00 AM	50	0	0	0	0	50	55	2	0	1	0	58	108
7:15 AM	54	1	0	0	0	55	54	0	0	0	0	54	109
7:30 AM	44	0	0	1	0	45	52	2	0	0	1	55	100
7:45 AM	48	1	2	0	0	51	41	1	0	1	0	43	94
8:00 AM	28	1	0	0	0	29	59	3	0	0	0	62	91
8:15 AM	42	0	0	0	0	42	107	1	0	1	0	109	151
8:30 AM	55	0	1	0	0	56	108	1	0	1	0	110	166
8:45 AM	80	1	0	0	0	81	75	0	0	0	0	75	156
9:00 AM	29	0	0	0	0	29	56	2	0	0	0	58	87
9:15 AM	37	0	0	0	0	37	44	2	0	0	0	46	83
9:30 AM	37	1	1	0	0	39	49	2	0	0	0	51	90
9:45 AM	35	0	0	0	0	35	47	1	3	0	0	51	86
10:00 AM	24	0	0	0	0	24	38	2	0	0	0	40	64
10:15 AM	36	0	1	0	0	37	31	2	0	0	0	33	70
10:30 AM	40	1	0	0	0	41	43	0	2	0	0	45	86
10:45 AM	40	0	0	1	0	41	39	0	0	0	0	39	80
11:00 AM	30	0	0	0	0	30	34	1	0	0	0	35	65
11:15 AM	36	0	0	0	0	36	39	2	0	1	0	42	78
11:30 AM	49	0	0	0	0	49	50	4	0	0	0	54	103
11:45 AM	50	0	0	0	0	50	35	0	0	0	1	36	86
TOTAL VOLUMES =	1055	6	7	2	0	1070	1267	52	20	6	2	1347	2417
PEAK VOLUMES =	205	2	1	0	0	208	349	5	0	2	0	356	564
AM Peak Hr Begins at: 800 AM													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Greenwood Ave

DATE: 9/9/2009

LOCATION: City of Montebello

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-008

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	40	2	0	0	0	42	35	4	0	0	0	39	81
12:15 PM	43	0	0	2	0	45	35	0	0	0	0	35	80
12:30 PM	44	2	0	0	0	46	42	3	0	0	0	45	91
12:45 PM	48	0	0	0	0	48	47	1	0	0	0	48	96
1:00 PM	53	9	0	0	0	62	45	0	0	0	0	45	107
1:15 PM	49	10	0	0	0	59	29	1	0	0	0	30	89
1:30 PM	46	11	0	0	0	57	58	0	0	0	0	58	115
1:45 PM	70	4	0	1	0	75	54	0	0	0	0	54	129
2:00 PM	60	2	0	0	0	62	62	0	0	0	0	62	124
2:15 PM	78	4	0	0	0	82	48	0	0	0	0	48	130
2:30 PM	66	2	0	0	1	69	67	0	0	0	0	67	136
2:45 PM	75	4	0	0	0	79	60	0	0	1	0	61	140
3:00 PM	54	0	0	0	0	54	80	1	0	0	0	81	135
3:15 PM	60	0	0	0	0	60	91	1	0	0	1	93	153
3:30 PM	53	0	0	0	0	53	65	1	0	2	0	68	121
3:45 PM	66	0	0	2	0	68	71	1	0	1	0	73	141
4:00 PM	56	0	0	0	0	56	59	0	0	2	0	61	117
4:15 PM	51	0	0	0	0	51	66	0	0	0	0	66	117
4:30 PM	64	0	0	0	0	64	86	0	0	0	0	86	150
4:45 PM	75	0	0	0	0	75	70	0	0	1	0	71	146
5:00 PM	62	0	0	0	0	62	86	0	0	0	0	86	148
5:15 PM	66	0	0	1	0	67	90	0	0	0	0	90	157
5:30 PM	59	0	1	0	0	60	71	0	0	0	0	71	131
5:45 PM	56	0	1	0	0	57	77	0	0	0	0	77	134
6:00 PM	55	0	0	0	0	55	65	0	0	0	0	65	120
6:15 PM	68	0	1	0	0	69	73	0	0	0	0	73	142
6:30 PM	59	0	1	0	0	60	51	0	0	0	0	51	111
6:45 PM	64	0	1	0	0	65	50	0	0	0	0	50	115
7:00 PM	71	0	1	0	0	72	74	0	0	0	0	74	146
7:15 PM	34	0	0	0	0	34	55	0	0	0	0	55	89
7:30 PM	47	0	0	0	0	47	49	0	0	0	0	49	96
7:45 PM	44	0	2	0	0	46	67	0	0	0	0	67	113
8:00 PM	38	0	1	0	0	39	40	0	0	0	0	40	79
8:15 PM	43	0	0	1	0	44	48	0	0	0	0	48	92
8:30 PM	50	0	1	1	0	52	55	0	0	0	0	55	107
8:45 PM	34	0	0	0	0	34	51	0	0	0	0	51	85
9:00 PM	20	0	2	1	0	23	40	0	0	0	0	40	63
9:15 PM	23	0	0	0	0	23	28	0	0	0	0	28	51
9:30 PM	17	0	0	0	0	17	13	0	1	0	0	14	31
9:45 PM	24	0	1	0	0	25	25	0	0	0	0	25	50
10:00 PM	16	0	0	0	0	16	16	0	0	0	0	16	32
10:15 PM	18	0	3	0	0	21	26	0	0	0	0	26	47
10:30 PM	22	0	0	0	0	22	16	0	0	0	0	16	38
10:45 PM	13	0	0	0	0	13	19	0	0	0	0	19	32
11:00 PM	12	0	2	0	0	14	24	0	0	0	0	24	38
11:15 PM	11	0	0	0	0	11	11	0	0	0	0	11	22
11:30 PM	11	0	0	0	0	11	10	0	0	0	0	10	21
11:45 PM	5	0	0	0	0	5	10	0	0	0	0	10	15
TOTAL VOLUMES =	2193	50	18	9	1	2271	2410	13	1	7	1	2432	4703
PEAK VOLUMES =	267	0	0	1	0	268	332	0	0	1	0	333	601
PM Peak Hr Begins at: 430 PM													

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
6925	121	46	24	4

Grand Total

7120

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET Montebello Blvd

DATE: 9/17/2009

LOCATION: City of Montebello

E-W STREET@ Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-009

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	12	0	0	1	0	13	22	0	0	0	0	22	35
12:15 AM	15	0	1	0	0	16	16	0	1	0	0	17	33
12:30 AM	19	0	1	0	0	20	16	0	0	0	0	16	36
12:45 AM	15	0	0	0	0	15	11	0	0	0	0	11	26
1:00 AM	8	0	2	0	0	10	7	0	0	0	0	7	17
1:15 AM	11	0	0	0	0	11	7	0	0	0	0	7	18
1:30 AM	14	0	0	0	0	14	6	0	0	0	0	6	20
1:45 AM	9	0	0	0	0	9	5	0	0	0	0	5	14
2:00 AM	5	0	0	0	0	5	10	0	0	0	0	10	15
2:15 AM	7	0	0	0	0	7	7	0	0	0	0	7	14
2:30 AM	9	0	0	0	0	9	4	0	0	0	0	4	13
2:45 AM	7	0	0	0	0	7	9	0	0	0	0	9	16
3:00 AM	9	0	0	0	0	9	8	0	0	0	0	8	17
3:15 AM	9	0	0	0	0	9	7	0	0	0	0	7	16
3:30 AM	16	0	0	0	0	16	5	0	0	0	0	5	21
3:45 AM	11	0	0	0	0	11	13	0	0	0	0	13	24
4:00 AM	12	0	0	0	0	12	13	0	0	0	0	13	25
4:15 AM	10	0	0	0	0	10	11	0	0	0	0	11	21
4:30 AM	13	0	0	0	0	13	20	0	0	0	0	20	33
4:45 AM	28	0	0	0	0	28	19	0	0	0	0	19	47
5:00 AM	34	0	0	0	0	34	22	0	0	0	0	22	56
5:15 AM	34	0	0	0	0	34	24	0	0	0	0	24	58
5:30 AM	48	0	0	1	0	49	32	0	2	0	0	34	83
5:45 AM	70	0	0	0	0	70	49	0	1	0	0	50	120
6:00 AM	58	0	0	0	1	59	47	1	2	0	0	50	109
6:15 AM	77	1	2	0	0	80	62	0	1	0	0	63	143
6:30 AM	99	2	1	0	0	102	78	1	1	0	1	81	183
6:45 AM	131	2	1	0	0	134	88	2	0	0	0	90	224
7:00 AM	108	1	1	1	2	113	134	0	1	0	0	135	248
7:15 AM	147	2	1	0	0	150	259	3	2	0	0	264	414
7:30 AM	192	3	1	0	0	196	217	0	2	0	0	219	415
7:45 AM	224	0	1	0	0	225	149	4	1	0	0	154	379
8:00 AM	143	4	0	0	0	147	105	0	2	0	0	107	254
8:15 AM	165	6	4	0	0	175	148	2	2	1	0	153	328
8:30 AM	155	6	1	1	0	163	120	0	1	0	0	121	284
8:45 AM	137	5	2	1	0	145	133	0	1	0	0	134	279
9:00 AM	120	1	1	0	0	122	123	0	1	0	0	124	246
9:15 AM	108	0	1	1	0	110	116	0	1	1	1	119	229
9:30 AM	125	0	1	0	1	127	105	0	1	1	0	107	234
9:45 AM	111	2	2	0	1	116	122	0	1	0	0	123	239
10:00 AM	79	0	1	1	0	81	105	0	1	1	0	107	188
10:15 AM	114	0	1	1	0	116	121	0	1	0	0	122	238
10:30 AM	122	0	1	0	0	123	121	0	2	0	0	123	246
10:45 AM	98	0	1	2	0	101	105	1	1	1	0	108	209
11:00 AM	123	0	1	0	1	125	137	0	1	0	0	138	263
11:15 AM	123	1	1	0	0	125	117	1	1	0	0	119	244
11:30 AM	121	0	1	0	0	122	121	0	1	1	0	123	245
11:45 AM	132	0	0	1	0	133	125	1	1	0	1	128	261
TOTAL VOLUMES =	3437	36	31	11	6	3521	3301	16	33	6	3	3359	6880
PEAK VOLUMES =	706	9	3	0	0	718	730	7	7	0	0	744	1462
AM Peak Hr Begins at: 715 AM													

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

N-S STREET Montebello Blvd

DATE: 9/17/2009

LOCATION: City of Montebello

E-W STREET@ Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-009

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	132	0	0	0	0	132	110	0	2	1	0	113	245
12:15 PM	131	2	2	0	0	135	136	0	1	0	0	137	272
12:30 PM	149	0	1	1	0	151	138	1	0	0	0	139	290
12:45 PM	149	0	0	0	0	149	149	0	1	0	0	150	299
1:00 PM	139	0	2	0	1	142	133	0	4	2	0	139	281
1:15 PM	128	0	4	1	0	133	137	1	1	1	0	140	273
1:30 PM	124	0	1	1	0	126	153	0	5	0	0	158	284
1:45 PM	152	0	2	0	0	154	176	1	3	0	0	180	334
2:00 PM	188	5	2	2	1	198	175	3	2	1	1	182	380
2:15 PM	164	3	1	1	0	169	187	5	1	0	0	193	362
2:30 PM	168	4	1	2	0	175	200	2	2	0	0	204	379
2:45 PM	155	2	2	0	0	159	170	2	1	0	0	173	332
3:00 PM	160	0	1	0	0	161	171	1	1	0	0	173	334
3:15 PM	192	0	1	0	0	193	165	0	1	0	1	167	360
3:30 PM	182	5	3	0	0	190	201	0	2	2	0	205	395
3:45 PM	199	8	1	0	0	208	211	0	1	0	0	212	420
4:00 PM	161	1	2	0	0	164	196	0	1	0	0	197	361
4:15 PM	161	3	2	0	0	166	209	0	1	0	0	210	376
4:30 PM	163	2	2	1	0	168	209	0	2	0	0	211	379
4:45 PM	207	0	2	0	0	209	211	0	1	0	0	212	421
5:00 PM	196	1	4	0	0	201	228	0	1	0	0	229	430
5:15 PM	210	0	4	0	0	214	210	0	4	0	0	214	428
5:30 PM	200	0	2	0	0	202	212	0	1	0	0	213	415
5:45 PM	206	0	4	0	0	210	215	0	1	0	0	216	426
6:00 PM	208	0	3	0	0	211	199	0	0	0	0	199	410
6:15 PM	163	0	0	1	0	164	171	0	2	0	0	173	337
6:30 PM	197	0	1	1	0	199	170	0	1	0	0	171	370
6:45 PM	158	0	4	0	0	162	148	0	1	0	0	149	311
7:00 PM	162	0	1	0	0	163	153	0	1	0	0	154	317
7:15 PM	160	0	1	0	0	161	162	0	0	0	0	162	323
7:30 PM	147	0	0	0	0	147	137	1	1	0	0	139	286
7:45 PM	125	0	3	0	0	128	92	0	0	0	0	92	220
8:00 PM	135	0	0	0	0	135	106	0	1	0	0	107	242
8:15 PM	125	0	1	0	0	126	100	0	0	0	0	100	226
8:30 PM	104	0	2	1	0	107	101	0	1	0	0	102	209
8:45 PM	97	0	0	0	0	97	83	0	0	0	0	83	180
9:00 PM	95	0	0	0	0	95	80	0	1	0	0	81	176
9:15 PM	103	0	0	0	0	103	72	0	0	0	0	72	175
9:30 PM	92	0	2	0	0	94	76	0	0	0	0	76	170
9:45 PM	78	0	0	0	0	78	58	0	1	0	0	59	137
10:00 PM	63	0	1	0	0	64	53	0	0	0	0	53	117
10:15 PM	55	0	2	0	0	57	41	0	0	0	0	41	98
10:30 PM	56	0	0	0	0	56	34	0	0	0	0	34	90
10:45 PM	46	0	2	0	0	48	31	0	0	0	0	31	79
11:00 PM	54	0	1	0	0	55	42	0	0	0	0	42	97
11:15 PM	37	0	0	0	0	37	37	0	0	0	0	37	74
11:30 PM	35	0	0	0	0	35	31	0	0	0	0	31	66
11:45 PM	25	1	0	1	0	27	15	0	0	0	0	15	42
TOTAL VOLUMES =	6536	37	70	13	2	6658	6494	17	50	7	2	6570	13228
PEAK VOLUMES =	812	1	14	0	0	827	865	0	7	0	0	872	1699
PM Peak Hr Begins at: 500 PM													

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Grand Total
19768	106	184	37	13	20108

Daily Total:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Durfee Ave

DATE: 9/3/2009

LOCATION: City of Pico Rivera

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-024

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	10	0	0	0	0	10	7	0	0	0	0	7	17
12:15 AM	8	0	0	0	0	8	14	0	0	0	0	14	22
12:30 AM	8	0	0	0	0	8	9	0	0	0	0	9	17
12:45 AM	3	0	0	0	0	3	3	0	0	1	0	4	7
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	4	0	0	1	0	5	1	0	0	0	0	1	6
1:45 AM	7	0	0	0	0	7	3	0	0	0	0	3	10
2:00 AM	6	0	0	0	0	6	1	0	0	0	0	1	7
2:15 AM	2	0	0	0	0	2	7	0	0	0	0	7	9
2:30 AM	3	0	0	0	0	3	4	0	0	0	0	4	7
2:45 AM	4	0	0	0	0	4	1	0	0	0	0	1	5
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	3	0	0	0	0	3	3
4:15 AM	6	0	0	0	0	6	4	0	0	0	0	4	10
4:30 AM	6	0	0	0	0	6	5	0	0	0	0	5	11
4:45 AM	11	0	0	0	0	11	9	0	0	0	0	9	20
5:00 AM	15	0	0	0	0	15	10	0	0	0	0	10	25
5:15 AM	13	0	0	0	0	13	21	0	0	0	0	21	34
5:30 AM	24	0	0	0	0	24	20	0	0	0	0	20	44
5:45 AM	19	0	0	1	0	20	23	0	0	0	0	23	43
6:00 AM	29	0	0	0	0	29	32	0	0	0	0	32	61
6:15 AM	36	0	0	2	0	38	35	0	0	0	0	35	73
6:30 AM	47	0	0	0	0	47	41	0	0	1	0	42	89
6:45 AM	84	0	0	1	0	85	66	1	0	0	0	67	152
7:00 AM	66	3	1	0	0	70	67	2	0	0	0	69	139
7:15 AM	102	3	0	2	0	107	64	1	0	0	0	65	172
7:30 AM	190	4	0	1	0	195	118	0	0	1	0	119	314
7:45 AM	183	1	0	3	0	187	170	1	0	0	0	171	358
8:00 AM	149	2	0	0	0	151	116	1	0	0	0	117	268
8:15 AM	88	1	0	0	0	89	97	0	0	0	0	97	186
8:30 AM	84	0	1	0	0	85	81	1	0	0	0	82	167
8:45 AM	82	0	1	1	0	84	81	1	2	2	0	86	170
9:00 AM	96	2	0	2	0	100	62	0	0	1	0	63	163
9:15 AM	90	0	1	1	0	92	71	0	0	2	0	73	165
9:30 AM	75	1	0	1	0	77	52	0	0	1	0	53	130
9:45 AM	75	0	0	2	0	77	68	0	0	1	0	69	146
10:00 AM	97	0	0	2	0	99	88	1	1	5	0	95	194
10:15 AM	77	0	0	2	0	79	77	0	0	0	0	77	156
10:30 AM	86	0	0	0	0	86	85	0	0	1	0	86	172
10:45 AM	95	0	0	0	0	95	94	0	0	0	0	94	189
11:00 AM	88	0	0	0	0	88	65	0	0	1	0	66	154
11:15 AM	105	0	1	1	0	107	100	0	0	0	0	100	207
11:30 AM	85	0	0	0	0	85	99	1	0	3	0	103	188
11:45 AM	97	0	0	1	0	98	95	0	0	0	0	95	193
TOTAL VOLUMES =	2355	17	5	24	0	2401	2069	10	3	20	0	2102	4503
PEAK VOLUMES =	610	8	0	4	0	622	501	2	0	1	0	504	1126
AM Peak Hr Begins at: 730 AM													

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

N-S STREET: Durfee Ave

DATE: 9/3/2009

LOCATION: City of Pico Rivera

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-024

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	130	0	1	2	0	133	101	0	0	2	0	103	236
12:15 PM	121	2	0	0	0	123	105	0	0	0	0	105	228
12:30 PM	32	0	0	0	0	32	31	0	0	0	0	31	63
12:45 PM	78	0	0	2	0	80	93	0	0	1	0	94	174
1:00 PM	101	1	0	0	0	102	79	1	0	2	0	82	184
1:15 PM	84	1	1	0	0	86	108	0	0	0	0	108	194
1:30 PM	87	0	0	1	0	88	85	0	1	0	0	86	174
1:45 PM	96	0	0	0	0	96	102	1	0	0	0	103	199
2:00 PM	104	0	1	0	0	105	82	0	0	1	0	83	188
2:15 PM	107	0	0	0	0	107	80	0	0	2	0	82	189
2:30 PM	118	1	0	0	0	119	127	2	0	0	0	129	248
2:45 PM	113	1	0	1	0	115	141	2	0	2	0	145	260
3:00 PM	173	2	0	1	0	176	139	3	0	0	0	142	318
3:15 PM	150	0	0	0	0	150	164	0	0	1	0	165	315
3:30 PM	128	0	0	0	0	128	143	2	1	2	0	148	276
3:45 PM	147	1	0	2	0	150	134	0	0	2	0	136	286
4:00 PM	135	1	0	0	0	136	124	0	1	4	0	129	265
4:15 PM	152	0	0	0	0	152	128	0	0	1	0	129	281
4:30 PM	154	0	0	0	0	154	164	0	0	0	0	164	318
4:45 PM	151	0	0	0	0	151	127	0	0	0	0	127	278
5:00 PM	170	0	0	1	0	171	153	0	0	2	0	155	326
5:15 PM	158	0	0	0	0	158	163	0	0	0	0	163	321
5:30 PM	162	0	0	0	0	162	157	0	1	1	0	159	321
5:45 PM	169	0	0	0	0	169	169	0	0	1	0	170	339
6:00 PM	154	0	0	0	0	154	145	0	0	0	0	145	299
6:15 PM	152	0	0	0	0	152	140	0	0	1	0	141	293
6:30 PM	109	0	0	0	0	109	121	0	0	1	0	122	231
6:45 PM	120	0	0	0	0	120	105	0	0	0	0	105	225
7:00 PM	93	0	0	1	0	94	111	0	0	0	0	111	205
7:15 PM	96	0	0	0	0	96	116	0	0	0	0	116	212
7:30 PM	106	0	0	0	0	106	85	0	0	0	0	85	191
7:45 PM	80	0	0	0	0	80	96	0	0	0	0	96	176
8:00 PM	72	0	0	0	0	72	71	0	0	0	0	71	143
8:15 PM	70	0	0	0	0	70	86	0	0	0	0	86	156
8:30 PM	85	0	0	0	0	85	73	0	0	0	0	73	158
8:45 PM	59	0	0	1	0	60	77	0	0	0	0	77	137
9:00 PM	53	0	0	0	0	53	70	0	0	0	0	70	123
9:15 PM	50	0	0	0	0	50	67	0	0	0	0	67	117
9:30 PM	38	0	0	0	0	38	52	0	0	1	0	53	91
9:45 PM	28	0	0	0	0	28	40	0	0	0	0	40	68
10:00 PM	36	0	0	0	0	36	33	0	0	0	0	33	69
10:15 PM	35	0	0	0	0	35	35	0	0	0	0	35	70
10:30 PM	26	0	0	0	0	26	18	0	0	0	0	18	44
10:45 PM	20	0	0	0	0	20	17	0	0	0	0	17	37
11:00 PM	23	0	0	0	0	23	24	0	0	0	0	24	47
11:15 PM	15	0	0	0	0	15	18	0	0	0	0	18	33
11:30 PM	8	0	0	0	0	8	18	0	0	0	0	18	26
11:45 PM	11	0	0	0	0	11	12	0	0	0	0	12	23
TOTAL VOLUMES =	4559	10	3	12	0	4584	4529	11	4	27	0	4571	9155
PEAK VOLUMES =	659	0	0	1	0	660	642	0	1	4	0	647	1307
	PM Peak Hr Begins at: 500 PM												

	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Grand Total
Daily Total:	13512	48	15	83	0	13658

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

N-S STREET: Rose Hills Rd

DATE: 9/2/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-010

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	8	0	0	0	0	8	5	0	0	0	0	5	13
12:15 AM	8	0	0	0	0	8	2	0	0	0	0	2	10
12:30 AM	6	0	0	0	0	6	4	0	0	0	0	4	10
12:45 AM	7	0	0	0	0	7	1	0	0	0	0	1	8
1:00 AM	5	0	0	0	0	5	2	0	0	2	0	4	9
1:15 AM	5	0	0	0	0	5	3	0	0	0	0	3	8
1:30 AM	1	0	0	0	0	1	5	0	0	0	0	5	6
1:45 AM	3	0	0	0	0	3	1	0	0	0	0	1	4
2:00 AM	1	0	0	1	0	2	0	0	0	1	0	1	3
2:15 AM	0	0	0	0	0	0	3	0	0	0	0	3	3
2:30 AM	4	0	0	0	0	4	1	0	0	0	0	1	5
2:45 AM	6	0	0	0	0	6	1	0	0	0	0	1	7
3:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1
3:15 AM	1	0	0	0	0	1	1	0	0	0	0	1	2
3:30 AM	0	0	0	0	0	0	4	0	0	0	0	4	4
3:45 AM	3	0	0	0	0	3	1	0	0	0	0	1	4
4:00 AM	1	0	0	0	0	1	2	0	0	1	0	3	4
4:15 AM	1	0	0	0	0	1	3	0	0	0	0	3	4
4:30 AM	4	0	0	0	0	4	3	0	0	0	0	3	7
4:45 AM	8	0	0	0	0	8	3	0	0	0	0	3	11
5:00 AM	10	0	0	0	0	10	5	0	0	0	0	5	15
5:15 AM	10	0	0	0	0	10	12	0	0	0	0	12	22
5:30 AM	12	0	0	0	0	12	15	0	0	0	0	15	27
5:45 AM	10	0	0	2	0	12	22	0	0	1	0	23	35
6:00 AM	29	0	0	0	0	29	17	0	0	0	0	17	46
6:15 AM	44	0	0	0	0	44	35	1	0	0	0	36	80
6:30 AM	38	0	0	1	0	39	38	1	0	0	0	39	78
6:45 AM	47	0	0	4	0	51	61	1	0	0	0	62	113
7:00 AM	43	0	0	1	0	44	67	1	0	0	0	68	112
7:15 AM	120	0	0	2	0	122	63	0	0	2	0	65	187
7:30 AM	159	0	0	0	0	159	72	1	0	1	0	74	233
7:45 AM	163	2	0	0	0	165	97	0	0	0	0	97	262
8:00 AM	103	0	0	2	0	105	91	1	0	0	0	92	197
8:15 AM	78	0	0	1	0	79	92	0	0	1	0	93	172
8:30 AM	65	0	0	1	0	66	74	0	0	3	0	77	143
8:45 AM	67	0	0	1	0	68	55	0	0	2	0	57	125
9:00 AM	60	0	0	1	0	61	45	0	0	0	0	45	106
9:15 AM	95	0	0	0	1	96	51	0	0	1	0	52	148
9:30 AM	75	0	0	0	0	75	58	0	1	0	0	59	134
9:45 AM	54	0	0	2	0	56	67	0	0	1	0	68	124
10:00 AM	73	0	0	1	0	74	45	0	0	1	0	46	120
10:15 AM	86	0	0	0	0	86	40	0	0	0	0	40	126
10:30 AM	103	0	0	1	0	104	46	0	0	1	0	47	151
10:45 AM	106	0	0	0	0	106	61	0	0	0	0	61	167
11:00 AM	100	0	0	0	0	100	79	0	0	0	0	79	179
11:15 AM	61	0	0	2	0	63	86	0	0	0	0	86	149
11:30 AM	79	1	0	0	0	80	71	0	0	0	0	71	151
11:45 AM	72	0	0	0	0	72	71	0	0	3	0	74	146
TOTAL VOLUMES =	2035	3	0	23	1	2062	1581	6	1	21	0	1609	3671
PEAK VOLUMES =	545	2	0	4	0	551	323	2	0	3	0	328	879
AM Peak Hr Begins at: 715 AM													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Rose Hills Rd

DATE: 9/2/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: WEDNESDAY

PROJECT# 09-5278-010

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	68	0	0	0	0	68	76	0	0	0	0	76	144
12:15 PM	66	0	0	2	0	68	84	0	0	1	0	85	153
12:30 PM	92	0	0	2	0	94	82	0	0	3	0	85	179
12:45 PM	67	0	0	1	0	68	118	0	0	0	0	118	186
1:00 PM	64	0	0	2	1	67	124	0	0	0	0	124	191
1:15 PM	49	0	0	1	0	50	107	0	0	2	0	109	159
1:30 PM	54	0	0	1	0	55	66	0	0	1	0	67	122
1:45 PM	37	0	0	0	0	37	87	0	0	3	0	90	127
2:00 PM	108	0	0	1	0	109	68	0	0	3	0	71	180
2:15 PM	51	1	0	1	0	53	77	0	0	2	0	79	132
2:30 PM	87	0	0	5	0	92	70	0	0	0	0	70	162
2:45 PM	56	0	0	1	1	58	73	1	0	2	0	76	134
3:00 PM	69	0	0	1	0	70	73	0	0	0	0	73	143
3:15 PM	75	0	0	0	0	75	71	1	0	1	0	73	148
3:30 PM	77	0	0	0	0	77	55	0	0	2	0	57	134
3:45 PM	73	0	0	0	0	73	57	0	0	0	0	57	130
4:00 PM	101	0	0	2	0	103	69	0	0	0	0	69	172
4:15 PM	138	0	1	0	0	139	69	0	0	0	0	69	208
4:30 PM	109	0	0	0	0	109	51	0	0	0	0	51	160
4:45 PM	107	0	0	0	0	107	55	0	0	0	0	55	162
5:00 PM	135	0	0	1	0	136	65	0	0	0	0	65	201
5:15 PM	130	0	0	1	0	131	42	0	0	0	0	42	173
5:30 PM	143	0	0	0	0	143	47	0	0	0	0	47	190
5:45 PM	130	0	0	1	0	131	40	1	0	1	0	42	173
6:00 PM	137	0	0	2	0	139	63	0	0	0	0	63	202
6:15 PM	120	0	0	0	0	120	50	0	0	1	0	51	171
6:30 PM	134	0	0	1	0	135	47	0	0	1	0	48	183
6:45 PM	84	0	0	0	0	84	52	0	0	0	0	52	136
7:00 PM	52	0	0	0	0	52	82	0	0	1	0	83	135
7:15 PM	38	0	0	0	0	38	32	0	0	2	0	34	72
7:30 PM	35	0	0	0	0	35	35	0	0	0	0	35	70
7:45 PM	27	0	0	1	0	28	31	0	0	0	0	31	59
8:00 PM	27	0	0	0	0	27	18	0	0	0	0	18	45
8:15 PM	31	0	0	0	0	31	23	0	0	0	0	23	54
8:30 PM	26	0	0	0	0	26	49	0	0	0	0	49	75
8:45 PM	25	0	0	0	0	25	37	0	1	0	0	38	63
9:00 PM	26	0	0	0	0	26	35	0	0	0	0	35	61
9:15 PM	22	0	0	0	0	22	57	0	0	0	0	57	79
9:30 PM	23	0	0	0	0	23	33	0	0	0	0	33	56
9:45 PM	34	0	0	1	0	35	36	0	0	0	0	36	71
10:00 PM	21	0	0	1	0	22	63	0	0	0	0	63	85
10:15 PM	17	0	0	0	0	17	33	0	0	1	0	34	51
10:30 PM	18	0	0	0	0	18	10	0	0	0	0	10	28
10:45 PM	18	0	0	0	0	18	8	0	0	1	0	9	27
11:00 PM	5	0	0	0	0	5	6	0	0	0	0	6	11
11:15 PM	11	0	0	1	0	12	9	0	0	0	0	9	21
11:30 PM	9	0	0	0	0	9	6	0	0	0	0	6	15
11:45 PM	3	0	0	0	0	3	4	0	0	0	0	4	7
TOTAL VOLUMES =	3029	1	1	30	2	3063	2545	3	1	28	0	2577	5640
PEAK VOLUMES =	540	0	0	4	0	544	192	1	0	1	0	194	738
	PM Peak Hr Begins at: 515 PM												

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
9190	13	3	102	3

Grand Total
9311

Daily Total:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mission Mill Rd

DATE: 9/3/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-025

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	0	0	0	0	0	0	1	0	0	1	0	2	2
12:15 AM	1	0	0	1	0	2	0	0	0	0	0	0	2
12:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	1
12:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	1
1:00 AM	1	0	0	2	0	3	0	0	0	2	0	2	5
1:15 AM	1	0	0	1	0	2	0	0	0	0	0	0	2
1:30 AM	2	0	0	0	0	2	2	0	0	0	0	2	4
1:45 AM	0	0	0	1	0	1	5	0	0	0	0	5	6
2:00 AM	1	0	0	0	0	1	2	0	0	0	0	2	3
2:15 AM	2	0	0	0	0	2	3	0	0	0	0	3	5
2:30 AM	3	0	0	1	0	4	1	0	0	1	0	2	6
2:45 AM	1	0	0	0	0	1	5	0	0	0	0	5	6
3:00 AM	0	0	0	0	0	0	2	0	0	0	0	2	2
3:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1
3:30 AM	1	0	0	0	0	1	4	0	0	1	0	5	6
3:45 AM	3	0	0	0	0	3	1	0	0	0	0	1	4
4:00 AM	2	0	0	0	0	2	3	0	0	0	0	3	5
4:15 AM	12	0	0	0	0	12	12	0	0	0	0	12	24
4:30 AM	12	0	0	1	0	13	17	0	0	0	0	17	30
4:45 AM	11	0	0	0	0	11	21	0	0	0	0	21	32
5:00 AM	3	0	0	0	0	3	10	0	0	1	0	11	14
5:15 AM	12	0	0	1	0	13	5	0	0	4	0	9	22
5:30 AM	4	0	0	1	0	5	16	0	0	4	0	20	25
5:45 AM	3	0	0	0	0	3	22	0	0	2	0	24	27
6:00 AM	8	0	0	0	0	8	12	0	0	0	0	12	20
6:15 AM	9	0	0	0	0	9	18	0	0	1	0	19	28
6:30 AM	11	0	0	2	0	13	24	0	0	3	0	27	40
6:45 AM	14	0	0	2	0	16	19	0	0	2	0	21	37
7:00 AM	6	0	0	3	0	9	18	0	0	3	0	21	30
7:15 AM	10	0	0	1	0	11	14	0	0	1	0	15	26
7:30 AM	14	0	0	0	0	14	24	0	0	0	0	24	38
7:45 AM	14	0	0	1	0	15	24	0	0	5	0	29	44
8:00 AM	10	0	0	1	0	11	29	0	0	1	0	30	41
8:15 AM	17	0	0	1	0	18	15	0	0	5	0	20	38
8:30 AM	10	0	0	1	0	11	25	0	0	1	0	26	37
8:45 AM	10	0	0	0	0	10	12	0	0	2	0	14	24
9:00 AM	10	0	0	1	0	11	11	0	0	2	0	13	24
9:15 AM	11	0	0	0	0	11	14	0	0	0	0	14	25
9:30 AM	7	0	0	1	0	8	15	0	0	4	0	19	27
9:45 AM	11	0	0	1	0	12	15	0	0	1	0	16	28
10:00 AM	12	0	0	0	0	12	12	0	0	2	0	14	26
10:15 AM	6	0	0	0	0	6	16	0	0	0	0	16	22
10:30 AM	5	0	0	2	0	7	11	0	0	0	0	11	18
10:45 AM	8	0	0	1	0	9	15	0	0	1	0	16	25
11:00 AM	11	0	0	1	0	12	19	0	0	1	1	21	33
11:15 AM	9	0	0	0	0	9	20	0	0	3	0	23	32
11:30 AM	26	0	0	0	0	26	12	0	0	1	0	13	39
11:45 AM	11	0	0	1	0	12	20	0	0	1	0	21	33
TOTAL VOLUMES =	337	0	0	29	0	366	547	0	0	56	1	604	970
PEAK VOLUMES =	55	0	0	3	0	58	92	0	0	11	0	103	161
AM Peak Hr Begins at: 730 AM													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mission Mill Rd

DATE: 9/3/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-025

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	25	0	0	1	0	26	21	0	0	3	0	24	50
12:15 PM	15	0	0	1	0	16	22	0	0	2	0	24	40
12:30 PM	17	0	0	2	0	19	21	0	0	1	0	22	41
12:45 PM	16	0	0	0	0	16	22	0	0	1	0	23	39
1:00 PM	20	0	0	2	0	22	19	0	0	1	0	20	42
1:15 PM	7	0	0	1	0	8	15	0	0	1	0	16	24
1:30 PM	28	0	0	2	0	30	25	0	0	1	0	26	56
1:45 PM	12	0	0	2	0	14	5	0	0	1	0	6	20
2:00 PM	17	0	0	0	0	17	20	0	0	4	0	24	41
2:15 PM	19	0	0	1	0	20	10	0	0	0	0	10	30
2:30 PM	17	0	0	0	0	17	43	0	0	3	0	46	63
2:45 PM	13	0	0	1	0	14	14	0	0	0	0	14	28
3:00 PM	11	0	0	2	0	13	33	0	0	2	0	35	48
3:15 PM	16	0	0	0	0	16	23	0	0	1	0	24	40
3:30 PM	20	0	0	2	0	22	30	0	0	0	1	31	53
3:45 PM	12	0	0	1	0	13	17	0	0	2	0	19	32
4:00 PM	9	0	0	3	0	12	25	0	0	0	0	25	37
4:15 PM	11	0	0	1	0	12	16	0	0	2	0	18	30
4:30 PM	16	0	0	0	0	16	28	0	0	1	0	29	45
4:45 PM	8	0	0	0	0	8	29	0	0	1	0	30	38
5:00 PM	11	0	0	0	0	11	23	0	0	1	0	24	35
5:15 PM	15	0	0	2	0	17	18	0	0	3	0	21	38
5:30 PM	10	0	0	0	0	10	18	0	0	1	0	19	29
5:45 PM	11	0	0	1	0	12	11	0	0	1	0	12	24
6:00 PM	11	0	0	0	0	11	19	0	0	1	0	20	31
6:15 PM	13	0	0	1	0	14	10	0	0	1	0	11	25
6:30 PM	14	0	0	0	0	14	9	0	0	1	0	10	24
6:45 PM	9	0	0	1	0	10	3	0	0	0	0	3	13
7:00 PM	6	0	0	1	0	7	8	0	0	0	0	8	15
7:15 PM	5	0	0	0	0	5	2	0	0	0	0	2	7
7:30 PM	7	0	0	0	0	7	7	0	0	0	0	7	14
7:45 PM	6	0	0	0	0	6	5	0	0	0	0	5	11
8:00 PM	5	0	0	0	0	5	5	0	0	0	0	5	10
8:15 PM	9	0	0	0	0	9	8	0	0	0	0	8	17
8:30 PM	1	0	0	0	0	1	3	0	0	0	0	3	4
8:45 PM	9	0	0	0	0	9	3	0	0	0	0	3	12
9:00 PM	1	0	0	0	0	1	3	0	0	0	0	3	4
9:15 PM	3	0	0	0	0	3	2	0	0	0	0	2	5
9:30 PM	3	0	0	0	0	3	5	0	0	0	0	5	8
9:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	1
10:00 PM	2	0	0	0	0	2	3	0	0	2	0	5	7
10:15 PM	2	0	0	1	0	3	1	0	0	0	0	1	4
10:30 PM	2	0	0	1	0	3	2	0	0	1	0	3	6
10:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	1
11:00 PM	7	0	0	0	0	7	4	0	0	0	0	4	11
11:15 PM	0	0	0	0	0	0	3	0	0	0	0	3	3
11:30 PM	2	0	0	0	0	2	2	0	0	0	0	2	4
11:45 PM	1	0	0	1	0	2	0	0	0	0	0	0	2
TOTAL VOLUMES =	474	0	0	31	0	505	617	0	0	39	1	657	1162
PEAK VOLUMES =	57	0	0	3	0	60	113	0	0	6	0	119	179
PM Peak Hr Begins at: 230 PM													

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
1975	0	0	155	2

Grand Total

2132

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Workman Mill Rd

DATE: 9/3/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-026

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	7	0	0	0	0	7	3	0	0	0	0	3	10
12:15 AM	4	0	0	0	0	4	2	0	0	0	0	2	6
12:30 AM	2	0	0	0	0	2	2	0	0	0	0	2	4
12:45 AM	5	0	0	2	0	7	0	0	0	0	0	0	7
1:00 AM	1	0	0	0	0	1	2	0	0	0	0	2	3
1:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	2
1:30 AM	2	0	0	0	0	2	0	0	0	0	0	0	2
1:45 AM	3	0	0	0	0	3	0	0	0	0	0	0	3
2:00 AM	2	0	0	0	0	2	2	0	0	0	0	2	4
2:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1
2:30 AM	2	0	0	0	0	2	0	0	0	0	0	0	2
2:45 AM	1	0	0	0	0	1	3	0	0	0	0	3	4
3:00 AM	0	0	0	0	0	0	2	0	0	0	0	2	2
3:15 AM	1	0	0	0	0	1	1	0	0	0	0	1	2
3:30 AM	2	0	0	0	0	2	5	0	0	0	0	5	7
3:45 AM	2	0	0	0	0	2	2	0	0	0	0	2	4
4:00 AM	2	0	0	1	0	3	2	0	0	0	0	2	5
4:15 AM	1	0	0	0	0	1	3	0	0	0	0	3	4
4:30 AM	4	0	0	0	0	4	6	0	0	0	0	6	10
4:45 AM	2	0	0	0	0	2	4	0	0	0	0	4	6
5:00 AM	3	0	0	0	0	3	6	0	0	0	0	6	9
5:15 AM	5	0	0	0	0	5	17	0	0	0	0	17	22
5:30 AM	5	0	0	0	0	5	19	0	0	0	0	19	24
5:45 AM	5	0	0	0	0	5	19	0	0	0	0	19	24
6:00 AM	8	0	1	0	0	9	19	0	0	1	0	20	29
6:15 AM	15	0	0	0	0	15	33	0	1	1	0	35	50
6:30 AM	18	0	1	0	0	19	44	0	0	0	0	44	63
6:45 AM	29	0	0	0	0	29	91	1	1	0	0	93	122
7:00 AM	23	1	1	0	0	25	111	0	0	0	0	111	136
7:15 AM	24	0	0	1	0	25	102	0	1	0	1	104	129
7:30 AM	41	0	1	1	0	43	162	0	0	0	0	162	205
7:45 AM	41	0	0	1	0	42	163	0	1	2	0	166	208
8:00 AM	47	0	0	0	0	47	111	0	0	0	0	111	158
8:15 AM	36	0	1	2	1	40	97	0	1	3	0	101	141
8:30 AM	28	0	0	1	0	29	93	0	0	0	0	93	122
8:45 AM	33	0	1	1	1	36	90	0	0	0	0	90	126
9:00 AM	24	0	1	0	0	25	76	0	1	0	0	77	102
9:15 AM	39	0	1	0	0	40	77	0	1	1	0	79	119
9:30 AM	58	0	0	0	0	58	78	0	0	1	0	79	137
9:45 AM	57	0	1	0	0	58	51	0	1	0	0	52	110
10:00 AM	50	0	0	2	0	52	37	0	1	1	0	39	91
10:15 AM	37	0	0	0	0	37	43	0	0	0	0	43	80
10:30 AM	37	0	1	0	0	38	56	0	1	0	0	57	95
10:45 AM	38	0	1	0	0	39	63	0	0	0	0	63	102
11:00 AM	72	0	0	0	0	72	30	0	0	0	0	30	102
11:15 AM	67	0	1	0	0	68	44	0	1	0	0	45	113
11:30 AM	55	0	1	1	0	57	46	0	0	0	0	46	103
11:45 AM	54	0	0	1	0	55	53	0	1	0	0	54	109
TOTAL VOLUMES =	995	1	13	14	2	1025	1870	1	12	10	1	1894	2919
PEAK VOLUMES =	165	0	2	4	1	172	533	0	2	5	0	540	712
AM Peak Hr Begins at: 730 AM													

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

N-S STREET: Workman Mill Rd

DATE: 9/3/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-026

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	92	0	1	0	0	93	47	0	1	0	0	48	141
12:15 PM	77	0	0	1	0	78	41	0	0	0	0	41	119
12:30 PM	56	1	1	1	0	59	93	0	1	0	0	94	153
12:45 PM	89	1	0	1	0	91	44	0	1	1	0	46	137
1:00 PM	72	0	1	1	0	74	44	0	0	0	0	44	118
1:15 PM	64	0	0	0	0	64	48	0	1	1	0	50	114
1:30 PM	51	0	0	1	0	52	37	0	0	0	0	37	89
1:45 PM	49	0	1	0	0	50	44	1	0	0	0	45	95
2:00 PM	68	0	0	0	0	68	42	0	1	1	0	44	112
2:15 PM	58	0	1	0	0	59	48	0	0	1	0	49	108
2:30 PM	75	0	1	0	0	76	48	0	1	0	0	49	125
2:45 PM	67	0	0	1	0	68	43	0	1	0	0	44	112
3:00 PM	61	0	1	1	0	63	41	0	0	0	0	41	104
3:15 PM	75	1	0	0	0	76	24	0	1	1	0	26	102
3:30 PM	94	0	0	0	1	95	58	0	0	0	0	58	153
3:45 PM	89	1	1	2	0	93	40	0	0	0	0	40	133
4:00 PM	113	0	1	0	0	114	37	1	1	0	0	39	153
4:15 PM	85	0	0	0	0	85	37	1	1	0	0	39	124
4:30 PM	142	0	2	0	0	144	72	0	0	0	0	72	216
4:45 PM	100	0	0	0	0	100	47	0	1	0	0	48	148
5:00 PM	113	0	1	0	0	114	58	0	0	0	0	58	172
5:15 PM	132	0	1	0	0	133	44	0	1	0	0	45	178
5:30 PM	116	0	0	0	0	116	57	0	1	0	0	58	174
5:45 PM	113	0	1	1	0	115	48	0	0	0	0	48	163
6:00 PM	129	0	0	1	0	130	31	0	1	0	0	32	162
6:15 PM	91	0	0	1	0	92	49	0	0	1	0	50	142
6:30 PM	96	0	0	0	0	96	60	0	1	0	1	62	158
6:45 PM	37	0	0	0	0	37	5	0	0	0	0	5	42
7:00 PM	71	0	0	0	0	71	23	0	1	1	0	25	96
7:15 PM	63	0	0	0	0	63	23	0	0	0	0	23	86
7:30 PM	47	0	0	0	0	47	20	0	1	0	0	21	68
7:45 PM	43	0	0	0	0	43	7	0	0	0	0	7	50
8:00 PM	26	0	0	0	0	26	14	0	0	0	0	14	40
8:15 PM	15	0	0	0	0	15	13	0	1	0	0	14	29
8:30 PM	29	0	0	0	0	29	15	0	0	0	0	15	44
8:45 PM	30	0	0	0	0	30	10	0	0	1	0	11	41
9:00 PM	28	0	0	0	0	28	16	0	0	0	0	16	44
9:15 PM	29	0	0	0	0	29	14	0	1	0	0	15	44
9:30 PM	31	0	0	0	0	31	13	0	0	0	0	13	44
9:45 PM	30	0	1	0	0	31	15	0	0	0	0	15	46
10:00 PM	44	0	0	2	0	46	16	0	1	0	0	17	63
10:15 PM	28	0	0	0	0	28	7	0	0	0	0	7	35
10:30 PM	12	0	1	0	0	13	6	0	0	0	0	6	19
10:45 PM	9	0	0	0	0	9	6	0	1	0	0	7	16
11:00 PM	6	0	0	0	0	6	2	0	0	0	0	2	8
11:15 PM	11	0	0	0	0	11	3	0	0	0	0	3	14
11:30 PM	12	0	0	0	0	12	6	0	0	0	0	6	18
11:45 PM	6	0	0	0	0	6	4	0	0	0	0	4	10
TOTAL VOLUMES =	2974	4	16	14	1	3009	1520	3	21	8	1	1553	4562
PEAK VOLUMES =	487	0	4	0	0	491	221	0	2	0	0	223	714
	PM Peak Hr Begins at: 430 PM												

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
7359	9	62	46	5

Grand Total

7481

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Turnbull Canyon Rd

DATE: 9/1/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-011

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	11	0	0	0	0	11	17	0	0	1	0	18	29
12:15 AM	9	0	0	1	0	10	10	0	0	1	0	11	21
12:30 AM	10	0	0	0	0	10	7	0	0	0	0	7	17
12:45 AM	9	0	0	0	0	9	8	0	0	1	0	9	18
1:00 AM	8	0	0	2	0	10	3	0	0	0	0	3	13
1:15 AM	3	0	0	0	0	3	5	0	0	1	0	6	9
1:30 AM	7	0	0	0	0	7	2	0	0	1	0	3	10
1:45 AM	3	0	0	1	0	4	3	0	0	0	0	3	7
2:00 AM	1	0	0	1	0	2	3	0	0	0	0	3	5
2:15 AM	3	0	0	0	0	3	2	0	0	1	0	3	6
2:30 AM	2	0	0	1	0	3	12	0	0	2	0	14	17
2:45 AM	7	0	0	1	0	8	7	0	0	2	0	9	17
3:00 AM	7	0	0	2	0	9	7	0	0	2	0	9	18
3:15 AM	7	0	0	0	0	7	6	0	0	3	0	9	16
3:30 AM	9	0	0	3	0	12	6	0	0	7	0	13	25
3:45 AM	10	0	0	2	0	12	10	0	0	3	1	14	26
4:00 AM	4	0	0	0	0	4	9	0	0	0	1	10	14
4:15 AM	15	0	0	3	0	18	6	0	0	2	0	8	26
4:30 AM	27	0	0	1	0	28	11	0	0	3	0	14	42
4:45 AM	50	0	0	1	0	51	16	0	0	3	1	20	71
5:00 AM	12	0	0	3	0	15	28	0	0	2	0	30	45
5:15 AM	29	0	0	2	0	31	22	0	0	3	0	25	56
5:30 AM	30	0	0	2	0	32	33	0	0	4	0	37	69
5:45 AM	60	0	0	1	0	61	47	0	0	4	0	51	112
6:00 AM	36	0	0	2	0	38	52	0	0	6	0	58	96
6:15 AM	51	0	0	5	0	56	68	0	0	3	4	75	131
6:30 AM	87	0	0	7	1	95	68	0	0	2	0	70	165
6:45 AM	103	0	0	1	0	104	69	0	0	0	0	69	173
7:00 AM	109	1	0	3	0	113	114	2	0	5	0	121	234
7:15 AM	180	0	0	6	0	186	182	0	0	4	0	186	372
7:30 AM	245	0	0	2	0	247	151	0	0	4	0	155	402
7:45 AM	210	0	0	1	0	211	101	0	0	6	0	107	318
8:00 AM	195	1	0	6	1	203	100	0	0	5	0	105	308
8:15 AM	143	1	0	4	1	149	89	0	0	3	0	92	241
8:30 AM	110	0	0	3	1	114	68	0	0	1	1	70	184
8:45 AM	138	0	0	5	0	143	93	0	0	5	0	98	241
9:00 AM	110	0	0	1	0	111	86	0	0	4	0	90	201
9:15 AM	79	0	0	3	0	82	69	1	0	4	0	74	156
9:30 AM	106	0	0	4	1	111	95	4	0	2	0	101	212
9:45 AM	104	1	0	3	0	108	92	0	0	5	0	97	205
10:00 AM	103	2	0	2	0	107	70	0	0	1	0	71	178
10:15 AM	70	0	0	2	0	72	67	0	0	3	0	70	142
10:30 AM	76	0	0	2	1	79	80	0	0	3	1	84	163
10:45 AM	94	0	0	4	0	98	82	1	0	4	0	87	185
11:00 AM	77	0	0	4	0	81	75	0	0	4	2	81	162
11:15 AM	62	0	0	5	1	68	73	0	0	4	0	77	145
11:30 AM	92	0	0	5	0	97	78	0	0	5	0	83	180
11:45 AM	74	1	0	5	1	81	97	0	0	7	0	104	185
TOTAL VOLUMES =	2987	7	0	112	8	3114	2399	8	0	136	11	2554	5668
PEAK VOLUMES =	830	1	0	15	1	847	534	0	0	19	0	553	1400
	AM Peak Hr Begins at: 715 AM												

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Turnbull Canyon Rd

DATE: 9/1/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-011

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	90	0	0	3	0	93	123	1	0	8	1	133	226
12:15 PM	71	0	0	5	0	76	96	0	0	4	0	100	176
12:30 PM	115	1	0	4	1	121	101	0	0	4	1	106	227
12:45 PM	81	0	0	1	0	82	73	1	0	3	0	77	159
1:00 PM	79	0	0	2	0	81	97	0	0	3	0	100	181
1:15 PM	90	0	0	3	1	94	125	0	0	10	1	136	230
1:30 PM	103	0	0	7	0	110	146	1	0	7	1	155	265
1:45 PM	91	2	0	2	0	95	129	0	0	3	0	132	227
2:00 PM	104	0	0	6	0	110	108	0	0	6	0	114	224
2:15 PM	96	0	0	4	0	100	112	0	0	0	0	112	212
2:30 PM	108	0	0	5	0	113	138	0	0	4	0	142	255
2:45 PM	91	0	0	10	0	101	151	3	0	10	0	164	265
3:00 PM	121	1	0	5	0	127	142	0	0	7	0	149	276
3:15 PM	150	1	0	3	0	154	157	1	0	5	0	163	317
3:30 PM	149	3	0	7	1	160	210	1	0	6	1	218	378
3:45 PM	110	0	0	2	0	112	141	0	0	11	0	152	264
4:00 PM	111	0	0	3	0	114	192	0	0	7	0	199	313
4:15 PM	97	0	0	6	0	103	138	0	0	3	0	141	244
4:30 PM	118	0	0	7	0	125	180	0	0	5	0	185	310
4:45 PM	115	0	0	6	0	121	147	1	1	2	1	152	273
5:00 PM	113	0	0	3	1	117	158	0	0	4	0	162	279
5:15 PM	124	0	0	6	0	130	179	0	0	2	0	181	311
5:30 PM	135	0	0	3	0	138	159	0	0	7	0	166	304
5:45 PM	125	0	0	3	0	128	153	0	0	2	0	155	283
6:00 PM	92	0	0	1	0	93	115	0	0	1	0	116	209
6:15 PM	96	0	0	1	1	98	107	0	0	2	1	110	208
6:30 PM	84	0	0	3	0	87	112	0	0	0	0	112	199
6:45 PM	70	0	0	3	0	73	108	0	0	6	0	114	187
7:00 PM	49	0	0	5	0	54	87	0	0	2	0	89	143
7:15 PM	65	0	1	1	0	67	78	0	0	0	0	78	145
7:30 PM	64	0	0	1	0	65	66	0	0	1	0	67	132
7:45 PM	63	0	0	0	0	63	64	0	0	1	0	65	128
8:00 PM	59	0	0	1	0	60	59	0	0	1	0	60	120
8:15 PM	42	0	0	0	0	42	64	0	0	1	0	65	107
8:30 PM	39	0	0	1	0	40	54	0	0	1	0	55	95
8:45 PM	29	0	0	0	0	29	39	0	0	0	0	39	68
9:00 PM	34	0	0	0	0	34	29	0	0	0	0	29	63
9:15 PM	29	0	0	0	0	29	28	0	0	0	0	28	57
9:30 PM	32	0	0	1	0	33	42	0	0	0	0	42	75
9:45 PM	21	0	0	1	0	22	32	0	0	1	0	33	55
10:00 PM	21	0	0	0	0	21	21	0	0	0	0	21	42
10:15 PM	20	0	0	1	0	21	22	0	0	0	0	22	43
10:30 PM	24	0	0	0	0	24	30	0	0	2	0	32	56
10:45 PM	12	0	0	0	0	12	13	0	0	4	0	17	29
11:00 PM	20	0	0	0	0	20	18	0	0	1	0	19	39
11:15 PM	8	0	0	0	0	8	12	0	0	2	0	14	22
11:30 PM	9	0	0	1	0	10	11	0	0	1	0	12	22
11:45 PM	14	0	0	0	0	14	9	0	0	0	0	9	23
TOTAL VOLUMES =	3583	8	1	127	5	3724	4575	9	1	150	7	4742	8466
PEAK VOLUMES =	520	4	0	15	1	540	700	2	0	29	1	732	1272
	PM Peak Hr Begins at: 315 PM												

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
13544	32	2	525	31

Grand Total
14134

Daily Total:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Stimson Ave

DATE: 9/1/2009

LOCATION: City of Industry

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-027

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	13	0	0	0	0	13	14	0	0	0	1	15	28
12:15 AM	8	0	0	0	0	8	7	0	0	1	0	8	16
12:30 AM	9	0	0	2	0	11	14	0	0	0	0	14	25
12:45 AM	7	0	0	0	0	7	5	0	0	1	0	6	13
1:00 AM	9	0	0	1	0	10	9	0	4	0	0	13	23
1:15 AM	6	0	0	0	0	6	6	0	0	1	0	7	13
1:30 AM	6	0	0	0	0	6	7	0	0	0	0	7	13
1:45 AM	7	0	0	1	0	8	7	0	0	1	0	8	16
2:00 AM	7	0	0	0	0	7	11	0	0	2	0	13	20
2:15 AM	7	0	0	0	0	7	8	0	0	0	0	8	15
2:30 AM	7	0	0	0	0	7	8	0	0	0	0	8	15
2:45 AM	12	0	0	0	0	12	6	0	0	0	0	6	18
3:00 AM	5	0	0	2	0	7	17	0	0	0	0	17	24
3:15 AM	6	0	0	0	0	6	8	0	0	0	0	8	14
3:30 AM	7	0	0	1	0	8	5	0	0	0	1	6	14
3:45 AM	8	0	0	1	0	9	8	0	0	0	0	8	17
4:00 AM	6	0	0	1	0	7	3	0	0	0	0	3	10
4:15 AM	11	0	0	0	0	11	10	0	0	1	0	11	22
4:30 AM	10	0	0	0	0	10	12	0	0	1	0	13	23
4:45 AM	22	0	0	1	0	23	21	0	0	1	0	22	45
5:00 AM	27	0	0	3	0	30	18	0	0	1	1	20	50
5:15 AM	31	0	0	2	0	33	23	0	0	1	0	24	57
5:30 AM	43	0	0	1	0	44	36	0	0	0	0	36	80
5:45 AM	55	0	0	0	0	55	44	0	0	1	0	45	100
6:00 AM	33	0	0	1	0	34	28	4	0	1	0	33	67
6:15 AM	86	0	0	1	0	87	42	0	0	1	0	43	130
6:30 AM	88	0	0	1	0	89	62	0	0	2	0	64	153
6:45 AM	104	0	0	4	0	108	99	0	0	1	0	100	208
7:00 AM	111	2	3	1	0	117	81	0	0	1	0	82	199
7:15 AM	144	0	0	3	0	147	130	0	0	2	0	132	279
7:30 AM	174	0	0	2	0	176	174	1	0	1	0	176	352
7:45 AM	176	0	0	3	0	179	184	0	0	1	1	186	365
8:00 AM	118	0	0	3	0	121	175	0	0	0	1	176	297
8:15 AM	95	0	0	1	1	97	123	0	0	3	0	126	223
8:30 AM	69	0	0	4	0	73	55	0	0	3	0	58	131
8:45 AM	115	0	0	2	0	117	88	0	0	1	0	89	206
9:00 AM	90	2	0	1	1	94	78	0	0	1	1	80	174
9:15 AM	82	1	0	1	0	84	96	0	0	3	0	99	183
9:30 AM	85	1	0	6	0	92	99	0	0	4	0	103	195
9:45 AM	74	1	0	6	0	81	74	0	0	8	0	82	163
10:00 AM	80	0	0	3	0	83	75	0	0	1	0	76	159
10:15 AM	78	0	0	0	0	78	71	0	0	3	0	74	152
10:30 AM	73	0	0	3	0	76	68	0	0	4	0	72	148
10:45 AM	77	0	0	7	0	84	73	0	0	3	0	76	160
11:00 AM	69	1	0	3	0	73	88	0	0	4	1	93	166
11:15 AM	69	0	0	4	0	73	98	0	0	3	0	101	174
11:30 AM	95	0	0	3	0	98	72	0	0	1	0	73	171
11:45 AM	99	0	0	1	0	100	68	0	0	3	0	71	171
TOTAL VOLUMES =	2613	8	3	80	2	2706	2508	5	4	67	7	2591	5297
PEAK VOLUMES =	612	0	0	11	0	623	663	1	0	4	2	670	1293
AM Peak Hr Begins at: 715 AM													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Stimson Ave

DATE: 9/1/2009

LOCATION: City of Industry

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-027

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	92	0	0	1	0	93	98	0	0	1	0	99	192
12:15 PM	99	1	0	7	0	107	81	0	0	3	0	84	191
12:30 PM	79	0	0	0	0	79	107	0	0	3	0	110	189
12:45 PM	87	0	0	2	0	89	98	0	0	3	0	101	190
1:00 PM	99	0	0	3	0	102	80	0	0	0	0	80	182
1:15 PM	107	0	0	4	0	111	102	0	0	0	0	102	213
1:30 PM	120	0	0	1	0	121	114	0	0	3	0	117	238
1:45 PM	108	0	0	2	0	110	101	0	0	2	1	104	214
2:00 PM	98	0	0	0	0	98	99	0	0	1	0	100	198
2:15 PM	125	0	1	4	0	130	120	0	0	2	0	122	252
2:30 PM	120	0	0	2	0	122	151	0	0	2	0	153	275
2:45 PM	138	2	0	3	0	143	154	2	0	0	0	156	299
3:00 PM	134	1	0	2	0	137	142	1	0	2	0	145	282
3:15 PM	155	1	0	2	0	158	141	0	0	1	0	142	300
3:30 PM	142	1	0	1	0	144	144	0	0	0	0	144	288
3:45 PM	123	0	0	2	0	125	140	0	0	2	0	142	267
4:00 PM	115	4	0	3	0	122	135	0	0	1	1	137	259
4:15 PM	136	1	0	1	0	138	134	0	0	1	0	135	273
4:30 PM	142	1	0	0	0	143	134	0	0	0	0	134	277
4:45 PM	142	5	0	1	0	148	125	0	0	1	0	126	274
5:00 PM	146	0	0	3	0	149	179	0	0	1	0	180	329
5:15 PM	161	0	0	0	0	161	162	0	0	1	0	163	324
5:30 PM	171	0	0	2	0	173	146	0	0	0	0	146	319
5:45 PM	175	0	0	2	0	177	168	0	0	2	0	170	347
6:00 PM	132	0	0	1	0	133	136	0	1	1	0	138	271
6:15 PM	172	0	0	1	0	173	149	0	0	1	0	150	323
6:30 PM	116	0	0	4	0	120	131	0	0	2	0	133	253
6:45 PM	125	0	0	1	0	126	108	0	0	0	0	108	234
7:00 PM	74	0	0	0	0	74	103	0	0	2	0	105	179
7:15 PM	83	0	0	0	0	83	70	0	0	2	0	72	155
7:30 PM	60	0	0	0	0	60	76	0	0	0	0	76	136
7:45 PM	62	0	0	2	0	64	67	0	0	1	0	68	132
8:00 PM	61	0	0	2	0	63	66	0	0	1	0	67	130
8:15 PM	61	0	0	3	0	64	58	0	0	2	0	60	124
8:30 PM	62	0	0	2	0	64	67	0	0	1	0	68	132
8:45 PM	53	0	0	1	0	54	55	0	0	0	0	55	109
9:00 PM	37	0	0	1	0	38	57	0	0	0	0	57	95
9:15 PM	35	0	0	1	0	36	47	0	0	0	1	48	84
9:30 PM	33	0	0	1	0	34	26	0	0	1	0	27	61
9:45 PM	37	0	0	0	0	37	36	0	0	1	0	37	74
10:00 PM	41	0	0	2	1	44	38	0	0	0	0	38	82
10:15 PM	32	0	0	0	0	32	34	0	0	1	0	35	67
10:30 PM	20	0	0	1	0	21	27	0	0	0	0	27	48
10:45 PM	30	0	0	1	0	31	28	0	0	0	0	28	59
11:00 PM	17	0	0	0	0	17	34	0	0	0	0	34	51
11:15 PM	33	0	0	0	0	33	20	0	0	0	0	20	53
11:30 PM	30	0	0	0	0	30	20	0	0	1	0	21	51
11:45 PM	18	0	0	0	0	18	13	0	0	1	1	15	33
TOTAL VOLUMES =	4438	17	1	72	1	4529	4521	3	1	50	4	4579	9108
PEAK VOLUMES =	653	0	0	7	0	660	655	0	0	4	0	659	1319
PM Peak Hr Begins at: 500 PM													

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
14080	33	9	269	14

Grand Total

14405

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Bixby Dr

DATE: 9/1/2009

LOCATION: City of Industry

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-028

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	1	0	0	1	0	2	1	0	0	2	0	3	5
12:15 AM	1	0	0	0	0	1	1	0	0	0	0	1	2
12:30 AM	3	0	0	0	0	3	0	0	0	1	0	1	4
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	1	0	0	0	0	1	1	2
1:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
1:30 AM	0	0	0	1	0	1	0	0	0	2	0	2	3
1:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	2	0	0	0	0	2	1	0	0	1	0	2	4
2:30 AM	1	0	0	0	0	1	0	0	0	1	0	1	2
2:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	1
3:00 AM	16	0	0	2	0	18	14	0	0	0	0	14	32
3:15 AM	22	0	0	0	0	22	3	0	0	0	0	3	25
3:30 AM	1	0	0	0	0	1	3	0	0	0	0	3	4
3:45 AM	0	0	0	2	0	2	4	0	0	0	0	4	6
4:00 AM	4	0	0	1	0	5	3	0	0	0	0	3	8
4:15 AM	9	0	0	1	0	10	4	0	0	0	0	4	14
4:30 AM	6	0	0	4	0	10	1	0	0	0	0	1	11
4:45 AM	12	0	0	1	0	13	4	0	0	1	0	5	18
5:00 AM	11	0	0	3	0	14	2	0	0	1	0	3	17
5:15 AM	5	0	0	0	0	5	6	0	0	1	0	7	12
5:30 AM	9	0	0	3	0	12	11	0	0	1	0	12	24
5:45 AM	11	0	0	6	0	17	18	0	0	1	0	19	36
6:00 AM	11	0	0	3	0	14	12	0	0	1	0	13	27
6:15 AM	11	0	0	11	0	22	4	0	0	2	0	6	28
6:30 AM	5	0	0	5	0	10	16	0	0	3	1	20	30
6:45 AM	22	0	0	9	0	31	20	0	0	1	0	21	52
7:00 AM	15	0	0	2	1	18	21	0	0	1	0	22	40
7:15 AM	32	0	0	3	0	35	28	0	0	5	0	33	68
7:30 AM	27	0	0	5	0	32	19	0	0	6	0	25	57
7:45 AM	19	0	0	4	0	23	35	0	0	4	0	39	62
8:00 AM	21	0	0	5	0	26	30	0	0	5	0	35	61
8:15 AM	23	0	0	2	0	25	27	0	0	5	0	32	57
8:30 AM	22	0	0	3	0	25	26	0	0	3	1	30	55
8:45 AM	28	0	0	4	0	32	16	0	0	5	0	21	53
9:00 AM	14	1	0	2	0	17	23	2	0	6	1	32	49
9:15 AM	4	1	0	6	0	11	21	0	0	4	0	25	36
9:30 AM	11	0	0	10	0	21	14	1	0	8	0	23	44
9:45 AM	11	0	0	2	0	13	12	1	0	2	0	15	28
10:00 AM	25	0	0	2	0	27	20	1	0	4	0	25	52
10:15 AM	8	0	0	3	0	11	15	0	0	4	0	19	30
10:30 AM	13	0	0	4	0	17	16	0	0	4	0	20	37
10:45 AM	8	0	0	1	0	9	19	0	0	4	0	23	32
11:00 AM	8	0	0	1	0	9	12	0	0	4	1	17	26
11:15 AM	10	0	0	3	0	13	10	0	0	10	0	20	33
11:30 AM	23	0	0	2	0	25	19	0	0	4	0	23	48
11:45 AM	25	0	0	2	0	27	10	0	0	12	0	22	49
TOTAL VOLUMES =	512	2	0	119	1	634	522	5	0	120	5	652	1286
PEAK VOLUMES =	99	0	0	17	0	116	112	0	0	20	0	132	248
AM Peak Hr Begins at: 715 AM													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Bixby Dr

DATE: 9/1/2009

LOCATION: City of Industry

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-028

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	18	0	1	2	0	21	24	0	0	2	0	26	47
12:15 PM	11	0	0	1	0	12	19	0	0	2	0	21	33
12:30 PM	22	0	0	9	0	31	19	0	0	4	0	23	54
12:45 PM	27	0	0	2	0	29	18	0	0	4	0	22	51
1:00 PM	15	0	0	2	0	17	11	0	0	5	1	17	34
1:15 PM	12	0	0	1	0	13	16	0	0	6	0	22	35
1:30 PM	31	0	0	3	0	34	16	0	0	2	1	19	53
1:45 PM	14	0	0	4	0	18	20	0	0	2	1	23	41
2:00 PM	16	0	0	1	0	17	14	0	0	8	0	22	39
2:15 PM	10	0	0	3	0	13	17	0	0	3	0	20	33
2:30 PM	20	0	0	3	0	23	53	0	0	4	1	58	81
2:45 PM	19	0	0	1	0	20	21	0	0	5	0	26	46
3:00 PM	24	0	0	6	0	30	15	0	0	5	0	20	50
3:15 PM	13	0	0	7	0	20	18	0	0	4	0	22	42
3:30 PM	29	0	0	4	0	33	28	0	0	5	0	33	66
3:45 PM	19	0	0	5	0	24	23	0	0	4	0	27	51
4:00 PM	28	0	0	6	0	34	37	0	0	3	0	40	74
4:15 PM	28	0	0	3	0	31	16	0	0	5	0	21	52
4:30 PM	22	0	0	2	0	24	13	0	0	3	0	16	40
4:45 PM	32	0	0	2	0	34	21	0	0	0	0	21	55
5:00 PM	47	0	0	6	0	53	25	0	0	7	0	32	85
5:15 PM	36	0	0	6	0	42	36	0	0	3	0	39	81
5:30 PM	32	0	0	5	0	37	44	0	0	4	0	48	85
5:45 PM	31	0	0	3	0	34	26	0	0	4	0	30	64
6:00 PM	24	0	0	1	0	25	26	0	0	2	0	28	53
6:15 PM	18	0	0	1	0	19	24	0	0	1	0	25	44
6:30 PM	10	0	0	1	0	11	9	0	0	2	0	11	22
6:45 PM	9	0	0	1	0	10	11	0	0	2	0	13	23
7:00 PM	6	0	0	2	0	8	17	0	0	2	0	19	27
7:15 PM	5	0	0	0	0	5	4	0	0	0	0	4	9
7:30 PM	10	0	0	1	0	11	3	0	0	0	0	3	14
7:45 PM	10	0	0	0	0	10	6	0	0	0	0	6	16
8:00 PM	2	0	0	2	0	4	2	0	0	0	0	2	6
8:15 PM	2	0	0	0	0	2	3	0	0	1	0	4	6
8:30 PM	2	0	0	0	0	2	6	0	0	1	0	7	9
8:45 PM	2	0	0	2	0	4	6	0	0	2	0	8	12
9:00 PM	6	0	0	0	0	6	6	0	0	1	0	7	13
9:15 PM	6	0	0	2	0	8	0	0	0	0	0	0	8
9:30 PM	1	0	0	0	0	1	1	0	0	0	0	1	2
9:45 PM	1	0	0	0	0	1	3	0	0	0	0	3	4
10:00 PM	2	0	0	3	0	5	1	0	0	0	0	1	6
10:15 PM	3	0	0	0	0	3	1	0	0	0	0	1	4
10:30 PM	6	0	0	1	0	7	1	0	0	0	0	1	8
10:45 PM	1	0	0	1	0	2	2	0	0	1	0	3	5
11:00 PM	4	0	0	0	0	4	1	0	0	1	0	2	6
11:15 PM	3	0	0	0	0	3	6	0	0	0	0	6	9
11:30 PM	6	0	0	0	0	6	8	0	0	0	0	8	14
11:45 PM	0	0	0	0	0	0	4	0	0	0	0	4	4
TOTAL VOLUMES =	695	0	1	105	0	801	701	0	0	110	4	815	1616
PEAK VOLUMES =	146	0	0	20	0	166	131	0	0	18	0	149	315
PM Peak Hr Begins at: 500 PM													

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
2430	7	1	454	10

Grand Total
2902

Daily Total:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fullerton Rd

DATE: 09/01/2009

LOCATION: City of Industry

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-012

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	22	0	0	0	0	22	28	0	0	4	0	32	54
12:15 AM	28	0	0	4	0	32	33	0	0	4	0	37	69
12:30 AM	21	0	0	3	0	24	22	0	0	1	0	23	47
12:45 AM	24	0	0	6	0	30	21	0	0	8	0	29	59
1:00 AM	15	0	0	2	0	17	21	0	0	7	1	29	46
1:15 AM	19	0	0	4	0	23	15	0	0	5	0	20	43
1:30 AM	11	0	0	4	0	15	23	0	0	6	0	29	44
1:45 AM	13	0	0	4	0	17	16	0	0	4	0	20	37
2:00 AM	2	0	0	1	0	3	15	0	0	5	0	20	23
2:15 AM	9	0	0	3	0	12	12	0	0	1	0	13	25
2:30 AM	13	0	0	2	2	17	16	0	0	4	0	20	37
2:45 AM	16	0	0	1	1	18	10	0	0	2	0	12	30
3:00 AM	15	0	0	1	0	16	12	0	0	4	0	16	32
3:15 AM	22	0	0	2	0	24	14	0	0	3	0	17	41
3:30 AM	39	0	0	1	0	40	18	0	0	8	0	26	66
3:45 AM	50	0	0	3	1	54	25	0	0	10	2	37	91
4:00 AM	29	0	0	3	0	32	33	0	0	9	1	43	75
4:15 AM	30	0	0	4	1	35	29	0	0	6	0	35	70
4:30 AM	31	0	0	1	1	33	50	0	0	6	0	56	89
4:45 AM	59	0	0	2	1	62	34	0	0	6	1	41	103
5:00 AM	29	0	0	3	0	32	33	0	0	9	1	43	75
5:15 AM	30	0	0	4	1	35	29	0	0	6	0	35	70
5:30 AM	31	0	0	1	1	33	50	0	0	6	0	56	89
5:45 AM	59	0	0	2	1	62	34	0	0	6	1	41	103
6:00 AM	77	0	0	2	0	79	80	0	0	9	0	89	168
6:15 AM	76	0	0	3	0	79	87	0	0	5	0	92	171
6:30 AM	92	0	0	6	0	98	112	0	0	11	3	126	224
6:45 AM	140	2	0	7	0	149	118	1	0	13	1	133	282
7:00 AM	120	0	0	12	1	133	126	1	0	7	1	135	268
7:15 AM	133	2	0	6	0	141	136	0	0	8	0	144	285
7:30 AM	153	0	0	13	0	166	114	1	0	9	0	124	290
7:45 AM	224	1	1	10	0	236	142	1	0	13	0	156	392
8:00 AM	188	0	0	12	2	202	133	0	0	12	0	145	347
8:15 AM	227	0	0	8	1	236	146	0	0	14	0	160	396
8:30 AM	202	0	0	13	2	217	131	1	0	12	0	144	361
8:45 AM	203	0	0	2	0	205	149	0	0	8	0	157	362
9:00 AM	178	0	1	6	0	185	88	0	0	6	0	94	279
9:15 AM	181	0	0	10	1	192	133	0	0	7	0	140	332
9:30 AM	150	0	0	9	2	161	141	0	0	12	0	153	314
9:45 AM	125	0	0	10	0	135	149	0	0	9	0	158	293
10:00 AM	108	0	0	9	0	117	104	0	0	9	1	114	231
10:15 AM	146	0	0	11	0	157	154	0	0	14	0	168	325
10:30 AM	150	0	0	7	1	158	153	0	0	6	1	160	318
10:45 AM	142	0	0	7	0	149	172	0	0	11	1	184	333
11:00 AM	137	0	0	13	1	151	188	0	0	7	1	196	347
11:15 AM	147	0	0	10	1	158	177	0	0	5	0	182	340
11:30 AM	150	0	0	19	0	169	169	0	0	13	0	182	351
11:45 AM	136	0	0	18	0	154	178	0	0	12	1	191	345
TOTAL VOLUMES =	4202	5	2	284	22	4515	3873	5	0	362	17	4257	8772
PEAK VOLUMES =	846	1	1	43	5	896	555	2	0	51	0	608	1504
	AM Peak Hr Begins at: 745 AM												

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fullerton Rd

DATE: 09/01/2009

LOCATION: City of Industry

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-012

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	176	0	0	17	2	195	205	1	0	13	0	219	414
12:15 PM	180	0	0	16	1	197	225	0	0	12	0	237	434
12:30 PM	177	0	0	8	0	185	223	0	0	12	0	235	420
12:45 PM	147	0	0	14	0	161	141	0	0	8	0	149	310
1:00 PM	144	0	0	5	0	149	137	0	0	8	0	145	294
1:15 PM	212	0	0	12	0	224	186	0	0	12	0	198	422
1:30 PM	207	0	0	7	1	215	205	0	0	12	0	217	432
1:45 PM	203	1	0	8	0	212	191	0	0	14	0	205	417
2:00 PM	188	0	0	12	0	200	187	0	0	8	1	196	396
2:15 PM	193	1	0	11	0	205	158	0	0	12	1	171	376
2:30 PM	199	0	0	13	1	213	218	0	0	3	0	221	434
2:45 PM	182	0	0	10	0	192	186	0	0	11	1	198	390
3:00 PM	154	0	0	9	0	163	227	1	0	5	0	233	396
3:15 PM	183	2	0	6	0	191	181	0	0	8	0	189	380
3:30 PM	176	0	0	10	1	187	222	0	0	4	0	226	413
3:45 PM	178	0	0	6	0	184	177	0	0	7	0	184	368
4:00 PM	165	0	1	15	0	181	184	0	0	9	0	193	374
4:15 PM	172	0	0	9	2	183	208	1	0	4	0	213	396
4:30 PM	207	0	0	10	1	218	241	0	0	13	0	254	472
4:45 PM	188	0	0	8	0	196	203	0	0	10	0	213	409
5:00 PM	195	0	0	6	1	202	259	0	0	9	0	268	470
5:15 PM	177	0	0	2	0	179	233	0	0	3	0	236	415
5:30 PM	215	0	0	11	0	226	288	0	0	4	0	292	518
5:45 PM	185	0	0	5	2	192	268	0	0	2	0	270	462
6:00 PM	178	0	0	7	0	185	212	0	0	8	1	221	406
6:15 PM	209	0	0	8	1	218	216	0	0	14	0	230	448
6:30 PM	170	0	0	7	0	177	202	0	0	9	0	211	388
6:45 PM	152	0	0	7	0	159	175	0	0	8	0	183	342
7:00 PM	128	0	0	7	1	136	161	0	0	3	0	164	300
7:15 PM	155	0	0	8	0	163	140	0	1	3	0	144	307
7:30 PM	144	0	0	2	0	146	121	0	0	6	0	127	273
7:45 PM	130	0	0	2	2	134	112	0	0	7	1	120	254
8:00 PM	129	0	0	3	0	132	77	0	0	2	0	79	211
8:15 PM	120	0	0	6	0	126	97	0	0	6	0	103	229
8:30 PM	121	0	0	5	0	126	81	0	0	3	0	84	210
8:45 PM	116	0	0	4	1	121	90	0	0	5	0	95	216
9:00 PM	87	0	0	5	0	92	69	0	0	6	1	76	168
9:15 PM	62	0	0	7	0	69	63	0	0	4	0	67	136
9:30 PM	72	0	0	6	0	78	70	0	0	8	0	78	156
9:45 PM	77	0	0	5	1	83	60	0	0	8	1	69	152
10:00 PM	78	0	0	6	1	85	76	0	0	8	2	86	171
10:15 PM	60	0	0	5	0	65	47	0	0	5	0	52	117
10:30 PM	71	0	0	3	0	74	48	0	0	4	0	52	126
10:45 PM	48	0	0	4	0	52	47	0	0	1	1	49	101
11:00 PM	44	0	0	2	0	46	50	0	0	8	0	58	104
11:15 PM	51	0	0	3	0	54	44	0	0	4	0	48	102
11:30 PM	60	0	0	1	1	62	62	0	0	3	0	65	127
11:45 PM	46	0	0	6	0	52	31	0	0	5	0	36	88
TOTAL VOLUMES =	6911	4	1	349	20	7285	7304	3	1	341	10	7659	14944
PEAK VOLUMES =	798	0	0	31	3	832	1049	0	0	28	1	1078	1910
	PM Peak Hr Begins at: 530 PM												

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
22290	17	4	1336	69

Grand Total
23716

Daily Total:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fairway Dr

DATE: 9/1/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-013

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	28	0	0	3	0	31	18	0	0	11	1	30	61
12:15 AM	29	0	0	5	0	34	15	0	0	8	2	25	59
12:30 AM	14	0	0	7	0	21	25	0	0	6	1	32	53
12:45 AM	20	0	0	4	1	25	19	0	0	3	1	23	48
1:00 AM	13	0	0	2	0	15	9	1	0	5	0	15	30
1:15 AM	11	0	0	9	0	20	6	0	0	5	1	12	32
1:30 AM	16	0	0	11	0	27	19	0	0	6	0	25	52
1:45 AM	16	0	0	4	0	20	14	0	0	8	1	23	43
2:00 AM	12	0	0	4	0	16	8	0	0	6	1	15	31
2:15 AM	17	0	0	5	0	22	8	1	0	10	1	20	42
2:30 AM	14	0	0	5	0	19	10	0	0	3	0	13	32
2:45 AM	12	0	0	6	0	18	9	0	0	3	1	13	31
3:00 AM	4	0	0	5	1	10	14	0	0	5	0	19	29
3:15 AM	12	0	0	3	0	15	11	0	0	4	0	15	30
3:30 AM	14	0	0	5	0	19	17	0	0	10	0	27	46
3:45 AM	34	0	0	6	0	40	16	0	0	7	1	24	64
4:00 AM	19	0	0	2	0	21	22	0	0	8	0	30	51
4:15 AM	32	0	0	3	2	37	20	0	0	6	0	26	63
4:30 AM	35	0	0	2	0	37	33	0	0	11	1	45	82
4:45 AM	40	0	0	3	0	43	41	0	0	17	0	58	101
5:00 AM	47	0	0	5	1	53	55	0	0	4	0	59	112
5:15 AM	39	0	0	6	0	45	46	0	0	2	1	49	94
5:30 AM	45	0	0	4	0	49	71	0	0	5	0	76	125
5:45 AM	68	0	0	3	0	71	91	0	0	10	0	101	172
6:00 AM	65	0	0	1	0	66	82	0	0	4	0	86	152
6:15 AM	79	0	1	4	0	84	111	0	0	10	0	121	205
6:30 AM	112	1	0	4	0	117	134	0	1	7	2	144	261
6:45 AM	161	1	0	3	0	165	138	1	0	7	2	148	313
7:00 AM	162	0	0	9	0	171	124	1	0	5	0	130	301
7:15 AM	195	2	0	7	1	205	161	0	0	5	1	167	372
7:30 AM	247	0	0	10	0	257	185	1	0	9	0	195	452
7:45 AM	294	0	0	5	0	299	204	1	0	6	0	211	510
8:00 AM	253	0	0	8	1	262	182	0	0	11	0	193	455
8:15 AM	237	1	0	9	2	249	142	1	0	9	1	153	402
8:30 AM	194	0	0	12	0	206	145	0	0	9	1	155	361
8:45 AM	220	0	0	8	1	229	150	0	0	7	1	158	387
9:00 AM	166	0	0	19	2	187	101	0	0	10	0	111	298
9:15 AM	151	0	0	14	1	166	155	0	0	9	1	165	331
9:30 AM	134	1	0	13	0	148	155	0	0	10	0	165	313
9:45 AM	139	0	0	9	0	148	131	0	0	12	2	145	293
10:00 AM	112	0	0	13	0	125	159	1	0	11	0	171	296
10:15 AM	146	0	0	17	0	163	134	1	0	13	0	148	311
10:30 AM	100	0	0	14	0	114	120	0	0	7	1	128	242
10:45 AM	171	0	0	17	0	188	188	0	0	12	3	203	391
11:00 AM	150	1	0	9	0	160	170	0	0	13	0	183	343
11:15 AM	160	0	0	13	4	177	146	1	0	15	1	163	340
11:30 AM	153	0	0	15	0	168	186	0	0	15	0	201	369
11:45 AM	141	1	0	13	1	156	130	0	0	11	1	142	298
TOTAL VOLUMES =	4533	8	1	358	18	4918	4130	10	1	390	30	4561	9479
PEAK VOLUMES =	1031	1	0	32	3	1067	713	3	0	35	1	752	1819
	AM Peak Hr Begins at: 730 AM												

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fairway Dr

DATE: 9/1/2009

LOCATION: City of Industry/LA County

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-013

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	173	0	0	18	1	192	157	0	0	12	1	170	362
12:15 PM	189	0	0	11	0	200	246	0	0	14	0	260	460
12:30 PM	158	0	0	10	0	168	190	1	0	9	1	201	369
12:45 PM	157	0	0	16	0	173	159	0	0	10	1	170	343
1:00 PM	146	0	0	20	1	167	159	0	0	15	0	174	341
1:15 PM	176	0	0	20	0	196	161	1	0	4	0	166	362
1:30 PM	203	0	0	16	2	221	173	1	0	5	1	180	401
1:45 PM	162	1	0	19	1	183	202	2	0	19	0	223	406
2:00 PM	172	0	0	16	1	189	194	2	0	15	0	211	400
2:15 PM	160	1	0	13	1	175	211	1	0	20	1	233	408
2:30 PM	179	1	0	13	3	196	293	0	0	10	0	303	499
2:45 PM	190	1	0	20	5	216	220	1	0	11	0	232	448
3:00 PM	181	0	0	14	0	195	218	0	0	10	0	228	423
3:15 PM	132	0	0	20	1	153	196	0	0	10	2	208	361
3:30 PM	188	0	0	8	0	196	250	1	1	6	2	260	456
3:45 PM	158	0	0	12	1	171	157	0	0	11	1	169	340
4:00 PM	172	0	0	9	0	181	206	0	0	7	0	213	394
4:15 PM	150	0	0	21	0	171	239	0	0	11	2	252	423
4:30 PM	207	0	0	8	0	215	288	0	1	5	1	295	510
4:45 PM	178	0	0	13	0	191	271	0	1	13	1	286	477
5:00 PM	179	0	0	14	2	195	266	0	0	8	1	275	470
5:15 PM	162	0	0	10	0	172	270	0	0	5	0	275	447
5:30 PM	204	0	0	11	1	216	341	0	1	8	1	351	567
5:45 PM	206	0	0	13	1	220	318	0	1	3	1	323	543
6:00 PM	187	0	0	8	0	195	291	0	0	6	2	299	494
6:15 PM	163	0	0	10	0	173	268	0	1	11	0	280	453
6:30 PM	143	0	0	6	1	150	231	0	0	13	0	244	394
6:45 PM	135	0	0	6	0	141	156	0	1	13	1	171	312
7:00 PM	151	0	0	17	0	168	147	0	1	11	0	159	327
7:15 PM	136	0	0	11	0	147	144	0	0	11	1	156	303
7:30 PM	136	0	0	14	0	150	117	0	1	13	1	132	282
7:45 PM	104	0	0	12	0	116	86	0	0	19	0	105	221
8:00 PM	88	0	0	12	0	100	78	0	0	13	0	91	191
8:15 PM	98	0	0	15	0	113	83	0	0	10	0	93	206
8:30 PM	71	0	0	11	0	82	95	0	0	10	0	105	187
8:45 PM	90	0	0	12	0	102	64	0	0	23	0	87	189
9:00 PM	99	0	0	12	1	112	61	0	0	13	0	74	186
9:15 PM	75	0	0	6	0	81	65	0	0	4	0	69	150
9:30 PM	72	0	0	13	0	85	61	0	0	8	1	70	155
9:45 PM	62	0	0	9	0	71	75	0	0	6	0	81	152
10:00 PM	77	0	0	7	0	84	59	0	0	8	0	67	151
10:15 PM	67	0	0	11	0	78	45	0	0	9	0	54	132
10:30 PM	63	0	0	6	0	69	38	0	0	6	0	44	113
10:45 PM	86	0	0	7	1	94	49	0	0	13	0	62	156
11:00 PM	54	0	0	5	0	59	36	0	0	9	0	45	104
11:15 PM	52	0	0	3	0	55	35	0	0	3	0	38	93
11:30 PM	36	0	0	4	0	40	33	0	0	14	0	47	87
11:45 PM	32	0	0	8	0	40	30	0	0	4	0	34	74
TOTAL VOLUMES =	6459	4	0	570	24	7057	7732	10	9	491	23	8265	15322
PEAK VOLUMES =	760	0	0	42	2	804	1218	0	3	28	4	1253	2057
	PM Peak Hr Begins at: 530 PM												

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
22854	32	11	1809	95

Grand Total

24801

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lemon Ave

DATE: 9/1/2009

LOCATION: City of Industry/Diamond Bar

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-014

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	13	0	0	1	0	14	12	0	0	0	0	12	26
12:15 AM	5	0	0	2	0	7	8	0	0	1	0	9	16
12:30 AM	4	0	0	2	0	6	9	0	0	0	0	9	15
12:45 AM	8	0	0	0	0	8	7	0	0	0	0	7	15
1:00 AM	3	0	0	0	0	3	5	0	0	0	0	5	8
1:15 AM	7	0	0	0	0	7	4	0	0	0	0	4	11
1:30 AM	5	0	0	1	0	6	2	0	0	0	0	2	8
1:45 AM	3	0	0	0	0	3	9	0	0	1	0	10	13
2:00 AM	5	0	0	0	0	5	3	0	0	0	0	3	8
2:15 AM	1	0	0	0	0	1	2	0	0	0	0	2	3
2:30 AM	4	0	0	3	0	7	2	0	0	0	0	2	9
2:45 AM	2	0	0	1	0	3	1	0	0	0	0	1	4
3:00 AM	1	0	0	2	0	3	1	0	0	0	0	1	4
3:15 AM	5	0	0	3	0	8	3	0	0	0	0	3	11
3:30 AM	9	0	0	8	0	17	4	0	0	1	0	5	22
3:45 AM	5	0	0	6	0	11	8	0	0	0	0	8	19
4:00 AM	5	0	0	0	0	5	1	0	0	1	0	2	7
4:15 AM	10	0	0	3	0	13	7	0	0	0	0	7	20
4:30 AM	14	0	0	12	1	27	6	0	0	0	0	6	33
4:45 AM	15	0	0	10	1	26	7	0	0	1	0	8	34
5:00 AM	16	0	0	0	1	17	9	0	0	0	0	9	26
5:15 AM	36	0	0	0	0	36	9	0	0	0	0	9	45
5:30 AM	34	0	0	14	0	48	16	0	0	1	0	17	65
5:45 AM	53	0	0	7	1	61	17	0	0	0	0	17	78
6:00 AM	41	0	0	1	1	43	22	0	0	2	1	25	68
6:15 AM	59	0	0	1	0	60	37	0	0	1	0	38	98
6:30 AM	81	0	0	5	0	86	36	1	0	0	0	37	123
6:45 AM	99	0	0	3	0	102	66	5	0	1	0	72	174
7:00 AM	99	0	0	1	1	101	97	2	0	0	0	99	200
7:15 AM	150	1	0	2	1	154	130	0	0	1	0	131	285
7:30 AM	168	2	0	1	0	171	159	0	0	2	0	161	332
7:45 AM	242	1	0	3	0	246	153	3	0	1	0	157	403
8:00 AM	130	1	0	5	1	137	129	1	0	3	0	133	270
8:15 AM	117	8	0	2	1	128	120	1	0	6	0	127	255
8:30 AM	154	0	0	2	0	156	113	2	0	1	0	116	272
8:45 AM	123	1	0	0	1	125	121	0	0	0	0	121	246
9:00 AM	107	0	0	1	0	108	99	1	0	1	0	101	209
9:15 AM	103	0	0	3	1	107	115	0	0	0	0	115	222
9:30 AM	88	0	0	4	0	92	97	0	0	2	0	99	191
9:45 AM	133	0	0	4	0	137	103	0	0	1	0	104	241
10:00 AM	93	0	0	1	0	94	75	0	0	2	0	77	171
10:15 AM	102	0	0	2	0	104	76	0	0	3	0	79	183
10:30 AM	86	0	0	2	0	88	62	0	0	1	0	63	151
10:45 AM	101	0	0	3	1	105	77	0	0	0	0	77	182
11:00 AM	101	0	0	3	0	104	72	0	0	1	0	73	177
11:15 AM	93	0	0	3	0	96	86	1	0	2	0	89	185
11:30 AM	80	0	0	1	0	81	69	0	0	0	0	69	150
11:45 AM	118	1	0	5	0	124	78	0	0	1	0	79	203
TOTAL VOLUMES =	2931	15	0	133	12	3091	2344	17	0	38	1	2400	5491
PEAK VOLUMES =	690	5	0	11	2	708	571	4	0	7	0	582	1290
	AM Peak Hr Begins at: 715 AM												

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lemon Ave

DATE: 9/1/2009

LOCATION: City of Industry/Diamond Bar

E-W STREET: @ Los Angeles Subdivision Crossing

DAY: TUESDAY

PROJECT# 09-5278-014

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	128	0	0	3	0	131	105	0	0	6	0	111	242
12:15 PM	122	0	0	0	0	122	77	1	0	2	0	80	202
12:30 PM	89	1	0	4	0	94	100	0	0	0	0	100	194
12:45 PM	118	0	0	0	0	118	92	0	0	1	0	93	211
1:00 PM	127	0	0	1	1	129	84	1	0	3	0	88	217
1:15 PM	132	0	0	2	0	134	99	0	0	0	0	99	233
1:30 PM	107	0	0	5	0	112	95	2	0	4	0	101	213
1:45 PM	112	0	0	2	0	114	101	3	0	2	0	106	220
2:00 PM	167	1	0	2	0	170	94	0	0	4	0	98	268
2:15 PM	132	0	0	0	0	132	105	0	0	2	0	107	239
2:30 PM	172	1	0	2	0	175	169	3	0	0	0	172	347
2:45 PM	174	2	0	1	0	177	182	2	0	3	0	187	364
3:00 PM	182	0	0	2	0	184	115	1	0	3	0	119	303
3:15 PM	163	3	0	2	1	169	109	1	0	2	0	112	281
3:30 PM	125	1	0	0	0	126	119	0	0	1	0	120	246
3:45 PM	100	2	0	3	1	106	117	0	0	0	0	117	223
4:00 PM	124	3	0	2	0	129	106	0	0	2	0	108	237
4:15 PM	169	1	0	2	1	173	120	0	0	2	0	122	295
4:30 PM	146	0	0	3	0	149	118	0	0	0	0	118	267
4:45 PM	133	0	0	0	0	133	128	0	0	0	0	128	261
5:00 PM	181	0	0	2	0	183	125	0	0	0	0	125	308
5:15 PM	198	1	0	1	0	200	109	0	0	2	0	111	311
5:30 PM	206	0	0	1	0	207	134	0	0	3	0	137	344
5:45 PM	164	0	0	1	0	165	130	0	0	0	0	130	295
6:00 PM	157	0	0	0	0	157	155	0	0	0	0	155	312
6:15 PM	132	0	0	0	0	132	119	0	0	0	0	119	251
6:30 PM	150	0	0	0	0	150	136	0	0	0	0	136	286
6:45 PM	146	0	0	0	0	146	80	0	0	0	0	80	226
7:00 PM	109	0	0	0	0	109	90	0	0	0	0	90	199
7:15 PM	100	0	0	1	0	101	77	0	0	0	0	77	178
7:30 PM	77	0	0	0	0	77	73	0	0	0	0	73	150
7:45 PM	52	0	0	0	0	52	78	0	0	0	0	78	130
8:00 PM	67	0	0	1	0	68	65	0	0	0	0	65	133
8:15 PM	47	0	0	1	0	48	61	0	0	0	0	61	109
8:30 PM	68	0	0	0	0	68	57	0	0	0	0	57	125
8:45 PM	64	0	0	0	0	64	55	0	0	0	0	55	119
9:00 PM	39	0	0	0	0	39	39	0	0	0	0	39	78
9:15 PM	53	0	0	0	0	53	43	0	0	0	0	43	96
9:30 PM	46	0	0	1	0	47	51	0	0	0	0	51	98
9:45 PM	31	0	0	0	0	31	43	0	0	0	0	43	74
10:00 PM	38	0	0	1	0	39	32	0	0	0	0	32	71
10:15 PM	35	0	0	2	0	37	33	0	0	0	0	33	70
10:30 PM	27	0	0	0	0	27	26	0	0	0	0	26	53
10:45 PM	16	0	0	0	0	16	16	0	0	0	0	16	32
11:00 PM	20	0	0	0	0	20	16	0	0	0	0	16	36
11:15 PM	15	0	0	2	1	18	24	0	0	0	0	24	42
11:30 PM	19	0	0	2	0	21	16	0	0	0	0	16	37
11:45 PM	12	0	0	0	0	12	8	0	0	0	0	8	20
TOTAL VOLUMES =	4991	16	0	52	5	5064	4126	14	0	42	0	4182	9246
PEAK VOLUMES =	691	6	0	7	1	705	575	7	0	8	0	590	1295
	PM Peak Hr Begins at: 230 PM												

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
14392	62	0	265	18

Grand Total

14737

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hamilton Blvd

DATE: 9/3/2009

LOCATION: City of Pomona

E-W STREET: @ Alhambra/Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-029

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	21	0	0	0	0	21	7	0	0	0	0	7	28
12:15 AM	9	0	0	0	0	9	6	0	0	0	0	6	15
12:30 AM	11	0	0	0	0	11	7	0	0	0	0	7	18
12:45 AM	14	0	0	1	0	15	8	0	0	0	0	8	23
1:00 AM	8	0	0	0	0	8	8	0	0	0	0	8	16
1:15 AM	6	0	0	0	0	6	3	0	0	0	0	3	9
1:30 AM	9	0	0	0	0	9	7	0	0	0	0	7	16
1:45 AM	6	0	0	0	0	6	3	0	0	0	0	3	9
2:00 AM	1	0	0	0	0	1	2	0	0	0	0	2	3
2:15 AM	3	0	0	0	0	3	5	0	0	0	0	5	8
2:30 AM	9	0	0	0	0	9	3	0	0	0	0	3	12
2:45 AM	2	0	0	0	0	2	6	0	0	0	0	6	8
3:00 AM	6	0	0	0	0	6	8	0	0	0	0	8	14
3:15 AM	6	0	0	0	0	6	1	0	0	0	0	1	7
3:30 AM	6	0	0	0	0	6	8	0	0	0	0	8	14
3:45 AM	6	0	0	0	0	6	8	0	0	0	0	8	14
4:00 AM	3	0	0	0	0	3	1	0	0	0	0	1	4
4:15 AM	11	0	0	0	0	11	7	0	0	1	0	8	19
4:30 AM	8	0	0	0	0	8	7	0	0	1	0	8	16
4:45 AM	5	0	0	0	0	5	6	0	0	0	0	6	11
5:00 AM	9	0	0	0	0	9	13	0	0	0	0	13	22
5:15 AM	10	0	0	0	0	10	16	0	0	0	0	16	26
5:30 AM	15	0	0	0	0	15	30	0	0	0	0	30	45
5:45 AM	17	0	0	0	0	17	20	0	0	0	0	20	37
6:00 AM	15	0	0	0	0	15	41	0	0	0	0	41	56
6:15 AM	28	0	0	0	0	28	35	0	0	0	0	35	63
6:30 AM	25	0	0	0	0	25	43	0	0	0	1	44	69
6:45 AM	36	0	0	0	0	36	26	0	0	0	0	26	62
7:00 AM	52	0	0	0	0	52	38	0	0	0	0	38	90
7:15 AM	45	0	0	0	0	45	44	0	0	0	0	44	89
7:30 AM	58	0	0	0	0	58	46	0	0	0	0	46	104
7:45 AM	55	0	0	0	1	56	54	0	0	1	0	55	111
8:00 AM	58	0	0	0	0	58	59	0	0	0	0	59	117
8:15 AM	58	0	0	0	0	58	49	0	0	0	0	49	107
8:30 AM	30	0	0	0	0	30	50	0	0	1	0	51	81
8:45 AM	28	0	0	0	0	28	34	0	0	0	0	34	62
9:00 AM	37	0	0	1	0	38	43	0	0	0	0	43	81
9:15 AM	40	0	1	1	0	42	32	0	0	0	0	32	74
9:30 AM	41	0	1	0	0	42	50	0	0	0	0	50	92
9:45 AM	51	0	0	1	0	52	40	0	0	0	0	40	92
10:00 AM	48	0	0	0	0	48	47	0	0	0	0	47	95
10:15 AM	40	0	0	0	0	40	47	0	0	0	0	47	87
10:30 AM	63	0	0	1	0	64	63	0	0	0	0	63	127
10:45 AM	53	0	0	0	0	53	61	0	0	1	0	62	115
11:00 AM	50	0	0	1	0	51	39	0	0	0	0	39	90
11:15 AM	44	0	0	1	0	45	37	0	0	0	0	37	82
11:30 AM	40	0	0	0	0	40	42	0	0	0	0	42	82
11:45 AM	70	0	0	0	0	70	53	0	0	1	0	54	124
TOTAL VOLUMES =	1266	0	2	7	1	1276	1263	0	0	6	1	1270	2546
PEAK VOLUMES =	229	0	0	0	1	230	208	0	0	1	0	209	439

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hamilton Blvd

DATE: 9/3/2009

LOCATION: City of Pomona

E-W STREET: @ Alhambra/Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-029

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	58	0	0	2	0	60	56	0	0	0	0	56	116
12:15 PM	61	0	0	0	0	61	61	0	0	0	0	61	122
12:30 PM	73	0	0	1	0	74	64	0	0	0	0	64	138
12:45 PM	64	0	0	0	0	64	65	0	0	1	1	67	131
1:00 PM	53	0	0	0	0	53	49	0	0	0	0	49	102
1:15 PM	65	0	0	0	0	65	52	0	0	0	0	52	117
1:30 PM	52	0	0	0	0	52	34	0	0	0	0	34	86
1:45 PM	54	0	1	0	0	55	69	0	0	0	0	69	124
2:00 PM	51	1	0	1	0	53	40	0	0	0	0	40	93
2:15 PM	66	0	0	1	0	67	55	0	0	0	0	55	122
2:30 PM	68	0	0	0	0	68	53	0	0	0	0	53	121
2:45 PM	79	0	0	0	0	79	66	0	0	0	0	66	145
3:00 PM	90	0	1	1	0	92	48	0	0	0	0	48	140
3:15 PM	72	1	0	0	0	73	50	0	0	0	0	50	123
3:30 PM	82	0	0	0	0	82	85	0	0	0	0	85	167
3:45 PM	92	0	0	0	0	92	63	0	0	0	0	63	155
4:00 PM	87	0	0	0	0	87	59	0	0	0	0	59	146
4:15 PM	94	0	0	0	0	94	51	0	0	0	0	51	145
4:30 PM	90	0	0	1	0	91	89	0	1	0	0	90	181
4:45 PM	92	0	0	0	0	92	62	0	0	0	0	62	154
5:00 PM	81	0	2	0	0	83	66	0	0	0	0	66	149
5:15 PM	100	0	0	0	0	100	78	0	0	0	0	78	178
5:30 PM	86	0	1	0	0	87	68	0	0	0	0	68	155
5:45 PM	114	0	0	0	0	114	68	0	0	0	0	68	182
6:00 PM	82	0	0	0	0	82	59	0	0	0	0	59	141
6:15 PM	85	0	0	0	0	85	49	0	0	0	0	49	134
6:30 PM	72	0	0	0	0	72	62	0	0	1	0	63	135
6:45 PM	81	0	0	0	0	81	56	0	0	0	0	56	137
7:00 PM	66	0	0	0	0	66	42	0	0	0	0	42	108
7:15 PM	63	0	0	0	0	63	66	0	0	0	0	66	129
7:30 PM	56	0	0	0	0	56	44	0	0	0	0	44	100
7:45 PM	46	0	0	0	0	46	45	0	0	0	0	45	91
8:00 PM	35	0	0	0	0	35	33	0	0	0	0	33	68
8:15 PM	39	0	0	0	0	39	38	0	0	0	0	38	77
8:30 PM	54	1	0	0	0	55	47	0	0	0	0	47	102
8:45 PM	31	0	0	0	0	31	30	0	0	0	0	30	61
9:00 PM	42	0	0	0	0	42	47	0	0	0	0	47	89
9:15 PM	57	0	0	0	0	57	36	0	0	0	0	36	93
9:30 PM	50	0	0	0	0	50	35	0	0	0	0	35	85
9:45 PM	38	0	0	0	0	38	38	0	0	0	0	38	76
10:00 PM	36	0	0	0	0	36	22	0	0	0	0	22	58
10:15 PM	44	0	0	0	0	44	29	0	0	0	0	29	73
10:30 PM	37	0	0	0	0	37	27	0	0	0	0	27	64
10:45 PM	27	0	0	0	0	27	16	0	0	0	0	16	43
11:00 PM	19	0	0	0	0	19	14	0	0	0	0	14	33
11:15 PM	19	0	0	0	0	19	17	0	0	0	0	17	36
11:30 PM	19	0	0	0	0	19	8	0	0	0	0	8	27
11:45 PM	15	0	0	0	0	15	9	0	0	0	0	9	24
TOTAL VOLUMES =	2937	3	5	7	0	2952	2320	0	1	2	1	2324	5276
PEAK VOLUMES =	381	0	3	0	0	384	280	0	0	0	0	280	664
	PM Peak Hr Begins at: 500 PM												

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
7786	3	8	22	3

Grand Total
7822

Daily Total:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Park Ave

DATE: 9/3/2009

LOCATION: City of Pomona

E-W STREET: @ Alhambra/Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-030

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	1	0	0	0	0	1	2	0	0	0	0	2	3
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	1	0	0	0	0	1	1	0	0	0	0	1	2
12:45 AM	6	0	0	0	0	6	6	0	0	0	0	6	12
1:00 AM	1	0	0	0	0	1	2	0	0	0	0	2	3
1:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	2
1:30 AM	3	0	0	0	0	3	0	0	0	0	0	0	3
1:45 AM	3	0	0	0	0	3	0	0	0	0	0	0	3
2:00 AM	1	0	0	0	0	1	3	0	0	0	0	3	4
2:15 AM	2	0	0	0	0	2	2	0	0	0	0	2	4
2:30 AM	2	0	0	0	0	2	1	0	0	0	0	1	3
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	2	0	0	0	0	2	1	0	0	0	0	1	3
3:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	2	0	0	0	0	2	3	0	0	0	0	3	5
4:45 AM	3	0	0	0	0	3	4	0	0	0	0	4	7
5:00 AM	3	0	0	0	0	3	3	0	0	0	0	3	6
5:15 AM	5	0	0	0	0	5	1	0	0	0	0	1	6
5:30 AM	3	0	0	0	0	3	5	0	0	0	0	5	8
5:45 AM	10	0	0	0	0	10	16	0	0	0	0	16	26
6:00 AM	6	0	0	0	0	6	9	0	0	0	0	9	15
6:15 AM	14	0	0	0	0	14	11	0	0	0	0	11	25
6:30 AM	11	0	0	0	0	11	15	0	0	0	0	15	26
6:45 AM	15	0	0	0	0	15	20	0	0	0	0	20	35
7:00 AM	20	0	0	0	0	20	24	0	0	0	0	24	44
7:15 AM	23	0	0	0	0	23	18	0	0	0	0	18	41
7:30 AM	33	0	0	0	0	33	43	0	0	0	0	43	76
7:45 AM	48	0	0	0	0	48	52	0	0	0	0	52	100
8:00 AM	33	0	0	0	0	33	50	0	0	0	0	50	83
8:15 AM	29	0	0	0	0	29	50	0	0	0	0	50	79
8:30 AM	38	0	0	0	0	38	23	0	0	0	0	23	61
8:45 AM	32	0	0	0	0	32	22	0	0	0	0	22	54
9:00 AM	36	0	0	0	0	36	44	0	0	0	0	44	80
9:15 AM	30	0	0	0	0	30	46	0	0	0	0	46	76
9:30 AM	31	0	0	0	0	31	35	0	0	0	0	35	66
9:45 AM	46	0	0	0	0	46	41	0	0	0	0	41	87
10:00 AM	26	0	0	2	0	28	37	0	0	0	0	37	65
10:15 AM	31	0	0	0	0	31	32	0	0	0	0	32	63
10:30 AM	59	0	0	0	0	59	49	0	0	0	0	49	108
10:45 AM	52	0	1	0	0	53	55	0	0	0	1	56	109
11:00 AM	53	0	0	0	0	53	32	0	0	0	0	32	85
11:15 AM	43	0	0	2	0	45	59	0	0	0	0	59	104
11:30 AM	52	0	0	0	0	52	52	0	0	0	0	52	104
11:45 AM	48	0	0	0	0	48	47	0	0	0	0	47	95
TOTAL VOLUMES =	860	0	1	4	0	865	917	0	0	0	1	918	1783
PEAK VOLUMES =	207	0	1	2	0	210	195	0	0	0	1	196	406
AM Peak Hr Begins at: 1030 AM													

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

N-S STREET: Park Ave

DATE: 9/3/2009

LOCATION: City of Pomona

E-W STREET: @ Alhambra/Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-030

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	67	0	0	0	0	67	41	0	0	0	0	41	108
12:15 PM	59	0	0	0	0	59	59	0	0	0	0	59	118
12:30 PM	57	0	0	0	0	57	66	1	0	0	0	67	124
12:45 PM	54	0	0	0	0	54	55	0	0	0	0	55	109
1:00 PM	47	0	0	0	0	47	56	0	0	0	0	56	103
1:15 PM	23	0	0	0	0	23	35	0	0	0	0	35	58
1:30 PM	58	0	0	0	0	58	54	0	0	0	0	54	112
1:45 PM	46	0	0	0	0	46	45	0	0	0	0	45	91
2:00 PM	45	0	0	0	0	45	51	0	0	0	0	51	96
2:15 PM	60	0	0	0	0	60	56	0	0	0	0	56	116
2:30 PM	67	0	0	1	1	69	47	0	0	0	0	47	116
2:45 PM	57	0	0	0	0	57	58	0	0	0	0	58	115
3:00 PM	52	0	0	0	0	52	51	0	0	0	0	51	103
3:15 PM	62	0	0	0	0	62	52	0	0	0	0	52	114
3:30 PM	50	0	0	0	0	50	41	0	0	0	0	41	91
3:45 PM	61	0	0	1	0	62	87	0	0	0	0	87	149
4:00 PM	49	0	0	1	0	50	50	0	2	0	0	52	102
4:15 PM	63	0	0	0	0	63	64	0	0	1	0	65	128
4:30 PM	77	0	0	0	0	77	73	0	0	0	0	73	150
4:45 PM	70	0	0	0	0	70	55	0	0	0	0	55	125
5:00 PM	87	0	0	0	0	87	63	0	0	0	0	63	150
5:15 PM	70	0	0	0	0	70	63	0	0	0	0	63	133
5:30 PM	44	0	0	0	0	44	51	0	0	0	0	51	95
5:45 PM	60	0	0	0	0	60	56	0	0	0	0	56	116
6:00 PM	49	0	0	0	0	49	44	0	0	0	0	44	93
6:15 PM	31	0	0	0	0	31	38	0	0	0	0	38	69
6:30 PM	41	0	0	0	0	41	40	0	0	0	0	40	81
6:45 PM	33	0	0	0	0	33	40	0	0	0	0	40	73
7:00 PM	25	0	0	0	0	25	16	0	0	0	0	16	41
7:15 PM	41	0	0	0	0	41	31	0	0	0	0	31	72
7:30 PM	35	0	0	0	0	35	17	0	0	0	0	17	52
7:45 PM	28	1	0	0	0	29	26	0	0	0	0	26	55
8:00 PM	22	0	0	0	0	22	29	0	0	0	0	29	51
8:15 PM	21	0	0	0	0	21	32	0	0	0	0	32	53
8:30 PM	22	0	1	0	0	23	33	0	0	0	0	33	56
8:45 PM	21	0	0	0	0	21	25	0	0	0	0	25	46
9:00 PM	24	0	0	0	0	24	32	0	0	0	0	32	56
9:15 PM	18	0	0	0	0	18	10	0	0	0	0	10	28
9:30 PM	28	0	0	0	0	28	15	0	0	0	0	15	43
9:45 PM	14	0	0	0	0	14	7	0	0	0	0	7	21
10:00 PM	5	0	0	0	0	5	16	0	0	0	0	16	21
10:15 PM	16	0	0	0	0	16	13	0	0	0	0	13	29
10:30 PM	14	0	0	0	0	14	12	0	0	0	0	12	26
10:45 PM	12	0	0	0	0	12	11	0	0	0	0	11	23
11:00 PM	9	0	0	0	0	9	7	0	0	0	0	7	16
11:15 PM	4	0	0	0	0	4	2	0	0	0	0	2	6
11:30 PM	3	0	0	0	0	3	4	0	0	0	0	4	7
11:45 PM	6	0	0	0	0	6	4	0	0	0	0	4	10
TOTAL VOLUMES =	1907	1	1	3	1	1913	1833	1	2	1	0	1837	3750
PEAK VOLUMES =	304	0	0	0	0	304	254	0	0	0	0	254	558
	PM Peak Hr Begins at: 430 PM												

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
5517	2	4	8	2

Grand Total

5533

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Main St

DATE: 9/3/2009

LOCATION: City of Pomona

E-W STREET: @ Alhambra/Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-031

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	2	0	0	0	0	2	0	0	0	0	0	0	2
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	1
12:45 AM	2	0	0	0	0	2	2	0	0	0	0	2	4
1:00 AM	0	0	0	0	0	0	2	0	0	0	0	2	2
1:15 AM	1	0	0	0	0	1	1	0	0	0	0	1	2
1:30 AM	2	0	0	0	0	2	0	0	0	0	0	0	2
1:45 AM	4	0	0	0	0	4	2	0	0	0	0	2	6
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	1
2:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	0	0	0	2	1	0	0	0	0	1	3
4:15 AM	3	0	0	0	0	3	2	0	0	0	0	2	5
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	2	0	0	0	0	2	1	0	0	0	0	1	3
5:00 AM	3	0	0	0	0	3	1	0	0	0	0	1	4
5:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	1
5:30 AM	3	0	0	0	0	3	4	0	0	0	0	4	7
5:45 AM	5	0	0	0	0	5	2	0	0	0	0	2	7
6:00 AM	3	0	0	0	0	3	4	0	0	0	0	4	7
6:15 AM	3	0	0	0	0	3	2	0	0	0	0	2	5
6:30 AM	1	0	0	2	0	3	4	0	0	0	0	4	7
6:45 AM	3	0	0	0	0	3	4	0	0	0	0	4	7
7:00 AM	4	0	0	0	0	4	3	0	0	1	0	4	8
7:15 AM	9	0	0	0	0	9	8	0	0	1	0	9	18
7:30 AM	8	0	0	1	0	9	5	0	0	0	0	5	14
7:45 AM	26	0	0	0	0	26	16	0	0	0	0	16	42
8:00 AM	18	0	0	0	0	18	27	0	0	0	0	27	45
8:15 AM	8	0	0	0	0	8	9	0	0	0	0	9	17
8:30 AM	10	0	0	0	0	10	7	0	0	0	0	7	17
8:45 AM	9	0	0	0	0	9	2	0	0	0	0	2	11
9:00 AM	8	0	0	0	0	8	7	0	0	0	0	7	15
9:15 AM	11	0	0	0	0	11	8	0	0	1	0	9	20
9:30 AM	7	0	0	0	0	7	6	0	0	2	0	8	15
9:45 AM	19	0	1	1	0	21	8	0	0	0	0	8	29
10:00 AM	7	0	1	2	0	10	7	0	0	0	0	7	17
10:15 AM	8	0	0	0	0	8	9	0	0	0	0	9	17
10:30 AM	16	0	0	1	0	17	6	0	0	0	0	6	23
10:45 AM	14	0	0	0	0	14	9	0	0	0	0	9	23
11:00 AM	16	0	0	1	0	17	5	0	0	0	0	5	22
11:15 AM	14	0	0	0	0	14	15	0	0	1	0	16	30
11:30 AM	21	0	0	1	0	22	8	0	0	0	0	8	30
11:45 AM	21	0	0	0	0	21	11	0	0	0	0	11	32
TOTAL VOLUMES =	295	0	2	9	0	306	210	0	0	6	0	216	522
PEAK VOLUMES =	62	0	0	0	0	62	59	0	0	0	0	59	121
AM Peak Hr Begins at: 745 AM													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Main St

DATE: 9/3/2009

LOCATION: City of Pomona

E-W STREET: @ Alhambra/Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-031

Direction 1 = Northbound; Direction 2 = Southbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	23	0	0	0	0	23	12	0	0	0	0	12	35
12:15 PM	16	0	0	0	0	16	17	0	0	0	0	17	33
12:30 PM	16	0	0	0	0	16	15	0	0	0	0	15	31
12:45 PM	17	0	0	1	0	18	10	0	0	0	0	10	28
1:00 PM	14	0	0	0	0	14	13	0	0	0	0	13	27
1:15 PM	10	0	1	0	0	11	9	0	0	0	0	9	20
1:30 PM	19	0	0	0	0	19	11	0	0	0	0	11	30
1:45 PM	21	0	0	0	0	21	9	0	0	0	0	9	30
2:00 PM	12	0	0	1	0	13	13	0	0	0	0	13	26
2:15 PM	21	0	0	0	0	21	11	0	0	0	0	11	32
2:30 PM	13	0	0	0	0	13	10	0	0	0	0	10	23
2:45 PM	21	0	0	0	0	21	11	0	0	0	0	11	32
3:00 PM	5	0	0	0	0	5	7	0	0	0	0	7	12
3:15 PM	18	0	0	0	0	18	7	0	0	0	0	7	25
3:30 PM	22	0	0	0	0	22	30	0	0	1	0	31	53
3:45 PM	21	0	0	0	0	21	28	0	0	0	0	28	49
4:00 PM	8	0	0	0	0	8	7	0	0	0	0	7	15
4:15 PM	20	0	0	0	0	20	8	0	0	0	0	8	28
4:30 PM	19	0	0	0	0	19	11	0	0	1	0	12	31
4:45 PM	21	0	0	0	0	21	16	0	0	1	0	17	38
5:00 PM	28	0	0	1	0	29	14	0	0	0	0	14	43
5:15 PM	20	0	0	0	0	20	7	0	0	0	0	7	27
5:30 PM	23	0	0	0	0	23	11	0	0	0	0	11	34
5:45 PM	27	0	0	0	0	27	10	0	0	0	0	10	37
6:00 PM	22	0	0	0	0	22	11	0	0	0	0	11	33
6:15 PM	11	0	0	0	0	11	8	0	0	0	0	8	19
6:30 PM	10	0	0	0	0	10	6	0	0	0	0	6	16
6:45 PM	10	0	0	0	0	10	8	0	0	0	0	8	18
7:00 PM	9	0	0	0	0	9	9	0	0	0	0	9	18
7:15 PM	14	0	0	0	0	14	4	0	0	0	0	4	18
7:30 PM	12	0	0	0	0	12	4	0	0	0	0	4	16
7:45 PM	3	0	0	0	0	3	3	0	0	1	0	4	7
8:00 PM	8	0	0	0	0	8	3	0	0	0	0	3	11
8:15 PM	8	0	0	0	0	8	7	0	0	0	0	7	15
8:30 PM	9	0	0	1	0	10	5	0	0	0	0	5	15
8:45 PM	4	0	0	0	0	4	4	0	0	0	0	4	8
9:00 PM	5	0	0	0	0	5	5	0	0	0	0	5	10
9:15 PM	1	0	0	0	0	1	3	0	0	0	0	3	4
9:30 PM	5	0	0	0	0	5	8	0	0	0	0	8	13
9:45 PM	5	0	0	0	0	5	4	0	0	0	0	4	9
10:00 PM	3	0	0	0	0	3	2	0	0	0	0	2	5
10:15 PM	6	0	0	0	0	6	3	0	0	0	0	3	9
10:30 PM	2	0	0	0	0	2	1	0	0	0	0	1	3
10:45 PM	3	0	0	0	0	3	1	0	0	0	0	1	4
11:00 PM	2	0	0	0	0	2	1	0	0	0	0	1	3
11:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	2
11:30 PM	5	0	0	0	0	5	2	0	0	0	0	2	7
11:45 PM	7	0	0	0	0	7	1	0	0	0	0	1	8
TOTAL VOLUMES =	601	0	1	4	0	606	400	0	0	4	0	404	1010
PEAK VOLUMES =	71	0	0	0	0	71	73	0	0	1	0	74	145
PM Peak Hr Begins at: 330 PM													

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
1506	0	3	23	0

Grand Total
1532

Daily Total:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Palomares St

DATE: 9/3/2009

LOCATION: City of Pomona

E-W STREET: @ Alhambra/Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-032

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	2	0	0	0	0	2	4	0	0	0	0	4	6
1:00 AM	0	0	0	0	0	0	2	0	0	0	0	2	2
1:15 AM	1	0	0	0	0	1	3	0	0	0	0	3	4
1:30 AM	2	0	0	0	0	2	2	0	0	0	0	2	4
1:45 AM	1	0	0	0	0	1	2	0	0	0	0	2	3
2:00 AM	2	0	0	0	0	2	1	0	0	0	0	1	3
2:15 AM	1	0	0	0	0	1	3	0	0	0	0	3	4
2:30 AM	1	0	0	0	0	1	1	0	0	0	0	1	2
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1
4:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	2
4:30 AM	1	0	0	0	0	1	1	0	0	0	0	1	2
4:45 AM	1	0	0	0	0	1	2	0	0	0	0	2	3
5:00 AM	6	0	0	0	0	6	2	0	0	0	0	2	8
5:15 AM	1	0	0	0	0	1	4	0	0	0	0	4	5
5:30 AM	8	0	0	0	0	8	8	0	0	0	0	8	16
5:45 AM	9	0	0	0	0	9	10	0	0	0	0	10	19
6:00 AM	12	0	0	0	0	12	9	0	0	0	0	9	21
6:15 AM	19	0	0	0	0	19	5	0	0	0	0	5	24
6:30 AM	15	0	0	0	0	15	6	0	0	1	0	7	22
6:45 AM	17	0	0	0	0	17	5	0	0	0	0	5	22
7:00 AM	12	0	0	0	0	12	9	0	0	0	0	9	21
7:15 AM	29	0	0	0	0	29	15	0	0	0	0	15	44
7:30 AM	43	0	0	0	0	43	19	0	0	0	0	19	62
7:45 AM	61	0	0	0	0	61	20	0	0	0	0	20	81
8:00 AM	37	0	0	0	0	37	23	0	0	0	0	23	60
8:15 AM	30	0	0	0	0	30	28	0	0	0	0	28	58
8:30 AM	19	0	0	0	0	19	12	0	0	0	0	12	31
8:45 AM	26	0	0	0	0	26	19	0	0	0	0	19	45
9:00 AM	37	0	0	1	0	38	20	0	0	0	0	20	58
9:15 AM	36	0	0	0	0	36	31	0	0	0	0	31	67
9:30 AM	30	0	0	0	0	30	19	0	0	1	0	20	50
9:45 AM	42	0	0	0	0	42	21	0	0	0	0	21	63
10:00 AM	28	0	0	0	0	28	33	0	0	1	0	34	62
10:15 AM	25	0	0	0	0	25	27	0	0	0	0	27	52
10:30 AM	31	0	0	0	0	31	44	0	0	0	0	44	75
10:45 AM	26	0	0	0	0	26	33	0	0	0	0	33	59
11:00 AM	29	0	0	0	0	29	24	0	0	0	0	24	53
11:15 AM	32	0	0	0	0	32	44	0	0	0	0	44	76
11:30 AM	40	0	0	0	0	40	42	0	0	0	0	42	82
11:45 AM	50	0	0	0	0	50	50	0	0	0	0	50	100
TOTAL VOLUMES =	766	0	0	1	0	767	603	0	0	3	0	606	1373
PEAK VOLUMES =	151	0	0	0	0	151	160	0	0	0	0	160	311

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Palomares St

DATE: 9/3/2009

LOCATION: City of Pomona

E-W STREET: @ Alhambra/Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-032

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	27	0	0	0	0	27	43	0	0	0	0	43	70
12:15 PM	44	0	0	0	0	44	51	0	0	0	0	51	95
12:30 PM	16	0	0	0	0	16	10	0	0	1	0	11	27
12:45 PM	29	0	0	0	0	29	25	0	0	0	0	25	54
1:00 PM	24	0	0	0	0	24	28	0	0	0	0	28	52
1:15 PM	23	0	0	0	0	23	18	0	0	0	0	18	41
1:30 PM	32	0	0	0	0	32	29	0	0	0	0	29	61
1:45 PM	31	0	0	0	0	31	28	0	0	0	0	28	59
2:00 PM	18	0	0	0	0	18	31	0	1	0	0	32	50
2:15 PM	28	0	0	1	0	29	23	0	0	0	0	23	52
2:30 PM	31	0	0	0	0	31	33	0	0	0	0	33	64
2:45 PM	32	0	0	0	0	32	48	0	0	0	0	48	80
3:00 PM	15	0	0	0	0	15	16	0	0	0	0	16	31
3:15 PM	34	0	0	0	0	34	39	0	0	0	0	39	73
3:30 PM	35	0	0	0	0	35	54	0	0	0	0	54	89
3:45 PM	38	0	0	0	0	38	44	0	0	0	0	44	82
4:00 PM	34	0	0	0	0	34	32	0	0	0	0	32	66
4:15 PM	34	0	0	0	0	34	45	0	0	0	0	45	79
4:30 PM	37	0	0	0	0	37	49	0	0	0	0	49	86
4:45 PM	41	0	0	0	0	41	64	0	0	0	0	64	105
5:00 PM	40	0	0	0	0	40	77	0	0	0	0	77	117
5:15 PM	37	0	0	0	0	37	55	0	0	0	0	55	92
5:30 PM	48	0	0	0	0	48	48	0	0	0	0	48	96
5:45 PM	30	0	0	0	0	30	46	0	0	0	0	46	76
6:00 PM	23	0	0	0	0	23	24	0	0	0	0	24	47
6:15 PM	21	0	0	0	0	21	22	0	0	0	0	22	43
6:30 PM	25	0	0	0	0	25	27	0	0	0	0	27	52
6:45 PM	20	0	0	0	0	20	31	0	0	0	0	31	51
7:00 PM	28	0	0	0	0	28	28	0	0	0	0	28	56
7:15 PM	18	0	0	0	0	18	28	0	0	0	0	28	46
7:30 PM	30	0	0	0	0	30	19	0	0	0	0	19	49
7:45 PM	17	0	0	0	0	17	25	0	0	0	0	25	42
8:00 PM	17	0	0	0	0	17	13	0	0	0	0	13	30
8:15 PM	21	0	0	0	0	21	15	0	0	0	0	15	36
8:30 PM	25	0	0	0	0	25	17	0	0	0	0	17	42
8:45 PM	14	0	0	0	0	14	14	0	0	0	0	14	28
9:00 PM	11	0	0	0	0	11	9	0	0	0	0	9	20
9:15 PM	9	0	0	0	0	9	11	0	0	0	0	11	20
9:30 PM	15	0	0	0	0	15	12	0	0	0	0	12	27
9:45 PM	8	0	0	0	0	8	7	0	0	0	0	7	15
10:00 PM	10	0	0	0	0	10	8	0	0	0	0	8	18
10:15 PM	5	0	0	0	0	5	12	0	0	0	0	12	17
10:30 PM	9	0	0	0	0	9	3	0	0	0	0	3	12
10:45 PM	7	0	0	0	0	7	10	0	0	0	0	10	17
11:00 PM	4	0	0	0	0	4	7	0	0	0	0	7	11
11:15 PM	6	0	0	0	0	6	2	0	0	0	0	2	8
11:30 PM	3	0	0	0	0	3	4	0	0	0	0	4	7
11:45 PM	5	0	0	0	0	5	6	0	0	0	0	6	11
TOTAL VOLUMES =	1109	0	0	1	0	1110	1290	0	1	1	0	1292	2402
PEAK VOLUMES =	166	0	0	0	0	166	244	0	0	0	0	244	410
PM Peak Hr Begins at: 445 PM													

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
3768	0	1	6	0

Grand Total

3775

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Antonio Ave

DATE: 9/3/2009

LOCATION: City of Pomona

E-W STREET: @ Alhambra/Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-033

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 AM	7	0	0	0	0	7	10	0	0	0	0	10	17
12:15 AM	7	0	0	0	0	7	7	0	0	0	0	7	14
12:30 AM	4	0	0	0	0	4	4	0	0	0	0	4	8
12:45 AM	2	0	0	0	0	2	6	0	0	0	0	6	8
1:00 AM	6	0	0	0	0	6	6	0	0	0	0	6	12
1:15 AM	1	0	0	0	0	1	1	0	0	0	0	1	2
1:30 AM	4	0	0	0	0	4	5	0	0	0	0	5	9
1:45 AM	2	0	0	0	0	2	7	0	0	0	0	7	9
2:00 AM	1	0	0	0	0	1	3	0	0	0	0	3	4
2:15 AM	2	0	0	0	0	2	4	0	0	0	0	4	6
2:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	1
2:45 AM	1	0	0	0	0	1	3	0	0	0	0	3	4
3:00 AM	3	0	0	0	0	3	4	0	0	0	0	4	7
3:15 AM	1	0	0	0	0	1	3	0	0	0	0	3	4
3:30 AM	2	0	0	0	0	2	3	0	0	0	0	3	5
3:45 AM	5	0	0	0	0	5	4	0	0	0	0	4	9
4:00 AM	4	0	0	0	0	4	1	0	0	0	0	1	5
4:15 AM	4	0	0	0	0	4	2	0	0	0	0	2	6
4:30 AM	10	0	0	0	0	10	3	0	0	0	0	3	13
4:45 AM	10	0	0	0	0	10	1	0	0	0	1	2	12
5:00 AM	5	0	0	0	0	5	2	0	0	0	0	2	7
5:15 AM	5	0	0	0	0	5	8	0	0	0	0	8	13
5:30 AM	10	0	0	0	0	10	11	0	0	0	0	11	21
5:45 AM	32	0	0	0	0	32	6	0	0	0	0	6	38
6:00 AM	12	0	0	0	0	12	13	0	0	0	0	13	25
6:15 AM	23	0	0	1	1	25	12	0	0	2	1	15	40
6:30 AM	22	0	0	4	0	26	12	0	0	0	0	12	38
6:45 AM	26	0	0	1	0	27	20	0	0	1	0	21	48
7:00 AM	19	0	0	1	0	20	19	0	0	2	0	21	41
7:15 AM	30	0	0	3	0	33	25	0	0	2	0	27	60
7:30 AM	31	0	0	3	0	34	43	0	0	5	0	48	82
7:45 AM	62	0	0	2	0	64	41	1	0	4	0	46	110
8:00 AM	34	0	0	4	0	38	26	0	0	4	0	30	68
8:15 AM	45	0	0	5	0	50	45	0	0	6	0	51	101
8:30 AM	37	0	0	3	0	40	31	0	0	4	0	35	75
8:45 AM	36	0	0	1	0	37	26	0	0	3	0	29	66
9:00 AM	38	0	1	1	0	40	27	0	0	3	0	30	70
9:15 AM	61	0	1	0	0	62	31	0	0	6	0	37	99
9:30 AM	50	0	0	3	0	53	48	0	0	2	0	50	103
9:45 AM	65	0	0	0	0	65	42	1	0	2	0	45	110
10:00 AM	38	0	0	2	0	40	42	0	0	0	0	42	82
10:15 AM	45	0	0	3	0	48	32	0	0	1	0	33	81
10:30 AM	36	0	0	2	0	38	47	0	0	2	0	49	87
10:45 AM	58	0	0	0	0	58	40	0	0	4	0	44	102
11:00 AM	69	0	0	1	0	70	40	0	1	2	0	43	113
11:15 AM	55	0	0	2	0	57	44	1	0	4	0	49	106
11:30 AM	46	0	0	4	0	50	41	0	0	2	0	43	93
11:45 AM	65	0	0	5	0	70	59	0	0	3	0	62	132
TOTAL VOLUMES =	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Grand Total
	1131	0	2	51	1	1185	911	3	1	64	2	981	2166
PEAK VOLUMES =	AM Peak Hr Begins at: 1100 AM												
	235	0	0	12	0	247	184	1	1	11	0	197	444

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Antonio Ave

DATE: 9/3/2009

LOCATION: City of Pomona

E-W STREET: @ Alhambra/Los Angeles Subdivision Crossing

DAY: THURSDAY

PROJECT# 09-5278-033

Direction 1 = Southbound; Direction 2 = Northbound

	Direction 1						Direction 2						Grand Total
	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat	Total	
12:00 PM	65	0	0	4	0	69	36	0	0	1	0	37	106
12:15 PM	73	0	0	1	0	74	55	0	0	1	0	56	130
12:30 PM	50	0	2	4	0	56	47	0	1	4	0	52	108
12:45 PM	65	0	0	2	0	67	47	0	0	1	0	48	115
1:00 PM	61	0	1	2	0	64	53	0	1	2	0	56	120
1:15 PM	34	0	0	2	0	36	43	0	0	4	0	47	83
1:30 PM	60	0	0	3	0	63	40	0	0	3	0	43	106
1:45 PM	52	0	0	2	0	54	42	0	0	1	0	43	97
2:00 PM	60	0	0	0	0	60	28	0	0	2	0	30	90
2:15 PM	56	0	0	0	0	56	77	1	0	0	0	78	134
2:30 PM	58	0	0	1	0	59	58	0	0	0	0	58	117
2:45 PM	81	0	0	0	0	81	63	0	0	0	0	63	144
3:00 PM	61	0	0	1	0	62	59	0	0	1	0	60	122
3:15 PM	62	0	0	0	0	62	58	0	0	0	0	58	120
3:30 PM	58	0	0	1	0	59	55	0	0	0	0	55	114
3:45 PM	73	0	0	0	0	73	57	0	0	0	0	57	130
4:00 PM	65	0	0	0	1	66	67	0	0	0	0	67	133
4:15 PM	69	0	1	1	0	71	68	0	0	0	0	68	139
4:30 PM	77	0	0	0	0	77	80	0	0	1	0	81	158
4:45 PM	75	0	0	0	0	75	55	0	0	0	0	55	130
5:00 PM	76	0	0	1	0	77	87	0	0	0	0	87	164
5:15 PM	57	0	0	0	0	57	71	0	0	0	0	71	128
5:30 PM	76	0	0	0	0	76	64	0	0	0	0	64	140
5:45 PM	71	0	0	0	0	71	72	0	0	1	0	73	144
6:00 PM	60	0	0	0	0	60	60	0	0	0	0	60	120
6:15 PM	47	0	0	0	0	47	39	0	0	0	0	39	86
6:30 PM	70	0	0	0	0	70	58	0	0	0	0	58	128
6:45 PM	48	0	0	0	0	48	41	0	0	0	0	41	89
7:00 PM	66	0	0	0	0	66	62	0	0	0	0	62	128
7:15 PM	55	0	0	0	0	55	59	0	0	0	0	59	114
7:30 PM	52	0	0	0	0	52	47	0	0	0	0	47	99
7:45 PM	58	0	0	0	0	58	49	0	0	0	0	49	107
8:00 PM	50	0	0	1	0	51	47	0	0	0	0	47	98
8:15 PM	52	0	0	0	0	52	26	0	0	0	0	26	78
8:30 PM	47	0	0	0	0	47	44	0	0	0	0	44	91
8:45 PM	38	0	0	0	0	38	28	0	0	0	0	28	66
9:00 PM	34	0	0	0	0	34	27	0	0	0	0	27	61
9:15 PM	20	0	0	0	0	20	21	0	0	0	0	21	41
9:30 PM	27	0	0	0	0	27	17	0	0	0	0	17	44
9:45 PM	28	0	0	0	0	28	28	0	0	0	0	28	56
10:00 PM	22	0	0	0	0	22	10	0	0	0	0	10	32
10:15 PM	16	0	0	0	0	16	12	0	0	0	0	12	28
10:30 PM	19	0	0	0	0	19	18	0	0	0	0	18	37
10:45 PM	17	0	0	0	0	17	11	0	0	0	0	11	28
11:00 PM	9	0	0	0	0	9	11	0	0	0	0	11	20
11:15 PM	6	0	0	0	0	6	5	0	0	0	0	5	11
11:30 PM	8	0	0	0	0	8	6	0	0	1	0	7	15
11:45 PM	7	0	0	0	0	7	6	0	0	0	0	6	13
TOTAL VOLUMES =	2391	0	4	26	1	2422	2114	1	2	23	0	2140	4562
PEAK VOLUMES =	297	0	1	2	0	300	290	0	0	1	0	291	591
PM Peak Hr Begins at: 415 PM													

Daily Total:

Other	School Bus	Public Bus	Trucks (4+ Axles)	Hazmat
6547	4	9	164	4

Grand Total

6728

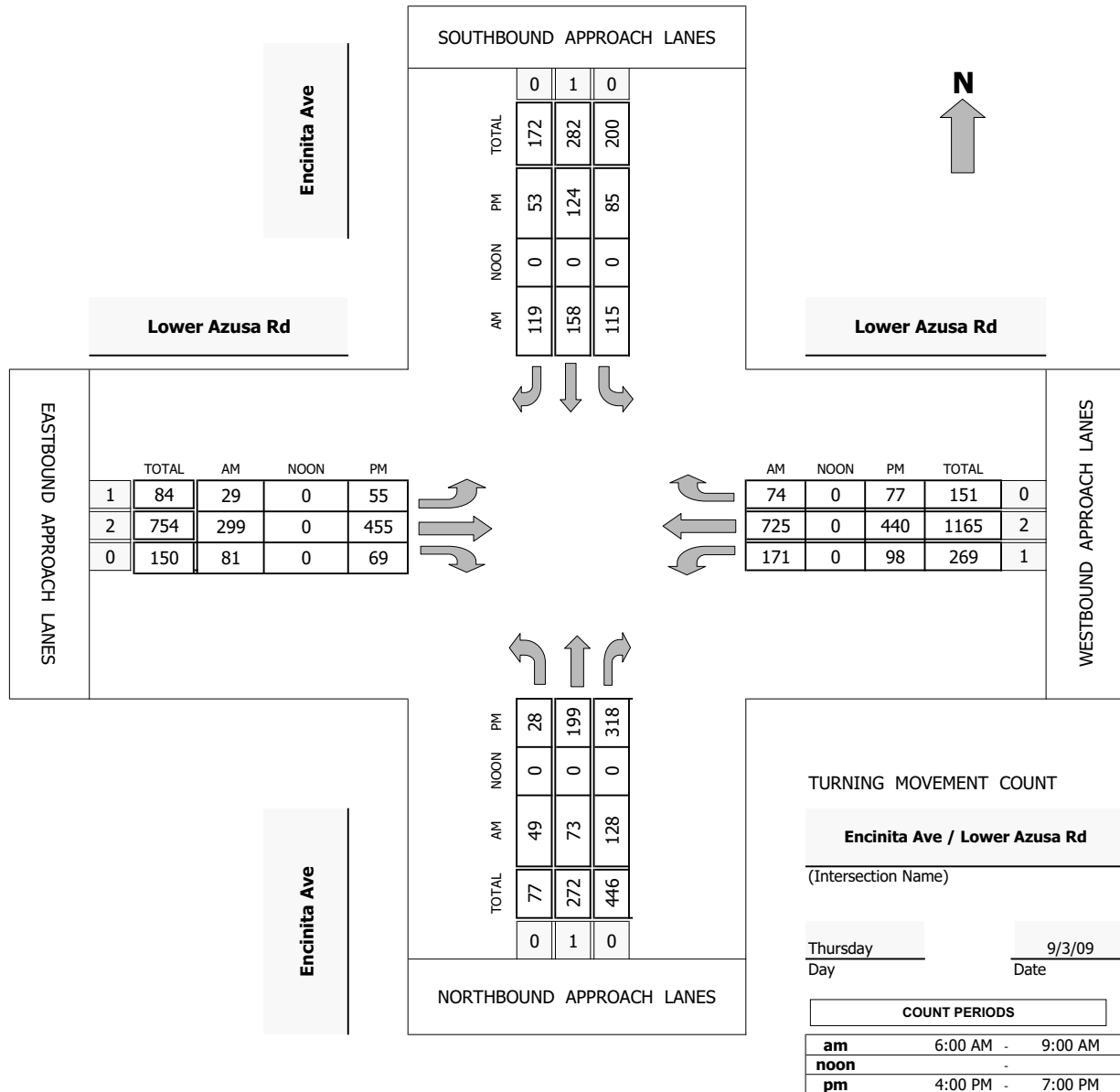
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Encinita Ave/Lower Azusa Rd

Project #: 09-5279-008



AM PEAK HOUR 730 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 530 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Encinita Ave

DATE: 9/3/2009

LOCATION: City of Temple City/Rosemead

E-W STREET: Lower Azusa Rd

DAY: THURSDAY

PROJECT# 09-5279-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM	2	3	5	6	7	3	3	22	1	8	50	4	114
6:15 AM	2	10	9	7	15	10	6	21	2	12	61	8	163
6:30 AM	5	10	13	14	15	10	5	32	3	15	83	9	214
6:45 AM	4	6	16	10	7	12	7	42	12	25	119	15	275
7:00 AM	3	12	6	8	19	12	5	34	9	25	123	10	266
7:15 AM	8	9	13	11	26	27	8	54	22	48	150	9	385
7:30 AM	14	22	38	16	16	30	5	71	31	58	190	18	509
7:45 AM	12	23	33	38	29	28	8	86	32	38	190	15	532
8:00 AM	13	13	34	32	44	33	7	69	9	34	169	20	477
8:15 AM	10	15	23	29	69	28	9	73	9	41	176	21	503
8:30 AM	7	25	20	26	31	22	14	74	17	34	196	21	487
8:45 AM	8	16	32	22	33	26	9	77	5	37	195	20	480
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
TOTAL VOLUMES =	NL 88	NT 164	NR 242	SL 219	ST 311	SR 241	EL 86	ET 655	ER 152	WL 375	WT 1702	WR 170	TOTAL 4405

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	49	73	128	115	158	119	29	299	81	171	725	74	2021
PEAK HR. FACTOR:		0.845			0.778			0.812			0.912		0.950

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Encinita Ave

DATE: 9/3/2009

LOCATION: City of Temple City/Rosemead

E-W STREET: Lower Azusa Rd

DAY: THURSDAY

PROJECT# 09-5279-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
4:00 PM	3	25	49	18	15	7	12	120	8	19	80	12	368
4:15 PM	6	28	58	14	17	12	6	109	16	15	85	21	387
4:30 PM	7	27	58	10	23	13	11	114	10	20	108	21	422
4:45 PM	6	35	64	17	32	20	9	103	14	26	92	6	424
5:00 PM	8	38	58	18	27	12	8	108	9	15	92	15	408
5:15 PM	5	39	71	13	26	20	11	121	14	23	89	20	452
5:30 PM	11	57	76	26	34	20	11	133	19	21	118	17	543
5:45 PM	6	48	85	19	32	8	16	105	12	27	114	20	492
6:00 PM	7	46	78	22	27	9	11	103	20	29	100	17	469
6:15 PM	4	48	79	18	31	16	17	114	18	21	108	23	497
6:30 PM	4	49	79	11	22	9	12	101	9	25	91	13	425
6:45 PM	4	25	43	13	43	13	10	79	7	17	76	17	347
7:00 PM													
7:15 PM													
7:30 PM													
7:45 PM													

TOTAL VOLUMES =	NL 71	NT 465	NR 798	SL 199	ST 329	SR 159	EL 134	ET 1310	ER 156	WL 258	WT 1153	WR 202	TOTAL 5234

PM Peak Hr Begins at: 530 PM

PEAK VOLUMES =	28	199	318	85	124	53	55	455	69	98	440	77	2001
PEAK HR. FACTOR:		0.946			0.819			0.888			0.955		0.921

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Temple Ave

DATE: 9/8/2009

LOCATION: Industry/LA County

E-W STREET: Valley Blvd

DAY: TUESDAY

PROJECT# 09-5279-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0.5	NT 0.5	NR 1	SL 1	ST 0	SR 2	EL 2	ET 3	ER 0	WL 0	WT 4	WR 0	TOTAL
6:00 AM	4	79	33	8		30	42	107			74	10	387
6:15 AM	7	72	38	1		45	50	147			81	4	445
6:30 AM	12	49	45	7		58	36	194			137	9	547
6:45 AM	15	64	53	3		65	54	195			194	10	653
7:00 AM	16	70	68	5		95	45	195			186	9	689
7:15 AM	16	80	72	3		86	52	231			199	10	749
7:30 AM	17	60	82	13		86	73	294			219	13	857
7:45 AM	22	73	72	7		125	80	294			211	12	896
8:00 AM	14	55	57	7		111	63	318			274	16	915
8:15 AM	21	59	62	6		88	71	325			256	12	900
8:30 AM	20	57	52	6		115	76	318			219	14	877
8:45 AM	15	67	56	7		91	84	316			254	15	905
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													

TOTAL VOLUMES =	NL 179	NT 785	NR 690	SL 73	ST 0	SR 995	EL 726	ET 2934	ER 0	WL 0	WT 2304	WR 134	TOTAL 8820

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	70	238	227	26	0	405	294	1277	0	0	1003	57	3597
PEAK HR. FACTOR:		0.942			0.890			0.982			0.914		0.983

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Temple Ave

DATE: 9/8/2009

LOCATION: Industry/LA County

E-W STREET: Valley Blvd

DAY: TUESDAY

PROJECT# 09-5279-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0.5	NT 0.5	NR 1	SL 1	ST 0	SR 2	EL 2	ET 3	ER 0	WL 0	WT 4	WR 0	TOTAL
4:00 PM	18	66	75	15		58	120	438			159	21	970
4:15 PM	20	89	89	18		64	136	429			149	12	1006
4:30 PM	17	113	87	18		56	165	382			171	16	1025
4:45 PM	9	106	79	10		62	133	428			167	28	1022
5:00 PM	15	85	94	14		64	133	460			176	17	1058
5:15 PM	11	105	85	20		43	186	493			193	13	1149
5:30 PM	7	111	50	18		83	171	421			200	12	1073
5:45 PM	16	121	95	8		67	160	415			179	15	1076
6:00 PM	7	96	72	7		41	128	412			169	18	950
6:15 PM	6	104	75	16		51	154	392			140	16	954
6:30 PM	23	106	97	15		33	161	418			119	13	985
6:45 PM	22	100	95	17		38	111	323			143	19	868
7:00 PM													
7:15 PM													
7:30 PM													
7:45 PM													

TOTAL VOLUMES =	NL 171	NT 1202	NR 993	SL 176	ST 0	SR 660	EL 1758	ET 5011	ER 0	WL 0	WT 1965	WR 200	TOTAL 12136

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	49	422	324	60	0	257	650	1789	0	0	748	57	4356
PEAK HR. FACTOR:	0.857			0.785			0.898			0.949			0.948

CONTROL: Signalized

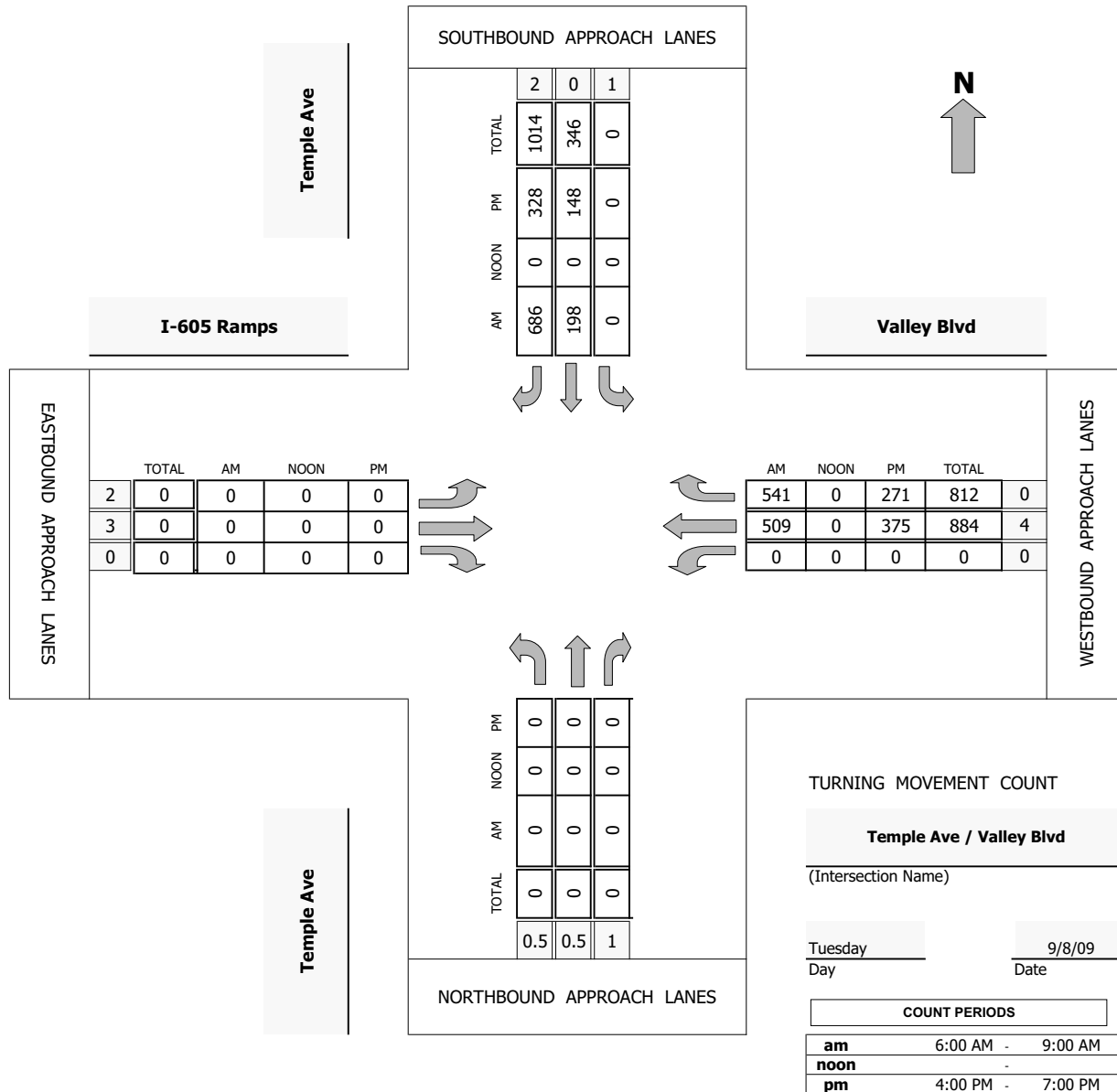
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Temple Ave/I-605 Ramps

Project #: 09-5279-001



AM PEAK HOUR 645 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Please see legend below data

N-S STREET: Temple Ave

DATE: 9/8/2009

LOCATION: Industry/LA County

E-W STREET: I-605 Ramps / Valley Blvd

DAY: TUESDAY

PROJECT# 09-5279-001

	NORTHBOUND			SOUTHBOUND		EASTBOUND			WESTBOUND				
					1	2				3	4		
LANES:	NL	NT	NR	SL	SR	SR	EL	ET	ER	WL	WR	WR	TOTAL
	0.5	0.5	1	1	0	2	2	3	0	0	4	0	
6:00 AM					35	121					85	92	333
6:15 AM					37	130					105	116	388
6:30 AM					45	142					121	125	433
6:45 AM					42	177					101	147	467
7:00 AM					58	204					131	119	512
7:15 AM					56	154					131	145	486
7:30 AM					42	151					146	130	469
7:45 AM					42	143					118	113	416
8:00 AM					45	118					141	134	438
8:15 AM					42	132					131	123	428
8:30 AM					33	148					132	108	421
8:45 AM					28	123					117	104	372
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													

TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 0	ST 505	SR 1743	EL 0	ET 0	ER 0	WL 0	WT 1459	WR 1456	TOTAL 5163

AM Peak Hr Begins at: 645 AM

PEAK VOLUMES =	0	0	0	0	198	686	0	0	0	0	509	541	1934
PEAK HR. FACTOR:	0.000			0.844			0.000			0.951			0.944

CONTROL: Signalized

- 1 SR from Temple Ave to 605 NB On Ramp
- 2 SR from Temple Ave to 605 SB On Ramp
- 3 WR from Valley Blvd to 605 NB On Ramp
- 4 WR from Valley Blvd to 605 SB On Ramp

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Please see legend below data

N-S STREET: Temple Ave

DATE: 9/8/2009

LOCATION: Industry/LA County

E-W STREET: I-605 Ramps / Valley Blvd

DAY: TUESDAY

PROJECT# 09-5279-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	¹ SR	² SR	EL	ET	ER	WL	³ WR	⁴ WR	TOTAL
LANES:	0.5	0.5	1	1	0	2	2	3	0	0	4	0	
4:00 PM					30	69					101	75	275
4:15 PM					33	61					92	66	252
4:30 PM					33	76					79	62	250
4:45 PM					23	63					80	53	219
5:00 PM					33	94					86	79	292
5:15 PM					39	74					95	52	260
5:30 PM					39	88					94	63	284
5:45 PM					37	72					100	77	286
6:00 PM					26	73					108	68	275
6:15 PM					21	67					92	84	264
6:30 PM					38	82					94	59	273
6:45 PM					27	44					99	52	222
7:00 PM													
7:15 PM													
7:30 PM													
7:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	0	379	863	0	0	0	0	1120	790	3152

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	0	0	0	0	148	328	0	0	0	0	375	271	1122
PEAK HR.													
FACTOR:		0.000			0.937			0.000			0.912		0.961

CONTROL: Signalized

- 1 SR from Temple Ave to 605 NB On Ramp
- 2 SR from Temple Ave to 605 SB On Ramp
- 3 WR from Valley Blvd to 605 NB On Ramp
- 4 WR from Valley Blvd to 605 SB On Ramp

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Vineland Ave

DATE: 09/02/2009

LOCATION: City of Industry/LA County

E-W STREET: Valley Blvd

DAY: WEDNESDAY

PROJECT# 09-5279-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
6:00 AM				4		63	57	103			180	11	418
6:15 AM				15		67	65	111			228	7	493
6:30 AM				20		109	68	160			275	20	652
6:45 AM				16		101	79	197			349	21	763
7:00 AM				21		115	66	187			289	23	701
7:15 AM				28		135	71	211			352	28	825
7:30 AM				33		109	75	271			310	20	818
7:45 AM				40		106	78	324			321	36	905
8:00 AM				28		85	82	267			382	32	876
8:15 AM				18		74	92	271			396	31	882
8:30 AM				24		77	74	278			361	30	844
8:45 AM				24		75	79	312			358	35	883
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													

TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 271	ST 0	SR 1116	EL 886	ET 2692	ER 0	WL 0	WT 3801	WR 294	TOTAL 9060

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	110	0	342	326	1140	0	0	1460	129	3507
PEAK HR. FACTOR:		0.000			0.774			0.912			0.930		0.969

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Vineland Ave

DATE: 09/02/2009

LOCATION: City of Industry/LA County

E-W STREET: Valley Blvd

DAY: WEDNESDAY

PROJECT# 09-5279-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
4:00 PM				25		42	64	335			290	26	782
4:15 PM				15		49	103	380			250	27	824
4:30 PM				26		59	71	386			257	14	813
4:45 PM				21		55	97	346			256	19	794
5:00 PM				12		44	70	391			285	19	821
5:15 PM				23		51	84	418			281	28	885
5:30 PM				14		47	88	418			262	38	867
5:45 PM				11		43	100	419			257	29	859
6:00 PM				15		56	83	387			257	24	822
6:15 PM				12		59	107	374			256	19	827
6:30 PM				9		48	80	361			220	18	736
6:45 PM				16		40	83	327			207	30	703
7:00 PM													
7:15 PM													
7:30 PM													
7:45 PM													

TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 199	ST 0	SR 593	EL 1030	ET 4542	ER 0	WL 0	WT 3078	WR 291	TOTAL 9733

PM Peak Hr Begins at: 515 PM

PEAK VOLUMES =	0	0	0	63	0	197	355	1642	0	0	1057	119	3433
PEAK HR. FACTOR:		0.000			0.878			0.962			0.951		0.970

CONTROL: Signalized

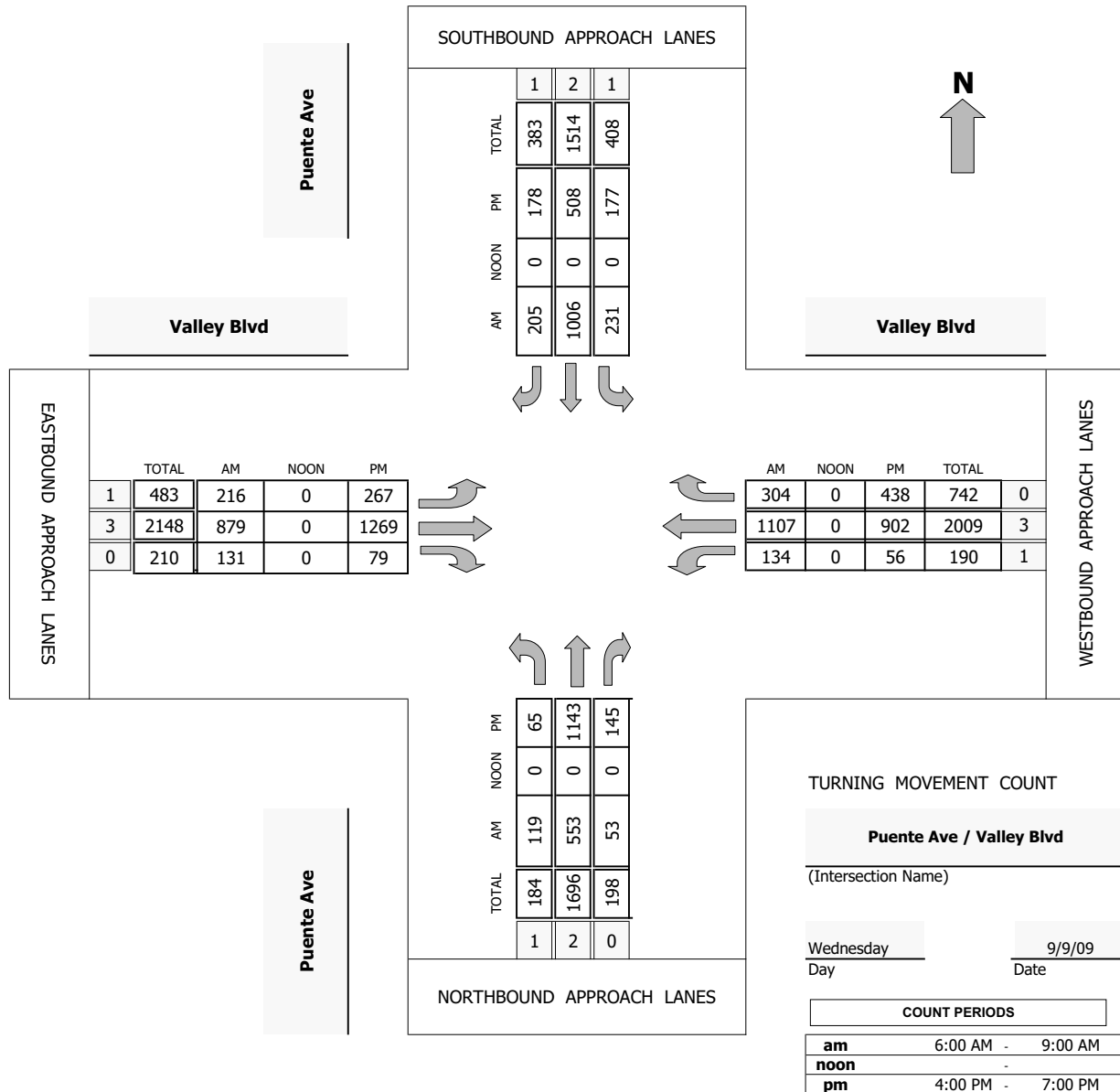
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Puente Ave/Valley Blvd

Project #: 09-5279-002



AM PEAK HOUR 715 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Puente Ave

DATE: 09/09/2009

LOCATION: Industry/LA County

E-W STREET: Valley Blvd

DAY: WEDNESDAY

PROJECT# 09-5279-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
6:00 AM	11	33	2	32	92	31	15	89	4	13	139	21	482
6:15 AM	17	26	2	39	122	54	25	104	10	18	153	21	591
6:30 AM	20	41	8	55	183	65	25	165	7	17	201	39	826
6:45 AM	15	46	8	58	219	71	30	161	13	24	276	55	976
7:00 AM	26	103	7	62	229	65	34	156	11	31	206	25	955
7:15 AM	33	134	9	54	267	45	51	188	18	27	283	56	1165
7:30 AM	23	154	6	62	286	53	46	203	39	36	227	87	1222
7:45 AM	39	143	17	44	240	41	60	266	46	38	295	87	1316
8:00 AM	24	122	21	71	213	66	59	222	28	33	302	74	1235
8:15 AM	41	103	11	51	171	49	36	231	26	29	318	87	1153
8:30 AM	50	127	12	72	153	69	31	258	17	32	251	72	1144
8:45 AM	42	83	7	44	134	57	39	268	28	27	279	64	1072
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													

TOTAL VOLUMES =	NL 341	NT 1115	NR 110	SL 644	ST 2309	SR 666	EL 451	ET 2311	ER 247	WL 325	WT 2930	WR 688	TOTAL 12137

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	119	553	53	231	1006	205	216	879	131	134	1107	304	4938
PEAK HR. FACTOR:	0.911			0.899			0.824			0.920			0.938

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Puente Ave

DATE: 09/09/2009

LOCATION: Industry/LA County

E-W STREET: Valley Blvd

DAY: WEDNESDAY

PROJECT# 09-5279-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
4:00 PM	20	216	29	39	108	57	47	281	22	18	204	101	1142
4:15 PM	20	259	25	45	104	46	70	319	19	10	203	107	1227
4:30 PM	7	272	28	49	110	47	46	340	14	11	209	123	1256
4:45 PM	10	294	47	30	123	43	64	269	17	13	214	124	1248
5:00 PM	19	297	32	54	114	49	62	286	27	11	218	105	1274
5:15 PM	18	279	36	42	149	51	64	362	9	16	237	100	1363
5:30 PM	18	273	30	51	122	35	77	352	26	16	233	109	1342
5:45 PM	15	245	31	31	115	42	63	320	23	13	210	113	1221
6:00 PM	13	285	27	35	126	51	52	316	16	11	198	89	1219
6:15 PM	15	214	17	43	111	46	79	299	19	15	200	75	1133
6:30 PM	19	218	35	37	118	35	63	283	21	11	161	68	1069
6:45 PM	27	205	24	35	105	38	58	246	17	6	149	69	979
7:00 PM													
7:15 PM													
7:30 PM													
7:45 PM													

TOTAL VOLUMES =	NL 201	NT 3057	NR 361	SL 491	ST 1405	SR 540	EL 745	ET 3673	ER 230	WL 151	WT 2436	WR 1183	TOTAL 14473

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	65	1143	145	177	508	178	267	1269	79	56	902	438	5227
PEAK HR. FACTOR:		0.964			0.892			0.887			0.975		0.959

CONTROL: Signalized

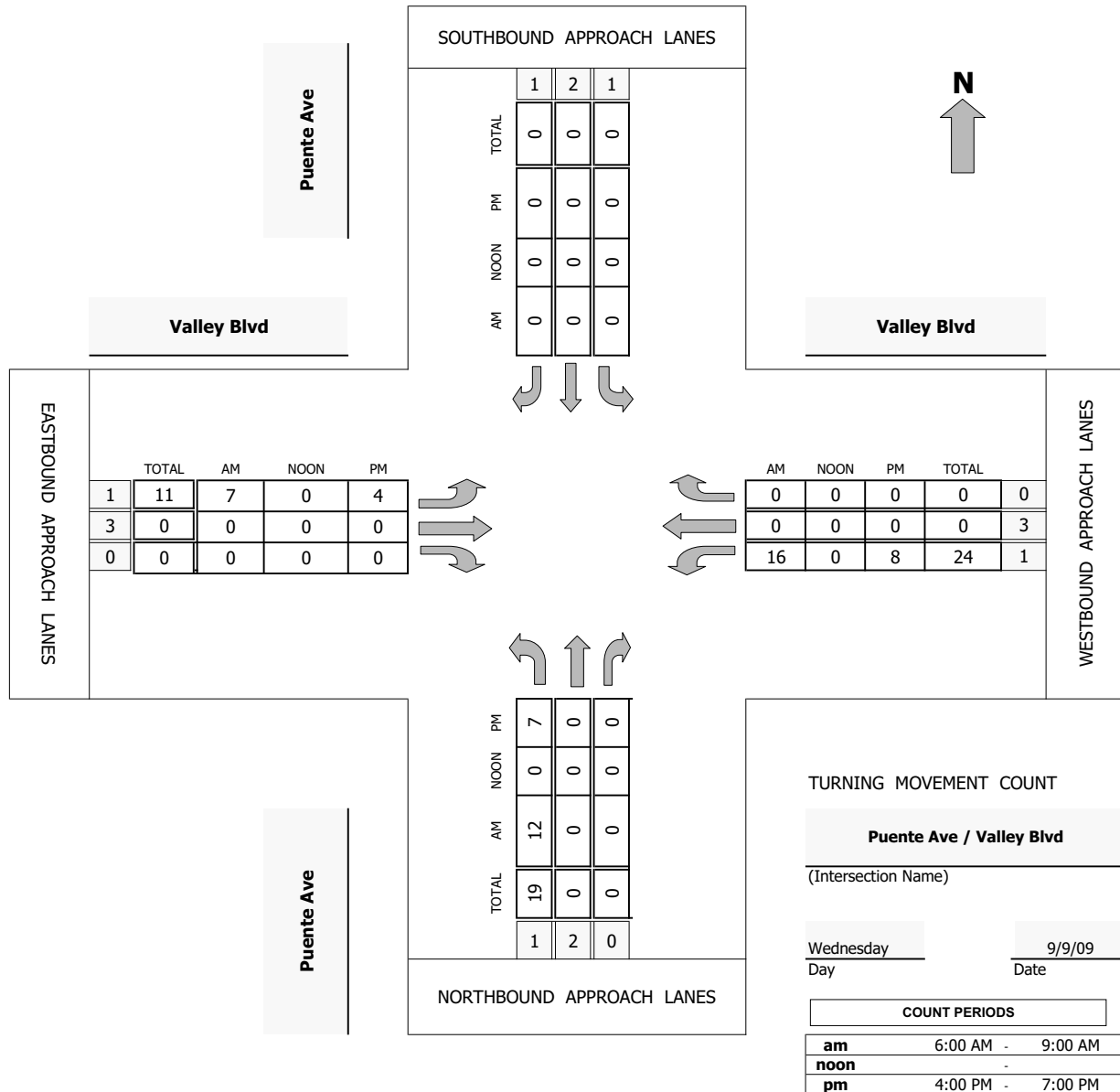
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Puente Ave/Valley Blvd

Project #: 09-5279-002



AM PEAK HOUR 800 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Please see legend below data

N-S STREET: Puente Ave

DATE: 9/9/2009

LOCATION: Industry/LA County

E-W STREET: Valley Blvd

DAY: WEDNESDAY

PROJECT# 09-5279-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	1						2			3			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	3	0	1	3	0	
6:00 AM	4						1			1			6
6:15 AM	0						4			1			5
6:30 AM	0						1			2			3
6:45 AM	1						4			1			6
7:00 AM	1						1			6			8
7:15 AM	1						2			3			6
7:30 AM	0						0			1			1
7:45 AM	2						1			2			5
8:00 AM	3						0			3			6
8:15 AM	3						1			3			7
8:30 AM	2						4			8			14
8:45 AM	4						2			2			8
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	21	0	0	0	0	0	21	0	0	33	0	0	75

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	12	0	0	0	0	0	7	0	0	16	0	0	35
PEAK HR.													
FACTOR:		0.750			0.000			0.438			0.500		0.625

CONTROL: Signalized

- 1 NB Uturn
- 2 EB Uturn
- 3 WB Uturn

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Please see legend below data

N-S STREET: Puente Ave

DATE: 9/9/2009

LOCATION: Industry/LA County

E-W STREET: Valley Blvd

DAY: WEDNESDAY

PROJECT# 09-5279-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	1						2			3			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	1	1	3	0	1	3	0	
4:00 PM	0						0			0			
4:15 PM	2						0			3			5
4:30 PM	1						0			2			3
4:45 PM	2						2			0			4
5:00 PM	3						0			4			7
5:15 PM	2						0			1			3
5:30 PM	1						0			2			3
5:45 PM	1						4			1			6
6:00 PM	0						1			0			1
6:15 PM	0						0			0			
6:30 PM	0						0			2			2
6:45 PM	4						0			1			5
7:00 PM													
7:15 PM													
7:30 PM													
7:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	16	0	0	0	0	0	7	0	0	16	0	0	39

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	7	0	0	0	0	0	4	0	0	8	0	0	19
PEAK HR.													
FACTOR:		0.583			0.000			0.250			0.500		0.679

CONTROL: Signalized

- 1 NB Uturn
- 2 EB Uturn
- 3 WB Uturn

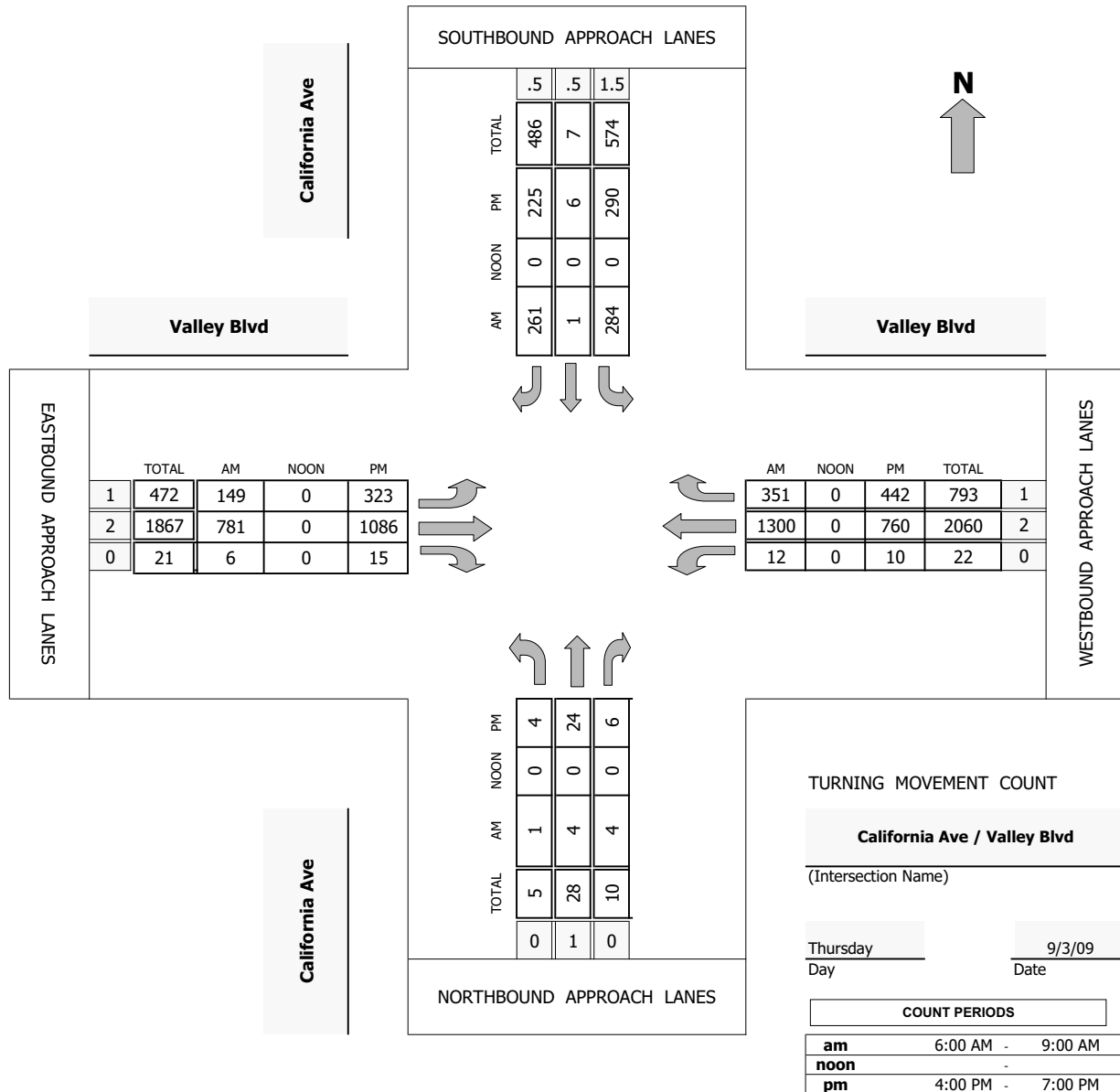
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of California Ave/Valley Blvd

Project #: 09-5279-010



AM PEAK HOUR 745 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: California Ave

DATE: 09/03/2009

LOCATION: City of Industry/LA Count

E-W STREET: Valley Blvd

DAY: THURSDAY

PROJECT# 09-5279-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 1.5	ST .5	SR .5	EL 1	ET 2	ER 0	WL 0	WT 2	WR 1	TOTAL
6:00 AM	0	0	0	43	0	74	23	52	0	0	148	25	365
6:15 AM	0	0	0	59	0	46	33	76	0	0	170	31	415
6:30 AM	2	2	1	55	0	83	21	109	0	0	235	56	564
6:45 AM	0	0	1	84	1	89	44	144	0	0	261	54	678
7:00 AM	0	0	0	92	1	75	41	107	0	2	283	52	653
7:15 AM	0	0	0	104	0	57	48	166	0	2	282	78	737
7:30 AM	0	3	1	96	0	60	30	192	4	1	292	83	762
7:45 AM	0	2	0	76	0	66	36	224	1	2	322	90	819
8:00 AM	1	2	2	63	0	61	37	187	3	5	339	87	787
8:15 AM	0	0	1	73	1	53	27	151	1	2	317	95	721
8:30 AM	0	0	1	72	0	81	49	219	1	3	322	79	827
8:45 AM	2	0	2	62	2	55	42	136	0	3	191	59	554
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													

TOTAL VOLUMES =	NL 5	NT 9	NR 9	SL 879	ST 5	SR 800	EL 431	ET 1763	ER 10	WL 20	WT 3162	WR 789	TOTAL 7882

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	1	4	4	284	1	261	149	781	6	12	1300	351	3154
PEAK HR. FACTOR:		0.450			0.892			0.870			0.965		0.953

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: California Ave

DATE: 09/03/2009

LOCATION: City of Industry/LA Count

E-W STREET: Valley Blvd

DAY: THURSDAY

PROJECT# 09-5279-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 1.5	ST .5	SR .5	EL 1	ET 2	ER 0	WL 0	WT 2	WR 1	TOTAL
4:00 PM	0	1	0	73	2	58	82	257	2	0	168	101	744
4:15 PM	1	3	0	79	0	43	90	249	4	3	173	98	743
4:30 PM	1	2	7	68	1	53	80	222	1	2	151	119	707
4:45 PM	1	4	1	68	0	59	84	261	5	0	143	111	737
5:00 PM	3	6	1	69	5	56	72	263	6	2	158	113	754
5:15 PM	0	6	2	78	1	62	96	289	1	4	206	95	840
5:30 PM	0	8	2	70	0	54	67	276	7	0	205	128	817
5:45 PM	1	4	1	73	0	53	88	258	1	4	191	106	780
6:00 PM	1	2	1	66	1	48	72	258	2	2	145	99	697
6:15 PM	2	1	1	65	0	51	92	290	1	0	159	90	752
6:30 PM	1	0	0	56	0	53	74	265	1	1	149	94	694
6:45 PM	2	3	2	61	1	57	75	198	2	1	134	91	627
7:00 PM													
7:15 PM													
7:30 PM													
7:45 PM													

TOTAL VOLUMES =	NL 13	NT 40	NR 18	SL 826	ST 11	SR 647	EL 972	ET 3086	ER 33	WL 19	WT 1982	WR 1245	TOTAL 8892

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	4	24	6	290	6	225	323	1086	15	10	760	442	3191
PEAK HR. FACTOR:		0.850			0.924			0.922			0.910		0.950

CONTROL: Signalized

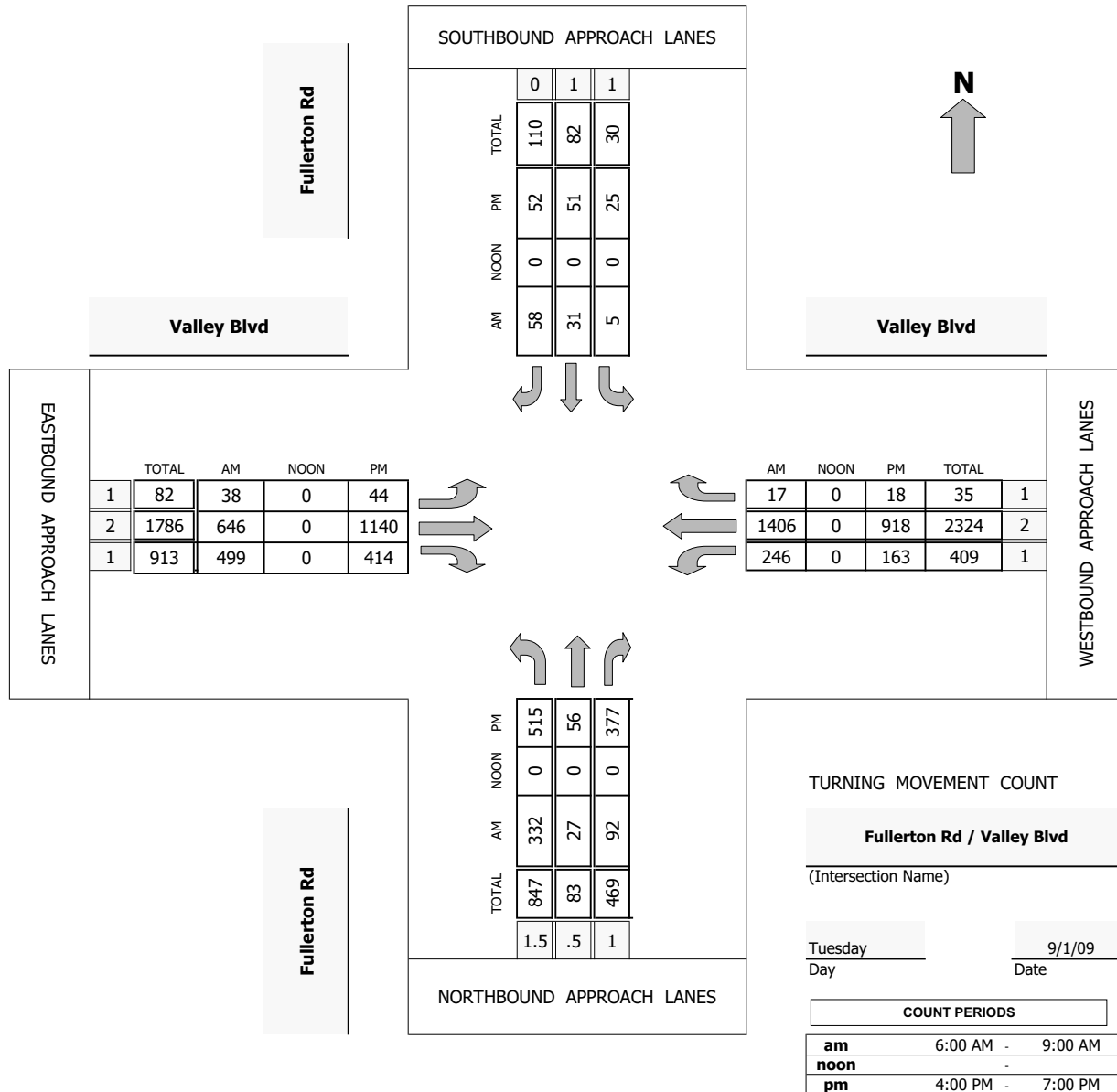
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Fullerton Rd/Valley Blvd

Project #: 09-5279-003



AM PEAK HOUR 715 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fullerton Rd

DATE: 09/01/2009

LOCATION: Industry/LA County

E-W STREET: Valley Blvd

DAY: TUESDAY

PROJECT# 09-5279-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1.5	NT .5	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
6:00 AM	23	0	6	0	5	4	2	31	48	40	116	0	275
6:15 AM	26	1	3	0	1	4	1	61	76	40	183	1	397
6:30 AM	36	0	10	0	7	9	2	143	101	56	239	1	604
6:45 AM	50	2	16	1	6	6	4	197	107	43	319	1	752
7:00 AM	63	3	18	2	3	12	2	93	95	50	314	3	658
7:15 AM	73	7	21	0	6	14	4	143	92	63	328	0	751
7:30 AM	65	1	23	2	6	13	7	180	123	42	372	3	837
7:45 AM	97	11	29	2	15	17	10	173	155	87	399	5	1000
8:00 AM	97	8	19	1	4	14	17	150	129	54	307	9	809
8:15 AM	62	7	21	2	7	11	13	136	133	53	175	8	628
8:30 AM	57	10	31	4	8	13	13	107	96	57	229	4	629
8:45 AM	68	8	24	7	9	10	18	121	99	59	230	7	660
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													

TOTAL VOLUMES =	NL 717	NT 58	NR 221	SL 21	ST 77	SR 127	EL 93	ET 1535	ER 1254	WL 644	WT 3211	WR 42	TOTAL 8000

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	332	27	92	5	31	58	38	646	499	246	1406	17	3397
PEAK HR. FACTOR:	0.823			0.691			0.875			0.850			0.849

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fullerton Rd

DATE: 09/01/2009

LOCATION: Industry/LA County

E-W STREET: Valley Blvd

DAY: TUESDAY

PROJECT# 09-5279-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1.5	NT .5	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
4:00 PM	96	7	48	2	15	8	9	277	114	36	149	9	770
4:15 PM	99	8	64	2	7	15	16	302	116	42	143	7	821
4:30 PM	161	14	77	7	12	8	9	261	107	35	133	6	830
4:45 PM	126	6	70	13	11	5	7	271	106	37	161	5	818
5:00 PM	119	11	94	6	15	16	14	291	102	48	197	3	916
5:15 PM	130	9	94	12	12	15	14	287	91	39	262	6	971
5:30 PM	152	17	101	3	8	13	8	272	118	44	254	5	995
5:45 PM	114	19	88	4	16	8	8	290	103	32	205	4	891
6:00 PM	116	8	63	10	8	15	7	316	121	40	145	1	850
6:15 PM	121	4	77	7	17	9	6	310	108	41	151	4	855
6:30 PM	58	4	31	11	0	10	8	287	65	26	134	2	636
6:45 PM	107	9	64	4	10	9	11	244	63	40	123	2	686
7:00 PM													
7:15 PM													
7:30 PM													
7:45 PM													

TOTAL VOLUMES =	NL 1399	NT 116	NR 871	SL 81	ST 131	SR 131	EL 117	ET 3408	ER 1214	WL 460	WT 2057	WR 54	TOTAL 10039

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	515	56	377	25	51	52	44	1140	414	163	918	18	3773
PEAK HR. FACTOR:		0.878			0.821			0.982			0.895		0.948

CONTROL: Signalized

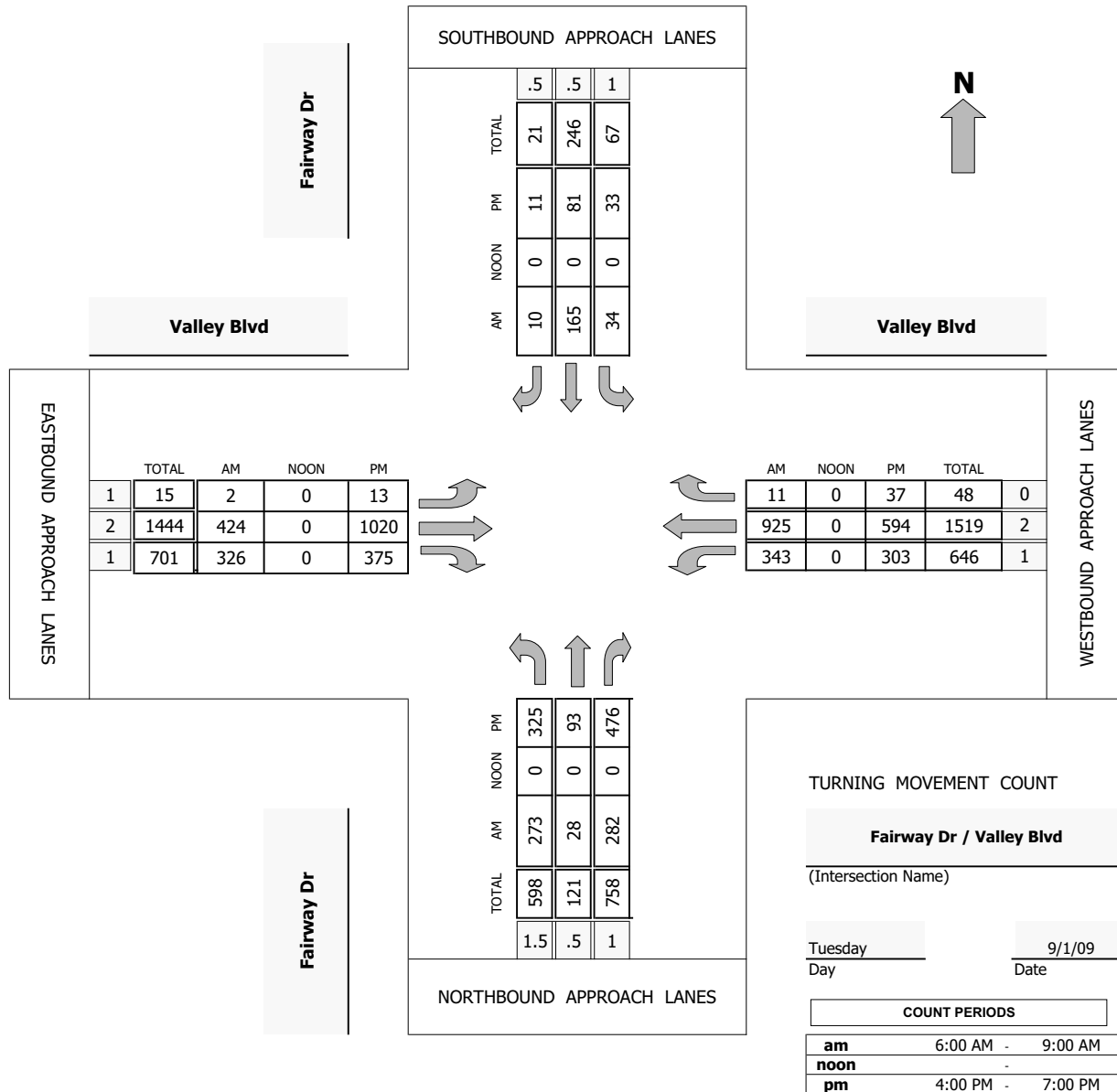
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Fairway Dr/Valley Blvd

Project #: 09-5279-004



AM PEAK HOUR 715 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 515 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fairway Dr

DATE: 09/01/2009

LOCATION: City of Industry/Walnut

E-W STREET: Valley Blvd

DAY: TUESDAY

PROJECT# 09-5279-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1.5	NT .5	NR 1	SL 1	ST .5	SR .5	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
6:00 AM	19	2	17	1	23	2	0	28	34	38	98	2	264
6:15 AM	27	5	20	3	17	2	1	43	61	50	127	4	360
6:30 AM	29	0	31	4	38	2	0	84	55	53	180	2	478
6:45 AM	45	6	44	3	22	2	0	75	85	70	195	1	548
7:00 AM	57	5	56	4	32	4	0	78	50	55	209	1	551
7:15 AM	61	8	77	12	44	1	1	93	74	94	242	1	708
7:30 AM	79	5	67	8	50	4	0	132	93	84	288	4	814
7:45 AM	66	10	68	7	36	1	0	101	70	91	204	3	657
8:00 AM	67	5	70	7	35	4	1	98	89	74	191	3	644
8:15 AM	59	10	70	5	27	5	1	99	63	62	221	5	627
8:30 AM	59	7	70	5	23	4	3	87	63	59	196	4	580
8:45 AM	50	22	67	4	26	7	3	98	69	72	214	8	640
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													

TOTAL VOLUMES =	NL 618	NT 85	NR 657	SL 63	ST 373	SR 38	EL 10	ET 1016	ER 806	WL 802	WT 2365	WR 38	TOTAL 6871

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	273	28	282	34	165	10	2	424	326	343	925	11	2823
PEAK HR. FACTOR:		0.965			0.843			0.836			0.850		0.867

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fairway Dr

DATE: 09/01/2009

LOCATION: City of Industry/Walnut

E-W STREET: Valley Blvd

DAY: TUESDAY

PROJECT# 09-5279-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1.5	NT .5	NR 1	SL 1	ST .5	SR .5	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
4:00 PM	89	11	91	9	14	2	1	209	73	62	108	15	684
4:15 PM	77	18	100	12	20	2	2	195	87	64	126	6	709
4:30 PM	74	18	98	6	14	1	5	212	92	55	142	5	722
4:45 PM	84	23	92	10	23	4	4	198	84	56	101	15	694
5:00 PM	83	22	94	4	9	2	1	213	87	45	131	8	699
5:15 PM	74	21	115	6	16	2	5	310	84	91	184	5	913
5:30 PM	98	20	132	9	26	3	4	239	104	87	147	6	875
5:45 PM	83	30	114	6	24	3	4	251	94	60	125	17	811
6:00 PM	70	22	115	12	15	3	0	220	93	65	138	9	762
6:15 PM	79	15	108	5	25	1	4	202	88	60	112	6	705
6:30 PM	55	15	82	10	22	0	3	163	77	52	105	7	591
6:45 PM	47	21	87	4	11	3	3	122	76	44	92	4	514
7:00 PM													
7:15 PM													
7:30 PM													
7:45 PM													

TOTAL VOLUMES =	NL 913	NT 236	NR 1228	SL 93	ST 219	SR 26	EL 36	ET 2534	ER 1039	WL 741	WT 1511	WR 103	TOTAL 8679

PM Peak Hr Begins at: 515 PM

PEAK VOLUMES =	325	93	476	33	81	11	13	1020	375	303	594	37	3361
PEAK HR. FACTOR:	0.894			0.822			0.882			0.834			0.920

CONTROL: Signalized

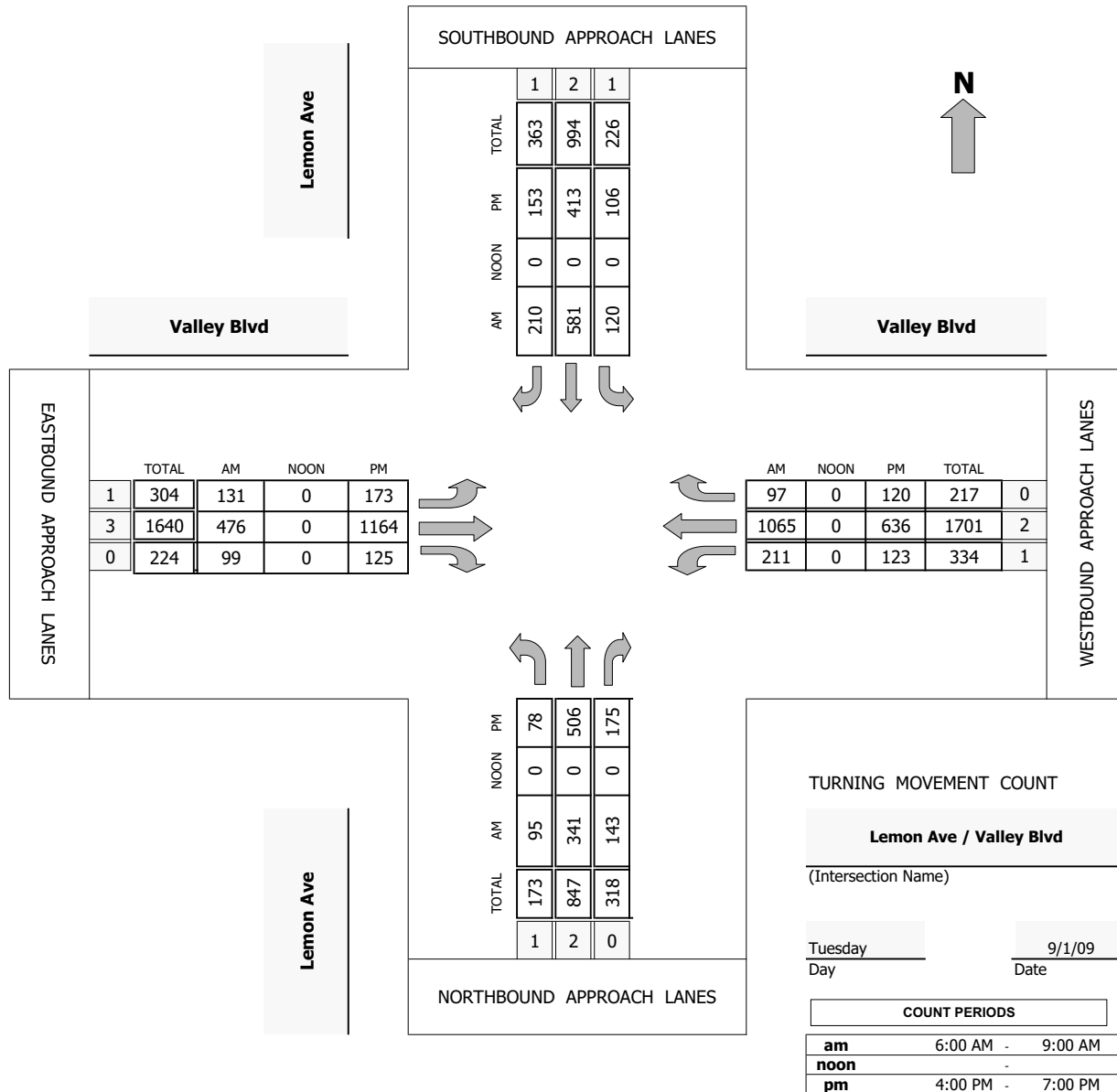
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Lemon Ave/Valley Blvd

Project #: 09-5279-005



AM PEAK HOUR 715 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 515 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lemon Ave

DATE: 09/01/2009

LOCATION: City of Industry/Walnut

E-W STREET: Valley Blvd

DAY: TUESDAY

PROJECT# 09-5279-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM	4	13	5	8	53	16	4	26	6	4	98	5	242
6:15 AM	8	27	9	8	59	23	3	42	10	18	138	7	352
6:30 AM	6	21	11	10	82	18	12	72	16	23	218	6	495
6:45 AM	4	40	14	18	104	25	11	84	14	31	225	12	582
7:00 AM	12	53	31	13	81	30	19	94	7	25	231	12	608
7:15 AM	17	55	44	32	149	44	41	110	16	47	286	15	856
7:30 AM	18	108	45	25	151	64	35	141	15	42	322	29	995
7:45 AM	32	90	29	45	183	55	26	116	40	76	236	31	959
8:00 AM	28	88	25	18	98	47	29	109	28	46	221	22	759
8:15 AM	28	75	24	18	119	58	30	105	22	30	201	31	741
8:30 AM	16	73	28	26	124	43	24	107	12	34	188	26	701
8:45 AM	12	64	28	23	104	53	26	102	15	31	206	23	687
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													

TOTAL VOLUMES =	NL 185	NT 707	NR 293	SL 244	ST 1307	SR 476	EL 260	ET 1108	ER 201	WL 407	WT 2570	WR 219	TOTAL 7977

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	95	341	143	120	581	210	131	476	99	211	1065	97	3569
PEAK HR. FACTOR:		0.846			0.805			0.924			0.873		0.897

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lemon Ave

DATE: 09/01/2009

LOCATION: City of Industry/Walnut

E-W STREET: Valley Blvd

DAY: TUESDAY

PROJECT# 09-5279-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 2	WR 0	TOTAL
4:00 PM	13	91	39	21	91	43	33	231	18	35	143	26	784
4:15 PM	15	101	31	27	88	35	47	211	32	27	136	24	774
4:30 PM	18	80	58	33	119	36	53	226	17	25	154	20	839
4:45 PM	22	131	37	24	116	40	56	244	21	34	126	29	880
5:00 PM	30	103	45	50	106	30	43	220	20	31	120	34	832
5:15 PM	23	136	40	22	125	33	42	334	30	26	203	28	1042
5:30 PM	20	126	50	25	97	38	39	292	32	42	161	35	957
5:45 PM	15	104	43	27	99	39	40	281	33	28	136	31	876
6:00 PM	20	140	42	32	92	43	52	257	30	27	136	26	897
6:15 PM	18	95	41	27	86	24	57	220	19	29	123	33	772
6:30 PM	7	109	27	27	87	31	39	224	20	29	115	21	736
6:45 PM	6	93	27	26	94	27	32	153	11	26	106	22	623
7:00 PM													
7:15 PM													
7:30 PM													
7:45 PM													

TOTAL VOLUMES =	NL 207	NT 1309	NR 480	SL 341	ST 1200	SR 419	EL 533	ET 2893	ER 283	WL 359	WT 1659	WR 329	TOTAL 10012

PM Peak Hr Begins at: 515 PM

PEAK VOLUMES =	78	506	175	106	413	153	173	1164	125	123	636	120	3772
PEAK HR. FACTOR:		0.939			0.933			0.900			0.855		0.905

CONTROL: Signalized

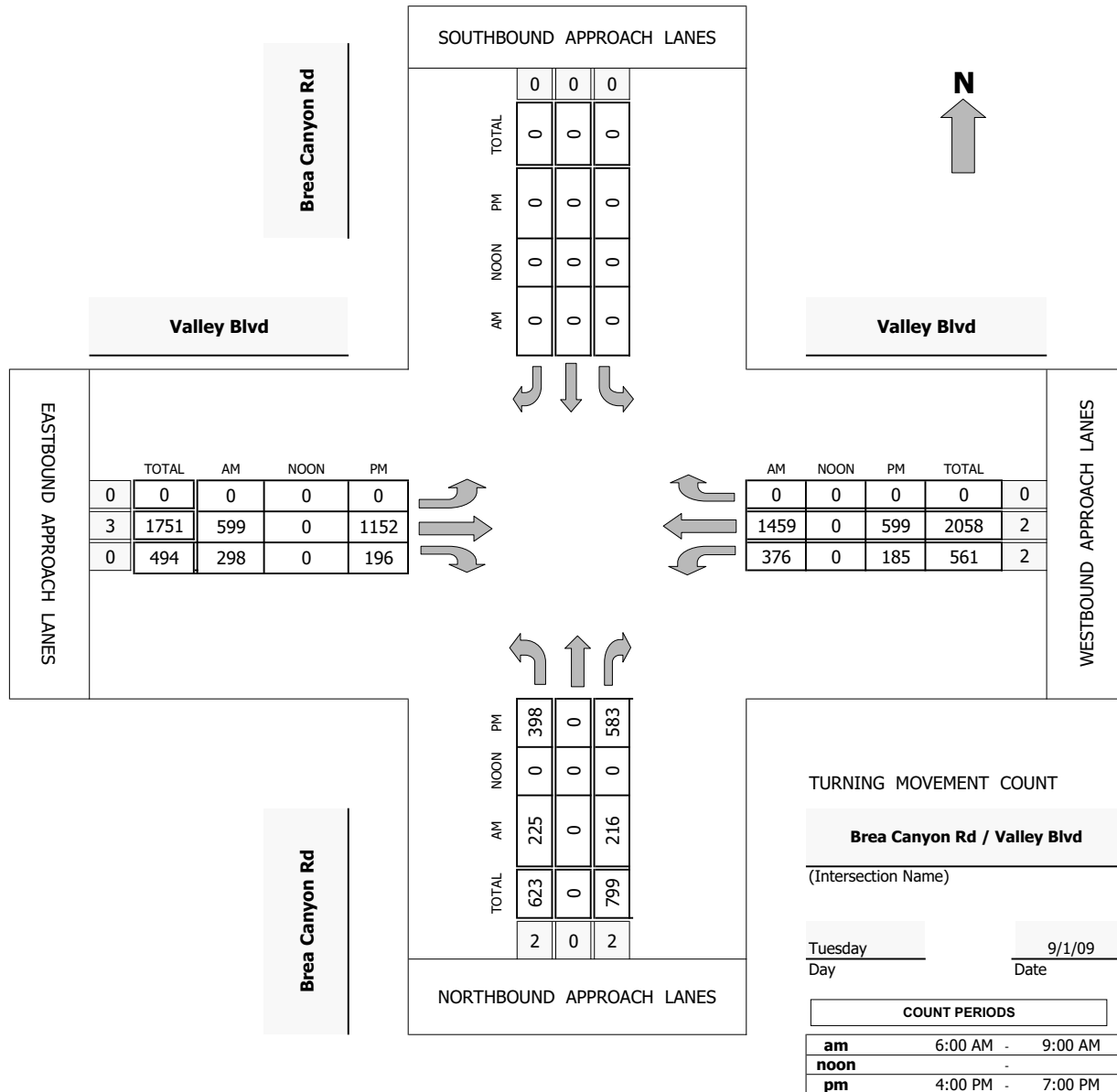
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Brea Canyon Rd/Valley Blvd

Project #: 09-5279-011



AM PEAK HOUR 715 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Brea Canyon Rd

DATE: 9/1/2009

LOCATION: City of Industry/Walnut

E-W STREET: Valley Blvd

DAY: TUESDAY

PROJECT# 09-5279-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 0	NR 2	SL 0	ST 0	SR 0	EL 0	ET 3	ER 0	WL 2	WT 2	WR 0	TOTAL
6:00 AM	6		4					33	28	29	104		204
6:15 AM	17		19					59	27	63	159		344
6:30 AM	19		25					76	32	83	242		477
6:45 AM	29		36					78	76	134	258		611
7:00 AM	32		41					82	45	94	301		595
7:15 AM	73		56					123	93	89	377		811
7:30 AM	55		61					174	86	89	450		915
7:45 AM	41		54					174	75	116	350		810
8:00 AM	56		45					128	44	82	282		637
8:15 AM	41		34					131	56	81	275		618
8:30 AM	35		33					136	60	81	253		598
8:45 AM	48		34					142	59	73	225		581
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													

TOTAL VOLUMES =	NL 452	NT 0	NR 442	SL 0	ST 0	SR 0	EL 0	ET 1336	ER 681	WL 1014	WT 3276	WR 0	TOTAL 7201

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	225	0	216	0	0	0	0	599	298	376	1459	0	3173
PEAK HR. FACTOR:	0.855			0.000			0.863			0.851			0.867

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Brea Canyon Rd

DATE: 9/1/2009

LOCATION: City of Industry/Walnut

E-W STREET: Valley Blvd

DAY: TUESDAY

PROJECT# 09-5279-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 0	NR 2	SL 0	ST 0	SR 0	EL 0	ET 3	ER 0	WL 2	WT 2	WR 0	TOTAL
4:00 PM	77		107					223	45	46	128		626
4:15 PM	73		87					243	35	49	135		622
4:30 PM	59		130					290	45	55	156		735
4:45 PM	76		93					282	46	58	158		713
5:00 PM	130		193					269	59	43	132		826
5:15 PM	84		111					323	52	42	163		775
5:30 PM	110		159					293	37	46	139		784
5:45 PM	74		120					267	48	54	165		728
6:00 PM	119		140					275	58	40	145		777
6:15 PM	89		111					282	41	33	157		713
6:30 PM	56		114					238	49	41	131		629
6:45 PM	66		85					203	33	48	132		567
7:00 PM													
7:15 PM													
7:30 PM													
7:45 PM													

TOTAL VOLUMES =	NL 1013	NT 0	NR 1450	SL 0	ST 0	SR 0	EL 0	ET 3188	ER 548	WL 555	WT 1741	WR 0	TOTAL 8495

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	398	0	583	0	0	0	0	1152	196	185	599	0	3113
PEAK HR. FACTOR:	0.759			0.000			0.899			0.895			0.942

CONTROL: Signalized

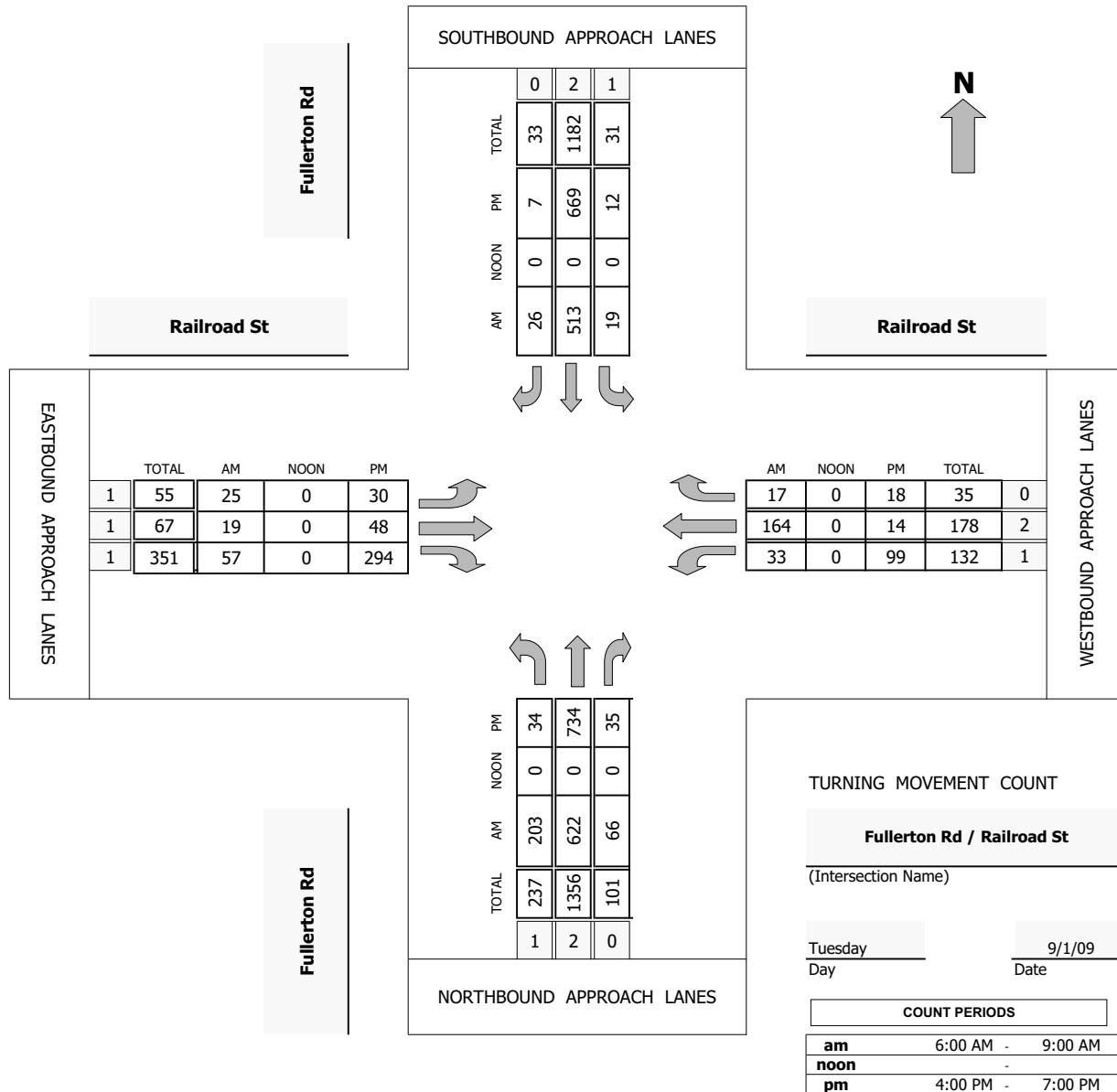
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Fullerton Rd/Railroad St

Project #: 09-5279-006



AM PEAK HOUR 745 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fullerton Rd

DATE: 09/01/2009

LOCATION: City of Industry

E-W STREET: Railroad St

DAY: TUESDAY

PROJECT# 09-5279-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL
6:00 AM	13	55	10	0	77	4	0	2	11	3	10	0	185
6:15 AM	13	61	7	1	93	1	1	0	5	1	11	1	195
6:30 AM	24	68	6	1	105	3	0	3	10	4	15	2	241
6:45 AM	22	118	10	2	112	2	0	1	12	10	20	1	310
7:00 AM	19	104	8	1	122	1	1	2	5	6	20	8	297
7:15 AM	22	114	6	1	125	2	0	2	9	8	23	1	313
7:30 AM	27	137	4	3	105	5	4	2	11	8	32	2	340
7:45 AM	43	179	11	2	134	9	5	6	13	13	37	4	456
8:00 AM	50	140	15	7	116	10	15	3	15	6	45	2	424
8:15 AM	57	158	18	9	144	4	1	5	13	8	46	5	468
8:30 AM	53	145	22	1	119	3	4	5	16	6	36	6	416
8:45 AM	38	152	15	0	129	0	0	4	13	10	27	6	394
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													

TOTAL VOLUMES =	NL 381	NT 1431	NR 132	SL 28	ST 1381	SR 44	EL 31	ET 35	ER 133	WL 83	WT 322	WR 38	TOTAL 4039

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	203	622	66	19	513	26	25	19	57	33	164	17	1764
PEAK HR. FACTOR:	0.956			0.889			0.765			0.907			0.942

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fullerton Rd

DATE: 09/01/2009

LOCATION: City of Industry

E-W STREET: Railroad St

DAY: TUESDAY

PROJECT# 09-5279-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL
4:00 PM	11	160	6	6	134	2	11	7	49	8	7	6	407
4:15 PM	7	164	9	18	158	2	4	3	38	15	6	1	425
4:30 PM	22	186	7	5	185	2	6	8	38	25	6	14	504
4:45 PM	7	186	5	4	164	3	4	10	33	23	5	5	449
5:00 PM	10	182	10	4	150	1	8	9	81	32	2	8	497
5:15 PM	8	164	13	2	176	1	3	12	54	14	4	6	457
5:30 PM	11	207	7	5	155	5	8	17	95	37	5	2	554
5:45 PM	5	181	5	1	188	0	11	10	64	16	3	2	486
6:00 PM	9	172	10	4	143	1	4	5	53	24	5	1	431
6:15 PM	13	184	16	0	164	0	5	6	41	19	2	1	451
6:30 PM	4	165	6	2	140	0	2	4	50	13	3	1	390
6:45 PM	11	145	12	1	157	0	1	2	23	5	1	0	358
7:00 PM													
7:15 PM													
7:30 PM													
7:45 PM													

TOTAL VOLUMES =	NL 118	NT 2096	NR 106	SL 52	ST 1914	SR 17	EL 67	ET 93	ER 619	WL 231	WT 49	WR 47	TOTAL 5409

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	34	734	35	12	669	7	30	48	294	99	14	18	1994
PEAK HR. FACTOR:		0.892			0.910			0.775			0.744		0.900

CONTROL: Signalized

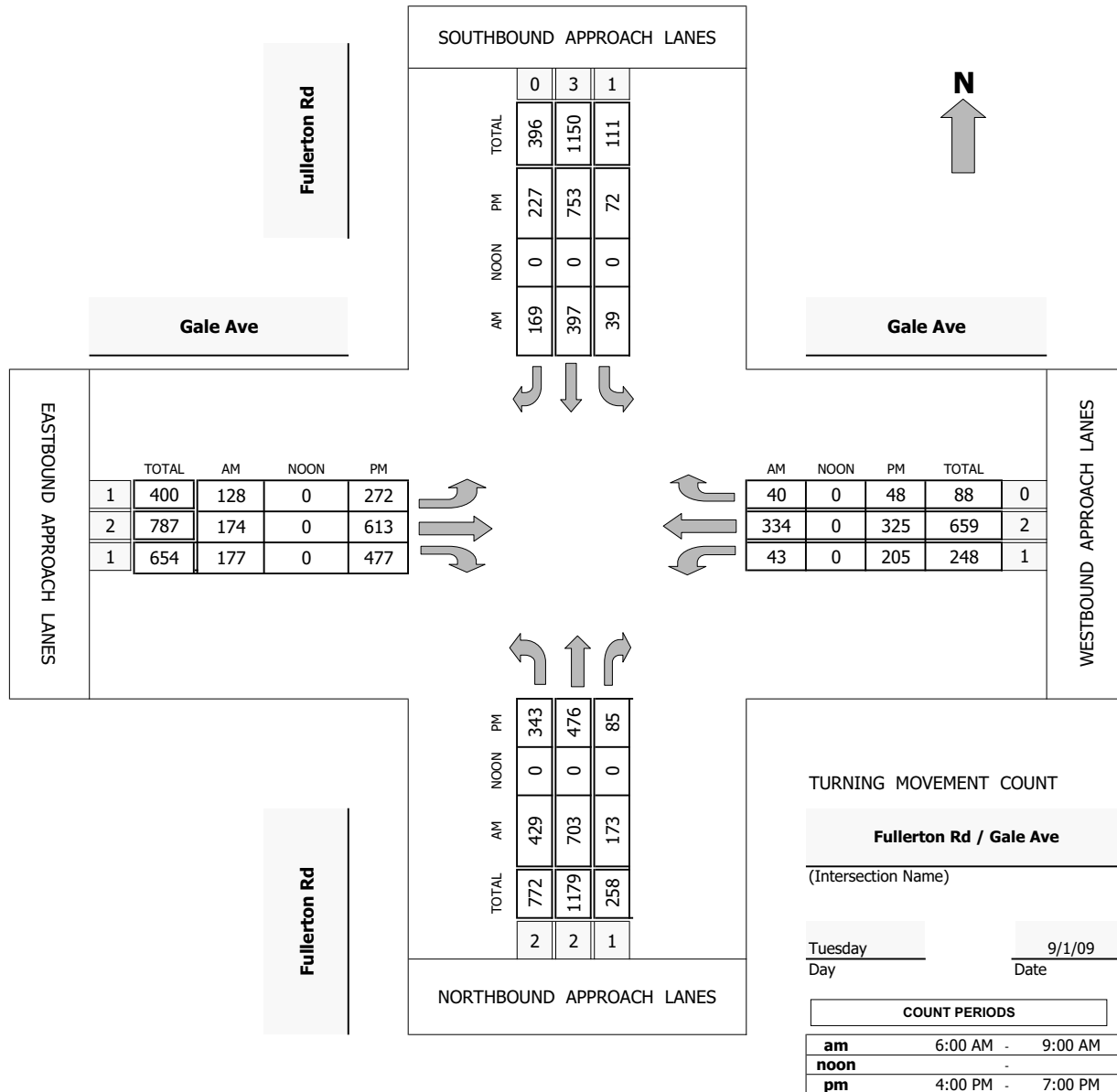
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Fullerton Rd/Gale Ave

Project #: 09-5279-007



AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fullerton Rd

DATE: 09/01/2009

LOCATION: City of Industry

E-W STREET: Gale Ave

DAY: TUESDAY

PROJECT# 09-5279-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
6:00 AM	16	66	5	1	74	15	7	13	10	2	15	2	226
6:15 AM	40	70	22	2	77	17	5	15	19	3	16	3	289
6:30 AM	40	94	5	2	108	18	6	13	25	6	23	1	341
6:45 AM	57	138	6	2	101	24	13	16	18	8	46	3	432
7:00 AM	63	109	4	2	121	14	17	18	23	8	72	2	453
7:15 AM	97	133	14	0	118	21	9	24	28	5	90	4	543
7:30 AM	84	143	14	2	99	24	22	21	43	7	118	2	579
7:45 AM	99	202	35	3	111	37	30	41	39	12	108	0	717
8:00 AM	138	173	26	7	96	43	25	39	44	7	97	7	702
8:15 AM	84	193	38	11	112	38	38	39	47	9	94	6	709
8:30 AM	82	174	47	6	105	35	33	45	47	14	61	14	663
8:45 AM	125	163	62	15	84	53	32	51	39	13	82	13	732
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													

TOTAL VOLUMES =	NL 925	NT 1658	NR 278	SL 53	ST 1206	SR 339	EL 237	ET 335	ER 382	WL 94	WT 822	WR 57	TOTAL 6386

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	429	703	173	39	397	169	128	174	177	43	334	40	2806
PEAK HR. FACTOR:	0.932			0.939			0.958			0.939			0.958

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Fullerton Rd

DATE: 09/01/2009

LOCATION: City of Industry

E-W STREET: Gale Ave

DAY: TUESDAY

PROJECT# 09-5279-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
4:00 PM	90	104	32	7	142	40	65	129	103	37	52	11	812
4:15 PM	81	123	37	11	148	48	51	141	94	31	54	9	828
4:30 PM	77	134	39	11	184	61	61	119	91	47	65	17	906
4:45 PM	76	133	33	15	143	54	57	136	109	30	52	10	848
5:00 PM	82	115	21	14	179	62	76	154	124	47	61	13	948
5:15 PM	83	101	19	19	175	55	66	151	111	55	96	13	944
5:30 PM	89	138	18	19	209	55	70	157	127	58	92	16	1048
5:45 PM	89	122	27	20	190	55	60	151	115	45	76	6	956
6:00 PM	87	112	27	9	152	52	73	141	108	54	89	9	913
6:15 PM	88	138	31	11	146	74	63	151	118	43	76	14	953
6:30 PM	68	113	35	11	137	63	64	140	104	41	77	8	861
6:45 PM	74	100	23	9	116	55	57	135	98	31	72	6	776
7:00 PM													
7:15 PM													
7:30 PM													
7:45 PM													

TOTAL VOLUMES =	NL 984	NT 1433	NR 342	SL 156	ST 1921	SR 674	EL 763	ET 1705	ER 1302	WL 519	WT 862	WR 132	TOTAL 10793

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	343	476	85	72	753	227	272	613	477	205	325	48	3896
PEAK HR. FACTOR:	0.922			0.929			0.962			0.870			0.929

CONTROL: Signalized

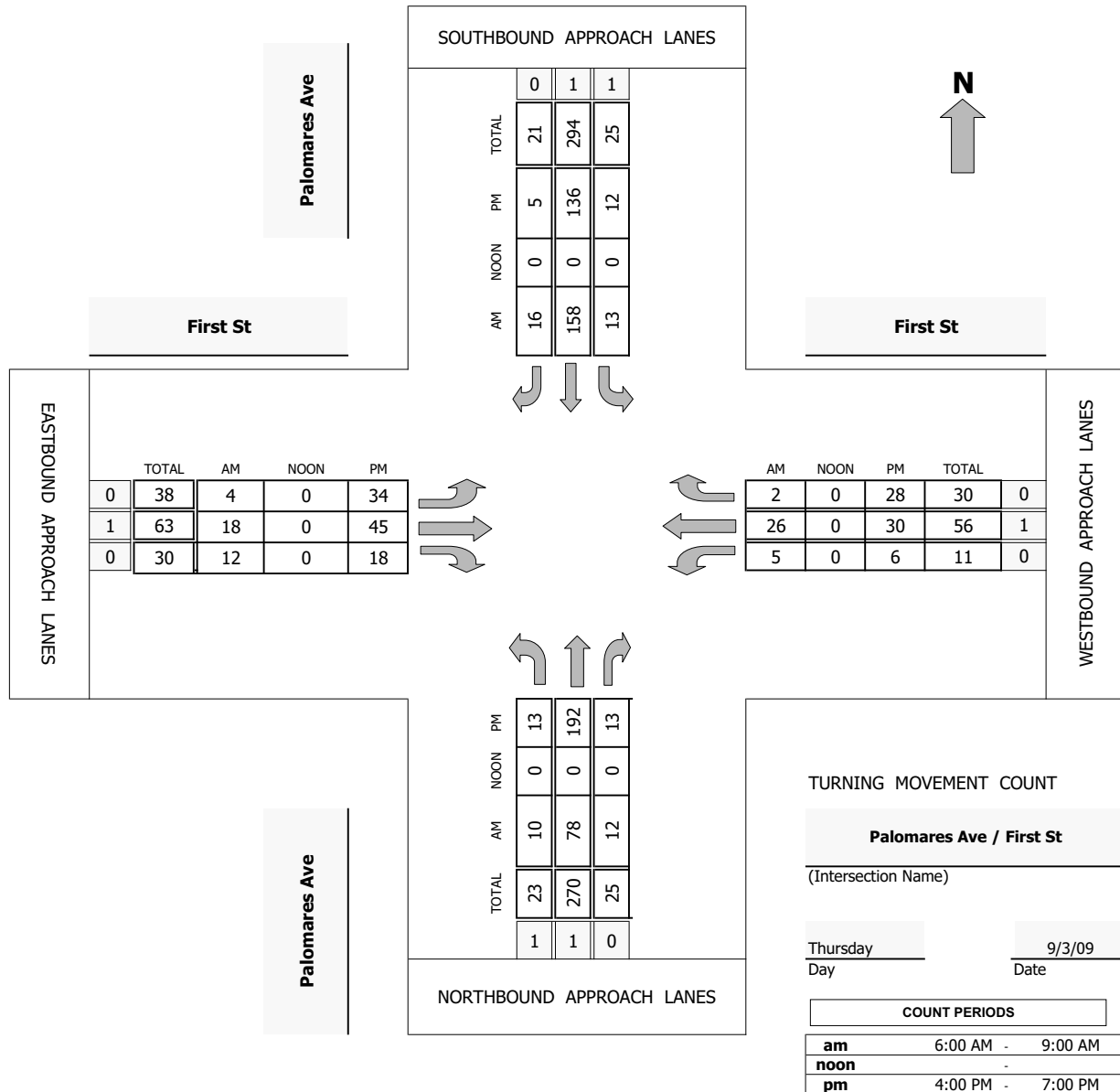
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Palomares Ave/First St

Project #: 09-5279-012



AM PEAK HOUR 730 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 430 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Palomares Ave

DATE: 09/03/2009

LOCATION: City of Pomona

E-W STREET: First St

DAY: THURSDAY

PROJECT# 09-5279-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM	2	9	5	5	8	0	0	2	1	0	5	2	39
6:15 AM	2	8	3	8	9	0	0	2	0	0	7	1	40
6:30 AM	0	4	3	7	11	0	0	4	1	1	4	2	37
6:45 AM	5	6	2	4	8	7	0	6	0	1	4	1	44
7:00 AM	2	5	12	11	5	0	0	4	1	1	4	1	46
7:15 AM	4	11	2	5	18	2	0	2	0	0	3	1	48
7:30 AM	7	17	7	1	39	3	1	4	5	0	7	0	91
7:45 AM	1	20	3	2	43	3	2	3	1	2	3	0	83
8:00 AM	0	18	0	6	44	8	0	7	4	1	9	1	98
8:15 AM	2	23	2	4	32	2	1	4	2	2	7	1	82
8:30 AM	0	14	1	3	21	1	2	2	0	2	2	0	48
8:45 AM	0	17	0	2	21	1	2	5	4	0	3	1	56
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
TOTAL VOLUMES =	NL 25	NT 152	NR 40	SL 58	ST 259	SR 27	EL 8	ET 45	ER 19	WL 10	WT 58	WR 11	TOTAL 712

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	10	78	12	13	158	16	4	18	12	5	26	2	354
PEAK HR. FACTOR:	0.806			0.806			0.773			0.750			0.903

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Palomares Ave

DATE: 09/03/2009

LOCATION: City of Pomona

E-W STREET: First St

DAY: THURSDAY

PROJECT# 09-5279-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
4:00 PM	2	21	3	1	29	0	2	10	2	3	4	6	83
4:15 PM	4	33	5	1	34	1	5	11	5	7	6	4	116
4:30 PM	3	41	5	3	35	2	6	7	1	1	2	3	109
4:45 PM	3	52	3	4	28	1	4	13	2	1	12	7	130
5:00 PM	5	59	3	2	37	2	6	6	5	1	9	6	141
5:15 PM	2	40	2	3	36	0	18	19	10	3	7	12	152
5:30 PM	0	44	0	1	38	3	6	9	0	1	2	4	108
5:45 PM	1	38	3	2	33	4	5	10	10	5	7	6	124
6:00 PM	0	34	3	1	24	3	2	9	2	0	5	2	85
6:15 PM	1	21	1	2	20	1	3	10	4	1	11	3	78
6:30 PM	1	21	0	0	18	1	3	5	5	3	4	0	61
6:45 PM	3	26	1	1	24	0	3	5	0	1	4	1	69
7:00 PM													
7:15 PM													
7:30 PM													
7:45 PM													

TOTAL VOLUMES =	NL 25	NT 430	NR 29	SL 21	ST 356	SR 18	EL 63	ET 114	ER 46	WL 27	WT 73	WR 54	TOTAL 1256

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	13	192	13	12	136	5	34	45	18	6	30	28	532
PEAK HR. FACTOR:		0.813			0.933			0.516			0.727		0.875

CONTROL: Signalized

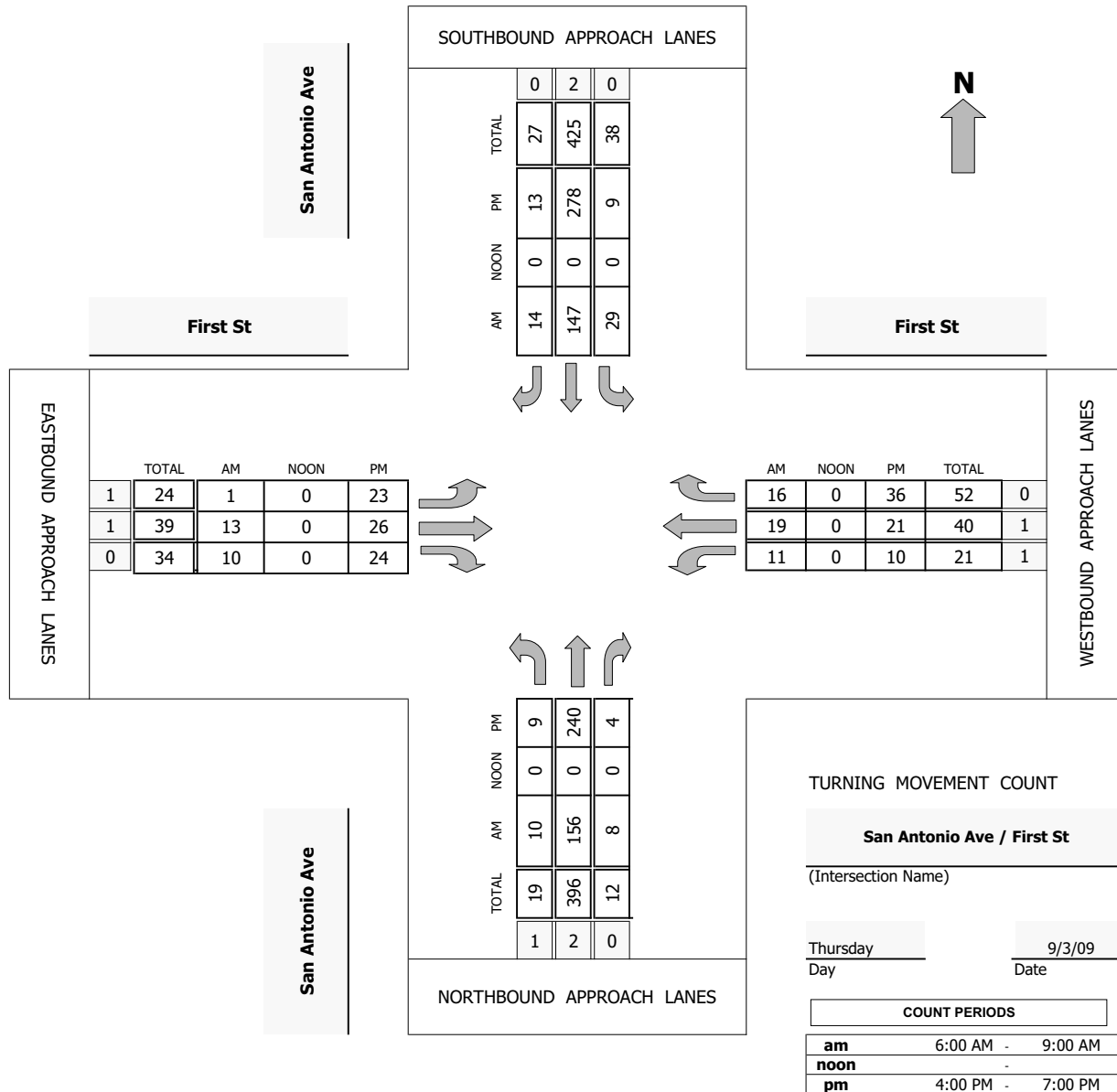
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of San Antonio Ave/First St

Project #: 09-5279-013



AM PEAK HOUR 730 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 415 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Antonio Ave

DATE: 09/03/2009

LOCATION: City of Pomona

E-W STREET: First St

DAY: THURSDAY

PROJECT# 09-5279-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
6:00 AM	7	16	1	3	8	3	1	1	1	0	4	1	46
6:15 AM	5	13	1	5	18	1	1	2	0	1	5	1	53
6:30 AM	9	9	0	3	15	5	1	6	4	0	3	2	57
6:45 AM	5	19	3	4	22	5	0	3	4	2	4	4	75
7:00 AM	2	20	2	1	15	5	2	0	2	1	3	1	54
7:15 AM	4	21	3	3	24	1	0	3	1	0	3	5	68
7:30 AM	3	42	3	6	37	3	0	2	4	1	0	4	105
7:45 AM	2	43	0	13	34	7	0	4	3	4	9	5	124
8:00 AM	2	25	3	4	32	1	0	5	1	1	8	3	85
8:15 AM	3	46	2	6	44	3	1	2	2	5	2	4	120
8:30 AM	3	32	1	3	33	2	1	3	2	1	1	4	86
8:45 AM	5	26	4	3	30	2	1	3	6	2	3	5	90
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													

TOTAL VOLUMES =	NL 50	NT 312	NR 23	SL 54	ST 312	SR 38	EL 8	ET 34	ER 30	WL 18	WT 45	WR 39	TOTAL 963

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	10	156	8	29	147	14	1	13	10	11	19	16	434
PEAK HR. FACTOR:	0.853			0.880			0.857			0.639			0.875

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Antonio Ave

DATE: 09/03/2009

LOCATION: City of Pomona

E-W STREET: First St

DAY: THURSDAY

PROJECT# 09-5279-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
4:00 PM	4	47	3	2	63	2	13	6	7	3	4	5	159
4:15 PM	5	60	1	1	67	1	4	5	8	3	3	6	164
4:30 PM	3	64	2	2	72	3	6	5	8	1	6	10	182
4:45 PM	1	46	0	4	70	5	3	6	3	4	7	10	159
5:00 PM	0	70	1	2	69	4	10	10	5	2	5	10	188
5:15 PM	0	63	1	2	57	1	9	5	1	0	3	1	143
5:30 PM	3	50	1	4	67	5	8	11	2	1	6	3	161
5:45 PM	1	64	0	3	68	1	4	6	1	1	5	4	158
6:00 PM	1	57	2	2	62	2	5	6	5	1	8	5	156
6:15 PM	0	39	3	2	42	5	4	4	1	0	3	4	107
6:30 PM	3	44	0	2	60	3	1	4	3	0	2	4	126
6:45 PM	1	32	3	0	41	0	2	5	4	1	1	4	94
7:00 PM													
7:15 PM													
7:30 PM													
7:45 PM													

TOTAL VOLUMES =	NL 22	NT 636	NR 17	SL 26	ST 738	SR 32	EL 69	ET 73	ER 48	WL 17	WT 53	WR 66	TOTAL 1797

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	9	240	4	9	278	13	23	26	24	10	21	36	693
PEAK HR. FACTOR:		0.891			0.949			0.730			0.798		0.922

CONTROL: Signalized

24-HOUR ADT COUNT SUMMARY

CLIENT: KOA CORPORATION
 PROJECT: ACE PROJECT
 LOCATION: WALNUT GROVE AVENUE AT THE RAILROAD CROSSING BETWEEN BROADWAY AND GRAND AVENUE
 DATE: THURSDAY MAY 13, 2010

DIRECTION:		SB			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	12	7	6	13	38
1:00	7	6	5	4	22
2:00	4	2	5	0	11
3:00	2	2	3	6	13
4:00	1	5	10	8	24
5:00	22	21	30	28	101
6:00	34	52	71	82	239
7:00	106	171	200	228	705
8:00	193	222	174	139	728
9:00	118	123	113	107	461
10:00	89	94	84	96	363
11:00	72	122	97	94	385
12:00	100	128	89	102	419
13:00	103	100	87	98	388
14:00	94	109	110	102	415
15:00	153	142	123	112	530
16:00	106	132	133	132	503
17:00	123	138	125	141	527
18:00	130	147	88	103	468
19:00	90	80	100	86	356
20:00	83	94	69	55	301
21:00	84	59	53	42	238
22:00	41	36	24	22	123
23:00	15	20	19	12	66
				TOTAL	7424
AM PEAK HOUR		0730-0830			
VOLUME		843			
PM PEAK HOUR		1730-1830			
VOLUME		543			

DIRECTION:		NB			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	22	8	6	2	38
1:00	12	7	11	11	41
2:00	10	5	4	2	21
3:00	3	2	2	4	11
4:00	8	3	10	2	23
5:00	8	4	10	23	45
6:00	22	32	36	54	144
7:00	47	81	139	163	430
8:00	142	102	86	104	434
9:00	87	86	75	100	348
10:00	82	74	88	66	310
11:00	72	98	104	94	368
12:00	114	100	110	92	416
13:00	94	104	130	118	446
14:00	132	125	140	131	528
15:00	167	130	123	140	560
16:00	128	120	160	154	562
17:00	212	192	200	252	856
18:00	182	195	182	169	728
19:00	147	104	82	82	415
20:00	106	80	84	63	333
21:00	68	46	66	59	239
22:00	56	35	37	39	167
23:00	27	23	24	26	100
				TOTAL	7563
AM PEAK HOUR		0730-0830			
VOLUME		546			
PM PEAK HOUR		1700-1800			
VOLUME		856			

TOTAL BI-DIRECTIONAL VOLUME	14987

Volumes for: Thursday, January 28, 2010						City:	El Monte	Daily Totals				Total
Location: Ramona Blvd between Cypress Ave & Railroad tracks						Project:	10-5031-001	NB	SB	EB	WB	
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB		
00:00			15	11		12:00			147	138		
00:15			8	7		12:15			135	161		
00:30			11	6		12:30			167	112		
00:45			9	43	1 25 68	12:45			130	579	100 511	1090
01:00			7	6		13:00			125	110		
01:15			3	6		13:15			122	83		
01:30			4	4		13:30			140	129		
01:45			4	18	2 18 36	13:45			146	533	134 456	989
02:00			7	2		14:00			146	141		
02:15			3	4		14:15			143	164		
02:30			3	0		14:30			144	146		
02:45			8	21	3 9 30	14:45			192	625	183 634	1259
03:00			0	1		15:00			193	166		
03:15			4	0		15:15			196	160		
03:30			4	9		15:30			224	149		
03:45			2	10	9 19 29	15:45			234	847	161 636	1483
04:00			4	4		16:00			239	134		
04:15			1	2		16:15			261	159		
04:30			2	10		16:30			233	132		
04:45			12	19	32 48 67	16:45			248	981	144 569	1550
05:00			11	17		17:00			266	146		
05:15			13	36		17:15			261	163		
05:30			16	59		17:30			290	143		
05:45			17	57	70 182 239	17:45			223	1040	152 604	1644
06:00			12	73		18:00			249	163		
06:15			29	88		18:15			211	115		
06:30			39	110		18:30			218	118		
06:45			42	122	124 395 517	18:45			203	881	97 493	1374
07:00			42	184		19:00			182	84		
07:15			66	228		19:15			157	100		
07:30			74	268		19:30			139	106		
07:45			60	242	302 982 1224	19:45			111	589	81 371	960
08:00			100	262		20:00			102	69		
08:15			85	284		20:15			93	73		
08:30			90	217		20:30			84	57		
08:45			77	352	177 940 1292	20:45			54	333	28 227	560
09:00			94	179		21:00			53	46		
09:15			108	151		21:15			75	50		
09:30			87	142		21:30			102	33		
09:45			111	400	181 653 1053	21:45			45	275	28 157	432
10:00			115	142		22:00			38	28		
10:15			108	121		22:15			31	27		
10:30			110	119		22:30			27	22		
10:45			104	437	115 497 934	22:45			27	123	23 100	223
11:00			128	120		23:00			25	15		
11:15			141	143		23:15			19	12		
11:30			125	142		23:30			10	3		
11:45			161	555	137 542 1097	23:45			13	67	14 44	111
Total Vol.			2276	4310	6586				6873	4802	11675	
						Daily Totals :						
						NB	SB	EB	WB	Total		
						0	0	9,149	9,112	18,261		
AM						PM						
Split %	34.6%	65.4%	36.1%							58.9%	41.1%	63.9%
AM				PM								
Peak Hr.	11:45	07:30	07:30	Peak Hr.	16:45	14:15	16:45					
Volume	610	1116	1435	Volume	1065	659	1661					
P.H.F.	0.913	0.924	0.972	P.H.F.	0.918	0.900	0.959					
7 - 9 Vol.	594	1922	2516	4 - 6 Vol.	2021	1173	3194					
Peak Hr.	08:00	07:30	07:30	Peak Hr.	16:45	17:00	16:45					
Volume	352	1116	1435	Volume	1065	604	1661					
P.H.F.	0.880	0.924	0.972	P.H.F.	0.918	0.926	0.959					

Volumes for: Thursday, January 28, 2010						City:	Rowland Heights	Daily Totals				Total						
Location: Nogales St between Valley Blvd & Arenth Ave						Project:	10-5031-002	NB	SB	EB	WB							
								17,433	16,659	0	0	34,092						
AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB					
00:00	57		40				12:00	240		232								
00:15	31		27				12:15	271		276								
00:30	61		33				12:30	257		268								
00:45	47	196	17	117		313	12:45	240	1008	231	1007		2015					
01:00	26		16				13:00	244		258								
01:15	24		13				13:15	218		254								
01:30	23		15				13:30	252		225								
01:45	25	98	13	57		155	13:45	278	992	242	979		1971					
02:00	21		9				14:00	294		237								
02:15	22		13				14:15	249		259								
02:30	17		15				14:30	291		238								
02:45	23	83	11	48		131	14:45	292	1126	249	983		2109					
03:00	19		11				15:00	261		280								
03:15	16		11				15:15	315		239								
03:30	14		23				15:30	297		244								
03:45	12	61	29	74		135	15:45	277	1150	232	995		2145					
04:00	17		38				16:00	318		210								
04:15	11		47				16:15	325		216								
04:30	23		64				16:30	382		226								
04:45	31	82	103	252		334	16:45	371	1396	201	853		2249					
05:00	31		114				17:00	418		255								
05:15	40		130				17:15	410		244								
05:30	41		159				17:30	394		265								
05:45	42	154	205	608		762	17:45	380	1602	270	1034		2636					
06:00	62		200				18:00	369		228								
06:15	97		206				18:15	377		209								
06:30	102		247				18:30	339		201								
06:45	136	397	295	948		1345	18:45	382	1467	270	908		2375					
07:00	168		287				19:00	336		196								
07:15	198		278				19:15	290		189								
07:30	188		335				19:30	277		163								
07:45	234	788	372	1272		2060	19:45	248	1151	145	693		1844					
08:00	212		351				20:00	296		189								
08:15	198		361				20:15	232		137								
08:30	172		375				20:30	187		142								
08:45	176	758	327	1414		2172	20:45	202	917	106	574		1491					
09:00	175		280				21:00	195		121								
09:15	178		289				21:15	198		116								
09:30	155		239				21:30	174		142								
09:45	190	698	254	1062		1760	21:45	175	742	112	491		1233					
10:00	194		211				22:00	180		94								
10:15	189		223				22:15	146		54								
10:30	212		258				22:30	124		76								
10:45	198	793	246	938		1731	22:45	98	548	54	278		826					
11:00	204		237				23:00	95		55								
11:15	223		218				23:15	68		51								
11:30	258		231				23:30	75		38								
11:45	270	955	225	911		1866	23:45	33	271	19	163		434					
Total Vol.													5063	7701	12764	12370	8958	21328
Daily Totals :								NB	SB	EB	WB	Total						
								17,433	16,659	0	0	34,092						
AM						PM												
Split %	39.7%		60.3%		37.4%	58.0%		42.0%		62.6%								
AM						PM												
Peak Hr.	11:30		07:45		07:45	Peak Hr.		17:00		17:00		17:00						
Volume	1039		1459		2275	Volume		1602		1034		2636						
P.H.F.	0.958		0.973		0.939	P.H.F.		0.958		0.957		0.979						
7 - 9 Vol.	1546		2686		4232	4 - 6 Vol.		2998		1887		4885						
Peak Hr.	07:15		07:45		07:45	Peak Hr.		17:00		17:00		17:00						
Volume	832		1459		2275	Volume		1602		1034		2636						
P.H.F.	0.889		0.973		0.939	P.H.F.		0.958		0.957		0.979						

Volumes for: Thursday, January 28, 2010						City:	Walnut		Daily Totals				Total		
Location: Brea Canyon Rd between Currier Rd & Railroad tracks						Project: 10-5031-003		NB	SB		EB	WB	Total		
								9,550	8,154		0	0	17,704		
AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB		
00:00	14		26				12:00	143		120					
00:15	9		14				12:15	127		116					
00:30	10		15				12:30	150		122					
00:45	18	51	15	70		121	12:45	125	545	123	481			1026	
01:00	16		22				13:00	140		150					
01:15	9		6				13:15	145		136					
01:30	17		14				13:30	159		121					
01:45	13	55	14	56		111	13:45	126	570	129	536			1106	
02:00	12		8				14:00	157		127					
02:15	10		20				14:15	132		137					
02:30	16		8				14:30	160		127					
02:45	18	56	11	47		103	14:45	150	599	138	529			1128	
03:00	22		12				15:00	168		133					
03:15	14		6				15:15	128		121					
03:30	19		20				15:30	195		129					
03:45	24	79	19	57		136	15:45	146	637	111	494			1131	
04:00	22		18				16:00	150		139					
04:15	15		28				16:15	145		150					
04:30	12		30				16:30	171		141					
04:45	28	77	43	119		196	16:45	297	763	133	563			1326	
05:00	14		43				17:00	206		246					
05:15	29		37				17:15	189		183					
05:30	39		23				17:30	325		199					
05:45	46	128	37	140		268	17:45	173	893	150	778			1671	
06:00	31		88				18:00	316		178					
06:15	47		123				18:15	118		192					
06:30	61		108				18:30	200		134					
06:45	89	228	173	492		720	18:45	119	753	127	631			1384	
07:00	116		164				19:00	130		105					
07:15	142		188				19:15	86		87					
07:30	171		139				19:30	71		86					
07:45	175	604	133	624		1228	19:45	79	366	87	365			731	
08:00	173		101				20:00	76		62					
08:15	220		95				20:15	79		48					
08:30	197		101				20:30	58		60					
08:45	186	776	110	407		1183	20:45	66	279	40	210			489	
09:00	160		87				21:00	51		48					
09:15	131		88				21:15	43		57					
09:30	157		77				21:30	63		60					
09:45	123	571	89	341		912	21:45	68	225	50	215			440	
10:00	148		92				22:00	44		36					
10:15	126		94				22:15	37		46					
10:30	127		102				22:30	23		36					
10:45	133	534	91	379		913	22:45	23	127	14	132			259	
11:00	162		87				23:00	17		22					
11:15	144		94				23:15	28		21					
11:30	119		101				23:30	39		29					
11:45	101	526	102	384		910	23:45	24	108	32	104			212	
Total Vol.		3685		3116		6801		5865		5038				10903	
								NB	SB		EB	WB	Total		
								9,550	8,154		0	0	17,704		
AM						PM									
Split %	54.2%		45.8%		38.4%		53.8%		46.2%		61.6%				
AM					PM										
Peak Hr.	08:00		06:45		07:00		16:45		17:00		16:45				
Volume	776		664		1228		1017		778		1778				
P.H.F.	0.882		0.883		0.930		0.782		0.791		0.848				
7 - 9 Vol.	1380		1031		2411		4 - 6 Vol.		1656		1341		2997		
Peak Hr.	08:00		07:00		07:00		Peak Hr.		16:45		17:00		16:45		
Volume	776		624		1228		Volume		1017		778		1778		
P.H.F.	0.882		0.830		0.930		P.H.F.		0.782		0.791		0.848		

Volumes for: Thursday, January 28, 2010						City:	Pomona		Daily Totals				Total	
Location:		Reservoir St between Price Ave & Railroad tracks				Project:		10-5031-004		NB	SB	EB	WB	Total
										5,910	5,450	0	0	11,360
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB					
00:00	16	7			12:00	89	81							
00:15	8	7			12:15	88	90							
00:30	8	7			12:30	87	72							
00:45	7	39	8	29	68	12:45	102	366	95	338			704	
01:00	8	10			13:00	121	89							
01:15	11	4			13:15	96	73							
01:30	0	9			13:30	93	84							
01:45	4	23	5	28	51	13:45	108	418	93	339			757	
02:00	6	6			14:00	77	91							
02:15	8	4			14:15	107	103							
02:30	4	6			14:30	113	95							
02:45	0	18	8	24	42	14:45	124	421	97	386			807	
03:00	7	8			15:00	122	109							
03:15	4	5			15:15	108	117							
03:30	6	11			15:30	131	89							
03:45	5	22	16	40	62	15:45	95	456	101	416			872	
04:00	11	12			16:00	140	84							
04:15	14	22			16:15	121	104							
04:30	13	34			16:30	105	107							
04:45	14	52	27	95	147	16:45	131	497	89	384			881	
05:00	16	33			17:00	145	98							
05:15	17	42			17:15	110	93							
05:30	32	64			17:30	112	91							
05:45	41	106	64	203	309	17:45	105	472	101	383			855	
06:00	39	41			18:00	99	86							
06:15	46	60			18:15	84	77							
06:30	53	65			18:30	82	107							
06:45	67	205	53	219	424	18:45	79	344	91	361			705	
07:00	65	75			19:00	59	86							
07:15	94	75			19:15	57	64							
07:30	123	76			19:30	66	63							
07:45	130	412	91	317	729	19:45	62	244	50	263			507	
08:00	94	66			20:00	42	43							
08:15	95	62			20:15	44	42							
08:30	80	62			20:30	38	43							
08:45	79	348	55	245	593	20:45	38	162	37	165			327	
09:00	69	54			21:00	48	42							
09:15	76	64			21:15	38	40							
09:30	90	55			21:30	29	38							
09:45	99	334	57	230	564	21:45	41	156	34	154			310	
10:00	78	68			22:00	30	49							
10:15	82	67			22:15	25	30							
10:30	81	69			22:30	17	29							
10:45	68	309	76	280	589	22:45	21	93	25	133			226	
11:00	95	89			23:00	16	12							
11:15	84	91			23:15	21	14							
11:30	82	90			23:30	16	12							
11:45	81	342	91	361	703	23:45	18	71	19	57			128	
Total Vol.		2210	2071	4281		3700		3379			7079			
						NB	SB	EB	WB	Total				
Daily Totals :						5,910	5,450	0	0	11,360				
		AM				PM								
Split %	51.6%	48.4%	37.7%			52.3%	47.7%	62.3%						
AM					PM									
Peak Hr.	07:30	11:00	07:15		Peak Hr.	16:15	14:30	16:15						
Volume	442	361	749		Volume	502	418	900						
P.H.F.	0.850	0.992	0.847		P.H.F.	0.866	0.893	0.926						
7 - 9 Vol.	760	562	1322		4 - 6 Vol.	969	767	1736						
Peak Hr.	07:30	07:00	07:15		Peak Hr.	16:15	16:15	16:15						
Volume	442	317	749		Volume	502	398	900						
P.H.F.	0.850	0.871	0.847		P.H.F.	0.866	0.930	0.926						

Volumes for: Thursday, January 28, 2010						City: Pomona		Daily Totals				Total	
Location: East End St between Price Ave & Railroad tracks						Project: 10-5031-005		NB	SB	EB	WB	Total	
AM Period	NB		SB		EB	WB	PM Period	NB		SB	EB	WB	
00:00	25		6				12:00	108		88			
00:15	14		8				12:15	109		103			
00:30	23		8				12:30	116		100			
00:45	23	85	3	25		110	12:45	118	451	119	410	861	
01:00	5		5				13:00	138		104			
01:15	10		1				13:15	144		114			
01:30	8		4				13:30	146		135			
01:45	3	26	5	15		41	13:45	134	562	125	478	1040	
02:00	3		3				14:00	141		113			
02:15	3		2				14:15	129		94			
02:30	0		2				14:30	174		109			
02:45	4	10	4	11		21	14:45	147	591	100	416	1007	
03:00	5		1				15:00	169		177			
03:15	2		2				15:15	139		115			
03:30	7		7				15:30	176		126			
03:45	5	19	20	30		49	15:45	123	607	96	514	1121	
04:00	13		17				16:00	176		128			
04:15	19		23				16:15	128		119			
04:30	23		24				16:30	152		120			
04:45	30	85	29	93		178	16:45	144	600	100	467	1067	
05:00	38		31				17:00	138		109			
05:15	43		34				17:15	130		119			
05:30	44		39				17:30	138		93			
05:45	59	184	60	164		348	17:45	114	520	84	405	925	
06:00	64		62				18:00	87		86			
06:15	67		74				18:15	82		104			
06:30	69		63				18:30	88		83			
06:45	72	272	79	278		550	18:45	90	347	90	363	710	
07:00	73		74				19:00	91		69			
07:15	96		80				19:15	62		60			
07:30	125		98				19:30	63		57			
07:45	136	430	109	361		791	19:45	56	272	65	251	523	
08:00	80		87				20:00	48		41			
08:15	95		84				20:15	37		53			
08:30	86		70				20:30	28		48			
08:45	70	331	65	306		637	20:45	41	154	48	190	344	
09:00	56		68				21:00	38		41			
09:15	81		55				21:15	39		44			
09:30	73		71				21:30	32		43			
09:45	87	297	84	278		575	21:45	40	149	32	160	309	
10:00	89		83				22:00	20		35			
10:15	79		80				22:15	22		43			
10:30	82		67				22:30	21		19			
10:45	66	316	61	291		607	22:45	24	87	23	120	207	
11:00	79		123				23:00	15		18			
11:15	112		82				23:15	22		16			
11:30	104		88				23:30	15		18			
11:45	113	408	98	391		799	23:45	30	82	12	64	146	
Total Vol.													8260
Daily Totals :													Total
Split %													63.7%
AM													PM
Peak Hr.													Peak Hr.
Volume													Volume
P.H.F.													P.H.F.
7 - 9 Vol.													4 - 6 Vol.
Peak Hr.													Peak Hr.
Volume													Volume
P.H.F.													P.H.F.

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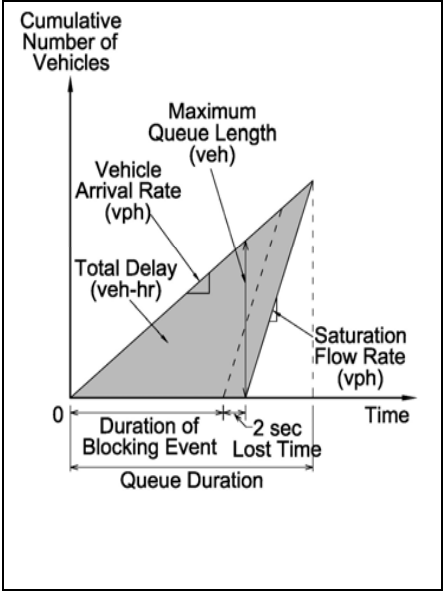
DELAY CALCULATION WORKSHEETS

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Traffic Signal Upstream:	No
No. of Critical Phases (Upstream):	N/A
Traffic Signal Downstream:	No
g/C (Downstream):	N/A

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KOA CORPORATION

[illegible]

Appendix F Page 119

RAILROAD CROSSING DELAY ANALYSIS

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream):	2
Traffic Signal Downstream:	No
g/C (Downstream):	N/A

The diagram is a graph with 'Cumulative Number of Vehicles' on the vertical axis and 'Time' on the horizontal axis. The origin is marked '0'. A solid line represents the cumulative vehicle count over time. It starts at the origin and increases linearly with a slope labeled 'Vehicle Arrival Rate (vph)' during the 'Duration of Blocking Event' (red time). After the red time ends, the line decreases linearly with a steeper negative slope labeled 'Saturation Flow Rate (vph)' during the 'Queue Duration' (green time). A dashed vertical line indicates the 'Maximum Queue Length (veh)' at the end of the red time. A small horizontal segment on the horizontal axis is labeled '2 sec Lost Time'. The area under the solid line, above the horizontal axis, is shaded gray and labeled 'Total Delay (veh-hr)'.

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KOA CORPORATION

Street:	Encinita Ave @ Alhambra Subdivision Crossing				
Crossing Number:	746886K	Direction:	Southbound	Traffic Signal Upstream:	No
Nearest Cross Street:	Lower Azusa Rd	Daily % Heavy Vehicles:	0.5%	No. of Critical Phases (Upstream):	N/A
Location:	Temple City/Rosemead	No. of Lanes:	1	Traffic Signal Downstream:	Yes
Type of Crossing:	Pre-empted	Date:	9/2/2009	g/C (Downstream):	0.3
Traffic Condition:	Existing (2009)	Day:	Wednesday		

[illegible]

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream):	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream):	0.7

The diagram is a graph with 'Cumulative Number of Vehicles' on the vertical axis and 'Time' on the horizontal axis. The origin is marked '0'. A solid line represents the cumulative vehicle count over time. It starts at the origin and increases linearly with a slope labeled 'Vehicle Arrival Rate (vph)' during the 'Duration of Blocking Event' (red time). It then decreases linearly with a steeper negative slope labeled 'Saturation Flow Rate (vph)' during the 'Queue Duration' (green time). The peak of the curve is labeled 'Maximum Queue Length (veh)'. The area under the curve is shaded gray and labeled 'Total Delay (veh-hr)'. A dashed vertical line indicates the end of the queue duration, and a horizontal line segment at the end of the queue duration is labeled '2 sec Lost Time'.

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KOA CORPORATION

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream):	2
Traffic Signal Downstream:	No
g/C (Downstream):	N/A

The diagram illustrates the relationship between the Cumulative Number of Vehicles (Y-axis) and Time (X-axis) during a blocking event. The graph shows a linear increase in cumulative vehicles during the blocking event, forming a triangle. Key parameters labeled include:

- Maximum Queue Length (veh):** The peak value of the cumulative queue.
- Vehicle Arrival Rate (vph):** The slope of the line during the blocking event.
- Total Delay (veh-hr):** The area under the curve representing the total delay experienced by all vehicles.
- Saturation Flow Rate (vph):** The maximum flow rate of the intersection.
- Duration of Blocking Event:** The time interval during which the intersection is blocked.
- 2 sec Lost Time:** The time interval during which the intersection is not fully utilized.
- Queue Duration:** The total time interval during which the queue exists.

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream):	N/A
Traffic Signal Downstream:	No
g/C (Downstream):	N/A

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RAILROAD CROSSING DELAY ANALYSIS

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream):	N/A
Traffic Signal Downstream:	No
g/C (Downstream):	N/A

The diagram is a graph with 'Cumulative Number of Vehicles' on the vertical axis and 'Time' on the horizontal axis. It illustrates the delay experienced by vehicles during a traffic signal cycle. A solid line represents the 'Vehicle Arrival Rate (vph)', starting from the origin (0,0) and increasing linearly. A dashed line represents the 'Saturation Flow Rate (vph)', which starts at a point on the horizontal axis labeled '2 sec Lost Time' and increases linearly. The horizontal distance from the origin to the start of the saturation flow rate is labeled 'Duration of Blocking Event'. The peak of the arrival rate is labeled 'Maximum Queue Length (veh)'. The area between the arrival rate line and the saturation flow rate line, up to the point where they intersect, is shaded and labeled 'Total Delay (veh-hr)'. The total horizontal time from the origin to the intersection point is labeled 'Queue Duration'.

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RAILROAD CROSSING DELAY ANALYSIS

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream):	N/A
Traffic Signal Downstream:	No
g/C (Downstream):	N/A

The diagram is a graph with 'Cumulative Number of Vehicles' on the vertical axis and 'Time' on the horizontal axis. The origin is marked '0'. A solid line represents the cumulative vehicle count over time. It starts at the origin and increases linearly with a slope labeled 'Vehicle Arrival Rate (vph)' during the 'Duration of Blocking Event' (red time). It then decreases linearly with a steeper negative slope labeled 'Saturation Flow Rate (vph)' during the 'Queue Duration' (green time). The peak of the curve is labeled 'Maximum Queue Length (veh)'. A dashed line parallel to the arrival rate line is shown. The area between the arrival rate line and the saturation flow rate line is shaded gray and labeled 'Total Delay (veh-hr)'. A small horizontal segment on the time axis is labeled '2 sec Lost Time'.

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RAILROAD CROSSING DELAY ANALYSIS

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream):	N/A
Traffic Signal Downstream:	No
g/C (Downstream):	N/A

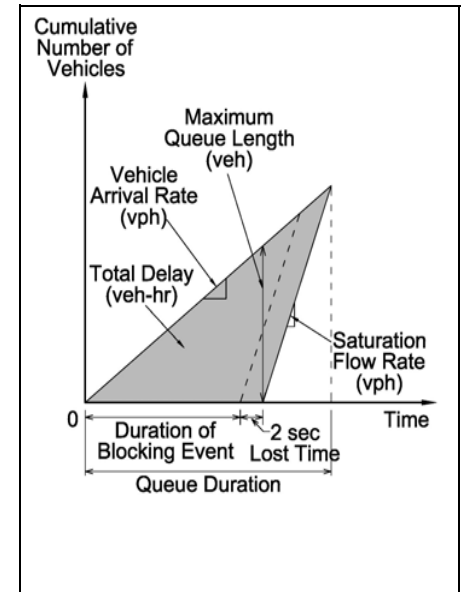
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RAILROAD CROSSING DELAY ANALYSIS

Street: Tyler Ave @ Alhambra Subdivision Crossing
 Crossing Number: 746893V Direction: Northbound
 Nearest Cross Street: Railroad St/Kauffman St Daily % Heavy Vehicles: 1.1%
 Location: El Monte No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/2/2009
 Traffic Condition: Existing (2009) Day: Wednesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:34:53	67	a	2	20	0	0	0	0	3360	0	69	0.004
2	5:17:28	60	e	2	62	0	3	0	0	3360	1	63	0.010
3	5:55:55	66	e	2	62	0	3	0	0	3360	1	69	0.012
4	6:24:22	142	e	2	149	0	2	2	0	3360	6	151	0.128
5	6:38:34	59	e	2	149	0	2	2	0	3360	3	64	0.023
6	6:59:26	58	e	2	149	0	2	2	0	3360	3	63	0.022
7	7:18:18	68	e	2	274	0	2	1	1	3360	5	76	0.057
8	7:35:26	58	e	2	274	0	2	1	1	3360	5	65	0.042
9	7:55:19	55	e	2	274	0	2	1	1	3360	4	62	0.038
10	8:12:30	184	e	2	285	0	4	2	0	3360	15	204	0.426
11	8:16:54	87	d	2	285	0	4	2	0	3360	7	97	0.097
12	9:12:15	65	b	2	261	0	2	2	0	3360	5	73	0.050
13	9:14:27	62	e	2	261	0	2	2	0	3360	5	69	0.045
14	9:19:44	167	d	2	261	0	2	2	0	3360	12	183	0.316
15	9:29:48	42	e	2	261	0	2	2	0	3360	3	48	0.022
16	9:31:32	126	a	2	261	0	2	2	0	3360	9	139	0.182
17	10:29:26	127	e	2	286	1	2	3	0	3360	10	141	0.205
18	10:55:59	56	e	2	286	1	2	3	0	3360	5	64	0.042
19	11:20:14	89	d	2	342	0	3	2	0	3360	9	101	0.123
20	11:38:10	155	e	2	342	0	3	2	0	3360	15	175	0.368
21	12:07:55	50	e	2	417	0	1	1	0	3360	6	59	0.050
22	12:39:20	168	a/e	2	417	0	1	1	0	3360	20	194	0.533
23	13:04:04	69	e	2	336	1	2	2	0	3360	7	79	0.074
24	13:38:15	132	e	2	336	1	2	2	0	3360	13	149	0.263
25	14:03:11	60	e	2	376	1	2	3	0	3360	7	70	0.064
26	14:39:01	150	e	2	376	1	2	3	0	3360	16	171	0.383
27	14:53:29	41	b	2	376	1	2	3	0	3360	5	49	0.031
28	15:03:02	94	e	2	414	1	3	0	0	3360	11	110	0.170
29	15:37:16	149	e	2	414	1	3	0	0	3360	18	172	0.419
30	16:06:14	68	e	2	482	0	3	0	0	3360	9	82	0.107
31	16:09:04	167	e	2	482	0	3	0	0	3360	23	198	0.626
32	16:12:45	69	a	2	482	0	3	0	0	3360	10	83	0.110
33	16:37:54	144	e	2	482	0	3	0	0	3360	20	171	0.467
34	16:59:03	145	e	2	482	0	3	0	0	3360	20	172	0.473
35	17:11:01	67	e	2	523	0	1	0	0	3360	10	82	0.114
36	17:19:38	168	e	2	523	0	1	0	0	3360	25	201	0.691
37	17:38:42	156	e	2	523	0	1	0	0	3360	23	187	0.597



RAILROAD CROSSING DELAY ANALYSIS

Street:	Tyler Ave @ Alhambra Subdivision Crossing				
Crossing Number:	746893V	Direction:	Northbound	Traffic Signal Upstream:	No
Nearest Cross Street:	Railroad St/Kauffman St	Daily % Heavy Vehicles:	1.1%	No. of Critical Phases (Upstream):	N/A
Location:	El Monte	No. of Lanes:	2	Traffic Signal Downstream:	No
Type of Crossing:	Isolated	Date:	9/2/2009	g/C (Downstream):	N/A
Traffic Condition:	Existing (2009)	Day:	Wednesday		

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	17:59:17	159	e	2	523	0	1	0	0	3360	23	191	0.622
39	18:10:37	67	e	2	478	0	2	0	0	3360	9	81	0.104
40	18:18:15	23	d	2	478	0	2	0	0	3360	3	29	0.013
41	18:18:44	156	e	2	478	0	2	0	0	3360	21	184	0.538
42	19:02:46	117	a	2	357	0	5	0	0	3360	12	133	0.221
43	19:17:06	140	e	2	357	0	5	0	0	3360	14	159	0.315
44	19:29:35	55	e	2	357	0	5	0	0	3360	6	64	0.051
45	20:17:51	60	e	2	220	0	1	0	0	3360	4	66	0.035
46	20:18:58	171	e	2	220	0	1	0	0	3360	11	185	0.273
47	20:23:37	99	a	2	220	0	1	0	0	3360	6	108	0.093
48	21:18:22	144	e	2	206	0	0	0	0	3360	8	156	0.181
49	23:46:25	93	a	2	76	0	0	0	0	3360	2	97	0.027
Total													9.857

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

RAILROAD CROSSING DELAY ANALYSIS

Street: Tyler Ave @ Alhambra Subdivision Crossing

Crossing Number: 746893V Direction: Southbound

Nearest Cross Street: Railroad St/Kauffman St Daily % Heavy Vehicles: 1.3%

Location: El Monte No. of Lanes: 2

Type of Crossing: Isolated Date: 9/2/2009

Traffic Condition: Existing (2009) Day: Wednesday

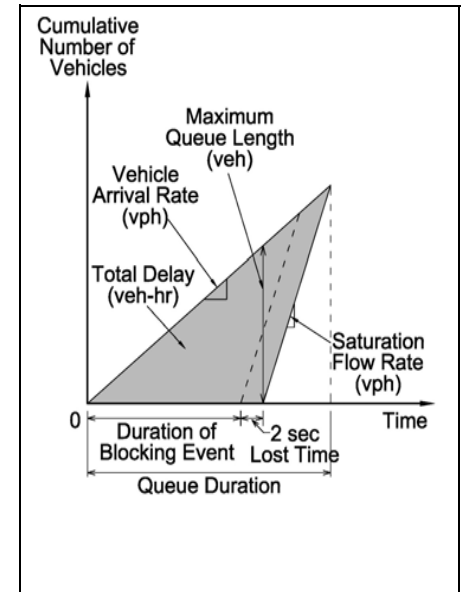
Traffic Signal Upstream: No

No. of Critical Phases (Upstream): N/A

Traffic Signal Downstream: No

g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:34:53	67	a	2	9	0	0	0	0	3360	0	69	0.002
2	5:17:28	60	e	2	119	0	3	0	0	3360	2	64	0.019
3	5:55:55	66	e	2	119	0	3	0	0	3360	2	71	0.023
4	6:24:22	142	e	2	171	0	2	0	0	3360	7	152	0.146
5	6:38:34	59	e	2	171	0	2	0	0	3360	3	64	0.026
6	6:59:26	58	e	2	171	0	2	0	0	3360	3	63	0.025
7	7:18:18	68	e	2	474	3	6	0	1	3360	9	82	0.107
8	7:35:26	58	e	2	474	3	6	0	1	3360	8	70	0.078
9	7:55:19	55	e	2	474	3	6	0	1	3360	8	67	0.071
10	8:12:30	184	e	2	409	2	4	0	0	3360	21	212	0.631
11	8:16:54	87	d	2	409	2	4	0	0	3360	10	102	0.145
12	9:12:15	65	b	2	319	0	4	3	0	3360	6	74	0.062
13	9:14:27	62	e	2	319	0	4	3	0	3360	6	71	0.057
14	9:19:44	167	d	2	319	0	4	3	0	3360	15	187	0.397
15	9:29:48	42	e	2	319	0	4	3	0	3360	4	49	0.027
16	9:31:32	126	a	2	319	0	4	3	0	3360	12	142	0.229
17	10:29:26	127	e	2	312	0	3	2	0	3360	11	142	0.224
18	10:55:59	56	e	2	312	0	3	2	0	3360	5	64	0.045
19	11:20:14	89	d	2	353	0	0	1	0	3360	9	102	0.127
20	11:38:10	155	e	2	353	0	0	1	0	3360	15	175	0.375
21	12:07:55	50	e	2	426	0	2	0	0	3360	6	60	0.052
22	12:39:20	168	a/e	2	426	0	2	0	0	3360	20	195	0.547
23	13:04:04	69	e	2	366	0	3	3	0	3360	7	80	0.082
24	13:38:15	132	e	2	366	0	3	3	0	3360	14	151	0.290
25	14:03:11	60	e	2	352	1	2	1	0	3360	6	69	0.059
26	14:39:01	150	e	2	352	1	2	1	0	3360	15	170	0.355
27	14:53:29	41	b	2	352	1	2	1	0	3360	4	48	0.028
28	15:03:02	94	e	2	371	3	5	2	0	3360	10	108	0.152
29	15:37:16	149	e	2	371	3	5	2	0	3360	16	170	0.377
30	16:06:14	68	e	2	341	0	3	1	0	3360	7	78	0.073
31	16:09:04	167	e	2	341	0	3	1	0	3360	16	188	0.423
32	16:12:45	69	a	2	341	0	3	1	0	3360	7	79	0.075
33	16:37:54	144	e	2	341	0	3	1	0	3360	14	163	0.317
34	16:59:03	145	e	2	341	0	3	1	0	3360	14	164	0.321
35	17:11:01	67	e	2	413	0	4	0	0	3360	8	79	0.088
36	17:19:38	168	e	2	413	0	4	0	0	3360	20	194	0.531
37	17:38:42	156	e	2	413	0	4	0	0	3360	18	180	0.458



RAILROAD CROSSING DELAY ANALYSIS

Street:	Tyler Ave @ Alhambra Subdivision Crossing							
Crossing Number:	746893V	Direction:	Southbound		Traffic Signal Upstream:	No		
Nearest Cross Street:	Railroad St/Kauffman St	Daily % Heavy Vehicles:	1.3%		No. of Critical Phases (Upstream):	N/A		
Location:	El Monte	No. of Lanes:	2		Traffic Signal Downstream:	No		
Type of Crossing:	Isolated	Date:	9/2/2009		g/C (Downstream):	N/A		
Traffic Condition:	Existing (2009)	Day:	Wednesday					

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	17:59:17	159	e	2	413	0	4	0	0	3360	19	184	0.477
39	18:10:37	67	e	2	373	0	3	0	0	3360	7	78	0.078
40	18:18:15	23	d	2	373	0	3	0	0	3360	3	28	0.010
41	18:18:44	156	e	2	373	0	3	0	0	3360	17	178	0.408
42	19:02:46	117	a	2	251	0	3	1	0	3360	8	129	0.151
43	19:17:06	140	e	2	251	0	3	1	0	3360	10	154	0.215
44	19:29:35	55	e	2	251	0	3	1	0	3360	4	62	0.035
45	20:17:51	60	e	2	186	0	4	0	0	3360	3	66	0.030
46	20:18:58	171	e	2	186	0	4	0	0	3360	9	183	0.232
47	20:23:37	99	a	2	186	0	4	0	0	3360	5	107	0.079
48	21:18:22	144	e	2	184	0	0	0	0	3360	7	154	0.160
49	23:46:25	93	a	2	46	0	0	0	0	3360	1	96	0.016
Total													8.935

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

RAILROAD CROSSING DELAY ANALYSIS

Street: Cogswell Rd @ Alhambra Subdivision Crossing

Crossing Number: 746898E Direction: Northbound

Nearest Cross Street: Clora Pl Daily % Heavy Vehicles: 1.1%

Location: El Monte No. of Lanes: 1

Type of Crossing: Isolated Date: 9/2/2009

Traffic Condition: Existing (2009) Day: Wednesday

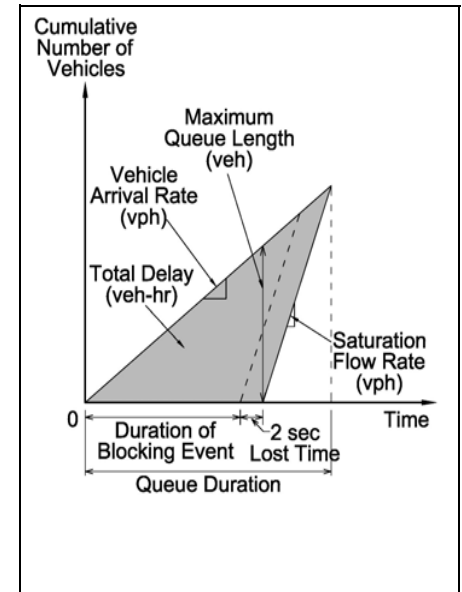
Traffic Signal Upstream: No

No. of Critical Phases (Upstream): N/A

Traffic Signal Downstream: No

g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:32:24	63	a	2	21	0	0	0	0	1680	0	66	0.003
2	5:14:45	53	e	2	39	0	2	0	0	1680	1	56	0.005
3	5:53:21	45	e	2	39	0	2	0	0	1680	1	48	0.004
4	6:26:15	40	e	2	97	2	2	0	0	1680	1	45	0.007
5	6:35:50	45	e	2	97	2	2	0	0	1680	1	50	0.009
6	6:56:47	47	e	2	97	2	2	0	0	1680	1	52	0.010
7	7:15:34	42	e	2	279	6	2	0	0	1680	4	53	0.026
8	7:32:51	42	e	2	279	6	2	0	0	1680	4	53	0.026
9	7:52:49	40	e	2	279	6	2	0	0	1680	3	51	0.024
10	8:11:52	40	e	2	165	0	2	1	0	1680	2	47	0.013
11	8:16:34	51	e	2	165	0	2	1	0	1680	2	59	0.020
12	9:09:50	42	b	2	165	0	2	0	0	1680	2	49	0.014
13	9:11:50	40	e	2	165	0	2	0	0	1680	2	47	0.013
14	9:30:17	48	e	2	165	0	2	0	0	1680	2	56	0.018
15	9:31:42	140	a	2	165	0	2	0	0	1680	7	158	0.145
16	10:31:05	42	e	2	178	2	2	0	0	1680	2	49	0.015
17	10:53:11	53	e	2	178	2	2	0	0	1680	3	62	0.024
18	11:40:15	40	e	2	208	0	2	1	0	1680	2	48	0.016
19	12:05:17	40	e	2	261	0	2	0	0	1680	3	50	0.021
20	12:36:46	73	a/e	2	261	0	2	0	0	1680	5	89	0.068
21	12:41:40	39	e	2	261	0	2	0	0	1680	3	49	0.020
22	13:01:32	42	e	2	291	0	7	0	0	1680	4	53	0.027
23	13:39:55	51	e	2	291	0	7	0	0	1680	4	64	0.039
24	14:00:36	41	e	2	332	2	2	0	0	1680	4	54	0.030
25	14:41:01	44	e	2	332	2	2	0	0	1680	4	58	0.035
26	14:53:30	43	b	2	332	2	2	0	0	1680	4	56	0.033
27	15:00:31	39	e	2	328	1	1	0	0	1680	4	51	0.027
28	15:39:14	43	e	2	328	1	1	0	0	1680	4	56	0.032
29	16:03:43	41	e	2	379	0	2	1	0	1680	5	56	0.035
30*	16:10:24	130	a/e	2	379	0	2	1	0	1680	14	171	0.333
31	16:39:53	47	e	2	379	0	2	1	0	1680	5	63	0.045
32	17:01:04	41	e	2	428	0	2	0	0	1680	5	58	0.041
33	17:22:37	47	e	2	428	0	2	0	0	1680	6	66	0.054
34	17:40:50	48	e	2	428	0	2	0	0	1680	6	67	0.056
35	18:01:30	51	e	2	431	0	2	0	0	1680	6	71	0.063
36	18:08:08	36	e	2	431	0	2	0	0	1680	5	51	0.032
37	18:21:13	49	e	2	431	0	2	0	0	1680	6	69	0.059



RAILROAD CROSSING DELAY ANALYSIS

Street:	Cogswell Rd @ Alhambra Subdivision Crossing												
Crossing Number:	746898E	Direction:	Northbound		Traffic Signal Upstream:	No							
Nearest Cross Street:	Clora Pl	Daily % Heavy Vehicles:	1.1%		No. of Critical Phases (Upstream):	N/A							
Location:	El Monte	No. of Lanes:	1		Traffic Signal Downstream:	No							
Type of Crossing:	Isolated	Date:	9/2/2009		g/C (Downstream):	N/A							
Traffic Condition:	Existing (2009)	Day:	Wednesday										

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	19:00:21	115	a	2	339	0	2	0	0	1680	11	147	0.226
39	19:18:55	53	e	2	339	0	2	0	0	1680	5	69	0.050
40	19:27:05	38	e	2	339	0	2	0	0	1680	4	50	0.026
41	20:14:57	43	e	2	293	0	2	0	0	1680	4	55	0.028
42	20:21:11	88	a	2	293	0	2	0	0	1680	7	109	0.112
43	21:20:22	41	e	2	205	0	0	0	0	1680	2	49	0.017
44	23:43:43	93	a	2	62	0	0	0	0	1680	2	99	0.022
Total													1.923

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
 * One blockage event began at 16:10:24 PM and ended at 16:11:34 PM followed by a second blockage event that began at 16:11:46 PM and ended at 16:12:34 PM. One single blockage event was assumed.
 Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

RAILROAD CROSSING DELAY ANALYSIS

Street: Cogswell Rd @ Alhambra Subdivision Crossing

Crossing Number: 746898E Direction: Southbound

Nearest Cross Street: Clora Pl Daily % Heavy Vehicles: 1.0%

Location: El Monte No. of Lanes: 1

Type of Crossing: Isolated Date: 9/2/2009

Traffic Condition: Existing (2009) Day: Wednesday

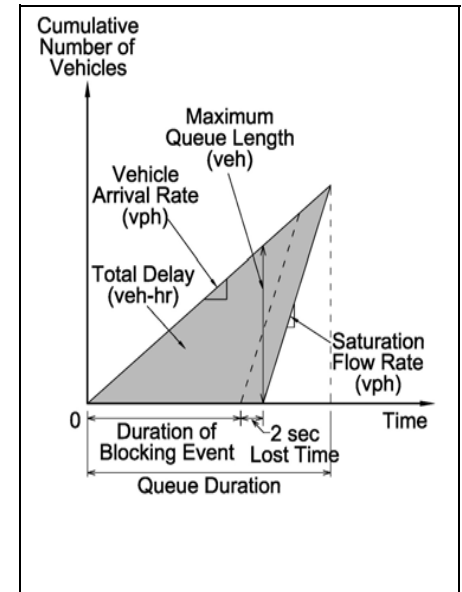
Traffic Signal Upstream: No

No. of Critical Phases (Upstream): N/A

Traffic Signal Downstream: No

g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:32:24	63	a	2	29	0	0	0	0	1680	1	66	0.005
2	5:14:45	53	e	2	85	0	0	0	0	1680	1	58	0.010
3	5:53:21	45	e	2	85	0	0	0	0	1680	1	50	0.008
4	6:26:15	40	e	2	211	0	2	0	0	1680	2	48	0.017
5	6:35:50	45	e	2	211	0	2	0	0	1680	3	54	0.021
6	6:56:47	47	e	2	211	0	2	0	0	1680	3	56	0.023
7	7:15:34	42	e	2	485	3	2	0	0	1680	6	62	0.052
8	7:32:51	42	e	2	485	3	2	0	0	1680	6	62	0.052
9	7:52:49	40	e	2	485	3	2	0	0	1680	6	59	0.047
10	8:11:52	40	e	2	343	3	1	1	0	1680	4	53	0.030
11	8:16:34	51	e	2	343	3	1	1	0	1680	5	67	0.048
12	9:09:50	42	b	2	274	0	1	0	0	1680	3	53	0.025
13	9:11:50	40	e	2	274	0	1	0	0	1680	3	50	0.022
14	9:30:17	48	e	2	274	0	1	0	0	1680	4	60	0.032
15	9:31:42	140	a	2	274	0	1	0	0	1680	11	170	0.256
16	10:31:05	42	e	2	249	2	2	0	1	1680	3	52	0.022
17	10:53:11	53	e	2	249	2	2	0	1	1680	4	65	0.035
18	11:40:15	40	e	2	251	2	2	0	0	1680	3	50	0.021
19	12:05:17	40	e	2	274	0	2	1	0	1680	3	50	0.022
20	12:36:46	73	a/e	2	274	0	2	1	0	1680	6	90	0.072
21	12:41:40	39	e	2	274	0	2	1	0	1680	3	49	0.021
22	13:01:32	42	e	2	266	0	3	0	0	1680	3	52	0.024
23	13:39:55	51	e	2	266	0	3	0	0	1680	4	63	0.035
24	14:00:36	41	e	2	361	1	4	0	0	1680	4	55	0.033
25	14:41:01	44	e	2	361	1	4	0	0	1680	5	59	0.038
26	14:53:30	43	b	2	361	1	4	0	0	1680	5	58	0.037
27	15:00:31	39	e	2	286	2	2	0	0	1680	3	50	0.023
28	15:39:14	43	e	2	286	2	2	0	0	1680	4	54	0.027
29	16:03:43	41	e	2	298	0	1	2	0	1680	4	52	0.026
30*	16:10:24	130	a/e	2	298	0	1	2	0	1680	11	161	0.247
31	16:39:53	47	e	2	298	0	1	2	0	1680	4	60	0.034
32	17:01:04	41	e	2	321	0	2	0	0	1680	4	53	0.028
33	17:22:37	47	e	2	321	0	2	0	0	1680	4	61	0.037
34	17:40:50	48	e	2	321	0	2	0	0	1680	4	62	0.039
35	18:01:30	51	e	2	303	0	2	0	0	1680	4	65	0.041
36	18:08:08	36	e	2	303	0	2	0	0	1680	3	46	0.021
37	18:21:13	49	e	2	303	0	2	0	0	1680	4	62	0.037



RAILROAD CROSSING DELAY ANALYSIS

Street:	Cogswell Rd @ Alhambra Subdivision Crossing												
Crossing Number:	746898E	Direction:	Southbound		Traffic Signal Upstream:	No							
Nearest Cross Street:	Clora Pl	Daily % Heavy Vehicles:	1.0%		No. of Critical Phases (Upstream):	N/A							
Location:	El Monte	No. of Lanes:	1		Traffic Signal Downstream:	No							
Type of Crossing:	Isolated	Date:	9/2/2009		g/C (Downstream):	N/A							
Traffic Condition:	Existing (2009)	Day:	Wednesday										

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	19:00:21	115	a	2	343	1	1	0	0	1680	11	147	0.229
39	19:18:55	53	e	2	343	1	1	0	0	1680	5	69	0.051
40	19:27:05	38	e	2	343	1	1	0	0	1680	4	50	0.027
41	20:14:57	43	e	2	222	0	3	0	0	1680	3	52	0.020
42	20:21:11	88	a	2	222	0	3	0	0	1680	6	104	0.081
43	21:20:22	41	e	2	140	0	2	0	0	1680	2	47	0.011
44	23:43:43	93	a	2	48	0	0	0	0	1680	1	98	0.017
Total													2.004

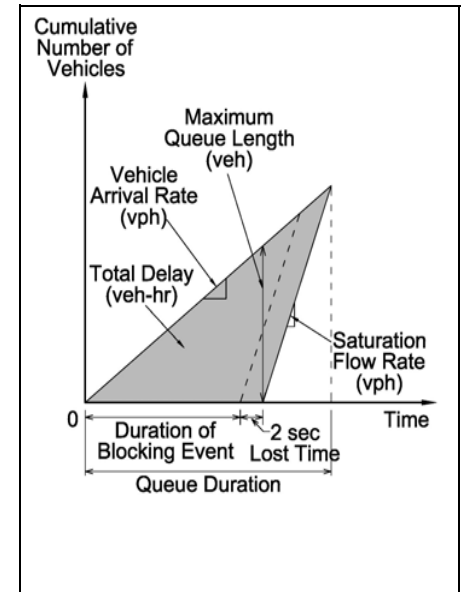
[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
 * One blockage event began at 16:10:24 PM and ended at 16:11:34 PM followed by a second blockage event that began at 16:11:46 PM and ended at 16:12:34 PM. One single blockage event was assumed.
 Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

RAILROAD CROSSING DELAY ANALYSIS

Street: Temple Ave @ Alhambra Subdivision Crossing
 Crossing Number: 746903Y Direction: Northbound
 Nearest Cross Street: Valley Blvd Daily % Heavy Vehicles: 6.7%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Pre-empted Date: 9/2/2009
 Traffic Condition: Existing (2009) Day: Wednesday

Traffic Signal Upstream: Yes
 No. of Critical Phases (Upstream): 4
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:33:18	63	a	2	91	0	0	20	1	2530	2	68	0.019
2	1:44:28	63	a	2	91	0	0	20	1	2530	2	68	0.019
3	1:53:02	39	a	2	91	0	0	20	1	2530	1	43	0.008
4	5:15:53	41	e	2	340	0	0	32	0	2530	4	50	0.031
5	5:54:18	43	e	2	340	0	0	32	0	2530	5	53	0.034
6	6:29:46	44	e	2	500	2	0	45	0	2530	7	59	0.057
7	6:36:45	44	e	2	500	2	0	45	0	2530	7	59	0.057
8	6:57:40	47	e	2	500	2	0	45	0	2530	7	63	0.065
9	7:16:27	47	e	2	561	0	0	47	3	2530	8	65	0.075
10	7:33:51	45	e	2	561	0	0	47	3	2530	8	62	0.069
11	7:53:48	43	e	2	561	0	0	47	3	2530	8	59	0.063
12	8:12:57	39	e	2	629	0	0	47	1	2530	8	56	0.060
13	8:20:22	41	e	2	629	0	0	47	1	2530	8	59	0.066
14	9:10:57	39	b	2	568	0	0	53	2	2530	7	54	0.053
15	9:12:50	42	e	2	568	0	0	53	2	2530	8	58	0.061
16	9:33:56	36	e	2	568	0	0	53	2	2530	7	50	0.046
17	9:35:37	162	a	2	568	0	0	53	2	2530	28	218	0.859
18	9:40:42	55	a	2	568	0	0	53	2	2530	10	76	0.104
19	10:12:10	54	a	2	455	0	0	45	2	2530	8	70	0.076
20	10:17:32	41	a	2	455	0	0	45	2	2530	6	54	0.045
21	10:19:30	28	a	2	455	0	0	45	2	2530	4	37	0.021
22	10:34:45	41	e	2	455	0	0	45	2	2530	6	54	0.045
23	10:54:01	48	e	2	455	0	0	45	2	2530	7	62	0.060
24	11:13:30	58	c	2	464	0	0	54	3	2530	9	76	0.092
25	11:19:03	76	a	2	464	0	0	54	3	2530	11	98	0.154
26	11:31:50	61	a	2	464	0	0	54	3	2530	9	79	0.100
27	11:43:48	41	e	2	464	0	0	54	3	2530	6	54	0.047
28	12:06:08	107	e	2	532	0	0	38	2	2530	17	141	0.339
29	12:37:16	88	a	2	532	0	0	38	2	2530	14	116	0.230
30	12:45:15	95	e	2	532	0	0	38	2	2530	15	125	0.268
31	13:02:38	36	e	2	558	0	1	50	0	2530	6	50	0.045
32	13:43:32	38	e	2	558	0	1	50	0	2530	7	53	0.050
33	14:01:36	41	e	2	674	0	0	47	5	2530	9	60	0.072
34	14:41:40	213	e	2	674	0	0	47	5	2530	43	302	1.819
35	14:56:55	45	b	2	674	0	0	47	5	2530	9	66	0.087
36	15:01:40	35	e	2	948	0	1	42	1	2530	10	61	0.086
37	15:42:52	36	e	2	948	0	1	42	1	2530	10	63	0.092



RAILROAD CROSSING DELAY ANALYSIS

Street:	Temple Ave @ Alhambra Subdivision Crossing												
Crossing Number:	746903Y	Direction:	Northbound		Traffic Signal Upstream:	Yes							
Nearest Cross Street:	Valley Blvd	Daily % Heavy Vehicles:	6.7%		No. of Critical Phases (Upstream):	4							
Location:	Industry/LA County	No. of Lanes:	2		Traffic Signal Downstream:	No							
Type of Crossing:	Pre-empted	Date:	9/2/2009		g/C (Downstream):	N/A							
Traffic Condition:	Existing (2009)	Day:	Wednesday										

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	16:04:47	38	e	2	981	0	1	22	1	2530	11	66	0.102
39	16:11:25	70	a	2	981	0	1	22	1	2530	20	119	0.332
40	16:15:25	35	e	2	981	0	1	22	1	2530	10	61	0.088
41	16:43:39	37	e	2	981	0	1	22	1	2530	11	65	0.098
42	17:04:45	35	e	2	1081	0	0	31	0	2530	11	66	0.105
43	17:07:48	48	e	2	1081	0	0	31	0	2530	15	89	0.191
44	17:26:23	39	e	2	1081	0	0	31	0	2530	13	73	0.128
45	17:44:30	38	e	2	1081	0	0	31	0	2530	12	71	0.122
46	18:05:15	55	e	2	965	0	0	24	0	2530	16	94	0.204
47	18:09:00	40	e	2	965	0	0	24	0	2530	12	69	0.111
48	18:25:00	40	e	2	965	0	0	24	0	2530	12	69	0.111
49	19:01:23	104	a	2	628	0	0	30	0	2530	19	143	0.385
50	19:22:54	50	e	2	628	0	0	30	0	2530	10	70	0.092
51	19:28:15	33	e	2	628	0	0	30	0	2530	6	47	0.042
52	20:15:57	42	e	2	388	0	0	22	0	2530	5	53	0.037
53	20:22:00	71	a	2	388	0	0	22	0	2530	8	87	0.100
54	20:25:32	39	e	2	388	0	0	22	0	2530	5	49	0.032
55	20:56:08	118	a	2	388	0	0	22	0	2530	14	143	0.271
56	21:04:00	96	a	2	350	0	0	31	1	2530	10	115	0.166
57	23:44:20	95	a	2	181	0	0	16	0	2530	5	105	0.077
Total													8.268

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

RAILROAD CROSSING DELAY ANALYSIS

Street: Temple Ave @ Alhambra Subdivision Crossing

Crossing Number: 746903Y Direction: Southbound

Nearest Cross Street: Valley Blvd Daily % Heavy Vehicles: 5.5%

Location: Industry/LA County No. of Lanes: 2

Type of Crossing: Pre-empted Date: 9/2/2009

Traffic Condition: Existing (2009) Day: Wednesday

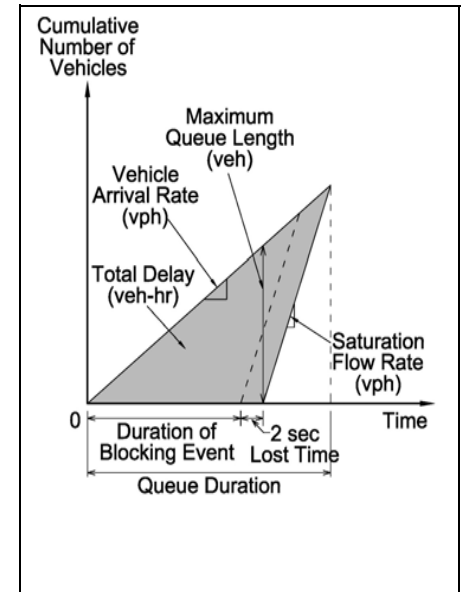
Traffic Signal Upstream: No

No. of Critical Phases (Upstream): N/A

Traffic Signal Downstream: Yes

g/C (Downstream): 0.5

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:33:18	63	a	2	84	0	0	22	0	2420	2	68	0.018
2	1:44:28	63	a	2	84	0	0	22	0	2420	2	68	0.018
3	1:53:02	39	a	2	84	0	0	22	0	2420	1	43	0.007
4	5:15:53	41	e	2	656	0	0	35	1	2420	8	60	0.069
5	5:54:18	43	e	2	656	0	0	35	1	2420	9	63	0.076
6	6:29:46	44	e	2	907	0	0	48	1	2420	12	76	0.129
7	6:36:45	44	e	2	907	0	0	48	1	2420	12	76	0.129
8	6:57:40	47	e	2	907	0	0	48	1	2420	13	81	0.146
9	7:16:27	47	e	2	1167	0	0	34	1	2420	16	97	0.220
10	7:33:51	45	e	2	1167	0	0	34	1	2420	16	93	0.203
11	7:53:48	43	e	2	1167	0	0	34	1	2420	15	89	0.186
12	8:12:57	39	e	2	933	3	0	43	3	2420	11	69	0.107
13	8:20:22	41	e	2	933	3	0	43	3	2420	12	72	0.117
14	9:10:57	39	b	2	822	1	0	48	0	2420	10	64	0.088
15	9:12:50	42	e	2	822	1	0	48	0	2420	11	69	0.102
16	9:33:56	36	e	2	822	1	0	48	0	2420	9	59	0.075
17	9:35:37	162	a	2	822	1	0	48	0	2420	40	256	1.411
18	9:40:42	55	a	2	822	1	0	48	0	2420	14	89	0.170
19	10:12:10	54	a	2	668	0	0	54	0	2420	11	80	0.125
20	10:17:32	41	a	2	668	0	0	54	0	2420	9	61	0.073
21	10:19:30	28	a	2	668	0	0	54	0	2420	6	43	0.036
22	10:34:45	41	e	2	668	0	0	54	0	2420	9	61	0.073
23	10:54:01	48	e	2	668	0	0	54	0	2420	10	71	0.099
24	11:13:30	58	c	2	671	0	0	43	3	2420	12	85	0.141
25	11:19:03	76	a	2	671	0	0	43	3	2420	16	111	0.239
26	11:31:50	61	a	2	671	0	0	43	3	2420	13	90	0.157
27	11:43:48	41	e	2	671	0	0	43	3	2420	9	61	0.073
28	12:06:08	107	e	2	666	0	0	31	3	2420	21	153	0.450
29	12:37:16	88	a	2	666	0	0	31	3	2420	18	127	0.309
30	12:45:15	95	e	2	666	0	0	31	3	2420	19	136	0.356
31	13:02:38	36	e	2	758	0	0	43	1	2420	8	57	0.067
32	13:43:32	38	e	2	758	0	0	43	1	2420	9	60	0.074
33	14:01:36	41	e	2	837	1	0	48	0	2420	11	68	0.100
34	14:41:40	213	e	2	837	1	0	48	0	2420	53	339	2.491
35	14:56:55	45	b	2	837	1	0	48	0	2420	12	74	0.119
36	15:01:40	35	e	2	809	0	4	44	0	2420	9	57	0.070
37	15:42:52	36	e	2	809	0	4	44	0	2420	9	59	0.074



RAILROAD CROSSING DELAY ANALYSIS

Street:	Temple Ave @ Alhambra Subdivision Crossing												
Crossing Number:	746903Y	Direction:	Southbound		Traffic Signal Upstream:	No							
Nearest Cross Street:	Valley Blvd	Daily % Heavy Vehicles:	5.5%		No. of Critical Phases (Upstream):	N/A							
Location:	Industry/LA County	No. of Lanes:	2		Traffic Signal Downstream:	Yes							
Type of Crossing:	Pre-empted	Date:	9/2/2009		g/C (Downstream):	0.5							
Traffic Condition:	Existing (2009)	Day:	Wednesday										

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	16:04:47	38	e	2	759	0	1	24	0	2420	9	59	0.071
39	16:11:25	70	a	2	759	0	1	24	0	2420	16	107	0.233
40	16:15:25	35	e	2	759	0	1	24	0	2420	8	55	0.062
41	16:43:39	37	e	2	759	0	1	24	0	2420	8	58	0.068
42	17:04:45	35	e	2	827	1	1	23	1	2420	9	57	0.069
43	17:07:48	48	e	2	827	1	1	23	1	2420	12	77	0.127
44	17:26:23	39	e	2	827	1	1	23	1	2420	10	63	0.085
45	17:44:30	38	e	2	827	1	1	23	1	2420	9	62	0.082
46	18:05:15	55	e	2	657	0	0	22	0	2420	11	79	0.118
47	18:09:00	40	e	2	657	0	0	22	0	2420	8	58	0.064
48	18:25:00	40	e	2	657	0	0	22	0	2420	8	58	0.064
49	19:01:23	104	a	2	527	0	0	19	1	2420	16	137	0.306
50	19:22:54	50	e	2	527	0	0	19	1	2420	8	67	0.074
51	19:28:15	33	e	2	527	0	0	19	1	2420	5	45	0.033
52	20:15:57	42	e	2	416	0	0	19	1	2420	5	54	0.040
53	20:22:00	71	a	2	416	0	0	19	1	2420	9	89	0.109
54	20:25:32	39	e	2	416	0	0	19	1	2420	5	50	0.034
55	20:56:08	118	a	2	416	0	0	19	1	2420	15	146	0.295
56	21:04:00	96	a	2	289	0	0	9	0	2420	8	112	0.126
57	23:44:20	95	a	2	121	0	0	12	1	2420	4	103	0.052
Total													10.509

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
 Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

RAILROAD CROSSING DELAY ANALYSIS

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream):	3
Traffic Signal Downstream:	No
g/C (Downstream):	N/A

Cumulative Number of Vehicles

Maximum Queue Length (veh)

Vehicle Arrival Rate (vph)

Total Delay (veh-hr)

Saturation Flow Rate (vph)

0

Duration of Blocking Event

2 sec Lost Time

Queue Duration

Time

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RAILROAD CROSSING DELAY ANALYSIS

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream):	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream):	0.3

The diagram is a graph with 'Cumulative Number of Vehicles' on the vertical axis and 'Time' on the horizontal axis. It illustrates the queue formation and dissipation during a traffic signal cycle. The horizontal axis is divided into two main segments: 'Duration of Blocking Event' (the red time) and 'Queue Duration' (the green time). The 'Duration of Blocking Event' starts at the origin (0) and ends at a point marked '2 sec Lost Time'. During this period, the cumulative number of vehicles increases linearly, with the slope labeled 'Vehicle Arrival Rate (vph)'. The peak of this linear increase is labeled 'Maximum Queue Length (veh)'. Following the blocking event, the queue is cleared during the 'Queue Duration'. This period is represented by a downward-sloping linear line, with the slope labeled 'Saturation Flow Rate (vph)'. The area under the cumulative vehicle curve during the queue clearing phase is shaded gray and labeled 'Total Delay (veh-hr)'. A dashed vertical line marks the end of the queue duration.

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RAILROAD CROSSING DELAY ANALYSIS

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream):	3
Traffic Signal Downstream:	No
g/C (Downstream):	N/A

The diagram is a graph with 'Cumulative Number of Vehicles' on the vertical axis and 'Time' on the horizontal axis. The origin is marked '0'. A solid line with a positive slope represents the 'Vehicle Arrival Rate (vph)'. A dashed line with a steeper positive slope represents the 'Saturation Flow Rate (vph)'. The horizontal distance between the start of the dashed line and the end of the solid line is labeled '2 sec Lost Time'. The horizontal distance from the start of the solid line to the end of the dashed line is labeled 'Duration of Blocking Event'. The horizontal distance from the end of the dashed line to the point where the solid line ends is labeled 'Queue Duration'. The peak vertical distance between the solid and dashed lines is labeled 'Maximum Queue Length (veh)'. The area between the solid line and the horizontal axis is shaded gray and labeled 'Total Delay (veh-hr)'.

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RAILROAD CROSSING DELAY ANALYSIS

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream):	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream):	0.5

Cumulative Number of Vehicles

Maximum Queue Length (veh)

Vehicle Arrival Rate (vph)

Total Delay (veh-hr)

Saturation Flow Rate (vph)

0

Duration of Blocking Event

2 sec Lost Time

Queue Duration

Time

- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream):	3
Traffic Signal Downstream:	No
g/C (Downstream):	N/A

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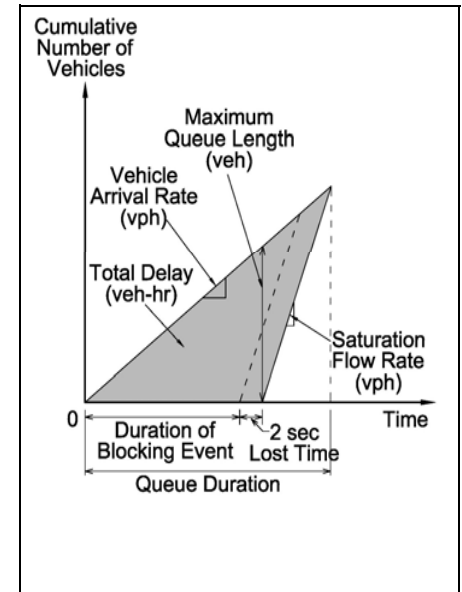
RAILROAD CROSSING DELAY ANALYSIS

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream):	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream):	0.5

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Crossing Number:	<u>753601N</u>	Direction:	<u>Northbound</u>
Nearest Cross Street:	<u>Valley Blvd</u>	Daily % Heavy Vehicles:	<u>2.6%</u>
Location:	<u>Industry/LA County</u>	No. of Lanes:	<u>3</u>
Type of Crossing:	<u>Pre-empted</u>	Date:	<u>9/1/2009</u>
Traffic Condition:	<u>Existing (2009)</u>	Day:	<u>Tuesday</u>

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream):	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream):	0.3

[illegible]

- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
- * One blockage event began at 8:58:58AM and ended at 9:01:40AM followed by a second blockage event that began at 9:02:07AM and ended at 9:03:04AM. For the delay analysis, one single blockage event was assumed.
 ** It was recorded that gate blockage event #16 lasted for 835 sec. For the purpose of this delay analysis, it was assumed this blockage events lasted for $(2 + 1 + (3.5)*3)\text{min.} = 810 \text{ sec.}$

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream):	4
Traffic Signal Downstream:	No
g/C (Downstream):	N/A

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Traffic Signal Upstream:	No
No. of Critical Phases (Upstream):	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream):	0.5

The diagram shows a graph with 'Cumulative Number of Vehicles' on the vertical axis and 'Time' on the horizontal axis. A solid line represents the 'Vehicle Arrival Rate (vph)', starting from the origin and increasing linearly. A dashed line represents the 'Saturation Flow Rate (vph)', which starts at a '2 sec Lost Time' on the time axis and increases linearly. The horizontal distance from the origin to the start of the saturation flow rate is labeled 'Duration of Blocking Event'. The peak of the arrival rate curve is labeled 'Maximum Queue Length (veh)'. The shaded triangular area between the arrival rate curve and the saturation flow rate curve is labeled 'Total Delay (veh-hr)'. The horizontal axis is marked with '0' at the origin and 'Time' at the end.

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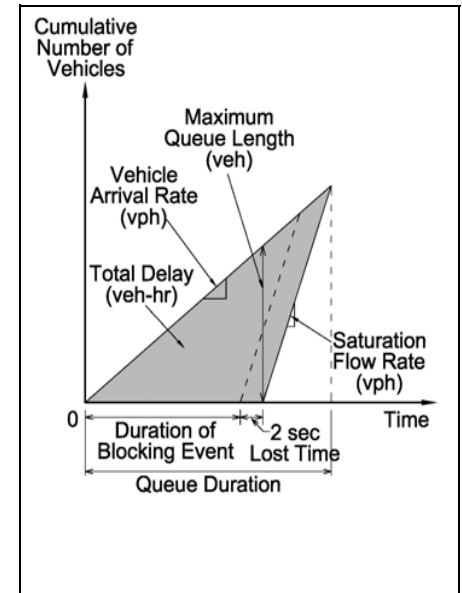
Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream):	4
Traffic Signal Downstream:	No
g/C (Downstream):	N/A

The diagram illustrates the relationship between Cumulative Number of Vehicles, Time, and Queue Duration. The graph shows a linear increase in cumulative vehicles over time, with a shaded area representing the total delay (veh-hr) and a dashed line indicating the maximum queue length (veh). Key parameters include Vehicle Arrival Rate (vph), Saturation Flow Rate (vph), and a 2 sec Lost Time.

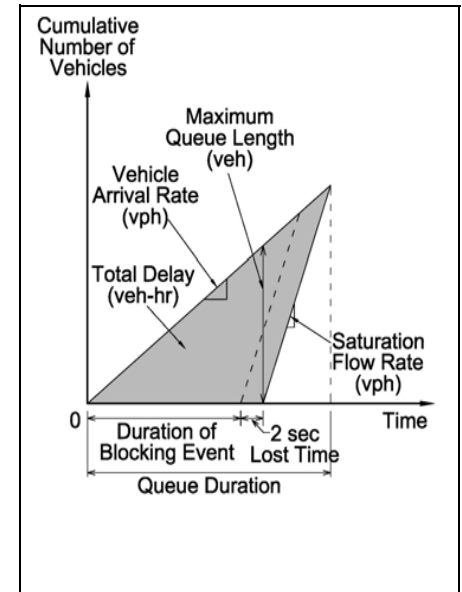
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RAILROAD CROSSING DELAY ANALYSIS

Street:	Lemon Ave @ Alhambra Subdivision Crossing				
Crossing Number:	746915T	Direction:	Northbound	Traffic Signal Upstream:	No
Nearest Cross Street:	Valley Blvd	Daily % Heavy Vehicles:	2.0%	No. of Critical Phases (Upstream):	N/A
Location:	Industry/Walnut	No. of Lanes:	3	Traffic Signal Downstream:	Yes
Type of Crossing:	Pre-empted	Date:	9/1/2009	g/C (Downstream):	0.5
Traffic Condition:	Existing (2009)	Day:	Tuesday		

[illegible]

- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

[illegible]

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Traffic Signal Upstream:	No
No. of Critical Phases (Upstream):	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream):	0.2

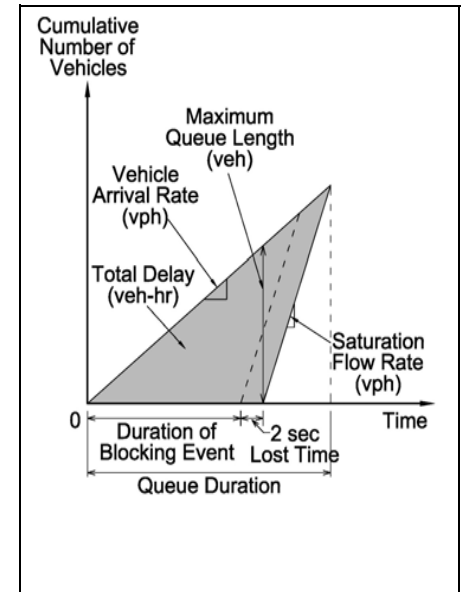
The diagram shows a graph with 'Cumulative Number of Vehicles' on the vertical axis and 'Time' on the horizontal axis. A solid line represents the 'Vehicle Arrival Rate (vph)', starting from the origin. A dashed line represents the 'Saturation Flow Rate (vph)', which is steeper than the arrival rate. The horizontal distance between the start of the arrival rate and the start of the saturation flow rate is labeled 'Duration of Blocking Event'. The vertical distance between these two lines at the end of the blocking event is labeled 'Maximum Queue Length (veh)'. The area under the arrival rate line is shaded gray and labeled 'Total Delay (veh-hr)'. A small horizontal segment on the arrival rate line is labeled '2 sec Lost Time'. The total horizontal distance from the origin to the end of the queue is labeled 'Queue Duration'.

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RAILROAD CROSSING DELAY ANALYSIS

Street:	Brea Canyon Rd @ Alhambra Subdivision Crossing		
Crossing Number:	746916A	Direction:	Southbound
Nearest Cross Street:	Valley Blvd	Daily % Heavy Vehicles:	1.9%
Location:	Industry/Walnut	No. of Lanes:	2
Type of Crossing:	Pre-empted	Date:	9/1/2009
Traffic Condition:	Existing (2009)	Day:	Tuesday

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream):	3
Traffic Signal Downstream:	No
g/C (Downstream):	N/A

[illegible]

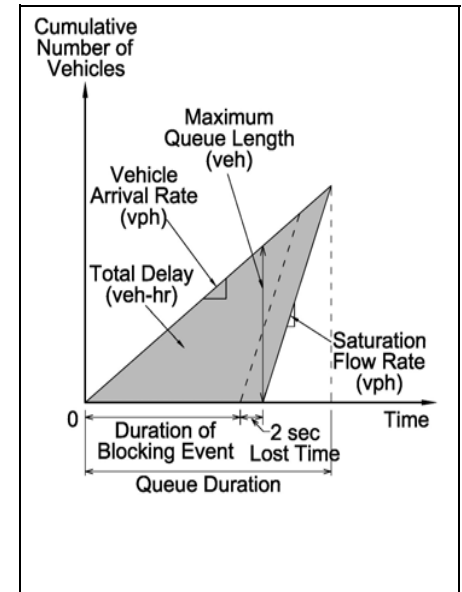
- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Vail Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811077C Direction: Northbound
 Nearest Cross Street: Mines Ave Daily % Heavy Vehicles: 1.9%
 Location: Montebello No. of Lanes: 1
 Type of Crossing: Isolated Date: 9/9/2009
 Traffic Condition: Existing (2009) Day: Wednesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:10:39	100	a	2	32	0	0	3	0	1670	1	104	0.014
2	1:16:36	211	a/a	2	14	0	0	0	0	1670	1	215	0.025
3	1:33:22	148	a	2	14	0	0	0	0	1670	1	151	0.012
4	2:10:50	532	a	2	22	0	0	1	0	1670	3	541	0.256
5	4:26:40	143	a	2	15	0	0	0	0	1670	1	146	0.012
6	4:49:08	151	a	2	15	0	0	0	0	1670	1	154	0.014
7	5:38:56	46	e	2	36	0	0	3	0	1670	1	49	0.004
8	6:32:28	507	a/e	2	107	1	0	4	1	1670	16	546	1.212
9	7:11:39	36	e	2	301	0	0	4	0	1670	3	46	0.021
10	7:52:35	43	e	2	301	0	0	4	0	1670	4	55	0.029
11	8:04:33	125	a	2	196	1	0	6	0	1670	7	145	0.144
12	9:11:50	35	e	2	159	0	0	4	2	1670	2	41	0.010
13	9:24:31	223	c	2	159	0	0	4	2	1670	10	250	0.358
14	10:28:00	110	a	2	163	1	0	1	0	1670	5	124	0.088
15	11:09:22	98	a	2	179	0	0	3	0	1670	5	112	0.079
16	11:21:23	156	a	2	179	0	0	3	0	1670	8	177	0.196
17	12:51:50	25	d	2	199	0	1	5	1	1670	2	31	0.007
18*	12:54:25	181	c/c	2	199	0	1	5	1	1670	10	209	0.304
19	13:32:57	14	d	2	238	0	0	4	0	1670	1	19	0.003
20	13:34:35	28	e	2	238	0	0	4	0	1670	2	35	0.010
21	16:07:56	45	e	2	357	0	0	3	0	1670	5	60	0.039
22	16:19:05	142	a	2	357	0	0	3	0	1670	14	184	0.368
23	16:30:54	76	d	2	357	0	0	3	0	1670	8	99	0.107
24	16:32:40	30	e	2	357	0	0	3	0	1670	3	41	0.018
25	17:11:36	54	d	2	371	0	0	4	0	1670	6	72	0.058
26	17:13:27	37	e	2	371	0	0	4	0	1670	4	50	0.028
27	17:40:40	43	d	2	371	0	0	4	0	1670	5	58	0.038
28	17:42:17	33	e	2	371	0	0	4	0	1670	4	45	0.023
29	18:18:40	57	d	2	223	0	0	1	0	1670	4	68	0.035
30	18:20:20	36	e	2	223	0	0	1	0	1670	2	44	0.014
31	18:50:14	46	d	2	223	0	0	1	0	1670	3	55	0.023
32	18:51:35	28	e	2	223	0	0	1	0	1670	2	35	0.009
33	18:56:22	46	a	2	223	0	0	1	0	1670	3	55	0.023
34	19:05:20	95	a	2	154	0	0	2	0	1670	4	107	0.062
35	19:17:51	169	a	2	154	0	0	2	0	1670	7	189	0.195
36	19:51:48	49	a	2	154	0	0	2	0	1670	2	56	0.017
37	19:59:44	332	a	2	154	0	0	2	0	1670	14	368	0.740



RAILROAD CROSSING DELAY ANALYSIS

Street:	Vail Ave @ Los Angeles Subdivision Crossing				
Crossing Number:	811077C	Direction:	Northbound	Traffic Signal Upstream:	No
Nearest Cross Street:	Mines Ave	Daily % Heavy Vehicles:	1.9%	No. of Critical Phases (Upstream):	N/A
Location:	Montebello	No. of Lanes:	1	Traffic Signal Downstream:	No
Type of Crossing:	Isolated	Date:	9/9/2009	g/C (Downstream):	N/A
Traffic Condition:	Existing (2009)	Day:	Wednesday		

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:52:49	138	a	2	115	0	0	3	0	1670	5	151	0.096
39	21:25:14	136	a	2	53	0	0	1	0	1670	2	143	0.041
40	21:43:02	139	a	2	53	0	0	1	0	1670	2	146	0.043
41	22:12:30	126	a	2	57	0	0	1	0	1670	2	133	0.038
42	23:44:04	71	a	2	52	0	0	1	0	1670	1	75	0.011
Total													4.824

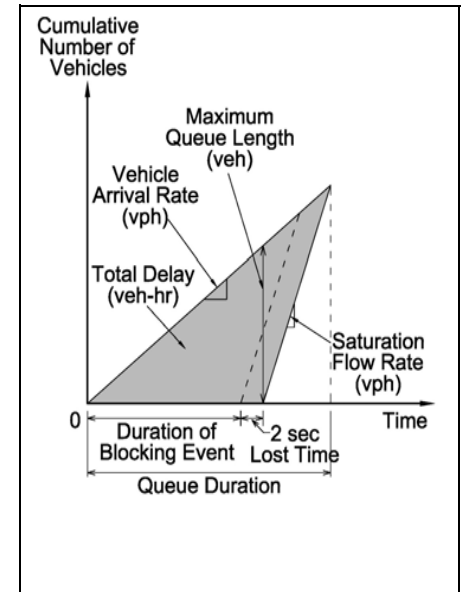
[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
 * During this blockage event, the gate arm was raised at 12:55:50 PM and then began to drop at 12:55:55 PM.

RAILROAD CROSSING DELAY ANALYSIS

Street: Vail Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811077C Direction: Southbound
 Nearest Cross Street: Mines Ave Daily % Heavy Vehicles: 3.6%
 Location: Montebello No. of Lanes: 1
 Type of Crossing: Isolated Date: 9/9/2009
 Traffic Condition: Existing (2009) Day: Wednesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:10:39	100	a	2	22	0	0	4	0	1640	1	104	0.011
2	1:16:36	211	a/a	2	9	0	0	3	0	1640	1	215	0.021
3	1:33:22	148	a	2	9	0	0	3	0	1640	1	151	0.010
4	2:10:50	532	a	2	11	0	0	1	0	1640	2	538	0.133
5	4:26:40	143	a	2	31	0	0	2	1	1640	1	148	0.028
6	4:49:08	151	a	2	31	0	0	2	1	1640	1	156	0.031
7	5:38:56	46	e	2	93	0	0	2	1	1640	1	51	0.009
8	6:32:28	507	a/e	2	162	0	0	1	0	1640	23	565	1.809
9	7:11:39	36	e	2	437	2	0	6	0	1640	5	52	0.034
10	7:52:35	43	e	2	437	2	0	6	0	1640	6	62	0.048
11	8:04:33	125	a	2	220	13	0	9	0	1640	9	149	0.177
12	9:11:50	35	e	2	180	2	0	3	6	1640	2	42	0.011
13	9:24:31	223	c	2	180	2	0	3	6	1640	12	255	0.423
14	10:28:00	110	a	2	159	0	0	4	3	1640	5	125	0.090
15	11:09:22	98	a	2	157	1	0	8	0	1640	5	111	0.071
16	11:21:23	156	a	2	157	1	0	8	0	1640	7	176	0.178
17	12:51:50	25	d	2	204	3	0	4	0	1640	2	31	0.007
18*	12:54:25	181	c/c	2	204	3	0	4	0	1640	11	210	0.313
19	13:32:57	14	d	2	222	0	0	2	0	1640	1	19	0.003
20	13:34:35	28	e	2	222	0	0	2	0	1640	2	35	0.009
21	16:07:56	45	e	2	274	2	0	4	0	1640	4	57	0.029
22	16:19:05	142	a	2	274	2	0	4	0	1640	11	174	0.271
23	16:30:54	76	d	2	274	2	0	4	0	1640	6	94	0.079
24	16:32:40	30	e	2	274	2	0	4	0	1640	2	39	0.013
25	17:11:36	54	d	2	344	1	0	4	0	1640	5	71	0.054
26	17:13:27	37	e	2	344	1	0	4	0	1640	4	50	0.026
27	17:40:40	43	d	2	344	1	0	4	0	1640	4	57	0.035
28	17:42:17	33	e	2	344	1	0	4	0	1640	3	44	0.021
29	18:18:40	57	d	2	241	1	1	2	1	1640	4	69	0.039
30	18:20:20	36	e	2	241	1	1	2	1	1640	3	45	0.016
31	18:50:14	46	d	2	241	1	1	2	1	1640	3	56	0.026
32	18:51:35	28	e	2	241	1	1	2	1	1640	2	35	0.010
33	18:56:22	46	a	2	241	1	1	2	1	1640	3	56	0.026
34	19:05:20	95	a	2	157	0	0	5	0	1640	4	108	0.065
35	19:17:51	169	a	2	157	0	0	5	0	1640	8	190	0.203
36	19:51:48	49	a	2	157	0	0	5	0	1640	2	57	0.018
37	19:59:44	332	a	2	157	0	0	5	0	1640	15	371	0.774



RAILROAD CROSSING DELAY ANALYSIS

Street:	Vail Ave @ Los Angeles Subdivision Crossing		
Crossing Number:	811077C	Direction:	Southbound
Nearest Cross Street:	Mines Ave	Daily % Heavy Vehicles:	3.6%
Location:	Montebello	No. of Lanes:	1
Type of Crossing:	Isolated	Date:	9/9/2009
Traffic Condition:	Existing (2009)	Day:	Wednesday
		Traffic Signal Upstream:	No
		No. of Critical Phases (Upstream):	N/A
		Traffic Signal Downstream:	No
		g/C (Downstream):	N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:52:49	138	a	2	121	0	0	2	0	1640	5	151	0.100
39	21:25:14	136	a	2	85	0	0	1	1	1640	3	146	0.068
40	21:43:02	139	a	2	85	0	0	1	1	1640	3	149	0.071
41	22:12:30	126	a	2	47	0	0	3	0	1640	2	132	0.033
42	23:44:04	71	a	2	36	0	0	0	0	1640	1	75	0.008
Total													5.401

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* During this blockage event, the gate arm was raised at 12:55:50 PM and then began to drop at 12:55:55 PM.

RAILROAD CROSSING DELAY ANALYSIS

Street: Maple Ave @ Los Angeles Subdivision Crossing

Crossing Number: 811076V Direction: Northbound

Nearest Cross Street: Colegrove Ave Daily % Heavy Vehicles: 2.4%

Location: Montebello No. of Lanes: 1

Type of Crossing: Isolated Date: 9/9/2009

Traffic Condition: Existing (2009) Day: Wednesday

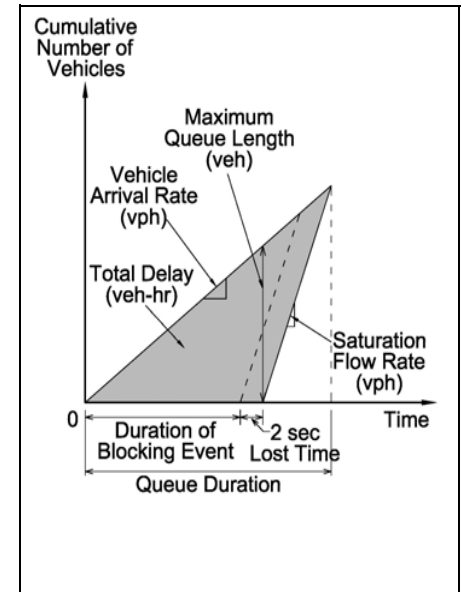
Traffic Signal Upstream: No

No. of Critical Phases (Upstream): N/A

Traffic Signal Downstream: No

g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:11:09	94	a	2	20	0	0	2	0	1660	1	97	0.008
2	1:16:57	246	a/a	2	10	0	0	2	0	1660	1	250	0.029
3	1:34:02	170	a	2	10	0	0	2	0	1660	1	173	0.014
4	2:13:11	459	a	2	7	0	0	0	0	1660	1	463	0.058
5	4:28:20	108	a	2	14	0	0	1	0	1660	0	111	0.007
6	4:50:00	158	a	2	14	0	0	1	0	1660	1	161	0.015
7	5:38:59	18	e	2	27	0	0	2	0	1660	0	20	0.000
8	6:34:25	404	a/e	2	48	3	0	1	0	1660	6	419	0.341
9	7:12:06	34	e	2	199	3	0	2	2	1660	2	41	0.012
10	7:52:54	36	e	2	199	3	0	2	2	1660	2	43	0.013
11	8:04:46	135	a	2	132	0	0	2	1	1660	5	149	0.106
12	9:12:13	37	e	2	129	0	0	5	4	1660	1	43	0.009
13	9:25:30	12	c	2	129	0	0	5	4	1660	1	15	0.001
14	10:28:12	158	a	2	127	0	0	7	1	1660	6	174	0.145
15	11:09:37	103	a	2	134	0	0	5	0	1660	4	115	0.065
16	11:22:07	171	a	2	134	0	0	5	0	1660	7	189	0.175
17	12:52:35	11	d	2	155	0	0	4	2	1660	1	14	0.001
18	12:55:34	39	d	2	155	0	0	4	2	1660	2	45	0.011
19	12:57:34	11	d	2	155	0	0	4	2	1660	1	14	0.001
20	13:35:22	34	e	2	175	0	0	4	0	1660	2	40	0.010
21	16:08:14	42	e	2	226	0	0	0	0	1660	3	51	0.020
22	16:19:22	144	a	2	226	0	0	0	0	1660	9	169	0.215
23	16:31:32	28	d	2	226	0	0	0	0	1660	2	35	0.009
24	16:33:33	34	e	2	226	0	0	0	0	1660	2	42	0.013
25	17:12:06	44	d	2	226	0	0	0	0	1660	3	53	0.021
26	17:14:26	32	e	2	226	0	0	0	0	1660	2	39	0.012
27	17:41:18	24	d	2	226	0	0	0	0	1660	2	30	0.007
28	17:43:11	34	e	2	226	0	0	0	0	1660	2	42	0.013
29	18:19:21	39	d	2	169	0	0	0	0	1660	2	46	0.012
30	18:21:22	34	e	2	169	0	0	0	0	1660	2	40	0.009
31	18:50:56	31	d	2	169	0	0	0	0	1660	2	37	0.008
32	18:52:36	27	e	2	169	0	0	0	0	1660	1	32	0.006
33	18:57:03	68	a	2	169	0	0	0	0	1660	3	78	0.036
34	19:05:52	93	a	2	139	0	0	2	0	1660	4	104	0.054
35	19:18:18	168	a	2	139	0	0	2	0	1660	7	186	0.172
36	19:52:34	62	a	2	139	0	0	2	0	1660	3	70	0.024
37	20:04:00	247	a	2	130	0	0	2	1	1660	9	271	0.346



RAILROAD CROSSING DELAY ANALYSIS

Street:	Maple Ave @ Los Angeles Subdivision Crossing							
Crossing Number:	811076V	Direction:	Northbound		Traffic Signal Upstream:	No		
Nearest Cross Street:	Colegrove Ave	Daily % Heavy Vehicles:	2.4%		No. of Critical Phases (Upstream):	N/A		
Location:	Montebello	No. of Lanes:	1		Traffic Signal Downstream:	No		
Type of Crossing:	Isolated	Date:	9/9/2009		g/C (Downstream):	N/A		
Traffic Condition:	Existing (2009)	Day:	Wednesday					

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:53:08	141	a	2	130	0	0	2	1	1660	5	155	0.114
39	21:26:12	138	a	2	63	0	0	0	0	1660	2	146	0.050
40	21:43:55	145	a	2	63	0	0	0	0	1660	3	153	0.055
41	22:12:51	129	a	2	40	0	0	1	0	1660	1	134	0.028
42	23:45:00	76	a	2	27	0	0	0	0	1660	1	79	0.006
Total													2.251

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

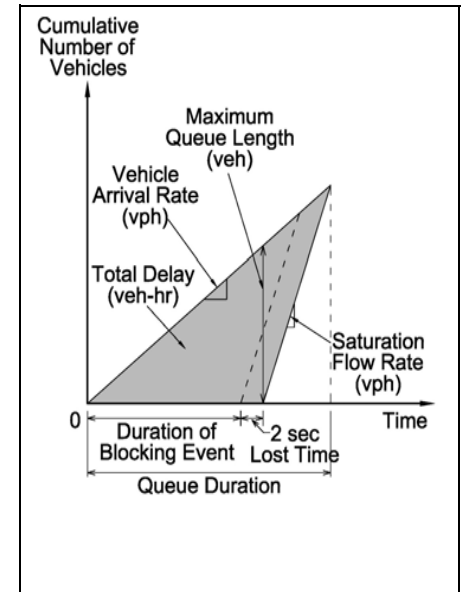
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Maple Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811076V Direction: Southbound
 Nearest Cross Street: Colegrove Ave Daily % Heavy Vehicles: 2.7%
 Location: Montebello No. of Lanes: 1
 Type of Crossing: Isolated Date: 9/9/2009
 Traffic Condition: Existing (2009) Day: Wednesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:11:09	94	a	2	15	0	0	0	0	1660	0	97	0.005
2	1:16:57	246	a/a	2	9	0	0	0	0	1660	1	249	0.021
3	1:34:02	170	a	2	9	0	0	0	0	1660	0	173	0.010
4	2:13:11	459	a	2	10	0	0	0	0	1660	1	464	0.083
5	4:28:20	108	a	2	21	0	0	0	0	1660	1	111	0.010
6	4:50:00	158	a	2	21	0	0	0	0	1660	1	162	0.021
7	5:38:59	18	e	2	37	0	0	1	0	1660	0	20	0.001
8	6:34:25	404	a/e	2	68	0	0	0	0	1660	8	423	0.451
9	7:12:06	34	e	2	192	2	0	3	1	1660	2	41	0.011
10	7:52:54	36	e	2	192	2	0	3	1	1660	2	43	0.012
11	8:04:46	135	a	2	145	11	1	0	0	1660	6	151	0.125
12	9:12:13	37	e	2	114	2	0	1	1	1660	1	42	0.007
13	9:25:30	12	c	2	114	2	0	1	1	1660	0	15	0.001
14	10:28:12	158	a	2	124	2	1	3	1	1660	6	174	0.141
15	11:09:37	103	a	2	133	4	0	2	0	1660	4	115	0.065
16	11:22:07	171	a	2	133	4	0	2	0	1660	7	189	0.175
17	12:52:35	11	d	2	164	3	0	2	0	1660	1	14	0.001
18	12:55:34	39	d	2	164	3	0	2	0	1660	2	46	0.012
19	12:57:34	11	d	2	164	3	0	2	0	1660	1	14	0.001
20	13:35:22	34	e	2	151	0	0	3	0	1660	2	40	0.009
21	16:08:14	42	e	2	184	2	0	1	0	1660	2	50	0.016
22	16:19:22	144	a	2	184	2	0	1	0	1660	8	165	0.174
23	16:31:32	28	d	2	184	2	0	1	0	1660	2	34	0.007
24	16:33:33	34	e	2	184	2	0	1	0	1660	2	41	0.011
25	17:12:06	44	d	2	224	0	0	0	0	1660	3	53	0.021
26	17:14:26	32	e	2	224	0	0	0	0	1660	2	39	0.011
27	17:41:18	24	d	2	224	0	0	0	0	1660	2	30	0.007
28	17:43:11	34	e	2	224	0	0	0	0	1660	2	42	0.013
29	18:19:21	39	d	2	175	0	0	0	0	1660	2	46	0.013
30	18:21:22	34	e	2	175	0	0	0	0	1660	2	40	0.010
31	18:50:56	31	d	2	175	0	0	0	0	1660	2	37	0.008
32	18:52:36	27	e	2	175	0	0	0	0	1660	1	32	0.006
33	18:57:03	68	a	2	175	0	0	0	0	1660	3	78	0.037
34	19:05:52	93	a	2	111	0	0	0	1	1660	3	102	0.042
35	19:18:18	168	a	2	111	0	0	0	1	1660	5	182	0.134
36	19:52:34	62	a	2	111	0	0	0	1	1660	2	69	0.019
37	20:04:00	247	a	2	147	11	0	0	0	1660	11	275	0.417



RAILROAD CROSSING DELAY ANALYSIS

Street:	Maple Ave @ Los Angeles Subdivision Crossing		
Crossing Number:	811076V	Direction:	Southbound
Nearest Cross Street:	Colegrove Ave	Daily % Heavy Vehicles:	2.7%
Location:	Montebello	No. of Lanes:	1
Type of Crossing:	Isolated	Date:	9/9/2009
Traffic Condition:	Existing (2009)	Day:	Wednesday
		Traffic Signal Upstream:	No
		No. of Critical Phases (Upstream):	N/A
		Traffic Signal Downstream:	No
		g/C (Downstream):	N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:53:08	141	a	2	147	11	0	0	0	1660	6	158	0.138
39	21:26:12	138	a	2	65	0	0	0	0	1660	3	146	0.051
40	21:43:55	145	a	2	65	0	0	0	0	1660	3	153	0.056
41	22:12:51	129	a	2	42	0	0	0	0	1660	2	134	0.028
42	23:45:00	76	a	2	27	0	0	0	0	1660	1	79	0.006
Total													2.387

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

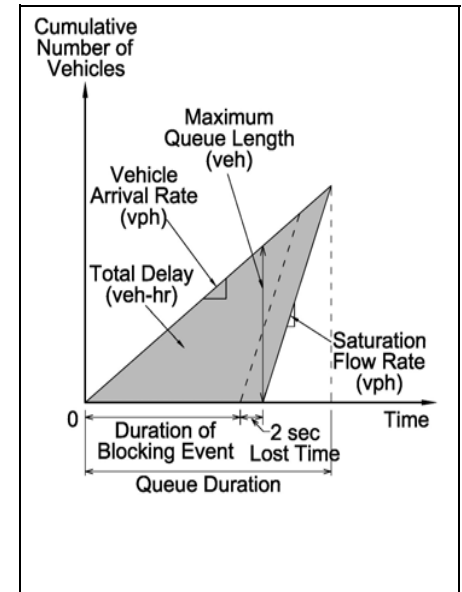
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Greenwood Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811075N Direction: Northbound
 Nearest Cross Street: Truck Wy Daily % Heavy Vehicles: 2.8%
 Location: Montebello No. of Lanes: 1
 Type of Crossing: Isolated Date: 9/9/2009
 Traffic Condition: Existing (2009) Day: Wednesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:09:31	106	a	2	12	0	0	0	0	1650	0	109	0.005
2	1:15:22	141	a	2	9	0	0	0	0	1650	0	144	0.007
3	1:18:14	127	a	2	9	0	0	0	0	1650	0	130	0.006
4	1:33:30	160	a	2	9	0	0	0	0	1650	0	163	0.009
5	2:13:50	388	a	2	5	0	0	0	0	1650	1	391	0.029
6	4:27:58	95	a	2	23	0	0	0	0	1650	1	98	0.008
7	4:49:30	145	a	2	23	0	0	0	0	1650	1	149	0.019
8	5:38:00	30	e	2	63	0	0	0	0	1650	1	33	0.003
9	6:34:42	350	a/e	2	94	0	2	0	0	1650	9	374	0.488
10	7:10:43	36	e	2	196	2	2	1	0	1650	2	43	0.013
11	7:51:33	36	e	2	196	2	2	1	0	1650	2	43	0.013
12	8:02:39	173	a	2	205	2	1	0	0	1650	10	200	0.281
13	9:10:55	32	e	2	138	1	1	0	0	1650	1	37	0.007
14	10:27:48	142	a	2	140	1	1	1	0	1650	6	158	0.126
15	11:07:59	106	a	2	165	0	0	0	0	1650	5	120	0.083
16	11:21:23	177	a	2	165	0	0	0	0	1650	8	199	0.227
17	13:01:10	69	a	2	218	34	0	1	0	1650	5	84	0.058
18	13:34:40	40	e	2	218	34	0	1	0	1650	3	50	0.020
19	16:06:51	39	e	2	246	0	0	0	0	1650	3	48	0.019
20	16:17:40	151	a	2	246	0	0	0	0	1650	10	180	0.261
21	16:32:52	30	e	2	246	0	0	0	0	1650	2	38	0.012
22	17:13:38	41	e	2	243	0	2	1	0	1650	3	51	0.021
23	17:42:27	37	e	2	243	0	2	1	0	1650	3	46	0.017
24	18:20:37	39	e	2	246	0	3	0	0	1650	3	48	0.019
25	18:51:46	37	e	2	246	0	3	0	0	1650	3	46	0.017
26	18:56:51	43	a	2	246	0	3	0	0	1650	3	53	0.023
27	19:04:22	98	a	2	196	0	3	0	0	1650	6	114	0.088
28	19:16:37	176	a	2	196	0	3	0	0	1650	10	202	0.276
29	19:51:55	65	a	2	196	0	3	0	0	1650	4	76	0.039
30	20:02:04	245	a	2	165	0	2	2	0	1650	12	275	0.443
31	20:51:38	142	a	2	165	0	2	2	0	1650	7	160	0.150
32	21:25:36	130	a	2	84	0	3	1	0	1650	3	139	0.062
33	21:43:26	134	a	2	84	0	3	1	0	1650	3	144	0.066



RAILROAD CROSSING DELAY ANALYSIS

Street:	Greenwood Ave @ Los Angeles Subdivision Crossing		
Crossing Number:	811075N	Direction:	Northbound
Nearest Cross Street:	Truck Wy	Daily % Heavy Vehicles:	2.8%
Location:	Montebello	No. of Lanes:	1
Type of Crossing:	Isolated	Date:	9/9/2009
Traffic Condition:	Existing (2009)	Day:	Wednesday
		Traffic Signal Upstream:	No
		No. of Critical Phases (Upstream):	N/A
		Traffic Signal Downstream:	No
		g/C (Downstream):	N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
34	22:11:16	134	a	2	69	0	3	0	0	1650	3	142	0.054
35	23:44:24	76	a	2	39	0	2	0	0	1650	1	80	0.010
Total													2.979

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

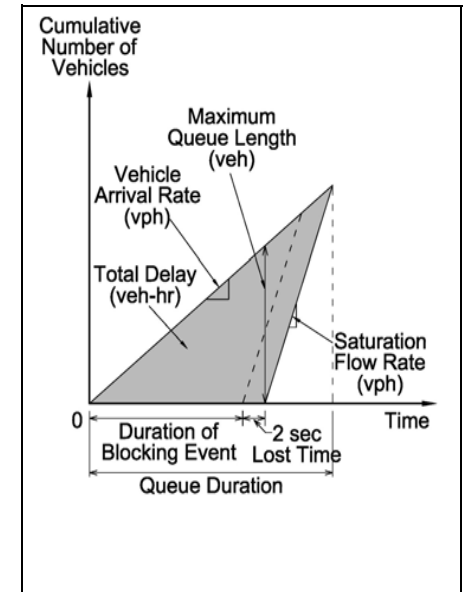
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Greenwood Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811075N Direction: Southbound
 Nearest Cross Street: Truck Wy Daily % Heavy Vehicles: 2.7%
 Location: Montebello No. of Lanes: 1
 Type of Crossing: Isolated Date: 9/9/2009
 Traffic Condition: Existing (2009) Day: Wednesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:09:31	106	a	2	18	0	0	0	0	1660	1	109	0.008
2	1:15:22	141	a	2	12	0	0	0	0	1660	0	144	0.010
3	1:18:14	127	a	2	12	0	0	0	0	1660	0	130	0.008
4	1:33:30	160	a	2	12	0	0	0	0	1660	1	163	0.012
5	2:13:50	388	a	2	2	0	0	0	0	1660	0	390	0.012
6	4:27:58	95	a	2	20	0	4	0	0	1660	1	98	0.009
7	4:49:30	145	a	2	20	0	4	0	0	1660	1	149	0.020
8	5:38:00	30	e	2	44	0	9	0	0	1660	0	33	0.002
9	6:34:42	350	a/e	2	107	24	2	1	0	1660	13	383	0.697
10	7:10:43	36	e	2	202	5	0	2	1	1660	2	44	0.014
11	7:51:33	36	e	2	202	5	0	2	1	1660	2	44	0.014
12	8:02:39	173	a	2	349	5	0	2	0	1660	17	223	0.536
13	9:10:55	32	e	2	196	7	3	0	0	1660	2	39	0.011
14	10:27:48	142	a	2	151	4	2	0	0	1660	6	159	0.139
15	11:07:59	106	a	2	158	7	0	1	1	1660	5	120	0.084
16	11:21:23	177	a	2	158	7	0	1	1	1660	8	199	0.230
17	13:01:10	69	a	2	186	1	0	0	0	1660	4	80	0.041
18	13:34:40	40	e	2	186	1	0	0	0	1660	2	47	0.014
19	16:06:51	39	e	2	281	0	0	3	0	1660	3	49	0.022
20	16:17:40	151	a	2	281	0	0	3	0	1660	12	185	0.310
21	16:32:52	30	e	2	281	0	0	3	0	1660	3	39	0.014
22	17:13:38	41	e	2	324	0	0	0	0	1660	4	53	0.028
23	17:42:27	37	e	2	324	0	0	0	0	1660	4	48	0.023
24	18:20:37	39	e	2	239	0	0	0	0	1660	3	48	0.018
25	18:51:46	37	e	2	239	0	0	0	0	1660	3	46	0.017
26	18:56:51	43	a	2	239	0	0	0	0	1660	3	53	0.022
27	19:04:22	98	a	2	245	0	0	0	0	1660	7	117	0.111
28	19:16:37	176	a	2	245	0	0	0	0	1660	12	209	0.352
29	19:51:55	65	a	2	245	0	0	0	0	1660	5	79	0.050
30	20:02:04	245	a	2	194	0	0	0	0	1660	13	280	0.518
31	20:51:38	142	a	2	194	0	0	0	0	1660	8	163	0.176
32	21:25:36	130	a	2	106	0	1	0	0	1660	4	141	0.077
33	21:43:26	134	a	2	106	0	1	0	0	1660	4	145	0.081



RAILROAD CROSSING DELAY ANALYSIS

Street:	Greenwood Ave @ Los Angeles Subdivision Crossing		
Crossing Number:	811075N	Direction:	Southbound
Nearest Cross Street:	Truck Wy	Daily % Heavy Vehicles:	2.7%
Location:	Montebello	No. of Lanes:	1
Type of Crossing:	Isolated	Date:	9/9/2009
Traffic Condition:	Existing (2009)	Day:	Wednesday
		Traffic Signal Upstream:	No
		No. of Critical Phases (Upstream):	N/A
		Traffic Signal Downstream:	No
		g/C (Downstream):	N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
34	22:11:16	134	a	2	77	0	0	0	0	1660	3	143	0.058
35	23:44:24	76	a	2	55	0	0	0	0	1660	1	81	0.013
Total													3.751

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

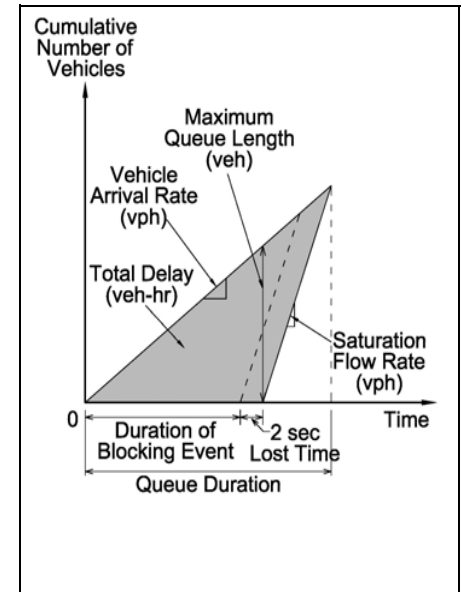
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Montebello Blvd @ Los Angeles Subdivision Crossing
 Crossing Number: 811074G Direction: Northbound
 Nearest Cross Street: Roosevelt Ave Daily % Heavy Vehicles: 1.3%
 Location: Montebello No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/8/2009
 Traffic Condition: Existing (2009) Day: Tuesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:51:39	131	a	2	65	0	1	0	0	3360	2	136	0.046
2	1:38:30	129	a	2	25	0	0	0	0	3360	1	132	0.017
3	2:24:44	246	a	2	30	0	0	0	0	3360	2	250	0.072
4	4:08:26	74	a	2	63	0	0	0	0	3360	1	77	0.014
5	4:23:44	80	a	2	63	0	0	0	0	3360	1	84	0.017
6	5:37:13	39	e	2	127	0	3	0	0	3360	1	43	0.009
7	6:41:00	40	e	2	275	4	4	0	1	3360	3	46	0.021
8	7:10:55	42	e	2	759	7	6	0	0	3360	9	57	0.075
9	7:48:04	41	e	2	759	7	6	0	0	3360	9	56	0.072
10	8:00:55	317	a	2	506	2	6	1	0	3360	46	377	2.389
11	8:11:50	140	a	2	506	2	6	1	0	3360	20	168	0.474
12	9:10:00	43	e	2	466	0	4	2	1	3360	6	52	0.043
13	9:52:33	15	d	2	466	0	4	2	1	3360	2	20	0.006
14	9:53:00	117	c	2	466	0	4	2	1	3360	16	138	0.300
15	10:58:37	169	a	2	452	1	5	2	0	3360	22	198	0.601
16	11:38:35	167	a	2	500	2	4	1	1	3360	24	199	0.659
17	13:01:17	75	a	2	599	2	13	3	0	3360	13	94	0.172
18	13:34:49	50	e	2	599	2	13	3	0	3360	9	64	0.079
19	16:06:29	49	e	2	825	0	5	0	0	3360	12	68	0.111
20	16:17:11	159	a	2	825	0	5	0	0	3360	37	214	1.103
21	16:32:51	56	e	2	825	0	5	0	0	3360	13	77	0.143
22	17:13:47	50	e	2	865	0	7	0	0	3360	13	70	0.122
23	17:42:34	51	e	2	865	0	7	0	0	3360	13	72	0.128
24	18:20:50	45	e	2	688	0	4	0	0	3360	9	59	0.074
25	18:51:54	52	e	2	688	0	4	0	0	3360	10	68	0.098
26	18:57:13	48	a	2	688	0	4	0	0	3360	10	63	0.084
27	19:03:57	110	a	2	544	1	2	0	0	3360	17	134	0.317
28	19:06:58	15	d	2	544	1	2	0	0	3360	3	20	0.007
29	19:16:14	175	a	2	544	1	2	0	0	3360	27	211	0.788
30	19:52:03	77	a	2	544	1	2	0	0	3360	12	94	0.157
31	20:03:13	200	a	2	390	0	2	0	0	3360	22	229	0.700
32	20:51:45	118	a	2	390	0	2	0	0	3360	13	136	0.247
33	21:25:52	131	a	2	286	0	2	0	0	3360	11	145	0.214



RAILROAD CROSSING DELAY ANALYSIS

Street:	Montebello Blvd @ Los Angeles Subdivision Crossing		
Crossing Number:	811074G	Direction:	Northbound
Nearest Cross Street:	Roosevelt Ave	Daily % Heavy Vehicles:	1.3%
Location:	Montebello	No. of Lanes:	2
Type of Crossing:	Isolated	Date:	9/8/2009
Traffic Condition:	Existing (2009)	Day:	Tuesday
		Traffic Signal Upstream:	No
		No. of Critical Phases (Upstream):	N/A
		Traffic Signal Downstream:	No
		g/C (Downstream):	N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
34	21:43:48	73	a	2	286	0	2	0	0	3360	6	82	0.068
35	22:10:43	150	a	2	159	0	0	0	0	3360	7	160	0.149
36	23:44:33	91	a	2	125	0	0	0	0	3360	3	97	0.044
Total													9.620

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

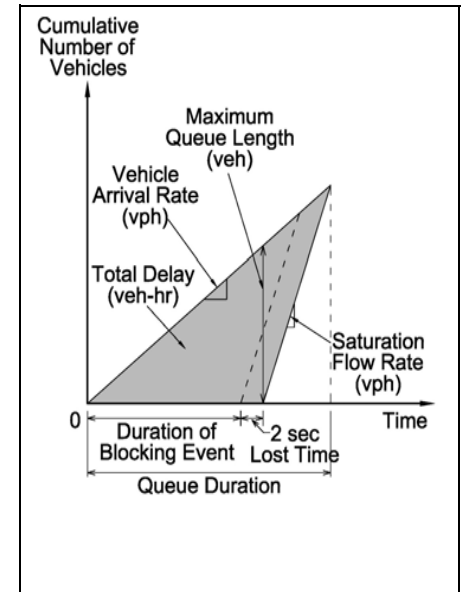
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Montebello Blvd @ Los Angeles Subdivision Crossing
 Crossing Number: 811074G Direction: Southbound
 Nearest Cross Street: Roosevelt Ave Daily % Heavy Vehicles: 2.0%
 Location: Montebello No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/8/2009
 Traffic Condition: Existing (2009) Day: Tuesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:51:39	131	a	2	61	0	2	1	0	3330	2	136	0.045
2	1:38:30	129	a	2	42	0	2	0	0	3330	2	133	0.030
3	2:24:44	246	a	2	28	0	0	0	0	3330	2	250	0.067
4	4:08:26	74	a	2	63	0	0	0	0	3330	1	77	0.014
5	4:23:44	80	a	2	63	0	0	0	0	3330	1	84	0.017
6	5:37:13	39	e	2	186	0	0	1	0	3330	2	43	0.013
7	6:41:00	40	e	2	365	5	4	0	1	3330	4	47	0.029
8	7:10:55	42	e	2	671	6	4	1	2	3330	8	55	0.064
9	7:48:04	41	e	2	671	6	4	1	2	3330	8	54	0.061
10	8:00:55	317	a	2	600	21	7	2	0	3330	56	393	3.047
11	8:11:50	140	a	2	600	21	7	2	0	3330	25	175	0.604
12	9:10:00	43	e	2	464	3	5	1	2	3330	6	52	0.043
13	9:52:33	15	d	2	464	3	5	1	2	3330	2	20	0.006
14	9:53:00	117	c	2	464	3	5	1	2	3330	16	139	0.303
15	10:58:37	169	a	2	413	0	4	4	0	3330	20	196	0.544
16	11:38:35	167	a	2	499	1	3	1	1	3330	24	199	0.655
17	13:01:17	75	a	2	543	0	9	2	1	3330	12	92	0.152
18	13:34:49	50	e	2	543	0	9	2	1	3330	8	62	0.069
19	16:06:29	49	e	2	692	6	8	1	0	3330	10	65	0.090
20	16:17:11	159	a	2	692	6	8	1	0	3330	32	204	0.896
21	16:32:51	56	e	2	692	6	8	1	0	3330	11	74	0.117
22	17:13:47	50	e	2	812	1	14	0	0	3330	12	69	0.114
23	17:42:34	51	e	2	812	1	14	0	0	3330	12	71	0.120
24	18:20:50	45	e	2	726	0	8	2	0	3330	10	60	0.080
25	18:51:54	52	e	2	726	0	8	2	0	3330	11	69	0.106
26	18:57:13	48	a	2	726	0	8	2	0	3330	10	64	0.091
27	19:03:57	110	a	2	594	0	5	0	0	3330	19	137	0.355
28	19:06:58	15	d	2	594	0	5	0	0	3330	3	21	0.008
29	19:16:14	175	a	2	594	0	5	0	0	3330	29	216	0.884
30	19:52:03	77	a	2	594	0	5	0	0	3330	13	96	0.175
31	20:03:13	200	a	2	461	0	3	1	0	3330	26	235	0.852
32	20:51:45	118	a	2	461	0	3	1	0	3330	16	139	0.299
33	21:25:52	131	a	2	368	0	2	0	0	3330	14	150	0.285



RAILROAD CROSSING DELAY ANALYSIS

Street:	Montebello Blvd @ Los Angeles Subdivision Crossing		
Crossing Number:	811074G	Direction:	Southbound
Nearest Cross Street:	Roosevelt Ave	Daily % Heavy Vehicles:	2.0%
Location:	Montebello	No. of Lanes:	2
Type of Crossing:	Isolated	Date:	9/8/2009
Traffic Condition:	Existing (2009)	Day:	Tuesday
		Traffic Signal Upstream:	No
		No. of Critical Phases (Upstream):	N/A
		Traffic Signal Downstream:	No
		g/C (Downstream):	N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
34	21:43:48	73	a	2	368	0	2	0	0	3330	8	84	0.090
35	22:10:43	150	a	2	220	0	5	0	0	3330	10	163	0.215
36	23:44:33	91	a	2	151	1	1	1	0	3330	4	98	0.054
Total													10.594

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

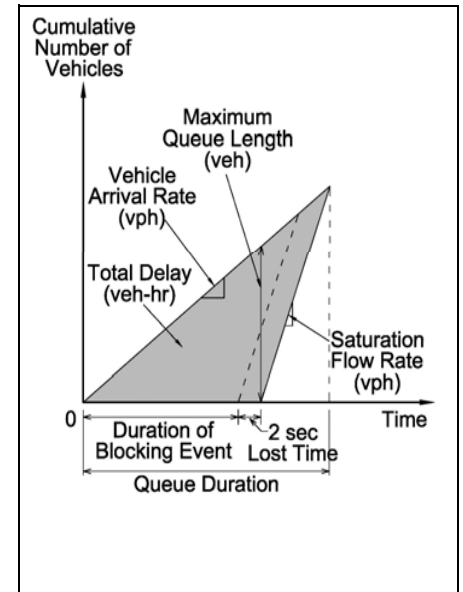
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Durfee Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811219R Direction: Northbound
 Nearest Cross Street: Stephens St Daily % Heavy Vehicles: 1.1%
 Location: Pico Rivera No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:06:12	95	a	2	33	0	0	1	0	3360	1	98	0.012
2	0:20:02	135	a	2	33	0	0	1	0	3360	1	138	0.025
3*/**	0:55:01	405	a/a	2	33	0	0	1	0	3360	4	411	0.219
4	2:21:08	140	a	2	13	0	0	0	0	3360	1	143	0.010
5	4:24:13	46	a	2	21	0	0	0	0	3360	0	48	0.002
6	5:44:57	34	e	2	74	0	0	0	0	3360	1	37	0.004
7	5:55:28	165	a	2	74	0	0	0	0	3360	3	171	0.082
8	6:57:18	32	e	2	174	1	0	1	0	3360	2	36	0.008
9	7:11:53	34	e	2	419	4	0	1	0	3360	4	41	0.024
10	7:22:24	136	a	2	419	4	0	1	0	3360	16	158	0.357
11	7:46:33	35	e	2	419	4	0	1	0	3360	4	42	0.025
12	8:05:49	152	a	2	375	3	2	2	0	3360	16	174	0.395
13	8:33:08	117	a	2	375	3	2	2	0	3360	13	134	0.235
14	9:11:31	30	e	2	253	0	0	5	0	3360	2	35	0.011
15	10:32:50	46	a	2	344	1	1	6	0	3360	5	54	0.035
16	11:00:53	97	a	2	359	1	0	4	0	3360	10	111	0.154
17*/**	12:34:30	405	a	2	330	0	0	3	0	3360	38	452	2.363
18	13:35:26	29	e	2	374	2	1	2	0	3360	3	35	0.016
19	14:01:02	154	a	2	430	4	0	5	0	3360	19	179	0.473
20	14:14:40	30	a	2	430	4	0	5	0	3360	4	37	0.020
21	14:24:16	98	a	2	430	4	0	5	0	3360	12	115	0.195
22	16:01:51	24	e	2	543	0	1	5	0	3360	4	31	0.017
23	16:14:52	48	a	2	543	0	1	5	0	3360	8	60	0.064
24	16:35:37	23	e	2	543	0	1	5	0	3360	4	30	0.016
25	16:38:17	101	a	2	543	0	1	5	0	3360	16	123	0.268
26	17:14:52	18	e	2	642	0	1	4	0	3360	4	25	0.012
27	17:15:43	25	a	2	642	0	1	4	0	3360	5	33	0.022
28	17:34:36	162	a	2	642	0	1	4	0	3360	29	203	0.831
29	17:45:30	26	e	2	642	0	1	4	0	3360	5	35	0.024
30	18:24:25	30	e	2	511	0	0	2	0	3360	5	38	0.024
31	18:36:05	25	a	2	511	0	0	2	0	3360	4	32	0.017
32	18:55:14	42	e	2	511	0	0	2	0	3360	6	52	0.045
33	19:02:48	163	a	2	408	0	0	0	0	3360	19	188	0.488
34	19:35:45	104	a	2	408	0	0	0	0	3360	12	121	0.202
35	20:26:28	75	a	2	307	0	0	0	0	3360	7	85	0.078
36	20:38:31	95	a	2	307	0	0	0	0	3360	8	107	0.123
37	20:50:38	95	a	2	307	0	0	0	0	3360	8	107	0.123



RAILROAD CROSSING DELAY ANALYSIS

Street:	Durfee Ave @ Los Angeles Subdivision Crossing		
Crossing Number:	811219R	Direction:	Northbound
Nearest Cross Street:	Stephens St	Daily % Heavy Vehicles:	1.1%
Location:	Pico Rivera	No. of Lanes:	2
Type of Crossing:	Isolated	Date:	9/3/2009
Traffic Condition:	Existing (2009)	Day:	Thursday
		Traffic Signal Upstream:	No
		No. of Critical Phases (Upstream):	N/A
		Traffic Signal Downstream:	No
		g/C (Downstream):	N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:13:38	137	a	2	103	0	0	0	0	3360	4	143	0.079
39	23:34:03	139	a	2	72	0	0	0	0	3360	3	144	0.056
40	23:44:02	98	a	2	72	0	0	0	0	3360	2	102	0.028
41	23:53:29	300	a	2	72	0	0	0	0	3360	6	309	0.259
Total													7.441

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One or more freight trains either stalled or travelled slowly through the crossing.

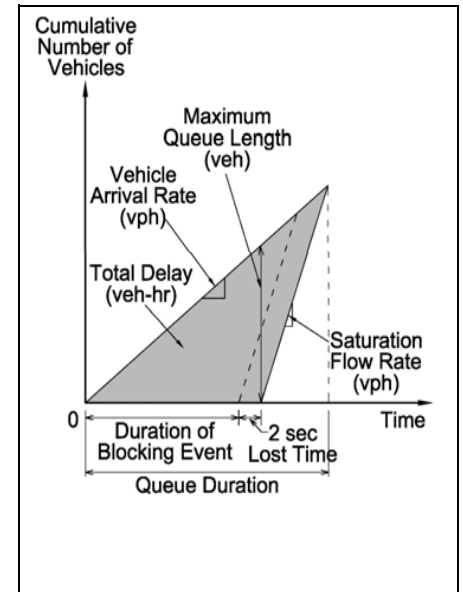
** It was recorded that gate blockage event #3 lasted for 2478 sec and gate blockage event #17 lasted for 903 sec. For the purpose of this delay analysis, it was assumed both blockage events lasted for $(2 + 1 + (1.25) \times 3) \text{ min.} = 405 \text{ sec.}$

RAILROAD CROSSING DELAY ANALYSIS

Street: Durfee Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811219R Direction: Southbound
 Nearest Cross Street: Stephens St Daily % Heavy Vehicles: 1.0%
 Location: Pico Rivera No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:06:12	95	a	2	29	0	0	0	0	3370	1	98	0.011
2	0:20:02	135	a	2	29	0	0	0	0	3370	1	138	0.021
3*/**	0:55:01	405	a/a	2	29	0	0	0	0	3370	3	411	0.187
4	2:21:08	140	a	2	15	0	0	0	0	3370	1	143	0.012
5	4:24:13	46	a	2	23	0	0	0	0	3370	0	48	0.002
6	5:44:57	34	e	2	71	0	0	1	0	3370	1	37	0.004
7	5:55:28	165	a	2	71	0	0	1	0	3370	3	171	0.079
8	6:57:18	32	e	2	196	0	0	3	0	3370	2	36	0.009
9	7:11:53	34	e	2	541	11	1	6	0	3370	6	43	0.033
10	7:22:24	136	a	2	541	11	1	6	0	3370	21	165	0.491
11	7:46:33	35	e	2	541	11	1	6	0	3370	6	44	0.035
12	8:05:49	152	a	2	403	3	2	1	0	3370	17	175	0.425
13	8:33:08	117	a	2	403	3	2	1	0	3370	14	135	0.253
14	9:11:31	30	e	2	336	3	1	6	0	3370	3	36	0.015
15	10:32:50	46	a	2	355	0	0	4	0	3370	5	54	0.036
16	11:00:53	97	a	2	375	0	1	2	0	3370	10	112	0.162
17*/**	12:34:30	405	a	2	361	2	1	4	0	3370	42	457	2.641
18	13:35:26	29	e	2	368	2	1	1	0	3370	3	35	0.016
19	14:01:02	154	a	2	442	2	1	1	0	3370	19	180	0.483
20	14:14:40	30	a	2	442	2	1	1	0	3370	4	37	0.020
21	14:24:16	98	a	2	442	2	1	1	0	3370	12	115	0.198
22	16:01:51	24	e	2	592	1	0	0	0	3370	4	32	0.019
23	16:14:52	48	a	2	592	1	0	0	0	3370	8	61	0.070
24	16:35:37	23	e	2	592	1	0	0	0	3370	4	30	0.017
25	16:38:17	101	a	2	592	1	0	0	0	3370	17	125	0.295
26	17:14:52	18	e	2	659	0	0	1	0	3370	4	25	0.013
27	17:15:43	25	a	2	659	0	0	1	0	3370	5	34	0.023
28	17:34:36	162	a	2	659	0	0	1	0	3370	30	204	0.852
29	17:45:30	26	e	2	659	0	0	1	0	3370	5	35	0.025
30	18:24:25	30	e	2	535	0	0	0	0	3370	5	38	0.025
31	18:36:05	25	a	2	535	0	0	0	0	3370	4	32	0.018
32	18:55:14	42	e	2	535	0	0	0	0	3370	7	52	0.047
33	19:02:48	163	a	2	375	0	0	1	0	3370	17	186	0.445
34	19:35:45	104	a	2	375	0	0	1	0	3370	11	119	0.183
35	20:26:28	75	a	2	286	0	0	1	0	3370	6	84	0.072
36	20:38:31	95	a	2	286	0	0	1	0	3370	8	106	0.114
37	20:50:38	95	a	2	286	0	0	1	0	3370	8	106	0.114



RAILROAD CROSSING DELAY ANALYSIS

Street:	Durfee Ave @ Los Angeles Subdivision Crossing		
Crossing Number:	811219R	Direction:	Southbound
Nearest Cross Street:	Stephens St	Daily % Heavy Vehicles:	1.0%
Location:	Pico Rivera	No. of Lanes:	2
Type of Crossing:	Isolated	Date:	9/3/2009
Traffic Condition:	Existing (2009)	Day:	Thursday
		Traffic Signal Upstream:	No
		No. of Critical Phases (Upstream):	N/A
		Traffic Signal Downstream:	No
		g/C (Downstream):	N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:13:38	137	a	2	117	0	0	0	0	3370	5	144	0.090
39	23:34:03	139	a	2	57	0	0	0	0	3370	2	143	0.044
40	23:44:02	98	a	2	57	0	0	0	0	3370	2	102	0.022
41	23:53:29	300	a	2	57	0	0	0	0	3370	5	307	0.204
Total													7.825

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One or more freight trains either stalled or travelled slowly through the crossing.

** It was recorded that gate blockage event #3 lasted for 2478 sec and gate blockage event #17 lasted for 903 sec. For the purpose of this delay analysis, it was assumed both blockage events lasted for $(2 + 1 + (1.25) \times 3) \text{ min.} = 405 \text{ sec.}$

RAILROAD CROSSING DELAY ANALYSIS

Street: Rose Hills Rd @ Los Angeles Subdivision Crossing

Crossing Number: 811057R Direction: Northbound

Nearest Cross Street: Capitol Ave Daily % Heavy Vehicles: 1.4%

Location: Industry/LA County No. of Lanes: 2

Type of Crossing: Isolated Date: 9/2/2009

Traffic Condition: Existing (2009) Day: Wednesday

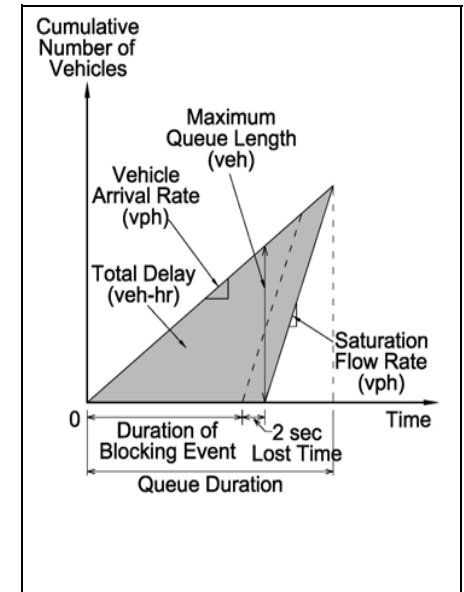
Traffic Signal Upstream: No

No. of Critical Phases (Upstream): N/A

Traffic Signal Downstream: No

g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:14	90	a	2	12	0	0	0	0	3350	0	92	0.004
2	0:22:11	142	a	2	12	0	0	0	0	3350	0	145	0.010
3	1:14:45	102	a	2	11	0	0	2	0	3350	0	104	0.005
4	1:33:01	93	a	2	11	0	0	2	0	3350	0	95	0.005
5	1:36:25	191	a	2	11	0	0	2	0	3350	1	194	0.019
6	2:35:31	155	a	2	5	0	0	1	0	3350	0	157	0.006
7	3:57:57	51	a	2	6	0	0	0	0	3350	0	53	0.001
8	4:25:47	70	a	2	11	0	0	1	0	3350	0	72	0.002
9	5:43:02	32	e	2	54	0	0	1	0	3350	1	35	0.003
10	5:51:33	196	a	2	54	0	0	1	0	3350	3	201	0.084
11	6:55:15	36	e	2	151	3	0	0	0	3350	2	40	0.009
12	7:10:01	26	e	2	299	2	0	3	0	3350	2	31	0.010
13	7:19:01	181	a	2	299	2	0	3	0	3350	15	201	0.431
14	7:44:31	34	e	2	299	2	0	3	0	3350	3	40	0.017
15	8:08:02	169	a	2	312	1	0	6	0	3350	15	189	0.398
16	8:34:58	137	a	2	312	1	0	6	0	3350	12	154	0.263
17	9:09:35	31	e	2	221	0	1	2	0	3350	2	35	0.010
18	10:30:32	53	a	2	192	0	0	2	0	3350	3	58	0.024
19	10:43:12	154	a	2	192	0	0	2	0	3350	8	166	0.194
20	11:02:23	115	a	2	307	0	0	3	0	3350	10	129	0.181
21	12:52:15	58	d	2	360	0	0	4	0	3350	6	67	0.056
22	13:01:03	225	a	2	384	0	0	6	0	3350	25	257	0.878
23	13:36:38	43	e	2	384	0	0	6	0	3350	5	51	0.035
24	13:57:42	141	a	2	384	0	0	6	0	3350	15	162	0.349
25	14:08:07	56	a	2	288	1	0	7	0	3350	5	64	0.042
26	14:27:16	115	a	2	288	1	0	7	0	3350	10	128	0.171
27	15:59:59	13	e	2	256	1	0	3	0	3350	1	16	0.002
28	16:12:05	60	a	2	244	0	0	0	0	3350	4	67	0.039
29	16:34:51	160	a/e	2	244	0	0	0	0	3350	11	175	0.267
30	17:10:56	62	a	2	194	1	0	1	0	3350	3	68	0.033
31	17:15:52	42	e	2	194	1	0	1	0	3350	2	47	0.016
32	17:36:54	206	a	2	194	1	0	1	0	3350	11	221	0.348
33	17:46:38	43	e	2	194	1	0	1	0	3350	2	48	0.016
34	18:25:41	45	e	2	212	0	0	2	0	3350	3	50	0.019
35	18:39:08	35	a	2	212	0	0	2	0	3350	2	40	0.012
36	18:58:04	228	a/e	2	212	0	0	2	0	3350	14	246	0.467
37	19:33:03	110	a	2	180	0	0	3	0	3350	6	118	0.093



RAILROAD CROSSING DELAY ANALYSIS

Street:	Rose Hills Rd @ Los Angeles Subdivision Crossing												
Crossing Number:	811057R	Direction:	Northbound		Traffic Signal Upstream:	No							
Nearest Cross Street:	Capitol Ave	Daily % Heavy Vehicles:	1.4%		No. of Critical Phases (Upstream):	N/A							
Location:	Industry/LA County	No. of Lanes:	2		Traffic Signal Downstream:	No							
Type of Crossing:	Isolated	Date:	9/2/2009		g/C (Downstream):	N/A							
Traffic Condition:	Existing (2009)	Day:	Wednesday										

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:28:19	91	a	2	127	0	1	0	0	3350	3	97	0.045
39	20:43:08	61	a	2	127	0	1	0	0	3350	2	66	0.021
40	20:52:35	110	a	2	127	0	1	0	0	3350	4	116	0.064
41	22:10:24	159	a	2	114	0	0	2	0	3350	5	167	0.120
42	23:30:29	126	a	2	25	0	0	0	0	3350	1	129	0.016
43	23:45:48	115	a	2	25	0	0	0	0	3350	1	118	0.013
44	23:48:10	176	a	2	25	0	0	0	0	3350	1	179	0.031
Total													4.829

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

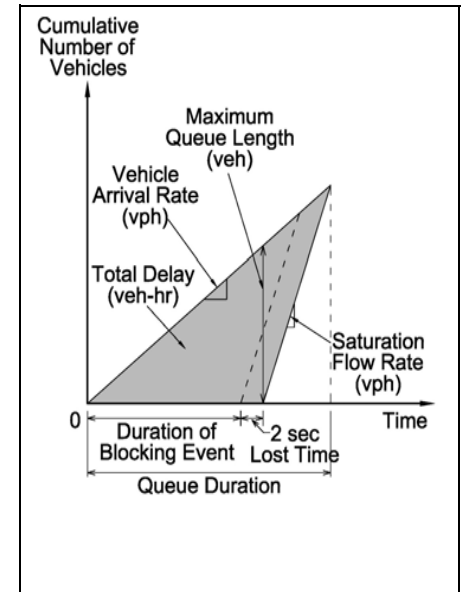
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Rose Hills Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811057R Direction: Southbound
 Nearest Cross Street: Capitol Ave Daily % Heavy Vehicles: 1.2%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/2/2009
 Traffic Condition: Existing (2009) Day: Wednesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:14	90	a	2	29	0	0	0	0	3360	1	93	0.010
2	0:22:11	142	a	2	29	0	0	0	0	3360	1	145	0.023
3	1:14:45	102	a	2	14	0	0	0	0	3360	0	104	0.006
4	1:33:01	93	a	2	14	0	0	0	0	3360	0	95	0.005
5	1:36:25	191	a	2	14	0	0	0	0	3360	1	194	0.020
6	2:35:31	155	a	2	11	0	0	1	0	3360	1	158	0.011
7	3:57:57	51	a	2	5	0	0	0	0	3360	0	53	0.001
8	4:25:47	70	a	2	14	0	0	0	0	3360	0	72	0.003
9	5:43:02	32	e	2	42	0	0	2	0	3360	0	34	0.002
10	5:51:33	196	a	2	42	0	0	2	0	3360	2	201	0.068
11	6:55:15	36	e	2	158	0	0	5	0	3360	2	40	0.010
12	7:10:01	26	e	2	485	2	0	3	0	3360	4	33	0.017
13	7:19:01	181	a	2	485	2	0	3	0	3360	25	214	0.740
14	7:44:31	34	e	2	485	2	0	3	0	3360	5	42	0.029
15	8:08:02	169	a	2	313	0	0	5	0	3360	15	189	0.397
16	8:34:58	137	a	2	313	0	0	5	0	3360	12	154	0.263
17	9:09:35	31	e	2	284	0	0	3	1	3360	3	36	0.013
18	10:30:32	53	a	2	368	0	0	2	0	3360	6	62	0.049
19	10:43:12	154	a	2	368	0	0	2	0	3360	16	175	0.390
20	11:02:23	115	a	2	312	1	0	2	0	3360	10	129	0.183
21	12:52:15	58	d	2	293	0	0	5	0	3360	5	66	0.046
22	13:01:03	225	a	2	204	0	0	4	1	3360	13	242	0.443
23	13:36:38	43	e	2	204	0	0	4	1	3360	3	48	0.017
24	13:57:42	141	a	2	204	0	0	4	1	3360	8	152	0.175
25	14:08:07	56	a	2	302	1	0	8	1	3360	5	64	0.045
26	14:27:16	115	a	2	302	1	0	8	1	3360	10	129	0.182
27	15:59:59	13	e	2	294	0	0	1	0	3360	1	16	0.003
28	16:12:05	60	a	2	455	0	1	2	0	3360	8	72	0.079
29	16:34:51	160	a/e	2	455	0	1	2	0	3360	21	188	0.538
30	17:10:56	62	a	2	538	0	0	3	0	3360	10	76	0.102
31	17:15:52	42	e	2	538	0	0	3	0	3360	7	52	0.048
32	17:36:54	206	a	2	538	0	0	3	0	3360	31	248	1.077
33	17:46:38	43	e	2	538	0	0	3	0	3360	7	54	0.051
34	18:25:41	45	e	2	475	0	0	3	0	3360	6	55	0.048
35	18:39:08	35	a	2	475	0	0	3	0	3360	5	43	0.029
36	18:58:04	228	a/e	2	475	0	0	3	0	3360	31	268	1.137
37	19:33:03	110	a	2	152	0	0	1	0	3360	5	117	0.077



RAILROAD CROSSING DELAY ANALYSIS

Street:	Rose Hills Rd @ Los Angeles Subdivision Crossing												
Crossing Number:	811057R	Direction:	Southbound		Traffic Signal Upstream:	No							
Nearest Cross Street:	Capitol Ave	Daily % Heavy Vehicles:	1.2%		No. of Critical Phases (Upstream):	N/A							
Location:	Industry/LA County	No. of Lanes:	2		Traffic Signal Downstream:	No							
Type of Crossing:	Isolated	Date:	9/2/2009		g/C (Downstream):	N/A							
Traffic Condition:	Existing (2009)	Day:	Wednesday										

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:28:19	91	a	2	109	0	0	0	0	3360	3	96	0.038
39	20:43:08	61	a	2	109	0	0	0	0	3360	2	65	0.017
40	20:52:35	110	a	2	109	0	0	0	0	3360	3	116	0.055
41	22:10:24	159	a	2	74	0	0	1	0	3360	3	165	0.077
42	23:30:29	126	a	2	28	0	0	1	0	3360	1	129	0.018
43	23:45:48	115	a	2	28	0	0	1	0	3360	1	118	0.015
44	23:48:10	176	a	2	28	0	0	1	0	3360	1	180	0.036
Total													6.593

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

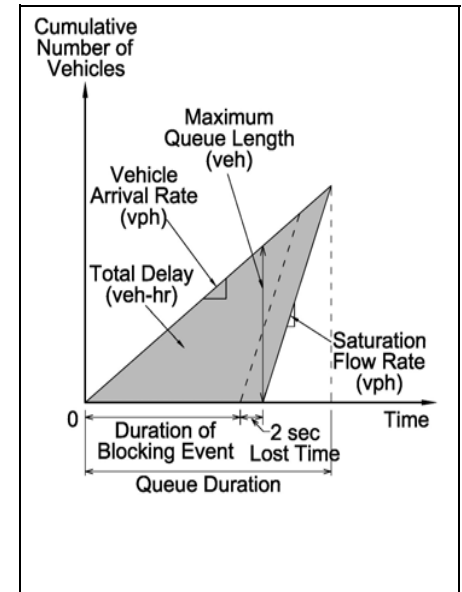
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Mission Mill Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811061F Direction: Northbound
 Nearest Cross Street: Capitol Ave Daily % Heavy Vehicles: 7.7%
 Location: Industry/LA County No. of Lanes: 1
 Type of Crossing: Isolated Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:02	86	a	2	2	0	0	1	0	1580	0	88	0.001
2	0:22:36	137	a	2	2	0	0	1	0	1580	0	139	0.002
3	1:14:47	86	a	2	7	0	0	2	0	1580	0	89	0.003
4	1:33:26	84	a	2	7	0	0	2	0	1580	0	86	0.003
5	1:36:56	177	a	2	7	0	0	2	0	1580	0	180	0.011
6	2:35:40	161	a	2	11	0	0	1	0	1580	1	164	0.012
7	3:57:12	110	a	2	7	0	0	1	0	1580	0	113	0.004
8	4:26:01	59	a	2	53	0	0	0	0	1580	1	63	0.008
9	5:43:02	27	e	2	53	0	0	11	0	1580	1	30	0.002
10	5:51:22	187	a	2	53	0	0	11	0	1580	3	197	0.092
11	6:55:09	32	e	2	73	0	0	6	0	1580	1	36	0.004
12	7:09:53	32	e	2	80	0	0	9	0	1580	1	36	0.004
13	7:14:55	62	d	2	80	0	0	9	0	1580	2	68	0.015
14	7:18:44	186	a	2	80	0	0	9	0	1580	5	199	0.128
15	7:44:27	32	e	2	80	0	0	9	0	1580	1	36	0.004
16	8:08:26	165	a	2	81	0	0	9	0	1580	4	177	0.103
17	8:35:14	137	a	2	81	0	0	9	0	1580	3	147	0.071
18	9:09:35	29	e	2	55	0	0	7	0	1580	1	32	0.002
19	10:30:21	57	a	2	54	0	0	3	0	1580	1	61	0.008
20	10:44:06	119	a	2	54	0	0	3	0	1580	2	126	0.034
21	11:02:39	116	a	2	71	0	0	6	1	1580	3	124	0.044
22	13:02:19	174	a	2	64	0	0	4	0	1580	3	184	0.085
23	13:36:55	30	e	2	64	0	0	4	0	1580	1	33	0.003
24	13:57:23	145	a	2	64	0	0	4	0	1580	3	154	0.059
25	14:08:02	44	a	2	87	0	0	7	0	1580	1	49	0.008
26	14:27:49	102	a	2	87	0	0	7	0	1580	3	111	0.042
27	16:00:00	4	e	2	98	0	0	4	0	1580	0	6	0.000
28	16:12:00	59	a	2	98	0	0	4	0	1580	2	65	0.016
29	16:34:36	181	a/e	2	98	0	0	4	0	1580	5	196	0.141
30	17:09:40	50	a	2	70	0	0	6	0	1580	1	55	0.008
31	17:16:09	33	e	2	70	0	0	6	0	1580	1	37	0.004
32	17:37:24	195	a	2	70	0	0	6	0	1580	4	207	0.120
33	17:46:53	30	e	2	70	0	0	6	0	1580	1	34	0.003
34	18:25:59	30	e	2	41	0	0	3	0	1580	0	33	0.002
35	18:39:19	34	a	2	41	0	0	3	0	1580	0	37	0.002
36	18:57:39	237	a/e	2	41	0	0	3	0	1580	3	246	0.100
37	19:32:55	110	a	2	22	0	0	0	0	1580	1	114	0.011



RAILROAD CROSSING DELAY ANALYSIS

Street:	Mission Mill Rd @ Los Angeles Subdivision Crossing		
Crossing Number:	811061F	Direction:	Northbound
Nearest Cross Street:	Capitol Ave	Daily % Heavy Vehicles:	7.7%
Location:	Industry/LA County	No. of Lanes:	1
Type of Crossing:	Isolated	Date:	9/3/2009
Traffic Condition:	Existing (2009)	Day:	Thursday
		Traffic Signal Upstream:	No
		No. of Critical Phases (Upstream):	N/A
		Traffic Signal Downstream:	No
		g/C (Downstream):	N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:28:38	87	a	2	19	0	0	0	0	1580	0	90	0.006
39	20:43:28	53	a	2	19	0	0	0	0	1580	0	56	0.002
40	20:53:01	97	a	2	19	0	0	0	0	1580	1	100	0.007
41	22:10:23	151	a	2	7	0	0	3	0	1580	0	154	0.009
42	23:30:21	119	a	2	9	0	0	0	0	1580	0	122	0.005
43	23:46:01	115	a	2	9	0	0	0	0	1580	0	118	0.005
44	23:48:04	154	a	2	9	0	0	0	0	1580	0	157	0.009
Total													1.202

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

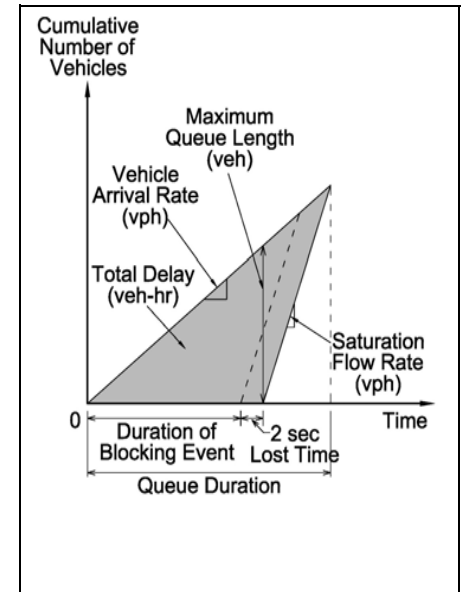
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Mission Mill Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811061F Direction: Southbound
 Nearest Cross Street: Capitol Ave Daily % Heavy Vehicles: 6.9%
 Location: Industry/LA County No. of Lanes: 1
 Type of Crossing: Isolated Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:02	86	a	2	2	0	0	1	0	1590	0	88	0.001
2	0:22:36	137	a	2	2	0	0	1	0	1590	0	139	0.002
3	1:14:47	86	a	2	4	0	0	4	0	1590	0	88	0.002
4	1:33:26	84	a	2	4	0	0	4	0	1590	0	86	0.002
5	1:36:56	177	a	2	4	0	0	4	0	1590	0	180	0.010
6	2:35:40	161	a	2	7	0	0	1	0	1590	0	164	0.008
7	3:57:12	110	a	2	5	0	0	0	0	1590	0	112	0.002
8	4:26:01	59	a	2	37	0	0	1	0	1590	1	62	0.006
9	5:43:02	27	e	2	22	0	0	2	0	1590	0	29	0.001
10	5:51:22	187	a	2	22	0	0	2	0	1590	1	192	0.034
11	6:55:09	32	e	2	42	0	0	4	0	1590	0	35	0.002
12	7:09:53	32	e	2	44	0	0	5	0	1590	0	35	0.002
13	7:14:55	62	d	2	44	0	0	5	0	1590	1	66	0.008
14	7:18:44	186	a	2	44	0	0	5	0	1590	3	194	0.069
15	7:44:27	32	e	2	44	0	0	5	0	1590	0	35	0.002
16	8:08:26	165	a	2	47	0	0	3	0	1590	2	172	0.055
17	8:35:14	137	a	2	47	0	0	3	0	1590	2	144	0.039
18	9:09:35	29	e	2	39	0	0	3	0	1590	0	32	0.002
19	10:30:21	57	a	2	31	0	0	3	0	1590	1	60	0.005
20	10:44:06	119	a	2	31	0	0	3	0	1590	1	124	0.020
21	11:02:39	116	a	2	57	0	0	2	0	1590	2	123	0.033
22	13:02:19	174	a	2	67	0	0	7	0	1590	4	185	0.093
23	13:36:55	30	e	2	67	0	0	7	0	1590	1	34	0.003
24	13:57:23	145	a	2	67	0	0	7	0	1590	3	154	0.065
25	14:08:02	44	a	2	66	0	0	2	0	1590	1	48	0.006
26	14:27:49	102	a	2	66	0	0	2	0	1590	2	109	0.030
27	16:00:00	4	e	2	44	0	0	4	0	1590	0	6	0.000
28	16:12:00	59	a	2	44	0	0	4	0	1590	1	63	0.007
29	16:34:36	181	a/e	2	44	0	0	4	0	1590	2	189	0.064
30	17:09:40	50	a	2	47	0	0	3	0	1590	1	54	0.005
31	17:16:09	33	e	2	47	0	0	3	0	1590	0	36	0.002
32	17:37:24	195	a	2	47	0	0	3	0	1590	3	203	0.077
33	17:46:53	30	e	2	47	0	0	3	0	1590	0	33	0.002
34	18:25:59	30	e	2	47	0	0	2	0	1590	0	33	0.002
35	18:39:19	34	a	2	47	0	0	2	0	1590	0	37	0.003
36	18:57:39	237	a/e	2	47	0	0	2	0	1590	3	247	0.112
37	19:32:55	110	a	2	24	0	0	1	0	1590	1	114	0.012



RAILROAD CROSSING DELAY ANALYSIS

Street:	Mission Mill Rd @ Los Angeles Subdivision Crossing							
Crossing Number:	811061F	Direction:	Southbound		Traffic Signal Upstream:	No		
Nearest Cross Street:	Capitol Ave	Daily % Heavy Vehicles:	6.9%		No. of Critical Phases (Upstream):	N/A		
Location:	Industry/LA County	No. of Lanes:	1		Traffic Signal Downstream:	No		
Type of Crossing:	Isolated	Date:	9/3/2009		g/C (Downstream):	N/A		
Traffic Condition:	Existing (2009)	Day:	Thursday					

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:28:38	87	a	2	24	0	0	0	0	1590	1	90	0.007
39	20:43:28	53	a	2	24	0	0	0	0	1590	0	56	0.003
40	20:53:01	97	a	2	24	0	0	0	0	1590	1	101	0.009
41	22:10:23	151	a	2	6	0	0	2	0	1590	0	154	0.007
42	23:30:21	119	a	2	10	0	0	1	0	1590	0	122	0.006
43	23:46:01	115	a	2	10	0	0	1	0	1590	0	118	0.006
44	23:48:04	154	a	2	10	0	0	1	0	1590	0	157	0.010
Total													0.836

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

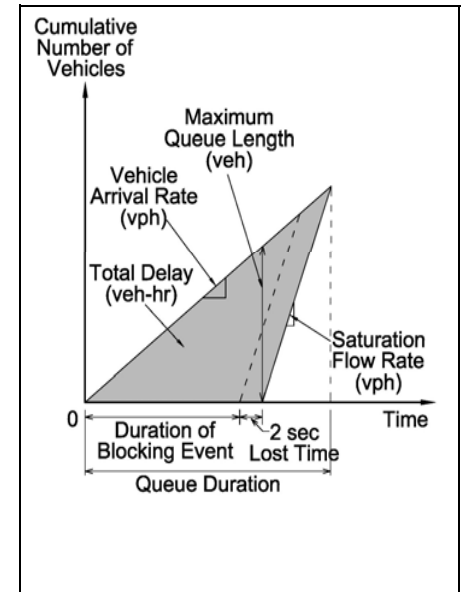
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Workman Mill Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811063U Direction: Northbound
 Nearest Cross Street: Crossroads Pkwy Daily % Heavy Vehicles: 1.6%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:25:00	152	a	2	18	0	0	2	0	3350	1	155	0.018
2	1:12:55	87	a	2	8	0	0	0	0	3350	0	89	0.002
3	1:35:41	87	a	2	8	0	0	0	0	3350	0	89	0.002
4	1:39:52	161	a	2	8	0	0	0	0	3350	0	163	0.008
5	2:38:06	161	a	2	6	0	0	0	0	3350	0	163	0.006
6	3:29:10	142	a	2	5	0	0	0	0	3350	0	144	0.004
7	3:59:34	124	a	2	5	0	0	0	0	3350	0	126	0.003
8	4:28:16	54	a	2	9	0	0	1	0	3350	0	56	0.001
9	5:42:16	34	e	2	18	0	0	0	0	3350	0	36	0.001
10	5:49:28	184	a	2	18	0	0	0	0	3350	1	187	0.024
11	6:54:38	32	e	2	70	0	2	0	0	3350	1	35	0.003
12	7:09:13	36	e	2	129	1	2	3	0	3350	1	40	0.008
13	7:13:42	378	a	2	129	1	2	3	0	3350	14	396	0.784
14	7:43:55	32	e	2	129	1	2	3	0	3350	1	35	0.006
15	8:11:15	167	a	2	144	0	2	4	2	3350	7	177	0.175
16	8:37:47	133	a	2	144	0	2	4	2	3350	6	141	0.112
17	9:08:48	36	e	2	178	0	3	0	0	3350	2	40	0.011
18	10:29:29	57	a	2	162	0	2	2	0	3350	3	62	0.023
19	10:47:02	116	a	2	162	0	2	2	0	3350	5	124	0.094
20	11:04:45	131	a	2	248	0	2	2	0	3350	9	144	0.186
21	13:05:30	137	a	2	236	0	2	2	0	3350	9	150	0.193
22	13:38:35	41	e	2	236	0	2	2	0	3350	3	46	0.018
23	13:56:14	131	a	2	236	0	2	2	0	3350	9	143	0.176
24	14:06:08	48	a	2	268	0	2	1	0	3350	4	54	0.028
25	14:30:42	101	a	2	268	0	2	1	0	3350	8	112	0.121
26	15:58:46	39	e	2	319	2	2	3	1	3350	4	45	0.023
27	16:10:30	74	a	2	440	0	3	0	0	3350	9	88	0.114
28	16:26:58	189	a	2	440	0	3	0	0	3350	24	220	0.718
29	16:38:50	36	e	2	440	0	3	0	0	3350	5	44	0.029
30	17:07:20	47	a	2	474	0	3	1	0	3350	7	57	0.052
31	17:17:50	40	e	2	474	0	3	1	0	3350	6	49	0.038
32	17:40:34	189	a	2	474	0	3	1	0	3350	25	223	0.785
33	17:48:39	34	e	2	474	0	3	1	0	3350	5	42	0.028
34	18:27:42	37	e	2	353	0	0	2	0	3350	4	44	0.024
35	18:41:17	39	a	2	353	0	0	2	0	3350	4	46	0.026
36**	18:43:55	585	a	2	353	0	0	2	0	3350	58	657	5.282
37	19:00:22	36	e	2	224	0	0	0	0	3350	2	41	0.013



RAILROAD CROSSING DELAY ANALYSIS

Street:	Workman Mill Rd @ Los Angeles Subdivision Crossing							
Crossing Number:	811063U	Direction:	Northbound		Traffic Signal Upstream:	No		
Nearest Cross Street:	Crossroads Pkwy	Daily % Heavy Vehicles:	1.6%		No. of Critical Phases (Upstream):	N/A		
Location:	Industry/LA County	No. of Lanes:	2		Traffic Signal Downstream:	No		
Type of Crossing:	Isolated	Date:	9/3/2009		g/C (Downstream):	N/A		
Traffic Condition:	Existing (2009)	Day:	Thursday					

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	19:31:47	113	a	2	224	0	0	0	0	3350	7	123	0.122
39	20:30:50	95	a	2	100	0	0	0	0	3350	3	100	0.037
40	20:45:41	60	a	2	100	0	0	0	0	3350	2	64	0.015
41	20:55:11	113	a	2	100	0	0	0	0	3350	3	119	0.053
42	22:09:05	141	a	2	93	0	1	2	0	3350	4	147	0.078
43	23:29:15	104	a	2	35	0	0	0	0	3350	1	107	0.015
44	23:46:46	219	a/a	2	35	0	0	0	0	3350	2	223	0.067
Total													9.526

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

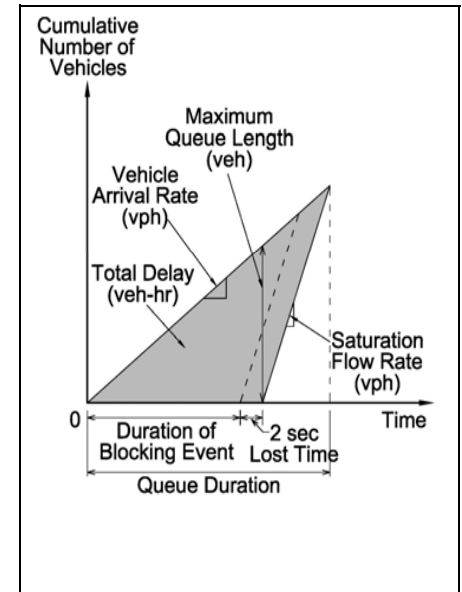
** It was recorded that gate blockage event #36 lasted for 848 sec. For the purpose of this delay analysis, it was assumed this blockage event lasted for $(2 + 1 + (2.25)*3)\text{min.} = 585 \text{ sec.}$

RAILROAD CROSSING DELAY ANALYSIS

Street: Workman Mill Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811063U Direction: Southbound
 Nearest Cross Street: Crossroads Pkwy Daily % Heavy Vehicles: 1.7%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:25:00	152	a	2	7	0	0	0	0	3340	0	154	0.006
2	1:12:55	87	a	2	2	0	0	0	0	3340	0	89	0.001
3	1:35:41	87	a	2	2	0	0	0	0	3340	0	89	0.001
4	1:39:52	161	a	2	2	0	0	0	0	3340	0	163	0.002
5	2:38:06	161	a	2	5	0	0	0	0	3340	0	163	0.005
6	3:29:10	142	a	2	10	0	0	0	0	3340	0	144	0.008
7	3:59:34	124	a	2	10	0	0	0	0	3340	0	126	0.006
8	4:28:16	54	a	2	15	0	0	0	0	3340	0	56	0.002
9	5:42:16	34	e	2	61	0	0	0	0	3340	1	37	0.003
10	5:49:28	184	a	2	61	0	0	0	0	3340	3	189	0.083
11	6:54:38	32	e	2	187	1	2	2	0	3340	2	36	0.009
12	7:09:13	36	e	2	538	0	2	2	1	3340	6	45	0.036
13	7:13:42	378	a	2	538	0	2	2	1	3340	57	454	3.614
14	7:43:55	32	e	2	538	0	2	2	1	3340	5	41	0.029
15	8:11:15	167	a	2	391	0	1	3	0	3340	19	192	0.494
16	8:37:47	133	a	2	391	0	1	3	0	3340	15	153	0.315
17	9:08:48	36	e	2	282	0	3	2	0	3340	3	42	0.018
18	10:29:29	57	a	2	199	0	2	1	0	3340	3	63	0.029
19	10:47:02	116	a	2	199	0	2	1	0	3340	7	126	0.116
20	11:04:45	131	a	2	173	0	2	0	0	3340	6	140	0.126
21	13:05:30	137	a	2	173	1	1	1	0	3340	7	147	0.139
22	13:38:35	41	e	2	173	1	1	1	0	3340	2	45	0.013
23	13:56:14	131	a	2	173	1	1	1	0	3340	7	140	0.126
24	14:06:08	48	a	2	181	0	3	2	0	3340	3	53	0.019
25	14:30:42	101	a	2	181	0	3	2	0	3340	5	109	0.081
26	15:58:46	39	e	2	163	0	1	1	0	3340	2	43	0.011
27	16:10:30	74	a	2	193	2	3	0	0	3340	4	81	0.047
28	16:26:58	189	a	2	193	2	3	0	0	3340	11	203	0.296
29	16:38:50	36	e	2	193	2	3	0	0	3340	2	40	0.012
30	17:07:20	47	a	2	207	0	2	0	0	3340	3	52	0.021
31	17:17:50	40	e	2	207	0	2	0	0	3340	2	45	0.015
32	17:40:34	189	a	2	207	0	2	0	0	3340	11	204	0.314
33	17:48:39	34	e	2	207	0	2	0	0	3340	2	38	0.011
34	18:27:42	37	e	2	145	0	2	1	1	3340	2	41	0.009
35	18:41:17	39	a	2	145	0	2	1	1	3340	2	43	0.010
36**	18:43:55	585	a	2	145	0	2	1	1	3340	24	614	2.072
37	19:00:22	36	e	2	73	0	2	1	0	3340	1	39	0.004



RAILROAD CROSSING DELAY ANALYSIS

Street:	Workman Mill Rd @ Los Angeles Subdivision Crossing							
Crossing Number:	811063U	Direction:	Southbound		Traffic Signal Upstream:	No		
Nearest Cross Street:	Crossroads Pkwy	Daily % Heavy Vehicles:	1.7%		No. of Critical Phases (Upstream):	N/A		
Location:	Industry/LA County	No. of Lanes:	2		Traffic Signal Downstream:	No		
Type of Crossing:	Isolated	Date:	9/3/2009		g/C (Downstream):	N/A		
Traffic Condition:	Existing (2009)	Day:	Thursday					

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	19:31:47	113	a	2	73	0	2	1	0	3340	2	118	0.040
39	20:30:50	95	a	2	52	0	1	1	0	3340	1	99	0.020
40	20:45:41	60	a	2	52	0	1	1	0	3340	1	63	0.008
41	20:55:11	113	a	2	52	0	1	1	0	3340	2	117	0.028
42	22:09:05	141	a	2	35	0	2	0	0	3340	1	145	0.030
43	23:29:15	104	a	2	15	0	0	0	0	3340	0	106	0.007
44	23:46:46	219	a/a	2	15	0	0	0	0	3340	1	222	0.028
Total													8.264

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

** It was recorded that gate blockage event #36 lasted for 848 sec. For the purpose of this delay analysis, it was assumed this blockage event lasted for $(2 + 1 + (2.25)*3)\text{min.} = 585 \text{ sec.}$

RAILROAD CROSSING DELAY ANALYSIS

Street: Turnbull Canyon Rd @ Los Angeles Subdivision Crossing

Crossing Number: 810867E Direction: Northbound

Nearest Cross Street: Salt Lake Ave Daily % Heavy Vehicles: 4.4%

Location: Industry/LA County No. of Lanes: 2

Type of Crossing: Isolated Date: 9/1/2009

Traffic Condition: Existing (2009) Day: Tuesday

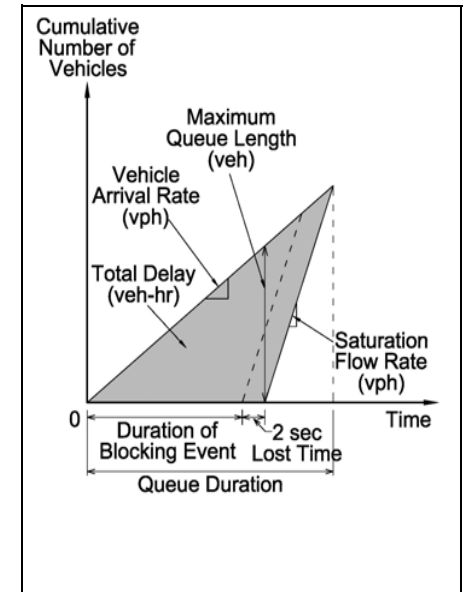
Traffic Signal Upstream: No

No. of Critical Phases (Upstream): N/A

Traffic Signal Downstream: No

g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:19	206	a	2	42	0	0	3	0	3260	3	211	0.076
2	0:25:18	132	a	2	42	0	0	3	0	3260	2	136	0.032
3	0:55:24	155	a	2	42	0	0	3	0	3260	2	159	0.043
4	1:45:05	53	a	2	13	0	0	2	0	3260	0	55	0.002
5	1:56:35	89	a	2	13	0	0	2	0	3260	0	91	0.005
6	2:20:57	149	a	2	24	0	0	5	0	3260	1	152	0.026
7	4:23:40	209	a	2	42	0	0	8	2	3260	3	214	0.091
8	4:30:08	56	a	2	42	0	0	8	2	3260	1	59	0.007
9	4:57:07	101	a	2	42	0	0	8	2	3260	1	105	0.022
10	5:32:55	31	e	2	130	0	0	13	0	3260	1	35	0.006
11	6:32:34	32	e	2	257	0	0	11	4	3260	3	37	0.013
12	7:04:59	60	e	2	548	2	0	19	0	3260	10	75	0.102
13	7:47:51	32	e	2	548	2	0	19	0	3260	5	41	0.031
14	8:23:50	171	a	2	350	0	0	14	1	3260	18	195	0.475
15	8:42:05	136	a	2	350	0	0	14	1	3260	14	155	0.301
16	9:07:13	24	e	2	342	5	0	15	0	3260	3	29	0.011
17	11:30:42	208	a	2	323	0	0	20	2	3260	20	235	0.657
18	12:18:35	208	a	2	393	2	0	19	2	3260	24	241	0.812
19	12:46:14	299	a	2	393	2	0	19	2	3260	35	345	1.667
20	12:59:26	219	a	2	393	2	0	19	2	3260	26	253	0.897
21	13:39:30	30	e	2	497	1	0	23	2	3260	5	38	0.025
22	14:46:19	74	a	2	509	3	0	20	0	3260	11	91	0.142
23	16:04:19	31	e	2	657	1	1	17	1	3260	6	42	0.036
24	16:42:23	29	e	2	657	1	1	17	1	3260	6	39	0.032
25	16:48:18	183	a	2	657	1	1	17	1	3260	35	233	1.126
26	16:52:21	85	a	2	657	1	1	17	1	3260	16	110	0.250
27	17:21:47	29	e	2	649	0	0	15	0	3260	6	39	0.031
28	17:53:28	44	e	2	649	0	0	15	0	3260	8	58	0.068
29	18:05:00	162	a	2	442	0	0	9	1	3260	21	190	0.543
30	18:30:05	30	e	2	442	0	0	9	1	3260	4	37	0.021
31	19:02:10	30	e	2	295	0	0	4	0	3260	3	35	0.013
32	19:12:25	153	a	2	295	0	0	4	0	3260	13	171	0.306
33	19:24:35	185	a	2	295	0	0	4	0	3260	16	206	0.444
34	20:30:35	155	a	2	216	0	0	3	0	3260	10	168	0.223
35	20:47:51	62	a	2	216	0	0	3	0	3260	4	69	0.037
36	21:32:26	135	a	2	131	0	0	1	0	3260	5	143	0.100
37	22:13:36	177	a	2	86	0	0	6	0	3260	5	184	0.117



RAILROAD CROSSING DELAY ANALYSIS

Street: Turnbull Canyon Rd @ Los Angeles Subdivision CrossingCrossing Number: 810867E Direction: NorthboundNearest Cross Street: Salt Lake Ave Daily % Heavy Vehicles: 4.4%Location: Industry/LA County No. of Lanes: 2Type of Crossing: Isolated Date: 9/1/2009Traffic Condition: Existing (2009) Day: TuesdayTraffic Signal Upstream: NoNo. of Critical Phases (Upstream): N/ATraffic Signal Downstream: Nog/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:26:50	190	a	2	86	0	0	6	0	3260	5	198	0.135
39	22:46:12	89	a	2	86	0	0	6	0	3260	2	94	0.030
Total													8.955

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

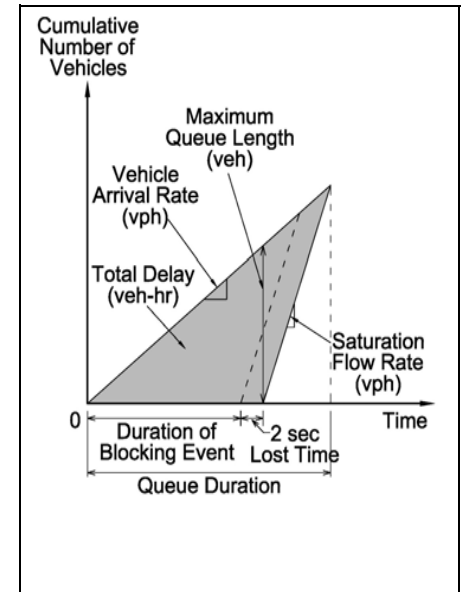
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Turnbull Canyon Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 810867E Direction: Southbound
 Nearest Cross Street: Salt Lake Ave Daily % Heavy Vehicles: 3.9%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/1/2009
 Traffic Condition: Existing (2009) Day: Tuesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:19	206	a	2	39	0	0	1	0	3270	2	211	0.068
2	0:25:18	132	a	2	39	0	0	1	0	3270	1	136	0.028
3	0:55:24	155	a	2	39	0	0	1	0	3270	2	159	0.039
4	1:45:05	53	a	2	21	0	0	3	0	3270	0	55	0.003
5	1:56:35	89	a	2	21	0	0	3	0	3270	1	92	0.008
6	2:20:57	149	a	2	13	0	0	3	0	3270	1	152	0.014
7	4:23:40	209	a	2	96	0	0	5	0	3270	6	218	0.179
8	4:30:08	56	a	2	96	0	0	5	0	3270	2	60	0.014
9	4:57:07	101	a	2	96	0	0	5	0	3270	3	106	0.043
10	5:32:55	31	e	2	131	0	0	8	0	3270	1	34	0.006
11	6:32:34	32	e	2	277	0	0	15	1	3270	3	37	0.014
12	7:04:59	60	e	2	744	1	0	12	0	3270	13	81	0.147
13	7:47:51	32	e	2	744	1	0	12	0	3270	7	44	0.044
14	8:23:50	171	a	2	586	2	0	18	3	3270	29	213	0.866
15	8:42:05	136	a	2	586	2	0	18	3	3270	23	170	0.551
16	9:07:13	24	e	2	399	1	0	11	1	3270	3	30	0.012
17	11:30:42	208	a	2	305	1	0	19	2	3270	19	233	0.617
18	12:18:35	208	a	2	357	1	0	13	1	3270	22	237	0.714
19	12:46:14	299	a	2	357	1	0	13	1	3270	31	340	1.469
20	12:59:26	219	a	2	357	1	0	13	1	3270	23	249	0.790
21	13:39:30	30	e	2	363	2	0	14	1	3270	3	36	0.017
22	14:46:19	74	a	2	399	0	0	25	0	3270	9	87	0.108
23	16:04:19	31	e	2	441	0	0	22	0	3270	4	38	0.022
24	16:42:23	29	e	2	441	0	0	22	0	3270	4	36	0.020
25	16:48:18	183	a	2	441	0	0	22	0	3270	24	216	0.714
26	16:52:21	85	a	2	441	0	0	22	0	3270	11	101	0.157
27	17:21:47	29	e	2	497	0	0	15	1	3270	4	37	0.023
28	17:53:28	44	e	2	497	0	0	15	1	3270	7	55	0.050
29	18:05:00	162	a	2	342	0	0	8	1	3270	16	184	0.409
30	18:30:05	30	e	2	342	0	0	8	1	3270	3	36	0.016
31	19:02:10	30	e	2	241	0	1	7	0	3270	2	35	0.011
32	19:12:25	153	a	2	241	0	1	7	0	3270	11	168	0.250
33	19:24:35	185	a	2	241	0	1	7	0	3270	13	202	0.363
34	20:30:35	155	a	2	169	0	0	2	0	3270	7	166	0.172
35	20:47:51	62	a	2	169	0	0	2	0	3270	3	68	0.029
36	21:32:26	135	a	2	116	0	0	2	0	3270	4	142	0.089
37	22:13:36	177	a	2	77	0	0	1	0	3270	4	183	0.099



RAILROAD CROSSING DELAY ANALYSIS

Street:	Turnbull Canyon Rd @ Los Angeles Subdivision Crossing		
Crossing Number:	810867E	Direction:	Southbound
Nearest Cross Street:	Salt Lake Ave	Daily % Heavy Vehicles:	3.9%
Location:	Industry/LA County	No. of Lanes:	2
Type of Crossing:	Isolated	Date:	9/1/2009
Traffic Condition:	Existing (2009)	Day:	Tuesday
		Traffic Signal Upstream:	No
		No. of Critical Phases (Upstream):	N/A
		Traffic Signal Downstream:	No
		g/C (Downstream):	N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:26:50	190	a	2	77	0	0	1	0	3270	4	197	0.114
39	22:46:12	89	a	2	77	0	0	1	0	3270	2	93	0.025
Total													8.314

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

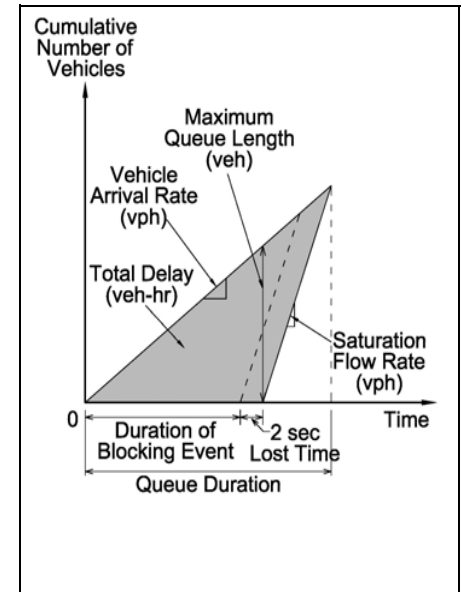
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Stimson Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810871U Direction: Northbound
 Nearest Cross Street: Phoenix Dr Daily % Heavy Vehicles: 2.0%
 Location: Industry No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/1/2009
 Traffic Condition: Existing (2009) Day: Tuesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:03:18	264	a	2	40	0	0	2	1	3330	3	269	0.119
2	0:27:24	134	a	2	40	0	0	2	1	3330	2	138	0.031
3	0:57:47	162	a	2	40	0	0	2	1	3330	2	166	0.045
4	1:45:47	62	a	2	29	0	4	2	0	3330	1	65	0.006
5	1:57:25	99	a	2	29	0	4	2	0	3330	1	102	0.014
6	2:22:04	150	a	2	33	0	0	2	0	3330	1	154	0.032
7	4:21:09	200	a	2	46	0	0	3	0	3330	3	205	0.078
8	4:30:07	199	a	2	46	0	0	3	0	3330	3	204	0.078
9	4:36:10	136	a	2	46	0	0	3	0	3330	2	140	0.037
10	4:58:06	114	a	2	46	0	0	3	0	3330	2	118	0.026
11	5:31:43	31	e	2	121	0	0	3	1	3330	1	34	0.005
12	6:31:22	34	e	2	231	4	0	5	0	3330	2	39	0.013
13	7:03:48	31	e	2	569	1	0	5	1	3330	5	40	0.029
14	7:46:38	32	e	2	569	1	0	5	1	3330	5	41	0.031
15	8:25:15	161	a	2	441	0	0	7	1	3330	20	188	0.531
16	8:30:52	308	a	2	441	0	0	7	1	3330	39	358	1.922
17	8:43:50	212	a	2	441	0	0	7	1	3330	27	247	0.916
18	8:54:12	337	a	2	441	0	0	7	1	3330	42	392	2.302
19	9:05:54	31	e	2	347	0	0	16	1	3330	3	37	0.017
20	11:32:40	224	a	2	326	0	0	11	1	3330	21	252	0.743
21	12:05:04	86	a	2	384	0	0	10	0	3330	10	100	0.134
22	12:15:47	204	a	2	384	0	0	10	0	3330	23	234	0.733
23	12:47:09	120	a	2	384	0	0	10	0	3330	13	138	0.256
24	13:02:32	154	a	2	397	0	0	5	1	3330	17	177	0.429
25	13:39:55	35	e	2	397	0	0	5	1	3330	4	42	0.024
26	14:47:13	85	a	2	524	2	0	5	0	3330	13	104	0.185
27	16:03:02	37	e	2	528	0	0	3	1	3330	6	46	0.037
28	16:42:49	36	e	2	528	0	0	3	1	3330	6	45	0.035
29	16:55:28	118	a	2	528	0	0	3	1	3330	18	143	0.352
30	17:22:15	34	e	2	655	0	0	4	0	3330	7	45	0.041
31	17:53:56	36	e	2	655	0	0	4	0	3330	7	47	0.045
32	18:06:08	162	a	2	524	0	1	4	0	3330	24	195	0.653
33	18:30:34	60	e	2	524	0	1	4	0	3330	9	74	0.094
34	19:02:42	37	e	2	316	0	0	5	0	3330	3	43	0.021
35	19:13:53	132	a	2	316	0	0	5	0	3330	12	148	0.246
36	19:26:39	171	a	2	316	0	0	5	0	3330	15	191	0.409
37	20:15:54	141	a	2	246	0	0	4	0	3330	10	155	0.214



RAILROAD CROSSING DELAY ANALYSIS

Street:	Stimson Ave @ Los Angeles Subdivision Crossing							
Crossing Number:	810871U	Direction:	Northbound		Traffic Signal Upstream:	No		
Nearest Cross Street:	Phoenix Dr	Daily % Heavy Vehicles:	2.0%		No. of Critical Phases (Upstream):	N/A		
Location:	Industry	No. of Lanes:	2		Traffic Signal Downstream:	No		
Type of Crossing:	Isolated	Date:	9/1/2009		g/C (Downstream):	N/A		
Traffic Condition:	Existing (2009)	Day:	Tuesday					

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:33:09	127	a	2	246	0	0	4	0	3330	9	139	0.173
39	20:46:29	65	a	2	246	0	0	4	0	3330	5	72	0.047
40	21:30:52	132	a	2	166	0	0	2	1	3330	6	141	0.123
41	21:38:12	88	a	2	166	0	0	2	1	3330	4	95	0.056
42	22:10:22	223	a	2	127	0	0	1	0	3330	8	234	0.260
43	22:18:11	59	a	2	127	0	0	1	0	3330	2	63	0.019
44	22:24:18	169	a	2	127	0	0	1	0	3330	6	178	0.150
45	22:29:01	38	a	2	127	0	0	1	0	3330	1	42	0.008
46	22:43:38	111	a	2	127	0	0	1	0	3330	4	118	0.066
47	22:58:00	164	a	2	127	0	0	1	0	3330	6	173	0.142
48	23:06:04	117	a	2	87	0	0	2	1	3330	3	122	0.050
Total													11.977

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

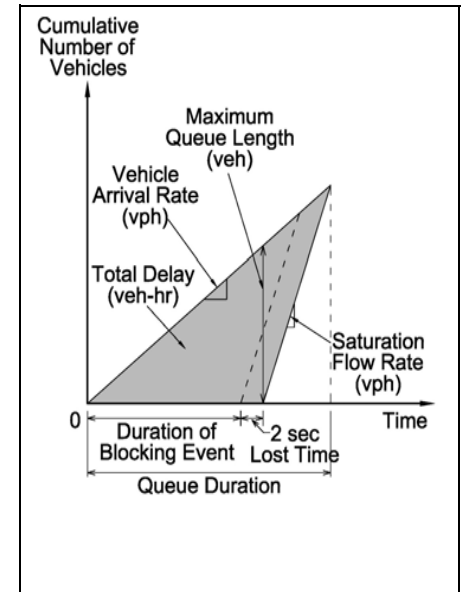
Note: Some trains passed through Turnbull Canyon Road, then Stimson Avenue and then into the yard, or did the reverse route. In addition, some trains passed through Bixby Drive, then Stimson Avenue, then back across Stimson again and then into the yard, or did the reverse route. Also, some trains passed through Stimson Avenue from the yard, and then back into the yard.

RAILROAD CROSSING DELAY ANALYSIS

Street: Stimson Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810871U Direction: Southbound
 Nearest Cross Street: Phoenix Dr Daily % Heavy Vehicles: 2.5%
 Location: Industry No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/1/2009
 Traffic Condition: Existing (2009) Day: Tuesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:03:18	264	a	2	37	0	0	2	0	3320	3	269	0.108
2	0:27:24	134	a	2	37	0	0	2	0	3320	1	138	0.028
3	0:57:47	162	a	2	37	0	0	2	0	3320	2	166	0.041
4	1:45:47	62	a	2	28	0	0	2	0	3320	1	65	0.005
5	1:57:25	99	a	2	28	0	0	2	0	3320	1	102	0.012
6	2:22:04	150	a	2	33	0	0	0	0	3320	1	154	0.030
7	4:21:09	200	a	2	49	0	0	2	0	3320	3	205	0.081
8	4:30:07	199	a	2	49	0	0	2	0	3320	3	204	0.081
9	4:36:10	136	a	2	49	0	0	2	0	3320	2	140	0.038
10	4:58:06	114	a	2	49	0	0	2	0	3320	2	118	0.027
11	5:31:43	31	e	2	156	0	0	6	0	3320	1	35	0.007
12	6:31:22	34	e	2	311	0	0	7	0	3320	3	40	0.018
13	7:03:48	31	e	2	605	2	3	9	0	3320	6	41	0.032
14	7:46:38	32	e	2	605	2	3	9	0	3320	6	42	0.034
15	8:25:15	161	a	2	397	0	0	10	1	3320	18	186	0.477
16	8:30:52	308	a	2	397	0	0	10	1	3320	35	353	1.723
17	8:43:50	212	a	2	397	0	0	10	1	3320	24	244	0.822
18	8:54:12	337	a	2	397	0	0	10	1	3320	38	386	2.060
19	9:05:54	31	e	2	331	5	0	14	1	3320	3	37	0.017
20	11:32:40	224	a	2	332	1	0	11	0	3320	22	252	0.756
21	12:05:04	86	a	2	357	1	0	10	0	3320	9	99	0.124
22	12:15:47	204	a	2	357	1	0	10	0	3320	21	232	0.679
23	12:47:09	120	a	2	357	1	0	10	0	3320	12	137	0.237
24	13:02:32	154	a	2	434	0	0	10	0	3320	19	180	0.481
25	13:39:55	35	e	2	434	0	0	10	0	3320	5	43	0.027
26	14:47:13	85	a	2	481	2	1	9	0	3320	12	102	0.169
27	16:03:02	37	e	2	535	11	0	5	0	3320	6	47	0.039
28	16:42:49	36	e	2	535	11	0	5	0	3320	6	46	0.037
29	16:55:28	118	a	2	535	11	0	5	0	3320	18	144	0.367
30	17:22:15	34	e	2	653	0	0	7	0	3320	7	45	0.041
31	17:53:56	36	e	2	653	0	0	7	0	3320	7	47	0.045
32	18:06:08	162	a	2	545	0	0	7	0	3320	25	197	0.688
33	18:30:34	60	e	2	545	0	0	7	0	3320	10	74	0.098
34	19:02:42	37	e	2	279	0	0	2	0	3320	3	43	0.018
35	19:13:53	132	a	2	279	0	0	2	0	3320	10	146	0.212
36	19:26:39	171	a	2	279	0	0	2	0	3320	14	189	0.354
37	20:15:54	141	a	2	237	0	0	8	0	3320	10	154	0.208



RAILROAD CROSSING DELAY ANALYSIS

Street: Stimson Ave @ Los Angeles Subdivision CrossingCrossing Number: 810871U Direction: SouthboundNearest Cross Street: Phoenix Dr Daily % Heavy Vehicles: 2.5%Location: Industry No. of Lanes: 2Type of Crossing: Isolated Date: 9/1/2009Traffic Condition: Existing (2009) Day: TuesdayTraffic Signal Upstream: NoNo. of Critical Phases (Upstream): N/ATraffic Signal Downstream: Nog/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:33:09	127	a	2	237	0	0	8	0	3320	9	139	0.169
39	20:46:29	65	a	2	237	0	0	8	0	3320	5	72	0.046
40	21:30:52	132	a	2	142	0	0	3	0	3320	5	140	0.105
41	21:38:12	88	a	2	142	0	0	3	0	3320	4	94	0.047
42	22:10:22	223	a	2	123	0	0	4	1	3320	8	234	0.260
43	22:18:11	59	a	2	123	0	0	4	1	3320	2	63	0.019
44	22:24:18	169	a	2	123	0	0	4	1	3320	6	178	0.150
45	22:29:01	38	a	2	123	0	0	4	1	3320	1	42	0.008
46	22:43:38	111	a	2	123	0	0	4	1	3320	4	118	0.066
47	22:58:00	164	a	2	123	0	0	4	1	3320	6	173	0.142
48	23:06:04	117	a	2	98	0	0	0	0	3320	3	123	0.055
Total													11.288

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

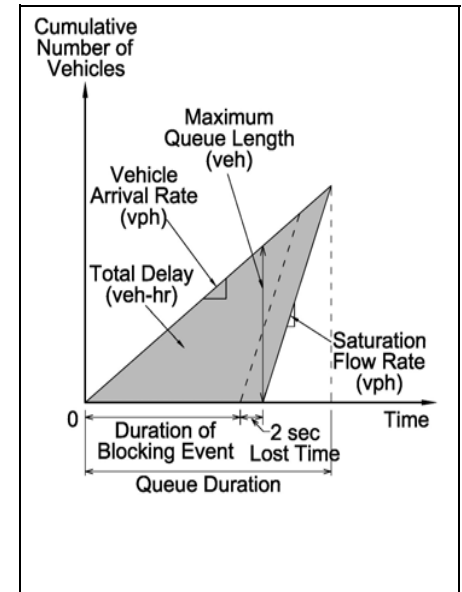
Note: Some trains passed through Turnbull Canyon Road, then Stimson Avenue and then into the yard, or did the reverse route. In addition, some trains passed through Bixby Drive, then Stimson Avenue, then back across Stimson again and then into the yard, or did the reverse route. Also, some trains passed through Stimson Avenue from the yard, and then back into the yard.

RAILROAD CROSSING DELAY ANALYSIS

Street: Bixby Dr @ Los Angeles Subdivision Crossing
 Crossing Number: 810905L Direction: Northbound
 Nearest Cross Street: Gale Ave Daily % Heavy Vehicles: 16.6%
 Location: Industry No. of Lanes: 1
 Type of Crossing: Isolated Date: 9/1/2009
 Traffic Condition: Existing (2009) Day: Tuesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:05:34	274	a	2	2	0	0	3	0	1460	0	277	0.015
2	0:29:05	189	a	2	2	0	0	3	0	1460	0	192	0.007
3	1:00:31	145	a	2	1	0	0	3	1	1460	0	148	0.004
4	1:47:38	57	a	2	1	0	0	3	1	1460	0	59	0.001
5	1:59:14	97	a	2	1	0	0	3	1	1460	0	99	0.002
6	2:24:02	144	a	2	1	0	0	2	0	1460	0	146	0.002
7	4:19:06	281	a/a	2	12	0	0	1	0	1460	1	286	0.041
8	4:32:51	56	a	2	12	0	0	1	0	1460	0	59	0.002
9	5:00:06	112	a	2	37	0	0	4	0	1460	1	117	0.021
10	5:32:04	32	e	2	37	0	0	4	0	1460	0	35	0.002
11	6:31:48	29	e	2	52	0	0	7	1	1460	1	32	0.002
12	7:04:18	24	e	2	103	0	0	16	0	1460	1	28	0.003
13	7:47:08	26	e	2	103	0	0	16	0	1460	1	30	0.004
14	8:27:33	143	a	2	99	0	0	18	1	1460	5	158	0.104
15	8:46:21	203	a	2	99	0	0	18	1	1460	7	223	0.208
16	8:58:33	143	a	2	99	0	0	18	1	1460	5	158	0.104
17	9:06:16	32	e	2	70	4	0	20	1	1460	1	36	0.004
18	11:34:29	258	a	2	51	0	0	30	1	1460	6	275	0.226
19	12:10:05	13	d	2	80	0	0	12	0	1460	0	16	0.001
20	12:13:42	13	d	2	80	0	0	12	0	1460	0	16	0.001
21	12:14:18	254	a	2	80	0	0	12	0	1460	7	273	0.248
22	12:49:07	115	a	2	80	0	0	12	0	1460	3	125	0.052
23	13:04:53	149	a	2	63	0	0	15	3	1460	3	160	0.076
24	13:41:31	32	e	2	63	0	0	15	3	1460	1	36	0.004
25	16:03:27	31	e	2	87	0	0	11	0	1460	1	35	0.004
26	16:44:25	29	e	2	87	0	0	11	0	1460	1	33	0.004
27	17:23:47	33	e	2	131	0	0	18	0	1460	1	39	0.008
28	17:55:30	61	e	2	131	0	0	18	0	1460	3	70	0.025
29	18:08:34	138	a	2	70	0	0	7	0	1460	3	148	0.062
30	18:32:10	34	e	2	70	0	0	7	0	1460	1	38	0.004
31	19:03:53	36	e	2	30	0	0	2	0	1460	0	39	0.002
32	19:32:17	111	a	2	30	0	0	2	0	1460	1	116	0.016
33	20:13:36	61	a	2	17	0	0	4	0	1460	0	64	0.003
34	20:35:37	124	a	2	17	0	0	4	0	1460	1	128	0.013
35	20:46:39	64	a	2	17	0	0	4	0	1460	0	67	0.004
36	21:30:56	135	a	2	10	0	0	1	0	1460	0	138	0.008
37	22:10:16	183	a	2	5	0	0	1	0	1460	0	186	0.008



RAILROAD CROSSING DELAY ANALYSIS

Street:	Bixby Dr @ Los Angeles Subdivision Crossing		
Crossing Number:	810905L	Direction:	Northbound
Nearest Cross Street:	Gale Ave	Daily % Heavy Vehicles:	16.6%
Location:	Industry	No. of Lanes:	1
Type of Crossing:	Isolated	Date:	9/1/2009
Traffic Condition:	Existing (2009)	Day:	Tuesday
		Traffic Signal Upstream:	No
		No. of Critical Phases (Upstream):	N/A
		Traffic Signal Downstream:	No
		g/C (Downstream):	N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:32:03	65	a	2	5	0	0	1	0	1460	0	67	0.001
39	22:42:56	109	a	2	5	0	0	1	0	1460	0	111	0.003
40	23:09:32	73	a	2	19	0	0	1	0	1460	0	76	0.004
Total													1.303

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

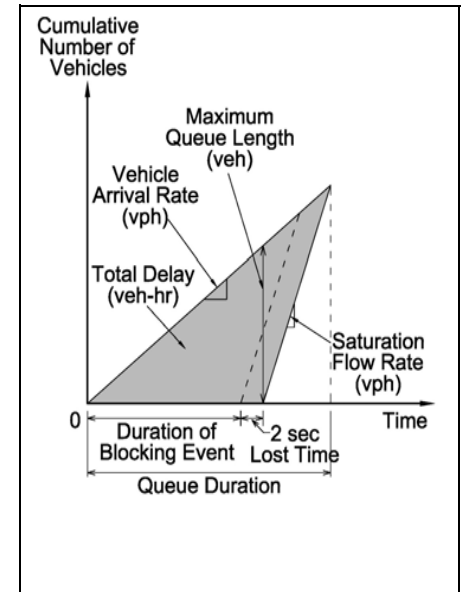
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Bixby Dr @ Los Angeles Subdivision Crossing
 Crossing Number: 810905L Direction: Southbound
 Nearest Cross Street: Gale Ave Daily % Heavy Vehicles: 15.9%
 Location: Industry No. of Lanes: 1
 Type of Crossing: Isolated Date: 9/1/2009
 Traffic Condition: Existing (2009) Day: Tuesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:05:34	274	a	2	5	0	0	1	0	1470	0	277	0.018
2	0:29:05	189	a	2	5	0	0	1	0	1470	0	192	0.008
3	1:00:31	145	a	2	1	0	0	1	0	1470	0	147	0.002
4	1:47:38	57	a	2	1	0	0	1	0	1470	0	59	0.000
5	1:59:14	97	a	2	1	0	0	1	0	1470	0	99	0.001
6	2:24:02	144	a	2	4	0	0	0	0	1470	0	146	0.003
7	4:19:06	281	a/a	2	31	0	0	7	0	1470	3	291	0.121
8	4:32:51	56	a	2	31	0	0	7	0	1470	1	60	0.005
9	5:00:06	112	a	2	36	0	0	12	0	1470	2	118	0.025
10	5:32:04	32	e	2	36	0	0	12	0	1470	0	35	0.002
11	6:31:48	29	e	2	49	0	0	28	0	1470	1	33	0.003
12	7:04:18	24	e	2	93	0	0	14	1	1470	1	28	0.003
13	7:47:08	26	e	2	93	0	0	14	1	1470	1	30	0.004
14	8:27:33	143	a	2	94	0	0	14	0	1470	4	156	0.094
15	8:46:21	203	a	2	94	0	0	14	0	1470	6	221	0.189
16	8:58:33	143	a	2	94	0	0	14	0	1470	4	156	0.094
17	9:06:16	32	e	2	40	2	0	20	0	1470	1	35	0.003
18	11:34:29	258	a	2	66	0	0	8	0	1470	5	274	0.203
19	12:10:05	13	d	2	78	0	1	14	0	1470	0	16	0.001
20	12:13:42	13	d	2	78	0	1	14	0	1470	0	16	0.001
21	12:14:18	254	a	2	78	0	1	14	0	1470	7	273	0.251
22	12:49:07	115	a	2	78	0	1	14	0	1470	3	125	0.052
23	13:04:53	149	a	2	72	0	0	10	0	1470	3	160	0.076
24	13:41:31	32	e	2	72	0	0	10	0	1470	1	36	0.004
25	16:03:27	31	e	2	110	0	0	13	0	1470	1	36	0.006
26	16:44:25	29	e	2	110	0	0	13	0	1470	1	34	0.005
27	17:23:47	33	e	2	146	0	0	20	0	1470	2	39	0.009
28	17:55:30	61	e	2	146	0	0	20	0	1470	3	71	0.029
29	18:08:34	138	a	2	61	0	0	4	0	1470	3	146	0.051
30	18:32:10	34	e	2	61	0	0	4	0	1470	1	38	0.003
31	19:03:53	36	e	2	31	0	0	3	0	1470	0	39	0.002
32	19:32:17	111	a	2	31	0	0	3	0	1470	1	116	0.017
33	20:13:36	61	a	2	8	0	0	4	0	1470	0	64	0.002
34	20:35:37	124	a	2	8	0	0	4	0	1470	0	127	0.007
35	20:46:39	64	a	2	8	0	0	4	0	1470	0	67	0.002
36	21:30:56	135	a	2	14	0	0	2	0	1470	1	139	0.012
37	22:10:16	183	a	2	12	0	0	5	0	1470	1	187	0.023



RAILROAD CROSSING DELAY ANALYSIS

Street:	Bixby Dr @ Los Angeles Subdivision Crossing		
Crossing Number:	810905L	Direction:	Southbound
Nearest Cross Street:	Gale Ave	Daily % Heavy Vehicles:	15.9%
Location:	Industry	No. of Lanes:	1
Type of Crossing:	Isolated	Date:	9/1/2009
Traffic Condition:	Existing (2009)	Day:	Tuesday
		Traffic Signal Upstream:	No
		No. of Critical Phases (Upstream):	N/A
		Traffic Signal Downstream:	No
		g/C (Downstream):	N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:32:03	65	a	2	12	0	0	5	0	1470	0	68	0.003
39	22:42:56	109	a	2	12	0	0	5	0	1470	1	112	0.008
40	23:09:32	73	a	2	13	0	0	0	0	1470	0	76	0.003
Total													1.345

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Fullerton Rd @ Los Angeles Subdivision Crossing

Crossing Number: 810880T Direction: Northbound

Nearest Cross Street: Railroad St/Gale Ave Daily % Heavy Vehicles: 5.8%

Location: Industry No. of Lanes: 2

Type of Crossing: Pre-empted Date: 9/1/2009

Traffic Condition: Existing (2009) Day: Tuesday

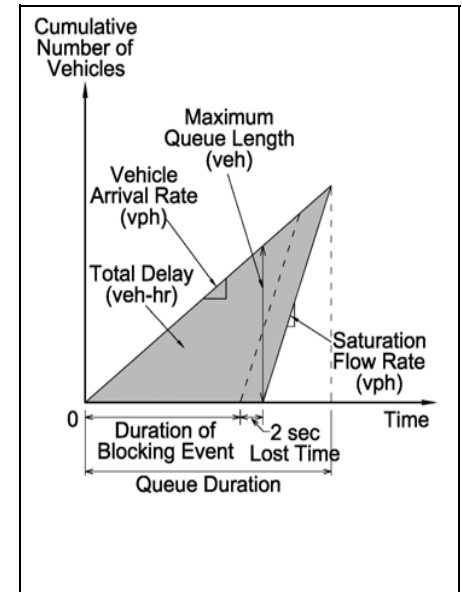
Traffic Signal Upstream: Yes

No. of Critical Phases (Upstream): 4

Traffic Signal Downstream: Yes

g/C (Downstream): 0.5

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:10:13	218	a	2	95	0	0	13	0	2410	7	230	0.211
2	0:33:45	97	a	2	95	0	0	13	0	2410	3	104	0.043
3	0:39:10	90	a	2	95	0	0	13	0	2410	3	96	0.037
4	1:04:30	93	a	2	58	0	0	14	0	2410	2	98	0.026
5	1:49:40	56	a	2	58	0	0	14	0	2410	1	60	0.010
6	2:01:50	90	a	2	40	0	0	7	3	2410	1	94	0.017
7	2:26:40	136	a	2	40	0	0	7	3	2410	2	141	0.038
8	4:12:20	70	a	2	149	0	0	10	3	2410	3	77	0.035
9	4:15:58	189	a	2	149	0	0	10	3	2410	9	205	0.245
10	4:35:12	54	a	2	149	0	0	10	3	2410	3	60	0.021
11	5:03:18	98	a	2	149	0	0	10	3	2410	5	107	0.067
12	5:29:49	34	e	2	149	0	0	10	3	2410	2	39	0.009
13	6:29:28	33	e	2	385	2	0	18	0	2410	4	42	0.023
14	7:02:00	31	e	2	630	3	1	41	1	2410	6	46	0.040
15	7:44:45	34	e	2	630	3	1	41	1	2410	7	50	0.047
16	8:30:23	172	a	2	820	0	0	35	5	2410	42	271	1.565
17	8:50:24	148	a	2	820	0	0	35	5	2410	36	233	1.160
18	9:04:00	32	e	2	634	0	1	35	3	2410	6	47	0.041
19	11:39:29	152	a	2	570	0	0	60	2	2410	27	209	0.785
20	12:04:34	232	a	2	680	0	0	55	3	2410	48	337	2.245
21	12:51:42	156	a	2	680	0	0	55	3	2410	32	228	1.026
22	13:08:47	538	a	2	766	1	0	32	1	2410	120	808	13.467
23	13:42:44	44	e	2	766	1	0	32	1	2410	10	69	0.098
24	14:51:41	78	a	2	762	1	0	46	1	2410	18	121	0.303
25	16:00:05	100	e	2	732	0	1	42	3	2410	22	151	0.462
26	16:45:35	40	e	2	732	0	1	42	3	2410	9	62	0.078
27	17:24:58	41	e	2	772	0	0	24	3	2410	10	64	0.085
28	17:56:53	40	e	2	772	0	0	24	3	2410	9	63	0.082
29	18:37:08	92	e	2	709	0	0	29	1	2410	19	136	0.364
30	19:05:52	53	e	2	557	0	0	19	3	2410	9	72	0.088
31	19:34:51	105	a	2	557	0	0	19	3	2410	17	141	0.337
32	20:10:06	51	a	2	486	0	0	18	1	2410	7	67	0.069
33	20:39:23	94	a	2	486	0	0	18	1	2410	13	121	0.226
34	20:43:58	70	a	2	486	0	0	18	1	2410	10	91	0.128
35	21:27:00	189	a	2	298	0	0	23	1	2410	17	220	0.522
36	21:41:35	192	a	2	298	0	0	23	1	2410	17	224	0.540
37	22:07:43	100	a	2	257	0	0	18	1	2410	8	115	0.125



RAILROAD CROSSING DELAY ANALYSIS

Street:	Fullerton Rd @ Los Angeles Subdivision Crossing		
Crossing Number:	810880T	Direction:	Northbound
Nearest Cross Street:	Railroad St/Gale Ave	Daily % Heavy Vehicles:	5.8%
Location:	Industry	No. of Lanes:	2
Type of Crossing:	Pre-empted	Date:	9/1/2009
Traffic Condition:	Existing (2009)	Day:	Tuesday
		Traffic Signal Upstream:	Yes
		No. of Critical Phases (Upstream):	4
		Traffic Signal Downstream:	Yes
		g/C (Downstream):	0.5

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:39:52	76	a	2	257	0	0	18	1	2410	6	88	0.073
39	23:12:45	87	a	2	201	0	0	12	1	2410	5	98	0.072
Total													24.810

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Fullerton Rd @ Los Angeles Subdivision Crossing

Crossing Number: 810880T Direction: Southbound

Nearest Cross Street: Railroad St/Gale Ave Daily % Heavy Vehicles: 6.2%

Location: Industry No. of Lanes: 2

Type of Crossing: Pre-empted Date: 9/1/2009

Traffic Condition: Existing (2009) Day: Tuesday

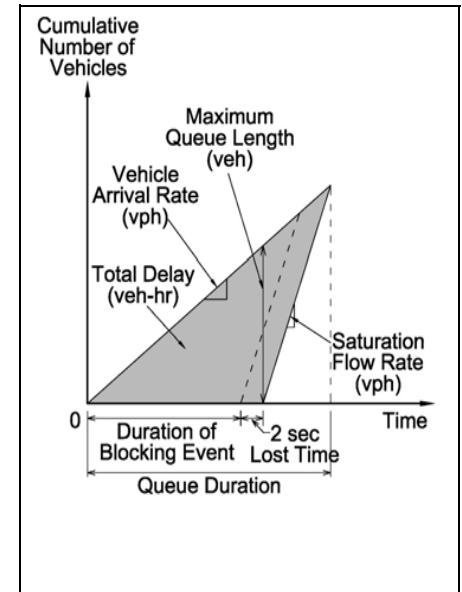
Traffic Signal Upstream: Yes

No. of Critical Phases (Upstream): 4

Traffic Signal Downstream: Yes

g/C (Downstream): 0.3

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:10:13	218	a	2	104	0	0	17	0	2080	7	234	0.240
2	0:33:45	97	a	2	104	0	0	17	0	2080	3	105	0.049
3	0:39:10	90	a	2	104	0	0	17	0	2080	3	98	0.042
4	1:04:30	93	a	2	75	0	0	22	1	2080	3	100	0.036
5	1:49:40	56	a	2	75	0	0	22	1	2080	2	61	0.013
6	2:01:50	90	a	2	53	0	0	12	0	2080	2	95	0.022
7	2:26:40	136	a	2	53	0	0	12	0	2080	2	142	0.049
8	4:12:20	70	a	2	146	0	0	27	2	2080	4	79	0.038
9	4:15:58	189	a	2	146	0	0	27	2	2080	9	209	0.270
10	4:35:12	54	a	2	146	0	0	27	2	2080	3	61	0.023
11	5:03:18	98	a	2	146	0	0	27	2	2080	5	109	0.074
12	5:29:49	34	e	2	146	0	0	27	2	2080	2	39	0.009
13	6:29:28	33	e	2	397	1	0	38	4	2080	4	44	0.026
14	7:02:00	31	e	2	518	3	0	37	1	2080	5	45	0.032
15	7:44:45	34	e	2	518	3	0	37	1	2080	6	49	0.038
16	8:30:23	172	a	2	559	1	0	46	0	2080	29	246	1.001
17	8:50:24	148	a	2	559	1	0	46	0	2080	25	212	0.743
18	9:04:00	32	e	2	511	0	0	34	0	2080	5	46	0.033
19	11:39:29	152	a	2	712	0	0	37	2	2080	32	241	1.075
20	12:04:34	232	a	2	794	1	0	45	0	2080	55	393	2.980
21	12:51:42	156	a	2	794	1	0	45	0	2080	37	265	1.357
22	13:08:47	538	a	2	719	0	0	46	0	2080	115	854	13.611
23	13:42:44	44	e	2	719	0	0	46	0	2080	10	73	0.099
24	14:51:41	78	a	2	749	0	0	34	3	2080	17	129	0.313
25	16:00:05	100	e	2	836	1	0	36	0	2080	25	176	0.605
26	16:45:35	40	e	2	836	1	0	36	0	2080	10	72	0.102
27	17:24:58	41	e	2	1048	0	0	18	0	2080	13	88	0.156
28	17:56:53	40	e	2	1048	0	0	18	0	2080	12	86	0.149
29	18:37:08	92	e	2	805	0	0	39	1	2080	22	158	0.484
30	19:05:52	53	e	2	534	0	1	19	1	2080	8	75	0.088
31	19:34:51	105	a	2	534	0	1	19	1	2080	16	146	0.334
32	20:10:06	51	a	2	345	0	0	16	0	2080	5	64	0.047
33	20:39:23	94	a	2	345	0	0	16	0	2080	10	116	0.155
34	20:43:58	70	a	2	345	0	0	16	0	2080	7	87	0.087
35	21:27:00	189	a	2	262	0	0	26	2	2080	15	222	0.474
36	21:41:35	192	a	2	262	0	0	26	2	2080	16	225	0.488
37	22:07:43	100	a	2	218	0	0	18	3	2080	7	115	0.108



RAILROAD CROSSING DELAY ANALYSIS

Street:	Fullerton Rd @ Los Angeles Subdivision Crossing		
Crossing Number:	810880T	Direction:	Southbound
Nearest Cross Street:	Railroad St/Gale Ave	Daily % Heavy Vehicles:	6.2%
Location:	Industry	No. of Lanes:	2
Type of Crossing:	Pre-empted	Date:	9/1/2009
Traffic Condition:	Existing (2009)	Day:	Tuesday
		Traffic Signal Upstream:	Yes
		No. of Critical Phases (Upstream):	4
		Traffic Signal Downstream:	Yes
		g/C (Downstream):	0.3

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:39:52	76	a	2	218	0	0	18	3	2080	5	88	0.063
39	23:12:45	87	a	2	187	0	0	20	0	2080	5	99	0.070
Total													25.583

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

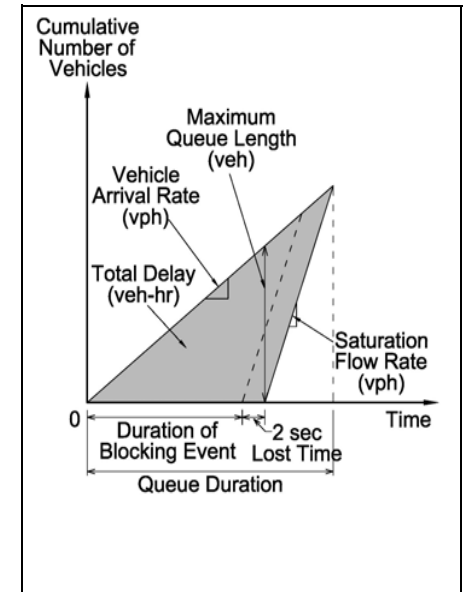
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Fairway Dr @ Los Angeles Subdivision Crossing
 Crossing Number: 810883N Direction: Northbound
 Nearest Cross Street: Walnut Dr Daily % Heavy Vehicles: 8.2%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/1/2009
 Traffic Condition: Existing (2009) Day: Tuesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:13:40	230	a	2	91	0	0	19	1	3140	7	241	0.239
2	0:36:00	132	a	2	91	0	0	19	1	3140	4	139	0.080
3	0:45:44	68	d	2	91	0	0	19	1	3140	2	73	0.022
4	1:06:55	105	a	2	56	0	0	26	0	3140	2	110	0.037
5	1:14:24	125	a	2	56	0	0	26	0	3140	3	130	0.052
6	1:51:40	64	a	2	56	0	0	26	0	3140	2	68	0.014
7	2:04:09	100	a	2	55	0	0	20	0	3140	2	104	0.031
8	2:29:05	153	a	2	55	0	0	20	0	3140	3	159	0.071
9	3:50:13	77	a	2	64	0	0	19	1	3140	2	81	0.021
10	4:14:50	128	a	2	126	0	0	10	2	3140	5	136	0.094
11	4:37:38	39	a	2	126	0	0	10	2	3140	2	43	0.009
12	5:05:58	105	a	2	199	0	0	18	1	3140	6	115	0.103
13	5:28:14	36	e	2	199	0	0	18	1	3140	2	41	0.013
14	6:27:44	54	e	2	417	2	1	12	0	3140	7	65	0.061
15	7:00:22	48	e	2	898	2	0	31	1	3140	13	71	0.128
16	7:43:17	45	e	2	898	2	0	31	1	3140	12	67	0.113
17	8:33:22	192	a	2	904	1	0	37	4	3140	51	278	1.968
18	8:53:02	156	a	2	904	1	0	37	4	3140	42	226	1.303
19	9:02:19	49	e	2	590	1	0	55	3	3140	9	64	0.082
20	11:42:10	150	a	2	604	2	0	50	5	3140	28	193	0.748
21	12:00:30	201	a	2	677	0	0	55	1	3140	41	265	1.521
22	12:58:51	215	a	2	677	0	0	55	1	3140	44	283	1.737
23	13:18:36	16	d	2	687	1	0	75	4	3140	4	24	0.013
24	13:20:30	167	a	2	687	1	0	75	4	3140	36	224	1.120
25	13:44:23	41	e	2	687	1	0	75	4	3140	9	57	0.073
26	14:53:51	87	a	2	701	3	0	62	10	3140	19	118	0.314
27	15:59:31	51	e	2	659	0	0	54	2	3140	11	69	0.101
28	16:47:23	33	e	2	707	0	0	51	0	3140	7	46	0.047
29	17:06:12	141	a	2	751	0	0	48	4	3140	32	192	0.851
30	17:20:55	110	a	2	751	0	0	48	4	3140	25	150	0.520
31	17:28:21	36	e	2	751	0	0	48	4	3140	8	51	0.060
32	18:00:18	40	e	2	628	0	0	30	1	3140	8	53	0.057
33	18:38:53	39	e	2	628	0	0	30	1	3140	8	52	0.054
34	19:07:49	43	e	2	527	0	0	54	0	3140	7	55	0.055
35	19:37:16	107	a	2	527	0	0	54	0	3140	18	134	0.327
36	20:07:57	49	a	2	347	0	0	50	0	3140	6	58	0.045
37	20:42:16	109	a/a	2	347	0	0	50	0	3140	12	127	0.216



RAILROAD CROSSING DELAY ANALYSIS

Street:	Fairway Dr @ Los Angeles Subdivision Crossing				
Crossing Number:	810883N	Direction:	Northbound	Traffic Signal Upstream:	No
Nearest Cross Street:	Walnut Dr	Daily % Heavy Vehicles:	8.2%	No. of Critical Phases (Upstream):	N/A
Location:	Industry/LA County	No. of Lanes:	2	Traffic Signal Downstream:	No
Type of Crossing:	Isolated	Date:	9/1/2009	g/C (Downstream):	N/A
Traffic Condition:	Existing (2009)	Day:	Tuesday		

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	21:22:49	243	a	2	308	0	0	40	1	3140	24	276	0.910
39	21:38:54	116	a	2	308	0	0	40	1	3140	11	133	0.211
40	22:05:55	107	a	2	293	0	0	31	1	3140	10	122	0.167
41	22:37:39	74	a	2	293	0	0	31	1	3140	7	85	0.081
42	23:15:54	63	a	2	174	0	0	20	0	3140	4	69	0.034
Total													13.703

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

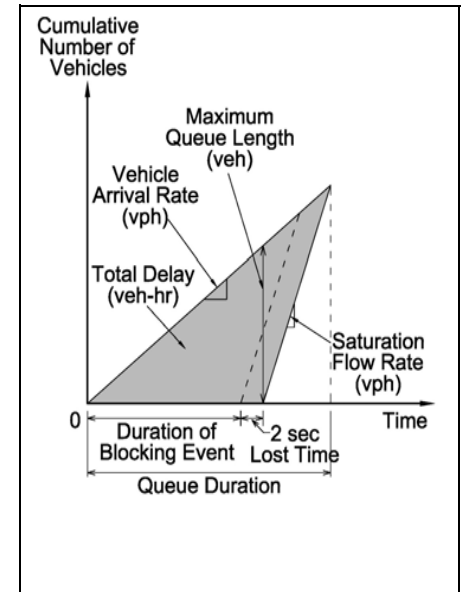
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Fairway Dr @ Los Angeles Subdivision Crossing
 Crossing Number: 810883N Direction: Southbound
 Nearest Cross Street: Walnut Dr Daily % Heavy Vehicles: 7.5%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/1/2009
 Traffic Condition: Existing (2009) Day: Tuesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:13:40	230	a	2	77	0	0	28	5	3160	7	240	0.236
2	0:36:00	132	a	2	77	0	0	28	5	3160	4	139	0.079
3	0:45:44	68	d	2	77	0	0	28	5	3160	2	73	0.022
4	1:06:55	105	a	2	48	1	0	24	2	3160	2	110	0.034
5	1:14:24	125	a	2	48	1	0	24	2	3160	3	130	0.048
6	1:51:40	64	a	2	48	1	0	24	2	3160	1	68	0.013
7	2:04:09	100	a	2	35	1	0	22	3	3160	2	104	0.025
8	2:29:05	153	a	2	35	1	0	22	3	3160	3	158	0.058
9	3:50:13	77	a	2	58	0	0	26	1	3160	2	81	0.021
10	4:14:50	128	a	2	116	0	0	42	1	3160	6	137	0.109
11	4:37:38	39	a	2	116	0	0	42	1	3160	2	43	0.011
12	5:05:58	105	a	2	263	0	0	21	1	3160	8	118	0.139
13	5:28:14	36	e	2	263	0	0	21	1	3160	3	42	0.018
14	6:27:44	54	e	2	465	1	1	28	4	3160	8	67	0.072
15	7:00:22	48	e	2	674	3	0	25	1	3160	10	64	0.087
16	7:43:17	45	e	2	674	3	0	25	1	3160	9	60	0.076
17	8:33:22	192	a	2	619	1	0	36	3	3160	36	245	1.208
18	8:53:02	156	a	2	619	1	0	36	3	3160	29	200	0.803
19	9:02:19	49	e	2	542	0	0	41	3	3160	8	63	0.073
20	11:42:10	150	a	2	632	1	0	54	2	3160	29	194	0.784
21	12:00:30	201	a	2	752	1	0	45	3	3160	45	272	1.706
22	12:58:51	215	a	2	752	1	0	45	3	3160	48	291	1.951
23	13:18:36	16	d	2	695	4	0	43	1	3160	4	24	0.012
24	13:20:30	167	a	2	695	4	0	43	1	3160	35	221	1.071
25	13:44:23	41	e	2	695	4	0	43	1	3160	9	56	0.069
26	14:53:51	87	a	2	918	4	0	56	1	3160	24	129	0.434
27	15:59:31	51	e	2	821	1	1	37	5	3160	13	73	0.129
28	16:47:23	33	e	2	1004	0	2	36	4	3160	10	52	0.073
29	17:06:12	141	a	2	1195	0	2	24	3	3160	49	233	1.573
30	17:20:55	110	a	2	1195	0	2	24	3	3160	38	183	0.968
31	17:28:21	36	e	2	1195	0	2	24	3	3160	13	62	0.111
32	18:00:18	40	e	2	946	0	2	43	3	3160	12	61	0.098
33	18:38:53	39	e	2	946	0	2	43	3	3160	11	60	0.094
34	19:07:49	43	e	2	494	0	2	54	2	3160	7	55	0.053
35	19:37:16	107	a	2	494	0	2	54	2	3160	17	132	0.306
36	20:07:57	49	a	2	320	0	0	56	0	3160	5	58	0.043
37	20:42:16	109	a/a	2	320	0	0	56	0	3160	12	126	0.203



RAILROAD CROSSING DELAY ANALYSIS

Street:	Fairway Dr @ Los Angeles Subdivision Crossing		
Crossing Number:	810883N	Direction:	Southbound
Nearest Cross Street:	Walnut Dr	Daily % Heavy Vehicles:	7.5%
Location:	Industry/LA County	No. of Lanes:	2
Type of Crossing:	Isolated	Date:	9/1/2009
Traffic Condition:	Existing (2009)	Day:	Tuesday
		Traffic Signal Upstream:	No
		No. of Critical Phases (Upstream):	N/A
		Traffic Signal Downstream:	No
		g/C (Downstream):	N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	21:22:49	243	a	2	262	0	0	31	1	3160	20	270	0.750
39	21:38:54	116	a	2	262	0	0	31	1	3160	10	130	0.174
40	22:05:55	107	a	2	191	0	0	36	0	3160	7	117	0.112
41	22:37:39	74	a	2	191	0	0	36	0	3160	5	82	0.055
42	23:15:54	63	a	2	134	0	0	30	0	3160	3	69	0.028
Total													13.929

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

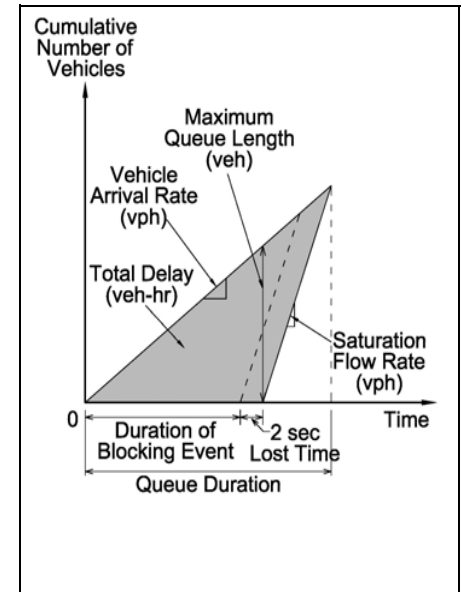
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Lemon Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810885G Direction: Northbound
 Nearest Cross Street: Lycoming St Daily % Heavy Vehicles: 1.7%
 Location: Industry/Diamond Bar No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/1/2009
 Traffic Condition: Existing (2009) Day: Tuesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:14:44	239	a	2	36	0	0	1	0	3340	2	244	0.084
2	0:36:59	116	a	2	36	0	0	1	0	3340	1	119	0.020
3	1:07:32	109	a	2	20	0	0	1	0	3340	1	112	0.010
4	1:17:45	107	a	2	20	0	0	1	0	3340	1	110	0.010
5	1:34:30	418	a	2	20	0	0	1	0	3340	2	423	0.144
6	1:52:01	65	a	2	20	0	0	1	0	3340	0	67	0.004
7	2:04:46	123	a	2	8	0	0	0	0	3340	0	125	0.005
8	2:29:50	144	a	2	8	0	0	0	0	3340	0	146	0.007
9	3:43:06	260	a	2	16	0	0	1	0	3340	1	263	0.045
10	4:12:28	160	a	2	21	0	0	2	0	3340	1	163	0.023
11	4:37:46	58	a	2	21	0	0	2	0	3340	0	60	0.003
12	5:06:37	115	e	2	51	0	0	1	0	3340	2	119	0.028
13	5:26:32	51	e	2	51	0	0	1	0	3340	1	54	0.006
14	6:26:05	45	a	2	161	6	0	4	1	3340	2	50	0.016
15	6:58:45	36	e	2	161	6	0	4	1	3340	2	40	0.010
16	7:41:43	33	e	2	539	5	0	4	0	3340	5	42	0.031
17	8:34:19	203	a	2	483	4	0	10	0	3340	28	241	0.947
18	8:53:43	158	a	2	483	4	0	10	0	3340	22	188	0.577
19	9:01:00	20	e	2	414	1	0	4	0	3340	3	25	0.009
20	11:42:37	162	a	2	305	1	0	4	0	3340	14	181	0.355
21	11:57:55	195	a	2	305	1	0	4	0	3340	17	217	0.511
22	12:37:15	67	c	2	374	1	0	9	0	3340	7	78	0.080
23	13:00:53	164	a	2	379	6	0	9	0	3340	18	188	0.474
24	13:21:51	160	a	2	379	6	0	9	0	3340	18	184	0.453
25	13:44:35	43	e	2	379	6	0	9	0	3340	5	51	0.035
26	14:54:35	74	a	2	550	5	0	9	0	3340	12	91	0.150
27	15:57:58	36	e	2	460	2	0	6	0	3340	5	44	0.030
28	16:52:47	26	e	2	472	0	0	4	0	3340	4	33	0.017
29	17:04:19	124	a	2	498	0	0	5	0	3340	18	148	0.362
30	17:19:16	111	a	2	498	0	0	5	0	3340	16	133	0.292
31	17:28:27	45	e	2	498	0	0	5	0	3340	7	55	0.050
32	18:00:28	43	e	2	490	0	0	0	0	3340	6	53	0.045
33	18:39:01	45	e	2	490	0	0	0	0	3340	6	55	0.049
34	19:08:03	40	e	2	318	0	0	0	0	3340	4	46	0.024
35	20:05:43	59	a	2	238	0	0	0	0	3340	4	66	0.037
36	20:40:34	72	a	2	238	0	0	0	0	3340	5	80	0.054
37	20:43:09	111	a	2	238	0	0	0	0	3340	7	122	0.127



RAILROAD CROSSING DELAY ANALYSIS

Street:	Lemon Ave @ Los Angeles Subdivision Crossing		
Crossing Number:	810885G	Direction:	Northbound
Nearest Cross Street:	Lycoming St	Daily % Heavy Vehicles:	1.7%
Location:	Industry/Diamond Bar	No. of Lanes:	2
Type of Crossing:	Isolated	Date:	9/1/2009
Traffic Condition:	Existing (2009)	Day:	Tuesday
		Traffic Signal Upstream:	No
		No. of Critical Phases (Upstream):	N/A
		Traffic Signal Downstream:	No
		g/C (Downstream):	N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	21:20:07	232	a	2	176	0	0	0	0	3340	11	247	0.392
39	21:36:48	123	a	2	176	0	0	0	0	3340	6	132	0.112
40	22:04:17	116	a	2	107	0	0	0	0	3340	4	122	0.059
41	22:35:27	92	a	2	107	0	0	0	0	3340	3	97	0.038
42	23:16:28	63	a	2	64	0	0	0	0	3340	1	66	0.011
Total													5.736

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

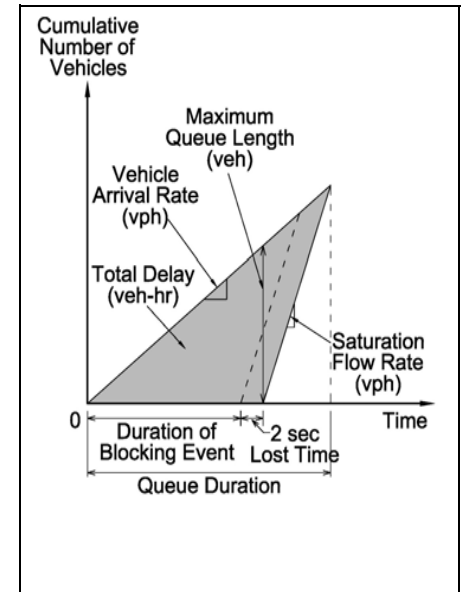
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Lemon Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810885G Direction: Southbound
 Nearest Cross Street: Lycoming St Daily % Heavy Vehicles: 2.9%
 Location: Industry/Diamond Bar No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/1/2009
 Traffic Condition: Existing (2009) Day: Tuesday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:14:44	239	a	2	30	0	0	5	0	3300	2	244	0.079
2	0:36:59	116	a	2	30	0	0	5	0	3300	1	119	0.019
3	1:07:32	109	a	2	18	0	0	1	0	3300	1	112	0.009
4	1:17:45	107	a	2	18	0	0	1	0	3300	1	110	0.009
5	1:34:30	418	a	2	18	0	0	1	0	3300	2	422	0.130
6	1:52:01	65	a	2	18	0	0	1	0	3300	0	67	0.003
7	2:04:46	123	a	2	12	0	0	4	0	3300	1	126	0.010
8	2:29:50	144	a	2	12	0	0	4	0	3300	1	147	0.013
9	3:43:06	260	a	2	20	0	0	19	0	3300	3	265	0.104
10	4:12:28	160	a	2	44	0	0	25	2	3300	3	166	0.074
11	4:37:46	58	a	2	44	0	0	25	2	3300	1	61	0.010
12	5:06:37	115	e	2	139	0	0	21	2	3300	5	123	0.090
13	5:26:32	51	e	2	139	0	0	21	2	3300	2	56	0.019
14	6:26:05	45	a	2	280	0	0	10	1	3300	4	52	0.027
15	6:58:45	36	e	2	280	0	0	10	1	3300	3	42	0.018
16	7:41:43	33	e	2	659	4	0	7	2	3300	7	44	0.040
17	8:34:19	203	a	2	524	10	0	9	3	3300	31	246	1.062
18	8:53:43	158	a	2	524	10	0	9	3	3300	24	192	0.647
19	9:01:00	20	e	2	431	0	0	12	1	3300	3	25	0.009
20	11:42:37	162	a	2	392	1	0	12	0	3300	18	187	0.479
21	11:57:55	195	a	2	392	1	0	12	0	3300	22	225	0.693
22	12:37:15	67	c	2	457	1	0	7	0	3300	9	80	0.099
23	13:00:53	164	a	2	478	0	0	10	1	3300	23	195	0.611
24	13:21:51	160	a	2	478	0	0	10	1	3300	22	190	0.581
25	13:44:35	43	e	2	478	0	0	10	1	3300	6	53	0.045
26	14:54:35	74	a	2	645	4	0	5	0	3300	14	95	0.182
27	15:57:58	36	e	2	570	6	0	7	2	3300	6	46	0.039
28	16:52:47	26	e	2	572	4	0	7	1	3300	5	34	0.021
29	17:04:19	124	a	2	749	1	0	5	0	3300	26	163	0.598
30	17:19:16	111	a	2	749	1	0	5	0	3300	24	147	0.484
31	17:28:27	45	e	2	749	1	0	5	0	3300	10	61	0.084
32	18:00:28	43	e	2	585	0	0	0	0	3300	7	55	0.056
33	18:39:01	45	e	2	585	0	0	0	0	3300	8	57	0.060
34	19:08:03	40	e	2	338	0	0	1	0	3300	4	47	0.026
35	20:05:43	59	a	2	246	0	0	2	0	3300	4	66	0.039
36	20:40:34	72	a	2	246	0	0	2	0	3300	5	80	0.057
37	20:43:09	111	a	2	246	0	0	2	0	3300	8	122	0.132



RAILROAD CROSSING DELAY ANALYSIS

Street:	Lemon Ave @ Los Angeles Subdivision Crossing		
Crossing Number:	810885G	Direction:	Southbound
Nearest Cross Street:	Lycoming St	Daily % Heavy Vehicles:	2.9%
Location:	Industry/Diamond Bar	No. of Lanes:	2
Type of Crossing:	Isolated	Date:	9/1/2009
Traffic Condition:	Existing (2009)	Day:	Tuesday
		Traffic Signal Upstream:	No
		No. of Critical Phases (Upstream):	N/A
		Traffic Signal Downstream:	No
		g/C (Downstream):	N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	21:20:07	232	a	2	169	0	0	1	0	3300	11	247	0.379
39	21:36:48	123	a	2	169	0	0	1	0	3300	6	132	0.108
40	22:04:17	116	a	2	116	0	0	3	0	3300	4	122	0.066
41	22:35:27	92	a	2	116	0	0	3	0	3300	3	98	0.042
42	23:16:28	63	a	2	66	0	0	4	1	3300	1	66	0.012
Total													7.265

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

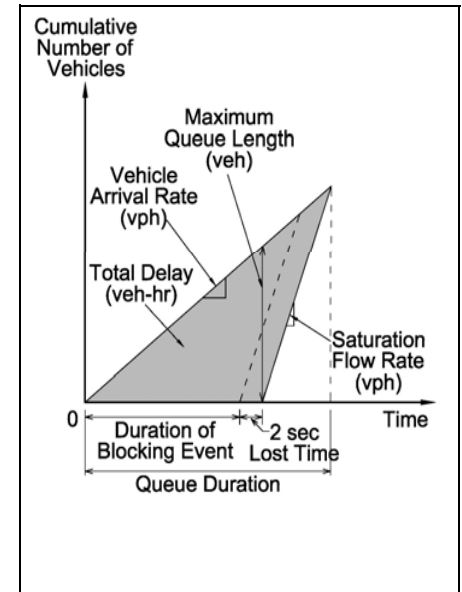
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

RAILROAD CROSSING DELAY ANALYSIS

Street: Hamilton Blvd @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746925Y Direction: Northbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.3%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:15:44	34	a	2	28	0	0	0	0	3390	0	36	0.001
2	0:17:32	143	a/a	2	28	0	0	0	0	3390	1	146	0.023
3	0:42:05	188	a	2	28	0	0	0	0	3390	1	192	0.039
4	0:51:08	94	a	2	28	0	0	0	0	3390	1	97	0.010
5	0:55:21	270	a	2	28	0	0	0	0	3390	2	274	0.081
6	1:58:03	110	a	2	21	0	0	0	0	3390	1	113	0.010
7	2:09:06	156	a	2	16	0	0	0	0	3390	1	159	0.016
8	2:35:39	254	a	2	16	0	0	0	0	3390	1	257	0.041
9	2:48:03	95	d	2	16	0	0	0	0	3390	0	97	0.006
10	2:57:44	259	a	2	16	0	0	0	0	3390	1	262	0.042
11	3:02:36	47	d	2	25	0	0	0	0	3390	0	49	0.002
12	3:09:05	42	a	2	25	0	0	0	0	3390	0	44	0.002
13	3:14:34	33	a	2	25	0	0	0	0	3390	0	35	0.001
14	3:20:48	225	a	2	25	0	0	0	0	3390	2	229	0.050
15	3:27:06	33	d	2	25	0	0	0	0	3390	0	35	0.001
16	3:28:13	16	d	2	25	0	0	0	0	3390	0	18	0.000
17	4:23:10	140	a	2	21	0	0	2	0	3390	1	143	0.018
18	4:49:33	95	a	2	21	0	0	2	0	3390	1	98	0.008
19	5:11:18	255	a	2	79	0	0	0	0	3390	6	263	0.206
20	5:25:15	67	e	2	79	0	0	0	0	3390	2	71	0.015
21	6:36:39	24	e	2	145	0	0	0	1	3390	1	27	0.004
22	6:48:19	270	a/e	2	145	0	0	0	1	3390	11	284	0.435
23	7:08:26	21	d	2	182	0	0	1	0	3390	1	24	0.004
24	7:25:29	25	e	2	182	0	0	1	0	3390	1	29	0.006
25	8:15:09	148	a	2	192	0	0	1	0	3390	8	159	0.178
26**	8:44:09	270	a/a/e	2	192	0	0	1	0	3390	15	288	0.583
27	9:16:30	85	a	2	165	0	0	0	0	3390	4	91	0.050
28	9:40:05	166	a	2	165	0	0	0	0	3390	8	177	0.189
29	10:10:45	92	a	2	218	0	0	1	0	3390	6	100	0.079
30	10:25:29	246	a	2	218	0	0	1	0	3390	15	265	0.555
31	11:14:22	135	a	2	171	0	0	1	0	3390	7	144	0.131
32	11:30:15	226	a	2	171	0	0	1	0	3390	11	240	0.363
33	12:27:30	35	a	2	246	0	0	1	1	3390	3	40	0.014
34	12:50:31	91	a	2	246	0	0	1	1	3390	6	100	0.089
35	13:07:45	100	a	2	204	0	0	0	0	3390	6	109	0.088
36**	13:27:36	270	a/a	2	204	0	0	0	0	3390	15	289	0.619
37	13:55:54	58	e	2	204	0	0	0	0	3390	3	64	0.030



RAILROAD CROSSING DELAY ANALYSIS

Street: Hamilton Blvd @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746925Y Direction: Northbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.3%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	14:12:36	181	a	2	214	0	0	0	0	3390	11	195	0.295
39	15:08:07	221	a	2	246	0	0	0	0	3390	15	240	0.508
40	15:41:58	33	e	2	246	0	0	0	0	3390	2	38	0.013
41	15:45:50	128	a	2	246	0	0	0	0	3390	9	140	0.173
42	16:06:47	182	a	2	261	0	1	0	0	3390	13	199	0.370
43	16:42:38	47	a	2	261	0	1	0	0	3390	4	53	0.026
44	16:57:32	50	e	2	261	0	1	0	0	3390	4	56	0.029
45	17:35:46	154	e/a	2	280	0	0	0	0	3390	12	170	0.286
46	18:06:34	53	e	2	226	0	0	1	0	3390	3	59	0.028
47	18:20:21	270	a/a	2	226	0	0	1	0	3390	17	292	0.696
48	18:45:38	54	e	2	226	0	0	1	0	3390	4	60	0.029
49	19:01:55	182	a	2	197	0	0	0	0	3390	10	195	0.273
50	19:13:18	145	a	2	197	0	0	0	0	3390	8	156	0.174
51	19:18:26	57	e	2	197	0	0	0	0	3390	3	63	0.028
52	19:59:46	128	a	2	197	0	0	0	0	3390	7	138	0.136
53	20:07:31	53	a	2	148	0	0	0	0	3390	2	58	0.018
54	20:57:06	127	a	2	148	0	0	0	0	3390	5	135	0.099
55	21:07:44	78	a	2	156	0	0	0	0	3390	3	84	0.040
56	21:21:08	134	a	2	156	0	0	0	0	3390	6	143	0.117
57	21:45:08	22	d	2	156	0	0	0	0	3390	1	25	0.004
58	21:46:37	260	a	2	156	0	0	0	0	3390	11	275	0.434
59	21:52:47	57	a	2	156	0	0	0	0	3390	3	62	0.022
60	22:04:39	270	a	2	94	0	0	0	0	3390	7	280	0.276
61	23:07:10	113	a	2	48	0	0	0	0	3390	2	117	0.025
62	23:18:38	146	a	2	48	0	0	0	0	3390	2	150	0.041
63	23:36:05	74	a	2	48	0	0	0	0	3390	1	77	0.011
64	23:48:22	111	a	2	48	0	0	0	0	3390	2	115	0.024
Total													8.164

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

** It was recorded that gate blockage event #26 lasted for 455 sec and #36 lasted for 436 sec. For the purpose of this analysis, it was assumed both blockage events lasted for $(2 + 1 + (0.5)*3)\text{min.} = 270 \text{ sec.}$

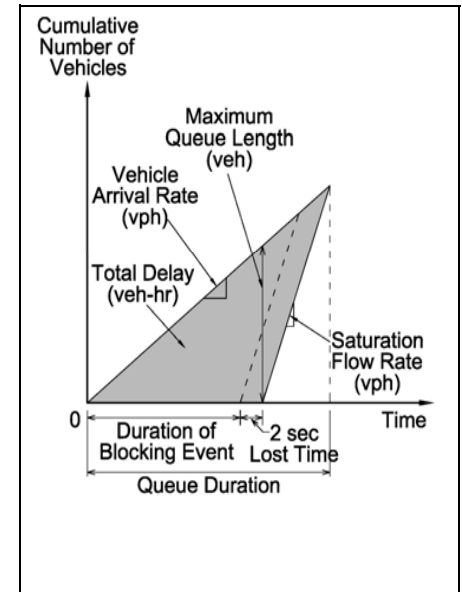
Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

RAILROAD CROSSING DELAY ANALYSIS

Street: Hamilton Blvd @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746925Y Direction: Southbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.6%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:15:44	34	a	2	55	0	0	1	0	3380	1	37	0.003
2	0:17:32	143	a/a	2	55	0	0	1	0	3380	2	147	0.046
3	0:42:05	188	a	2	55	0	0	1	0	3380	3	193	0.079
4	0:51:08	94	a	2	55	0	0	1	0	3380	1	98	0.020
5	0:55:21	270	a	2	55	0	0	1	0	3380	4	277	0.163
6	1:58:03	110	a	2	29	0	0	0	0	3380	1	113	0.014
7	2:09:06	156	a	2	15	0	0	0	0	3380	1	159	0.015
8	2:35:39	254	a	2	15	0	0	0	0	3380	1	257	0.038
9	2:48:03	95	d	2	15	0	0	0	0	3380	0	97	0.005
10	2:57:44	259	a	2	15	0	0	0	0	3380	1	262	0.040
11	3:02:36	47	d	2	24	0	0	0	0	3380	0	49	0.002
12	3:09:05	42	a	2	24	0	0	0	0	3380	0	44	0.002
13	3:14:34	33	a	2	24	0	0	0	0	3380	0	35	0.001
14	3:20:48	225	a	2	24	0	0	0	0	3380	2	229	0.048
15	3:27:06	33	d	2	24	0	0	0	0	3380	0	35	0.001
16	3:28:13	16	d	2	24	0	0	0	0	3380	0	18	0.000
17	4:23:10	140	a	2	27	0	0	0	0	3380	1	143	0.021
18	4:49:33	95	a	2	27	0	0	0	0	3380	1	98	0.010
19	5:11:18	255	a	2	51	0	0	0	0	3380	4	261	0.132
20	5:25:15	67	e	2	51	0	0	0	0	3380	1	70	0.010
21	6:36:39	24	e	2	104	0	0	0	0	3380	1	27	0.003
22	6:48:19	270	a/e	2	104	0	0	0	0	3380	8	281	0.307
23	7:08:26	21	d	2	210	0	0	0	1	3380	1	25	0.005
24	7:25:29	25	e	2	210	0	0	0	1	3380	2	29	0.006
25	8:15:09	148	a	2	174	0	0	0	0	3380	7	158	0.159
26**	8:44:09	270	a/a/e	2	174	0	0	0	0	3380	13	287	0.524
27	9:16:30	85	a	2	169	0	2	3	0	3380	4	92	0.054
28	9:40:05	166	a	2	169	0	2	3	0	3380	8	177	0.200
29	10:10:45	92	a	2	204	0	0	1	0	3380	5	100	0.074
30	10:25:29	246	a	2	204	0	0	1	0	3380	14	264	0.518
31	11:14:22	135	a	2	204	0	0	2	0	3380	8	146	0.159
32	11:30:15	226	a	2	204	0	0	2	0	3380	13	243	0.440
33	12:27:30	35	a	2	256	0	0	3	0	3380	3	40	0.015
34	12:50:31	91	a	2	256	0	0	3	0	3380	7	101	0.094
35	13:07:45	100	a	2	224	0	1	0	0	3380	6	109	0.097
36**	13:27:36	270	a/a	2	224	0	1	0	0	3380	17	291	0.687
37	13:55:54	58	e	2	224	0	1	0	0	3380	4	64	0.033



RAILROAD CROSSING DELAY ANALYSIS

Street: Hamilton Blvd @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746925Y Direction: Southbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.6%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Isolated Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	14:12:36	181	a	2	264	1	0	2	0	3380	14	199	0.375
39	15:08:07	221	a	2	336	1	1	1	0	3380	21	248	0.723
40	15:41:58	33	e	2	336	1	1	1	0	3380	3	39	0.018
41	15:45:50	128	a	2	336	1	1	1	0	3380	12	144	0.245
42	16:06:47	182	a	2	363	0	0	1	0	3380	19	206	0.532
43	16:42:38	47	a	2	363	0	0	1	0	3380	5	55	0.038
44	16:57:32	50	e	2	363	0	0	1	0	3380	5	58	0.042
45	17:35:46	154	e/a	2	381	0	3	0	0	3380	17	176	0.407
46	18:06:34	53	e	2	320	0	0	0	0	3380	5	61	0.041
47	18:20:21	270	a/a	2	320	0	0	0	0	3380	24	300	1.007
48	18:45:38	54	e	2	320	0	0	0	0	3380	5	62	0.043
49	19:01:55	182	a	2	231	0	0	0	0	3380	12	197	0.323
50	19:13:18	145	a	2	231	0	0	0	0	3380	9	158	0.207
51	19:18:26	57	e	2	231	0	0	0	0	3380	4	63	0.033
52	19:59:46	128	a	2	231	0	0	0	0	3380	8	140	0.162
53	20:07:31	53	a	2	159	1	0	0	0	3380	2	58	0.020
54	20:57:06	127	a	2	159	1	0	0	0	3380	6	135	0.108
55	21:07:44	78	a	2	187	0	0	0	0	3380	4	85	0.049
56	21:21:08	134	a	2	187	0	0	0	0	3380	7	144	0.141
57	21:45:08	22	d	2	187	0	0	0	0	3380	1	25	0.004
58	21:46:37	260	a	2	187	0	0	0	0	3380	14	277	0.524
59	21:52:47	57	a	2	187	0	0	0	0	3380	3	62	0.026
60	22:04:39	270	a	2	144	0	0	0	0	3380	11	284	0.429
61	23:07:10	113	a	2	72	0	0	0	0	3380	2	118	0.038
62	23:18:38	146	a	2	72	0	0	0	0	3380	3	151	0.062
63	23:36:05	74	a	2	72	0	0	0	0	3380	2	78	0.016
64	23:48:22	111	a	2	72	0	0	0	0	3380	2	115	0.036
Total													9.674

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

** It was recorded that gate blockage event #26 lasted for 455 sec and #36 lasted for 436 sec. For the purpose of this analysis, it was assumed both blockage events lasted for $(2 + 1 + (0.5)*3)\text{min.} = 270 \text{ sec.}$

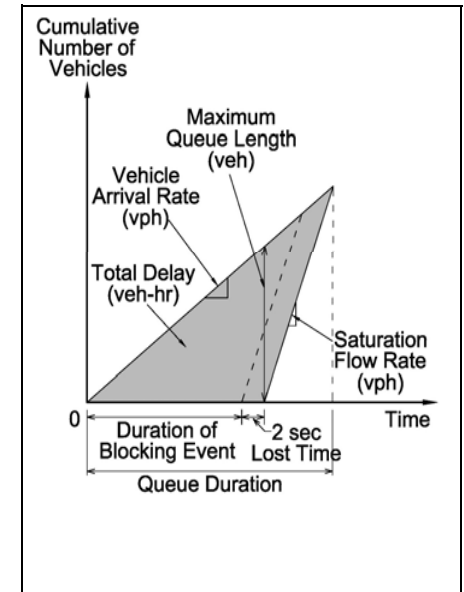
Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

RAILROAD CROSSING DELAY ANALYSIS

Street: Park Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746927M Direction: Northbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.4%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1**	0:03:48	270	a/a/a/a	2	8	0	0	0	0	1690	1	273	0.023
2	0:40:23	207	a	2	8	0	0	0	0	1690	0	210	0.014
3	0:49:38	92	a	2	8	0	0	0	0	1690	0	94	0.003
4	0:56:02	198	a	2	8	0	0	0	0	1690	0	201	0.012
5	2:09:14	177	a	2	5	0	0	0	0	1690	0	180	0.006
6	2:36:05	245	a	2	5	0	0	0	0	1690	0	248	0.012
7**	2:45:05	270	a/a/a/a	2	5	0	0	0	0	1690	0	273	0.014
8	4:22:57	154	a	2	5	0	0	0	0	1690	0	156	0.005
9	4:49:57	68	a	2	5	0	0	0	0	1690	0	70	0.001
10	5:09:42	245	a	2	21	0	0	0	0	1690	1	250	0.050
11	5:22:23	89	d	2	21	0	0	0	0	1690	1	92	0.007
12	5:24:10	29	e	2	21	0	0	0	0	1690	0	31	0.001
13	5:31:11	91	d	2	21	0	0	0	0	1690	1	94	0.007
14	6:33:45	71	d	2	46	0	0	0	0	1690	1	75	0.010
15	6:35:17	34	e	2	46	0	0	0	0	1690	0	37	0.002
16**	6:46:31	270	a/e	2	46	0	0	0	0	1690	3	280	0.135
17	7:22:12	92	d	2	124	0	0	0	0	1690	3	101	0.045
18	7:24:15	22	e	2	124	0	0	0	0	1690	1	26	0.003
19	8:13:34	153	a	2	132	0	0	0	0	1690	6	168	0.133
20	8:44:04	222	a	2	132	0	0	0	0	1690	8	243	0.277
21	8:48:12	242	a/e	2	132	0	0	0	0	1690	9	265	0.329
22	9:15:14	75	a	2	143	0	0	0	0	1690	3	84	0.036
23	9:39:27	230	a	2	143	0	0	0	0	1690	9	253	0.324
24	10:07:30	163	a	2	168	0	1	2	0	1690	8	184	0.200
25	10:25:29	264	a	2	168	0	1	2	0	1690	13	296	0.519
26	11:14:44	127	a	2	196	0	0	2	0	1690	7	146	0.144
27	11:31:31	168	a	2	196	0	0	2	0	1690	9	193	0.251
28	12:25:03	94	a	2	237	0	0	0	0	1690	6	112	0.098
29	12:48:44	103	a	2	237	0	0	0	0	1690	7	122	0.117
30	13:06:07	116	a	2	174	0	0	0	0	1690	6	132	0.105
31	13:18:47	138	a	2	174	0	0	0	0	1690	7	156	0.147
32**	13:24:34	270	a/a	2	174	0	0	0	0	1690	13	303	0.553
33	13:31:45	224	a/a	2	174	0	0	0	0	1690	11	252	0.382
34	13:55:55	47	e	2	174	0	0	0	0	1690	2	55	0.018
35	13:57:20	23	d	2	174	0	0	0	0	1690	1	28	0.005
36	14:11:19	173	a	2	229	0	0	1	1	1690	11	203	0.317
37	15:08:50	200	a	2	225	0	0	1	0	1690	13	233	0.410



RAILROAD CROSSING DELAY ANALYSIS

Street:	Park Ave @ Alhambra/Los Angeles Subdivision Crossing							
Crossing Number:	746927M	Direction:	Northbound		Traffic Signal Upstream:	No		
Nearest Cross Street:	2nd St	Daily % Heavy Vehicles:	0.4%		No. of Critical Phases (Upstream):	N/A		
Location:	Pomona	No. of Lanes:	1		Traffic Signal Downstream:	No		
Type of Crossing:	Isolated	Date:	9/3/2009		g/C (Downstream):	N/A		
Traffic Condition:	Existing (2009)	Day:	Thursday					

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	15:39:01	136	e	2	225	0	0	1	0	1690	9	159	0.191
39	15:42:18	157	a	2	225	0	0	1	0	1690	10	184	0.255
40	16:02:48	270	a	2	259	0	0	1	0	1690	20	321	0.876
41	16:40:52	45	a	2	259	0	0	1	0	1690	3	56	0.026
42	16:57:29	46	e	2	259	0	0	1	0	1690	3	57	0.027
43	16:58:50	63	d	2	259	0	0	1	0	1690	5	77	0.050
44	17:35:21	112	a/e	2	261	0	0	0	0	1690	8	135	0.155
45	18:06:28	56	e	2	154	0	0	0	0	1690	2	64	0.022
46**	18:18:38	270	a/a	2	154	0	0	0	0	1690	12	299	0.483
47	18:45:33	43	e	2	154	0	0	0	0	1690	2	50	0.013
48	19:00:00	198	a	2	129	1	0	0	0	1690	7	217	0.218
49	19:10:51	209	a	2	129	1	0	0	0	1690	8	229	0.242
50	19:18:15	49	e	2	129	1	0	0	0	1690	2	55	0.014
51	19:19:35	27	d	2	129	1	0	0	0	1690	1	31	0.005
52	19:58:19	127	a	2	129	1	0	0	0	1690	5	140	0.091
53	20:06:24	47	a	2	86	0	1	0	0	1690	1	52	0.009
54	20:56:44	144	a	2	86	0	1	0	0	1690	4	154	0.075
55	21:07:55	71	a	2	84	0	0	0	0	1690	2	77	0.018
56	21:20:50	177	a	2	84	0	0	0	0	1690	4	188	0.109
57	21:44:30	228	a	2	84	0	0	0	0	1690	5	242	0.180
58	21:52:45	62	a	2	84	0	0	0	0	1690	1	67	0.014
59	22:05:58	212	a	2	47	0	0	0	0	1690	3	220	0.085
60	23:05:58	109	a	2	22	0	0	0	0	1690	1	112	0.011
61	23:17:07	134	a	2	22	0	0	0	0	1690	1	138	0.016
62	23:34:34	76	a	2	22	0	0	0	0	1690	0	79	0.005
63	23:46:58	112	a	2	22	0	0	0	0	1690	1	116	0.011
Total													7.916

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

** It was recorded that gate blockage event #1 lasted for 1,979 sec, #7 lasted for 3,038 sec, #16 lasted for 323 sec, #32 lasted for 374 sec, #46 lasted for 425 sec. For the purpose of this analysis, it was assumed these five blockage events lasted for $(2 + 1 + (0.5) \times 3) \text{ min.} = 270 \text{ sec.}$

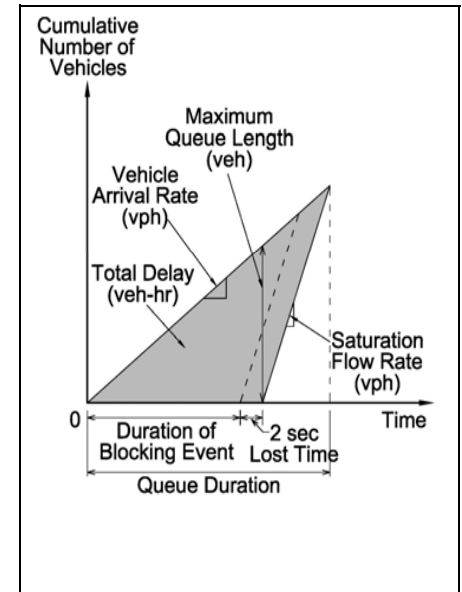
Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

RAILROAD CROSSING DELAY ANALYSIS

Street: Park Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746927M Direction: Southbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.2%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1**	0:03:48	270	a/a/a/a	2	9	0	0	0	0	1700	1	273	0.026
2	0:40:23	207	a	2	9	0	0	0	0	1700	1	210	0.015
3	0:49:38	92	a	2	9	0	0	0	0	1700	0	95	0.003
4	0:56:02	198	a	2	9	0	0	0	0	1700	1	201	0.014
5	2:09:14	177	a	2	6	0	0	0	0	1700	0	180	0.007
6	2:36:05	245	a	2	6	0	0	0	0	1700	0	248	0.014
7**	2:45:05	270	a/a/a/a	2	6	0	0	0	0	1700	0	273	0.017
8	4:22:57	154	a	2	8	0	0	0	0	1700	0	157	0.008
9	4:49:57	68	a	2	8	0	0	0	0	1700	0	70	0.002
10	5:09:42	245	a	2	25	0	0	0	0	1700	2	251	0.060
11	5:22:23	89	d	2	25	0	0	0	0	1700	1	92	0.008
12	5:24:10	29	e	2	25	0	0	0	0	1700	0	31	0.001
13	5:31:11	91	d	2	25	0	0	0	0	1700	1	94	0.008
14	6:33:45	71	d	2	55	0	0	0	0	1700	1	75	0.012
15	6:35:17	34	e	2	55	0	0	0	0	1700	1	37	0.003
16**	6:46:31	270	a/e	2	55	0	0	0	0	1700	4	281	0.162
17	7:22:12	92	d	2	137	0	0	0	0	1700	4	102	0.051
18	7:24:15	22	e	2	137	0	0	0	0	1700	1	26	0.003
19	8:13:34	153	a	2	145	0	0	0	0	1700	6	169	0.147
20	8:44:04	222	a	2	145	0	0	0	0	1700	9	245	0.307
21	8:48:12	242	a/e	2	145	0	0	0	0	1700	10	267	0.364
22	9:15:14	75	a	2	166	0	0	0	0	1700	4	85	0.042
23	9:39:27	230	a	2	166	0	0	0	0	1700	11	257	0.382
24	10:07:30	163	a	2	173	0	0	0	1	1700	8	184	0.204
25	10:25:29	264	a	2	173	0	0	0	1	1700	13	296	0.529
26	11:14:44	127	a	2	190	0	0	0	0	1700	7	145	0.137
27	11:31:31	168	a	2	190	0	0	0	0	1700	9	191	0.238
28	12:25:03	94	a	2	221	1	0	0	0	1700	6	110	0.090
29	12:48:44	103	a	2	221	1	0	0	0	1700	6	121	0.109
30	13:06:07	116	a	2	190	0	0	0	0	1700	6	133	0.115
31	13:18:47	138	a	2	190	0	0	0	0	1700	7	158	0.162
32**	13:24:34	270	a/a	2	190	0	0	0	0	1700	14	306	0.610
33	13:31:45	224	a/a	2	190	0	0	0	0	1700	12	254	0.421
34	13:55:55	47	e	2	190	0	0	0	0	1700	3	55	0.020
35	13:57:20	23	d	2	190	0	0	0	0	1700	1	28	0.005
36	14:11:19	173	a	2	212	0	0	0	0	1700	10	200	0.286
37	15:08:50	200	a	2	231	0	0	0	0	1700	13	234	0.421



RAILROAD CROSSING DELAY ANALYSIS

Street:	Park Ave @ Alhambra/Los Angeles Subdivision Crossing							
Crossing Number:	746927M	Direction:	Southbound		Traffic Signal Upstream:	No		
Nearest Cross Street:	2nd St	Daily % Heavy Vehicles:	0.2%		No. of Critical Phases (Upstream):	N/A		
Location:	Pomona	No. of Lanes:	1		Traffic Signal Downstream:	No		
Type of Crossing:	Isolated	Date:	9/3/2009		g/C (Downstream):	N/A		
Traffic Condition:	Existing (2009)	Day:	Thursday					

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	15:39:01	136	e	2	231	0	0	0	0	1700	9	160	0.197
39	15:42:18	157	a	2	231	0	0	0	0	1700	10	184	0.261
40	16:02:48	270	a	2	242	0	2	1	0	1700	19	318	0.818
41	16:40:52	45	a	2	242	0	2	1	0	1700	3	55	0.024
42	16:57:29	46	e	2	242	0	2	1	0	1700	3	56	0.025
43	16:58:50	63	d	2	242	0	2	1	0	1700	4	76	0.047
44	17:35:21	112	a/e	2	233	0	0	0	0	1700	7	132	0.135
45	18:06:28	56	e	2	162	0	0	0	0	1700	3	64	0.023
46**	18:18:38	270	a/a	2	162	0	0	0	0	1700	12	301	0.512
47	18:45:33	43	e	2	162	0	0	0	0	1700	2	50	0.014
48	19:00:00	198	a	2	90	0	0	0	0	1700	5	211	0.147
49	19:10:51	209	a	2	90	0	0	0	0	1700	5	223	0.163
50	19:18:15	49	e	2	90	0	0	0	0	1700	1	54	0.010
51	19:19:35	27	d	2	90	0	0	0	0	1700	1	31	0.003
52	19:58:19	127	a	2	90	0	0	0	0	1700	3	136	0.061
53	20:06:24	47	a	2	119	0	0	0	0	1700	2	53	0.012
54	20:56:44	144	a	2	119	0	0	0	0	1700	5	157	0.105
55	21:07:55	71	a	2	64	0	0	0	0	1700	1	76	0.014
56	21:20:50	177	a	2	64	0	0	0	0	1700	3	186	0.082
57	21:44:30	228	a	2	64	0	0	0	0	1700	4	239	0.136
58	21:52:45	62	a	2	64	0	0	0	0	1700	1	67	0.011
59	22:05:58	212	a	2	52	0	0	0	0	1700	3	221	0.095
60	23:05:58	109	a	2	17	0	0	0	0	1700	1	112	0.008
61	23:17:07	134	a	2	17	0	0	0	0	1700	1	137	0.012
62	23:34:34	76	a	2	17	0	0	0	0	1700	0	79	0.004
63	23:46:58	112	a	2	17	0	0	0	0	1700	1	115	0.009
Total													7.931

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

** It was recorded that gate blockage event #1 lasted for 1,979 sec, #7 lasted for 3,038 sec, #16 lasted for 323 sec, #32 lasted for 374 sec, #46 lasted for 425 sec. For the purpose of this analysis, it was assumed these five blockage events lasted for $(2 + 1 + (0.5) \times 3) \text{ min.} = 270 \text{ sec.}$

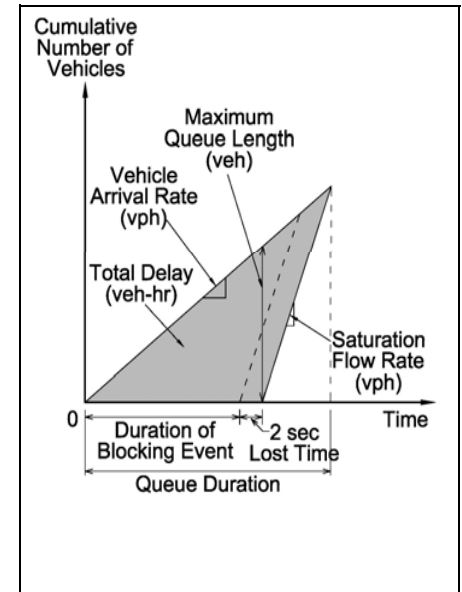
Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

RAILROAD CROSSING DELAY ANALYSIS

Street: Main St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746928U Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 1.8%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1**	0:02:30	270	a/a/a/a	2	5	0	0	0	0	1670	0	273	0.014
2	0:38:43	38	d	2	5	0	0	0	0	1670	0	40	0.000
3	0:39:41	205	a	2	5	0	0	0	0	1670	0	208	0.008
4	0:48:48	100	a	2	5	0	0	0	0	1670	0	102	0.002
5	0:56:04	184	a	2	5	0	0	0	0	1670	0	187	0.007
6	2:09:11	163	a	2	1	0	0	0	0	1670	0	165	0.001
7	2:35:50	248	a	2	1	0	0	0	0	1670	0	250	0.002
8*/**	2:44:25	270	a/a/a/a	2	1	0	0	0	0	1670	0	272	0.003
9	4:22:30	45	a	2	7	0	0	0	0	1670	0	47	0.001
10	4:49:50	59	a	2	7	0	0	0	0	1670	0	61	0.001
11**	5:08:21	270	a	2	11	0	0	0	0	1670	1	274	0.032
12	5:21:41	137	e	2	11	0	0	0	0	1670	0	140	0.008
13	5:30:47	89	d	2	11	0	0	0	0	1670	0	92	0.004
14	6:04:14	82	d	2	10	0	0	2	0	1670	0	85	0.003
15	6:32:50	139	e	2	10	0	0	2	0	1670	0	142	0.009
16	6:43:58	45	d	2	10	0	0	2	0	1670	0	47	0.001
17**	6:45:41	270	a/e	2	10	0	0	2	0	1670	1	274	0.035
18	7:21:35	145	e	2	47	0	0	1	0	1670	2	151	0.041
19	8:12:40	164	a	2	45	0	0	0	0	1670	2	171	0.049
20**	8:43:50	270	a/a/e	2	45	0	0	0	0	1670	3	280	0.132
21	9:13:45	123	a	2	45	0	1	1	0	1670	2	129	0.029
22	9:39:00	243	a	2	45	0	1	1	0	1670	3	252	0.112
23	10:05:00	40	d	2	45	0	1	3	0	1670	1	43	0.003
24	10:06:11	192	a	2	45	0	1	3	0	1670	3	200	0.073
25	10:25:19	261	a	2	45	0	1	3	0	1670	4	271	0.135
26	11:14:30	126	a	2	72	0	0	2	0	1670	3	134	0.049
27	11:31:15	166	a	2	72	0	0	2	0	1670	3	176	0.084
28	12:24:35	86	a	2	72	0	0	1	0	1670	2	92	0.023
29	12:47:25	139	a	2	72	0	0	1	0	1670	3	147	0.058
30	13:04:40	20	d	2	64	0	1	0	0	1670	0	23	0.001
31	13:05:35	110	a	2	64	0	1	0	0	1670	2	117	0.033
32	13:18:00	60	a	2	64	0	1	0	0	1670	1	65	0.010
33	13:22:42	43	d	2	64	0	1	0	0	1670	1	47	0.005
34**	13:24:15	270	a	2	64	0	1	0	0	1670	5	283	0.193
35	13:31:35	221	a/a	2	64	0	1	0	0	1670	4	232	0.130
36	13:55:21	76	e	2	64	0	1	0	0	1670	1	81	0.016
37	14:10:05	210	a	2	67	0	0	1	0	1670	4	221	0.123



RAILROAD CROSSING DELAY ANALYSIS

Street:	Main St @ Alhambra/Los Angeles Subdivision Crossing				
Crossing Number:	746928U	Direction:	Northbound	Traffic Signal Upstream:	No
Nearest Cross Street:	1st St	Daily % Heavy Vehicles:	1.8%	No. of Critical Phases (Upstream):	N/A
Location:	Pomona	No. of Lanes:	1	Traffic Signal Downstream:	No
Type of Crossing:	Isolated	Date:	9/3/2009	g/C (Downstream):	N/A
Traffic Condition:	Existing (2009)	Day:	Thursday		

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38**	15:08:28	270	a/a	2	66	0	0	0	0	1670	5	283	0.196
39	15:38:23	131	e	2	66	0	0	0	0	1670	2	138	0.047
40	15:41:19	131	a	2	66	0	0	0	0	1670	2	138	0.047
41**	16:02:15	270	a	2	68	0	0	0	0	1670	5	284	0.203
42	16:39:50	65	a	2	68	0	0	0	0	1670	1	70	0.012
43	16:56:50	78	e	2	68	0	0	0	0	1670	2	83	0.017
44	17:33:48	149	a/e	2	98	0	0	1	0	1670	4	161	0.093
45	18:05:50	88	e	2	53	0	0	0	0	1670	1	93	0.017
46**	18:18:09	270	a/a	2	53	0	0	0	0	1670	4	281	0.156
47	18:44:58	69	e	2	53	0	0	0	0	1670	1	73	0.011
48	18:58:50	220	a	2	53	0	0	0	0	1670	3	229	0.104
49	19:10:20	200	a	2	38	0	0	0	0	1670	2	207	0.061
50	19:17:42	73	e	2	38	0	0	0	0	1670	1	77	0.008
51	19:56:43	34	d	2	38	0	0	0	0	1670	0	37	0.002
52	19:57:31	136	a	2	38	0	0	0	0	1670	1	141	0.029
53	20:05:46	50	a	2	29	0	0	1	0	1670	0	53	0.003
54	20:56:25	144	a	2	29	0	0	1	0	1670	1	149	0.025
55	21:07:20	92	a	2	16	0	0	0	0	1670	0	95	0.006
56	21:20:20	194	a	2	16	0	0	0	0	1670	1	198	0.024
57	21:43:10	270	a	2	16	0	0	0	0	1670	1	275	0.046
58	21:52:05	85	a	2	16	0	0	0	0	1670	0	88	0.005
59	22:05:21	242	a	2	14	0	0	0	0	1670	1	246	0.032
60	23:04:48	139	a	2	16	0	0	0	0	1670	1	142	0.012
61	23:15:24	43	d	2	16	0	0	0	0	1670	0	45	0.001
62	23:16:17	143	a	2	16	0	0	0	0	1670	1	146	0.013
63	23:33:10	118	a	2	16	0	0	0	0	1670	1	121	0.009
64	23:45:40	140	a	2	16	0	0	0	0	1670	1	143	0.013
Total													2.622

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One or more freight trains stalled at the crossing.

** It was recorded that gate blockage event #1 lasted for 2,060 sec, #8 lasted for 3,065 sec, #11 lasted for 286 sec, #17 lasted for 326 sec, #20 lasted for 490 sec, #34 lasted for 391 sec, #38 lasted for 674 sec, #41 lasted for 301 sec and #46 lasted for 440 sec. For the purpose of this delay analysis, it was assumed these nine blockage events lasted for $(2 + 1 + (0.5)*3)\text{min.} = 270 \text{ sec.}$

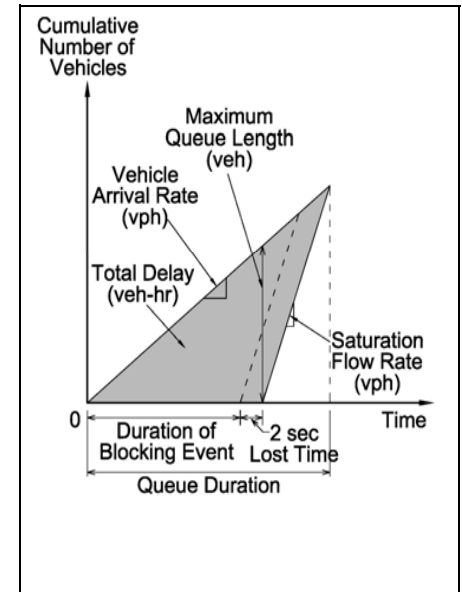
Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

RAILROAD CROSSING DELAY ANALYSIS

Street: Main St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746928U Direction: Southbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 1.6%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1**	0:02:30	270	a/a/a/a	2	2	0	0	0	0	1670	0	272	0.006
2	0:38:43	38	d	2	2	0	0	0	0	1670	0	40	0.000
3	0:39:41	205	a	2	2	0	0	0	0	1670	0	207	0.003
4	0:48:48	100	a	2	2	0	0	0	0	1670	0	102	0.001
5	0:56:04	184	a	2	2	0	0	0	0	1670	0	186	0.003
6	2:09:11	163	a	2	1	0	0	0	0	1670	0	165	0.001
7	2:35:50	248	a	2	1	0	0	0	0	1670	0	250	0.002
8*/**	2:44:25	270	a/a/a/a	2	1	0	0	0	0	1670	0	272	0.003
9	4:22:30	45	a	2	4	0	0	0	0	1670	0	47	0.000
10	4:49:50	59	a	2	4	0	0	0	0	1670	0	61	0.001
11**	5:08:21	270	a	2	8	0	0	0	0	1670	1	273	0.023
12	5:21:41	137	e	2	8	0	0	0	0	1670	0	140	0.006
13	5:30:47	89	d	2	8	0	0	0	0	1670	0	91	0.003
14	6:04:14	82	d	2	14	0	0	0	0	1670	0	85	0.004
15	6:32:50	139	e	2	14	0	0	0	0	1670	1	142	0.011
16	6:43:58	45	d	2	14	0	0	0	0	1670	0	47	0.001
17**	6:45:41	270	a/e	2	14	0	0	0	0	1670	1	274	0.040
18	7:21:35	145	e	2	32	0	0	2	0	1670	1	150	0.029
19	8:12:40	164	a	2	45	0	0	0	0	1670	2	171	0.049
20**	8:43:50	270	a/a/e	2	45	0	0	0	0	1670	3	280	0.132
21	9:13:45	123	a	2	29	0	0	3	0	1670	1	127	0.020
22	9:39:00	243	a	2	29	0	0	3	0	1670	2	250	0.076
23	10:05:00	40	d	2	31	0	0	0	0	1670	0	43	0.002
24	10:06:11	192	a	2	31	0	0	0	0	1670	2	198	0.046
25	10:25:19	261	a	2	31	0	0	0	0	1670	2	268	0.084
26	11:14:30	126	a	2	39	0	0	1	0	1670	1	131	0.026
27	11:31:15	166	a	2	39	0	0	1	0	1670	2	172	0.045
28	12:24:35	86	a	2	54	0	0	0	0	1670	1	91	0.017
29	12:47:25	139	a	2	54	0	0	0	0	1670	2	146	0.043
30	13:04:40	20	d	2	42	0	0	0	0	1670	0	23	0.001
31	13:05:35	110	a	2	42	0	0	0	0	1670	1	115	0.021
32	13:18:00	60	a	2	42	0	0	0	0	1670	1	64	0.006
33	13:22:42	43	d	2	42	0	0	0	0	1670	1	46	0.003
34**	13:24:15	270	a	2	42	0	0	0	0	1670	3	279	0.123
35	13:31:35	221	a/a	2	42	0	0	0	0	1670	3	229	0.083
36	13:55:21	76	e	2	42	0	0	0	0	1670	1	80	0.010
37	14:10:05	210	a	2	45	0	0	0	0	1670	3	218	0.080



RAILROAD CROSSING DELAY ANALYSIS

Street:	Main St @ Alhambra/Los Angeles Subdivision Crossing							
Crossing Number:	746928U	Direction:	Southbound	Traffic Signal Upstream:	No			
Nearest Cross Street:	1st St	Daily % Heavy Vehicles:	1.6%	No. of Critical Phases (Upstream):	N/A			
Location:	Pomona	No. of Lanes:	1	Traffic Signal Downstream:	No			
Type of Crossing:	Isolated	Date:	9/3/2009	g/C (Downstream):	N/A			
Traffic Condition:	Existing (2009)	Day:	Thursday					

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38**	15:08:28	270	a/a	2	72	0	0	1	0	1670	6	284	0.218
39	15:38:23	131	e	2	72	0	0	1	0	1670	3	139	0.052
40	15:41:19	131	a	2	72	0	0	1	0	1670	3	139	0.052
41**	16:02:15	270	a	2	42	0	0	2	0	1670	3	279	0.129
42	16:39:50	65	a	2	42	0	0	2	0	1670	1	69	0.008
43	16:56:50	78	e	2	42	0	0	2	0	1670	1	82	0.011
44	17:33:48	149	a/e	2	42	0	0	0	0	1670	2	155	0.038
45	18:05:50	88	e	2	33	0	0	0	0	1670	1	92	0.011
46**	18:18:09	270	a/a	2	33	0	0	0	0	1670	2	277	0.096
47	18:44:58	69	e	2	33	0	0	0	0	1670	1	72	0.007
48	18:58:50	220	a	2	33	0	0	0	0	1670	2	226	0.064
49	19:10:20	200	a	2	20	0	0	1	0	1670	1	205	0.034
50	19:17:42	73	e	2	20	0	0	1	0	1670	0	76	0.005
51	19:56:43	34	d	2	20	0	0	1	0	1670	0	36	0.001
52	19:57:31	136	a	2	20	0	0	1	0	1670	1	140	0.016
53	20:05:46	50	a	2	19	0	0	0	0	1670	0	53	0.002
54	20:56:25	144	a	2	19	0	0	0	0	1670	1	148	0.016
55	21:07:20	92	a	2	20	0	0	0	0	1670	1	95	0.007
56	21:20:20	194	a	2	20	0	0	0	0	1670	1	198	0.030
57	21:43:10	270	a	2	20	0	0	0	0	1670	2	275	0.058
58	21:52:05	85	a	2	20	0	0	0	0	1670	0	88	0.006
59	22:05:21	242	a	2	7	0	0	0	0	1670	0	245	0.016
60	23:04:48	139	a	2	4	0	0	0	0	1670	0	141	0.003
61	23:15:24	43	d	2	4	0	0	0	0	1670	0	45	0.000
62	23:16:17	143	a	2	4	0	0	0	0	1670	0	145	0.003
63	23:33:10	118	a	2	4	0	0	0	0	1670	0	120	0.002
64	23:45:40	140	a	2	4	0	0	0	0	1670	0	142	0.003
Total													1.892

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One or more freight trains stalled at the crossing.

** It was recorded that gate blockage event #1 lasted for 2,060 sec, #8 lasted for 3,065 sec, #11 lasted for 286 sec, #17 lasted for 326 sec, #20 lasted for 490 sec, #34 lasted for 391 sec, #38 lasted for 674 sec, #41 lasted for 301 sec and #46 lasted for 440 sec. For the purpose of this delay analysis, it was assumed these nine blockage events lasted for $(2 + 1 + (0.5)*3)\text{min.} = 270 \text{ sec.}$

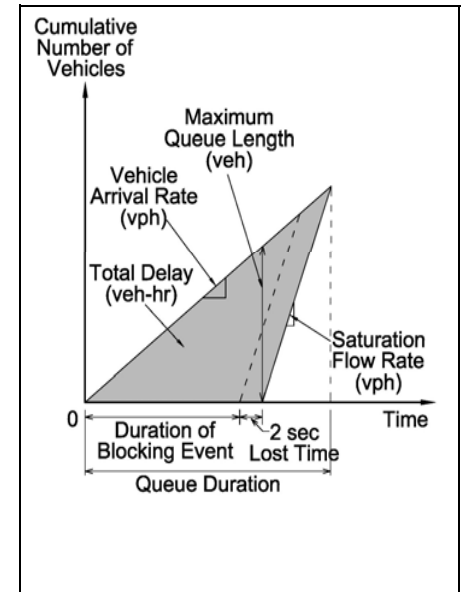
Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

RAILROAD CROSSING DELAY ANALYSIS

Street: Palomares St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746930V Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 0.3%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Pre-empted Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: Yes
 No. of Critical Phases (Upstream): 2
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1***	0:00:00	315	a/a/a/a	2	4	0	0	0	0	1500	0	318	0.016
2	0:35:38	257	a	2	4	0	0	0	0	1500	0	260	0.010
3	0:44:55	105	a	2	4	0	0	0	0	1500	0	107	0.002
4	0:53:57	163	a	2	4	0	0	0	0	1500	0	165	0.004
5	2:02:24	59	d	2	5	0	0	0	0	1500	0	61	0.001
6	2:07:13	151	a	2	5	0	0	0	0	1500	0	154	0.005
7***	2:32:50	315	a	2	5	0	0	0	0	1500	0	318	0.019
8***	2:40:11	315	a/a/a/a	2	5	0	0	0	0	1500	0	318	0.019
9	4:20:46	114	a	2	3	0	0	0	0	1500	0	116	0.002
10	4:47:25	55	a	2	3	0	0	0	0	1500	0	57	0.000
11	5:05:24	240	a	2	24	0	0	0	0	1500	2	246	0.055
12	5:18:15	42	e	2	24	0	0	0	0	1500	0	45	0.002
13	5:27:42	81	d	2	24	0	0	0	0	1500	1	84	0.006
14	6:01:20	59	d	2	25	0	0	1	0	1500	0	62	0.004
15	6:29:13	53	e	2	25	0	0	1	0	1500	0	56	0.003
16***	6:40:50	315	a/e	2	25	0	0	1	0	1500	2	323	0.103
17	7:18:00	55	e	2	63	0	0	0	0	1500	1	59	0.008
18	8:08:30	195	a	2	82	0	0	0	0	1500	4	208	0.130
19	8:41:47	168	a/e	2	82	0	0	0	0	1500	4	180	0.097
20	8:45:57	233	a	2	82	0	0	0	0	1500	5	249	0.185
21	9:10:45	85	a	2	91	0	0	1	0	1500	2	93	0.029
22	9:37:44	186	a	2	91	0	0	1	0	1500	5	200	0.133
23	10:02:03	134	a	2	137	0	0	1	0	1500	5	150	0.109
24	10:05:20	20	d	2	137	0	0	1	0	1500	1	24	0.003
25	10:23:07	269	a	2	137	0	0	1	0	1500	10	298	0.430
26	11:12:15	115	a	2	160	0	0	0	0	1500	5	131	0.095
27	11:28:55	165	a	2	160	0	0	0	0	1500	7	187	0.193
28	12:21:21	58	d	2	129	0	0	1	0	1500	2	66	0.020
29***	12:33:29	315	a/a	2	129	0	0	1	0	1500	11	347	0.552
30	13:01:35	125	a	2	103	0	0	0	0	1500	4	136	0.069
31	13:14:07	44	a	2	103	0	0	0	0	1500	1	49	0.009
32***	13:19:20	315	a	2	103	0	0	0	0	1500	9	340	0.428
33	13:29:33	212	a/a	2	103	0	0	0	0	1500	6	230	0.196
34*	13:52:26	189	d/e	2	103	0	0	0	0	1500	5	205	0.156
35	14:06:53	187	a	2	135	0	1	0	0	1500	7	208	0.206
36***	15:06:23	315	a/a	2	153	0	0	0	0	1500	13	353	0.661
37	15:34:38	57	e	2	153	0	0	0	0	1500	3	66	0.023



RAILROAD CROSSING DELAY ANALYSIS

Street:	Palomares St @ Alhambra/Los Angeles Subdivision Crossing				
Crossing Number:	746930V	Direction:	Northbound	Traffic Signal Upstream:	Yes
Nearest Cross Street:	1st St	Daily % Heavy Vehicles:	0.3%	No. of Critical Phases (Upstream):	2
Location:	Pomona	No. of Lanes:	1	Traffic Signal Downstream:	No
Type of Crossing:	Pre-empted	Date:	9/3/2009	g/C (Downstream):	N/A
Traffic Condition:	Existing (2009)	Day:	Thursday		

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	15:36:10	176	a	2	153	0	0	0	0	1500	8	198	0.208
39	15:59:15	286	a	2	153	0	0	0	0	1500	12	321	0.546
40	16:36:43	44	a	2	190	0	0	0	0	1500	2	53	0.018
41	16:54:02	129	d	2	190	0	0	0	0	1500	7	150	0.144
42	16:56:36	46	e	2	190	0	0	0	0	1500	3	55	0.019
43**	17:30:47	281	a/e	2	226	0	0	0	0	1500	18	333	0.822
44	18:03:00	126	d	2	104	0	0	0	0	1500	4	138	0.071
45	18:05:30	40	e	2	104	0	0	0	0	1500	1	45	0.008
46	18:14:57	173	a	2	104	0	0	0	0	1500	5	188	0.132
47	18:19:12	242	a	2	104	0	0	0	0	1500	7	262	0.257
48	18:42:08	113	d	2	104	0	0	0	0	1500	3	124	0.057
49	18:44:16	46	e	2	104	0	0	0	0	1500	1	52	0.010
50	18:54:15	258	a	2	104	0	0	0	0	1500	8	279	0.291
51	19:07:24	160	a	2	100	0	0	0	0	1500	5	174	0.109
52	19:14:53	121	d	2	100	0	0	0	0	1500	3	132	0.063
53	19:17:14	43	e	2	100	0	0	0	0	1500	1	48	0.008
54	19:53:41	146	a	2	100	0	0	0	0	1500	4	159	0.091
55	20:02:04	61	a	2	59	0	0	0	0	1500	1	66	0.009
56	20:54:51	91	a	2	59	0	0	0	0	1500	2	97	0.021
57	21:04:50	92	a	2	39	0	0	0	0	1500	1	97	0.014
58	21:19:00	141	a	2	39	0	0	0	0	1500	2	147	0.032
59	21:40:13	214	a	2	39	0	0	0	0	1500	2	222	0.072
60	21:49:24	99	a	2	39	0	0	0	0	1500	1	104	0.016
61	22:03:10	239	a	2	33	0	0	0	0	1500	2	246	0.075
62	23:01:44	114	a	2	19	0	0	0	0	1500	1	117	0.010
63	23:12:30	142	a	2	19	0	0	0	0	1500	1	146	0.015
64	23:30:08	82	a	2	19	0	0	0	0	1500	0	85	0.005
65	23:42:35	120	a	2	19	0	0	0	0	1500	1	124	0.011
66	23:58:01	118	a	2	19	0	0	0	0	1500	1	122	0.011
Total													7.128

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One blockage event began at 13:52:26 PM and ended at 13:54:35 PM followed by a second blockage event that began at 13:54:42 PM and ended at 13:55:35 PM. One single blockage event was assumed.

** One blockage event began at 17:30:47PM and ended at 17:34:09PM followed by a second blockage event that began at 17:34:43PM and ending at 17:35:28PM. One single blockage event was assumed.

*** It was recorded that gate blockage event #1 lasted for 2,095 sec, #7 lasted for 378 sec, #8 lasted for 3,198 sec, #16 lasted for 397, #29 lasted for 1,128 sec, #32 lasted for 370 sec and #36 lasted for 729 sec.

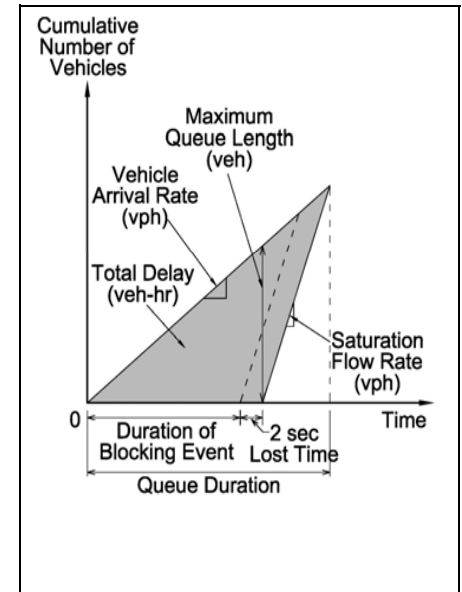
For the purpose of this delay analysis, it was assumed these seven blockage events lasted for $(2 + 1 + (0.75) \times 3) \text{min.} = 360 \text{ sec.}$

RAILROAD CROSSING DELAY ANALYSIS

Street: Palomares St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746930V Direction: Southbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 0.1%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Pre-empted Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: Yes
 g/C (Downstream): 0.55

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1***	0:00:00	315	a/a/a/a	2	2	0	0	0	0	1320	0	317	0.008
2	0:35:38	257	a	2	2	0	0	0	0	1320	0	259	0.005
3	0:44:55	105	a	2	2	0	0	0	0	1320	0	107	0.001
4	0:53:57	163	a	2	2	0	0	0	0	1320	0	165	0.002
5	2:02:24	59	d	2	4	0	0	0	0	1320	0	61	0.001
6	2:07:13	151	a	2	4	0	0	0	0	1320	0	153	0.004
7***	2:32:50	315	a	2	4	0	0	0	0	1320	0	318	0.016
8***	2:40:11	315	a/a/a/a	2	4	0	0	0	0	1320	0	318	0.016
9	4:20:46	114	a	2	5	0	0	0	0	1320	0	116	0.003
10	4:47:25	55	a	2	5	0	0	0	0	1320	0	57	0.001
11	5:05:24	240	a	2	24	0	0	0	0	1320	2	246	0.055
12	5:18:15	42	e	2	24	0	0	0	0	1320	0	45	0.002
13	5:27:42	81	d	2	24	0	0	0	0	1320	1	85	0.007
14	6:01:20	59	d	2	63	0	0	0	0	1320	1	64	0.009
15	6:29:13	53	e	2	63	0	0	0	0	1320	1	58	0.008
16***	6:40:50	315	a/e	2	63	0	0	0	0	1320	6	333	0.257
17	7:18:00	55	e	2	145	0	0	0	0	1320	2	64	0.020
18	8:08:30	195	a	2	112	0	0	0	0	1320	6	215	0.183
19	8:41:47	168	a/e	2	112	0	0	0	0	1320	5	186	0.137
20	8:45:57	233	a	2	112	0	0	0	0	1320	7	257	0.261
21	9:10:45	85	a	2	145	0	0	1	0	1320	4	98	0.048
22	9:37:44	186	a	2	145	0	0	1	0	1320	8	211	0.223
23	10:02:03	134	a	2	110	0	0	0	0	1320	4	148	0.085
24	10:05:20	20	d	2	110	0	0	0	0	1320	1	24	0.002
25	10:23:07	269	a	2	110	0	0	0	0	1320	8	296	0.340
26	11:12:15	115	a	2	151	0	0	0	0	1320	5	132	0.090
27	11:28:55	165	a	2	151	0	0	0	0	1320	7	189	0.184
28	12:21:21	58	d	2	116	0	0	0	0	1320	2	66	0.018
29***	12:33:29	315	a/a	2	116	0	0	0	0	1320	10	348	0.494
30	13:01:35	125	a	2	110	0	0	0	0	1320	4	139	0.075
31	13:14:07	44	a	2	110	0	0	0	0	1320	1	50	0.010
32***	13:19:20	315	a	2	110	0	0	0	0	1320	10	346	0.465
33	13:29:33	212	a/a	2	110	0	0	0	0	1320	7	233	0.212
34*	13:52:26	189	d/e	2	110	0	0	0	0	1320	6	208	0.169
35	14:06:53	187	a	2	109	0	0	1	0	1320	6	206	0.165
36***	15:06:23	315	a/a	2	122	0	0	0	0	1320	11	349	0.521
37	15:34:38	57	e	2	122	0	0	0	0	1320	2	65	0.018



RAILROAD CROSSING DELAY ANALYSIS

Street:	Palomares St @ Alhambra/Los Angeles Subdivision Crossing												
Crossing Number:	746930V	Direction:	Southbound		Traffic Signal Upstream:	No							
Nearest Cross Street:	1st St	Daily % Heavy Vehicles:	0.1%		No. of Critical Phases (Upstream):	N/A							
Location:	Pomona	No. of Lanes:	1		Traffic Signal Downstream:	Yes							
Type of Crossing:	Pre-empted	Date:	9/3/2009		g/C (Downstream):	0.55							
Traffic Condition:	Existing (2009)	Day:	Thursday										

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	15:36:10	176	a	2	122	0	0	0	0	1320	6	196	0.164
39	15:59:15	286	a	2	122	0	0	0	0	1320	10	317	0.430
40	16:36:43	44	a	2	146	0	0	0	0	1320	2	52	0.013
41	16:54:02	129	d	2	146	0	0	0	0	1320	5	147	0.108
42	16:56:36	46	e	2	146	0	0	0	0	1320	2	54	0.015
43**	17:30:47	281	a/e	2	155	0	0	0	0	1320	12	321	0.543
44	18:03:00	126	d	2	89	0	0	0	0	1320	3	137	0.060
45	18:05:30	40	e	2	89	0	0	0	0	1320	1	45	0.006
46	18:14:57	173	a	2	89	0	0	0	0	1320	4	188	0.113
47	18:19:12	242	a	2	89	0	0	0	0	1320	6	262	0.220
48	18:42:08	113	d	2	89	0	0	0	0	1320	3	123	0.049
49	18:44:16	46	e	2	89	0	0	0	0	1320	1	51	0.008
50	18:54:15	258	a	2	89	0	0	0	0	1320	6	279	0.249
51	19:07:24	160	a	2	93	0	0	0	0	1320	4	174	0.101
52	19:14:53	121	d	2	93	0	0	0	0	1320	3	132	0.058
53	19:17:14	43	e	2	93	0	0	0	0	1320	1	48	0.008
54	19:53:41	146	a	2	93	0	0	0	0	1320	4	159	0.084
55	20:02:04	61	a	2	77	0	0	0	0	1320	1	67	0.013
56	20:54:51	91	a	2	77	0	0	0	0	1320	2	99	0.027
57	21:04:50	92	a	2	43	0	0	0	0	1320	1	97	0.015
58	21:19:00	141	a	2	43	0	0	0	0	1320	2	148	0.035
59	21:40:13	214	a	2	43	0	0	0	0	1320	3	223	0.080
60	21:49:24	99	a	2	43	0	0	0	0	1320	1	104	0.017
61	22:03:10	239	a	2	31	0	0	0	0	1320	2	247	0.071
62	23:01:44	114	a	2	18	0	0	0	0	1320	1	118	0.010
63	23:12:30	142	a	2	18	0	0	0	0	1320	1	146	0.015
64	23:30:08	82	a	2	18	0	0	0	0	1320	0	85	0.005
65	23:42:35	120	a	2	18	0	0	0	0	1320	1	124	0.011
66	23:58:01	118	a	2	18	0	0	0	0	1320	1	122	0.010
Total													6.653

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One blockage event began at 13:52:26 PM and ended at 13:54:35 PM followed by a second blockage event that began at 13:54:42 PM and ended at 13:55:35 PM. One single blockage event was assumed.

** One blockage event began at 17:30:47PM and ended at 17:34:09PM followed by a second blockage event that began at 17:34:43PM and ending at 17:35:28PM. One single blockage event was assumed.

*** It was recorded that gate blockage event #1 lasted for 2,095 sec, #7 lasted for 378 sec, #8 lasted for 3,198 sec, #16 lasted for 397, #29 lasted for 1,128 sec, #32 lasted for 370 sec and #36 lasted for 729 sec.

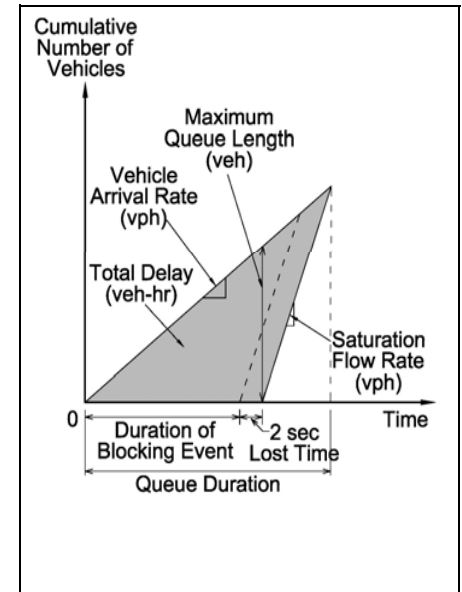
For the purpose of this delay analysis, it was assumed these seven blockage events lasted for $(2 + 1 + (0.75) \times 3) \text{min.} = 360 \text{ sec.}$

RAILROAD CROSSING DELAY ANALYSIS

Street: San Antonio Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746932J Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 3.1%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Pre-empted Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: Yes
 No. of Critical Phases (Upstream): 3
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:19:36	124	a	2	27	0	0	0	0	2760	1	127	0.017
2	0:27:16	38	a	2	27	0	0	0	0	2760	0	40	0.002
3	0:29:16	68	a	2	27	0	0	0	0	2760	1	71	0.005
4**	0:36:49	270	a	2	27	0	0	0	0	2760	2	275	0.078
5	0:47:46	97	a	2	27	0	0	0	0	2760	1	100	0.010
6	0:58:33	162	a	2	27	0	0	0	0	2760	1	166	0.028
7	2:11:48	156	a	2	11	0	0	0	0	2760	0	159	0.011
8**	2:36:23	270	a	2	11	0	0	0	0	2760	1	273	0.032
9	3:00:38	209	a	2	14	0	0	0	0	2760	1	212	0.024
10	3:16:58	42	a	2	14	0	0	0	0	2760	0	44	0.001
11	3:21:18	91	a	2	14	0	0	0	0	2760	0	93	0.005
12	3:24:20	140	a	2	14	0	0	0	0	2760	1	143	0.011
13	3:34:50	232	a	2	14	0	0	0	0	2760	1	235	0.030
14	4:25:20	105	a	2	7	0	0	0	1	2760	0	107	0.004
15	4:51:39	52	a	2	7	0	0	0	1	2760	0	54	0.001
16	5:08:18	197	a	2	27	0	0	0	0	2760	1	201	0.042
17	5:21:29	71	e	2	27	0	0	0	0	2760	1	74	0.006
18	6:32:22	77	e	2	57	0	0	3	1	2760	1	81	0.015
19**	6:43:44	270	a/e	2	57	0	0	3	1	2760	5	278	0.178
20	7:21:20	67	e	2	128	1	0	13	0	2760	3	73	0.028
21	8:11:20	220	a	2	128	0	0	17	0	2760	9	234	0.291
22	8:45:35	202	e/a	2	128	0	0	17	0	2760	8	215	0.245
23	8:50:48	263	a	2	128	0	0	17	0	2760	11	280	0.415
24	9:13:45	80	a	2	148	1	0	13	0	2760	4	87	0.045
25	9:42:30	180	a	2	148	1	0	13	0	2760	8	193	0.220
26	10:05:03	75	a	2	161	0	0	7	0	2760	4	82	0.041
27	10:28:16	263	a	2	161	0	0	7	0	2760	12	282	0.484
28	11:16:55	100	a	2	184	1	1	11	0	2760	6	110	0.085
29	11:33:43	139	a	2	184	1	1	11	0	2760	8	152	0.163
30	12:24:38	42	a	2	185	0	1	7	0	2760	2	47	0.015
31	12:47:14	86	a	2	185	0	1	7	0	2760	5	95	0.062
32	13:04:32	106	a	2	178	0	1	10	0	2760	6	116	0.091
33	13:16:00	77	a	2	178	0	1	10	0	2760	4	85	0.049
34	13:22:23	266	a	2	178	0	1	10	0	2760	14	288	0.563
35**	13:42:42	270	a	2	178	0	1	10	0	2760	14	292	0.579
36	13:59:21	40	e	2	178	0	1	10	0	2760	2	45	0.014
37	14:09:51	181	a	2	226	1	0	2	0	2760	12	200	0.323



RAILROAD CROSSING DELAY ANALYSIS

Street: San Antonio Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746932J Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 3.1%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Pre-empted Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: Yes
 No. of Critical Phases (Upstream): 3
 Traffic Signal Downstream: No
 g/C (Downstream): N/A

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	15:11:45	142	a	2	229	0	0	1	0	2760	9	157	0.201
39	15:20:45	199	a	2	229	0	0	1	0	2760	13	219	0.391
40*	15:37:52	238	e/a	2	229	0	0	1	0	2760	15	262	0.558
41	16:02:21	225	a	2	270	0	0	1	0	2760	17	252	0.598
42	16:39:46	39	a	2	270	0	0	1	0	2760	3	45	0.019
43	17:01:13	35	e	2	294	0	0	1	0	2760	3	41	0.017
44	17:33:48	106	a	2	294	0	0	1	0	2760	9	121	0.149
45	17:39:18	36	e	2	294	0	0	1	0	2760	3	43	0.019
46	18:10:01	35	e	2	198	0	0	0	0	2760	2	40	0.011
47	18:18:02	144	a	2	198	0	0	0	0	2760	8	157	0.175
48	18:24:19	214	a	2	198	0	0	0	0	2760	12	233	0.384
49	18:48:52	35	e	2	198	0	0	0	0	2760	2	40	0.011
50	18:57:04	210	a	2	198	0	0	0	0	2760	12	228	0.369
51	19:10:30	150	a	2	217	0	0	0	0	2760	9	165	0.210
52	19:21:46	33	e	2	217	0	0	0	0	2760	2	38	0.011
53	19:56:42	131	a	2	217	0	0	0	0	2760	8	144	0.160
54	20:04:23	127	a	2	145	0	0	0	0	2760	5	136	0.098
55	20:59:18	88	a	2	145	0	0	0	0	2760	4	95	0.048
56	21:09:48	52	a	2	93	0	0	0	0	2760	1	56	0.011
57	21:23:43	139	a	2	93	0	0	0	0	2760	4	146	0.074
58	21:43:10	194	a	2	93	0	0	0	0	2760	5	203	0.143
59	21:54:43	77	a	2	93	0	0	0	0	2760	2	82	0.023
60	22:08:07	263	a	2	51	0	0	0	0	2760	4	270	0.141
61	23:04:47	105	a	2	28	0	0	1	0	2760	1	108	0.013
62	23:15:30	125	a	2	28	0	0	1	0	2760	1	128	0.018
63	23:33:07	80	a	2	28	0	0	1	0	2760	1	83	0.008
64	23:45:44	110	a	2	28	0	0	1	0	2760	1	113	0.014
65	23:57:30	270	a	2	28	0	0	1	0	2760	2	275	0.084
Total													8.171

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One blockage event began at 15:37:52 PM and ended at 15:39:08 PM followed by a second blockage event that began at 15:39:17 PM and ended at 15:41:50 PM. One single blockage event was assumed.

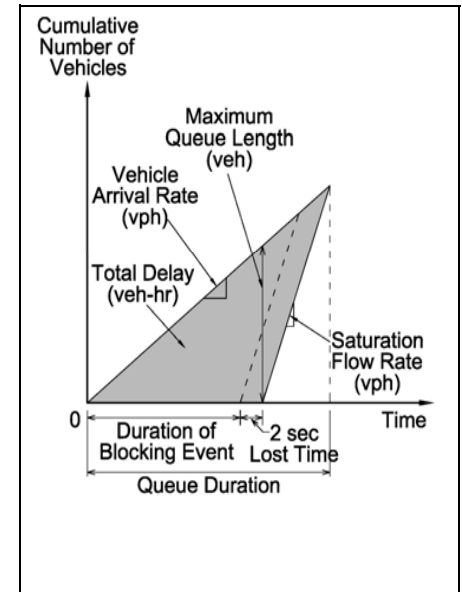
** It was recorded that gate blockage event #4 lasted for 359 sec, #8 lasted for 653 sec, #19 lasted for 335 sec and #35 lasted for 338 sec. For the purpose of this delay analysis, it was assumed these four blockage events lasted for $(2 + 1 + (0.5) \times 3) \text{min.} = 270 \text{ sec.}$

RAILROAD CROSSING DELAY ANALYSIS

Street: San Antonio Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746932J Direction: Southbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 2.4%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Pre-empted Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: Yes
 g/C (Downstream): 0.2

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:19:36	124	a	2	20	0	0	0	0	1990	1	127	0.012
2	0:27:16	38	a	2	20	0	0	0	0	1990	0	40	0.001
3	0:29:16	68	a	2	20	0	0	0	0	1990	0	71	0.004
4**	0:36:49	270	a	2	20	0	0	0	0	1990	2	275	0.058
5	0:47:46	97	a	2	20	0	0	0	0	1990	1	100	0.008
6	0:58:33	162	a	2	20	0	0	0	0	1990	1	166	0.021
7	2:11:48	156	a	2	4	0	0	0	0	1990	0	158	0.004
8**	2:36:23	270	a	2	4	0	0	0	0	1990	0	273	0.011
9	3:00:38	209	a	2	11	0	0	0	0	1990	1	212	0.019
10	3:16:58	42	a	2	11	0	0	0	0	1990	0	44	0.001
11	3:21:18	91	a	2	11	0	0	0	0	1990	0	94	0.004
12	3:24:20	140	a	2	11	0	0	0	0	1990	0	143	0.009
13	3:34:50	232	a	2	11	0	0	0	0	1990	1	235	0.023
14	4:25:20	105	a	2	28	0	0	0	0	1990	1	109	0.013
15	4:51:39	52	a	2	28	0	0	0	0	1990	0	55	0.003
16	5:08:18	197	a	2	52	0	0	0	0	1990	3	204	0.081
17	5:21:29	71	e	2	52	0	0	0	0	1990	1	75	0.011
18	6:32:22	77	e	2	83	0	0	6	1	1990	2	83	0.023
19**	6:43:44	270	a/e	2	83	0	0	6	1	1990	7	285	0.269
20	7:21:20	67	e	2	142	0	0	9	0	1990	3	75	0.030
21	8:11:20	220	a	2	152	0	0	13	0	1990	10	242	0.342
22	8:45:35	202	e/a	2	152	0	0	13	0	1990	9	222	0.288
23	8:50:48	263	a	2	152	0	0	13	0	1990	12	289	0.488
24	9:13:45	80	a	2	214	0	2	4	0	1990	5	92	0.064
25	9:42:30	180	a	2	214	0	2	4	0	1990	11	205	0.317
26	10:05:03	75	a	2	177	0	0	7	0	1990	4	85	0.046
27	10:28:16	263	a	2	177	0	0	7	0	1990	14	292	0.549
28	11:16:55	100	a	2	235	0	0	12	0	1990	7	116	0.113
29	11:33:43	139	a	2	235	0	0	12	0	1990	10	161	0.216
30	12:24:38	42	a	2	253	0	2	11	0	1990	3	51	0.023
31	12:47:14	86	a	2	253	0	2	11	0	1990	7	102	0.092
32	13:04:32	106	a	2	207	0	1	9	0	1990	7	121	0.109
33	13:16:00	77	a	2	207	0	1	9	0	1990	5	89	0.059
34	13:22:23	266	a	2	207	0	1	9	0	1990	16	301	0.675
35**	13:42:42	270	a	2	207	0	1	9	0	1990	16	305	0.695
36	13:59:21	40	e	2	207	0	1	9	0	1990	3	47	0.017
37	14:09:51	181	a	2	255	0	0	1	0	1990	13	210	0.380



RAILROAD CROSSING DELAY ANALYSIS

Street: San Antonio Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746932J Direction: Southbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 2.4%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Pre-empted Date: 9/3/2009
 Traffic Condition: Existing (2009) Day: Thursday

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream): N/A
 Traffic Signal Downstream: Yes
 g/C (Downstream): 0.2

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	15:11:45	142	a	2	254	0	0	2	0	1990	10	165	0.235
39	15:20:45	199	a	2	254	0	0	2	0	1990	14	231	0.459
40*	15:37:52	238	e/a	2	254	0	0	2	0	1990	17	275	0.652
41	16:02:21	225	a	2	286	0	1	1	1	1990	18	266	0.673
42	16:39:46	39	a	2	286	0	1	1	1	1990	3	48	0.022
43	17:01:13	35	e	2	280	0	0	1	0	1990	3	43	0.017
44	17:33:48	106	a	2	280	0	0	1	0	1990	8	126	0.148
45	17:39:18	36	e	2	280	0	0	1	0	1990	3	44	0.018
46	18:10:01	35	e	2	225	0	0	0	0	1990	2	42	0.013
47	18:18:02	144	a	2	225	0	0	0	0	1990	9	165	0.209
48	18:24:19	214	a	2	225	0	0	0	0	1990	14	244	0.458
49	18:48:52	35	e	2	225	0	0	0	0	1990	2	42	0.013
50	18:57:04	210	a	2	225	0	0	0	0	1990	13	239	0.440
51	19:10:30	150	a	2	231	0	0	0	0	1990	10	172	0.233
52	19:21:46	33	e	2	231	0	0	0	0	1990	2	40	0.012
53	19:56:42	131	a	2	231	0	0	0	0	1990	9	150	0.178
54	20:04:23	127	a	2	187	0	0	1	0	1990	7	142	0.133
55	20:59:18	88	a	2	187	0	0	1	0	1990	5	99	0.065
56	21:09:48	52	a	2	109	0	0	0	0	1990	2	57	0.013
57	21:23:43	139	a	2	109	0	0	0	0	1990	4	149	0.088
58	21:43:10	194	a	2	109	0	0	0	0	1990	6	207	0.171
59	21:54:43	77	a	2	109	0	0	0	0	1990	2	84	0.028
60	22:08:07	263	a	2	74	0	0	0	0	1990	5	275	0.208
61	23:04:47	105	a	2	30	0	0	0	0	1990	1	109	0.013
62	23:15:30	125	a	2	30	0	0	0	0	1990	1	129	0.019
63	23:33:07	80	a	2	30	0	0	0	0	1990	1	83	0.008
64	23:45:44	110	a	2	30	0	0	0	0	1990	1	114	0.015
65	23:57:30	270	a	2	30	0	0	0	0	1990	2	276	0.087
Total													9.706

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

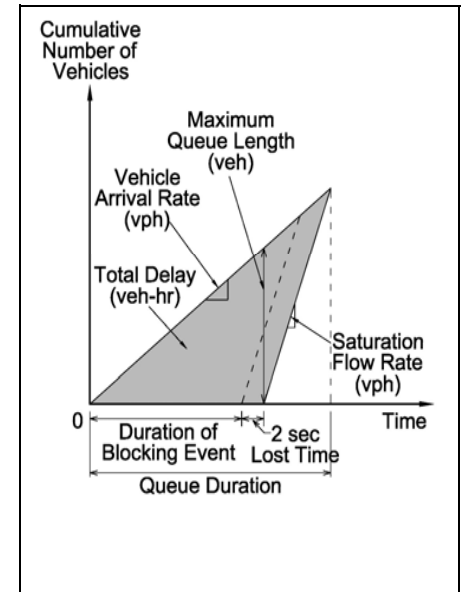
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One blockage event began at 15:37:52 PM and ended at 15:39:08 PM followed by a second blockage event that began at 15:39:17 PM and ended at 15:41:50 PM. One single blockage event was assumed.

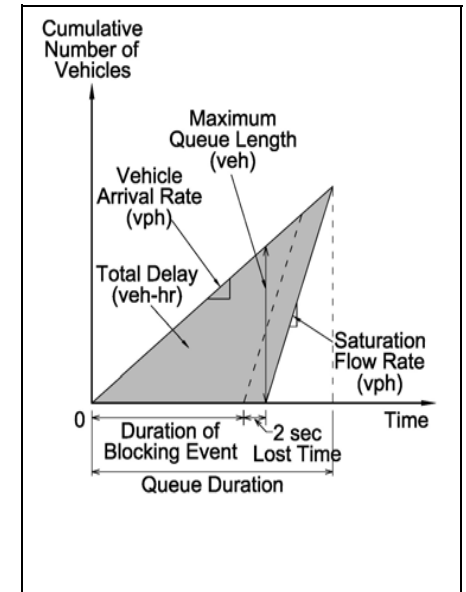
** It was recorded that gate blockage event #4 lasted for 359 sec, #8 lasted for 653 sec, #19 lasted for 335 sec and #35 lasted for 338 sec. For the purpose of this delay analysis, it was assumed these four blockage events lasted for $(2 + 1 + (0.5) \times 3) \text{ min.} = 270 \text{ sec.}$

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
 Note: Percent of daily heavy vehicles based on observation and percent daily heavy vehicle data from other similar roadways in the area.

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

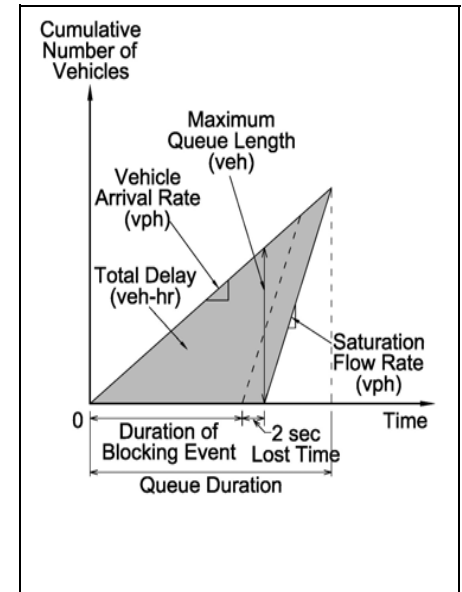
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: Percent of daily heavy vehicles based on observation and percent daily heavy vehicle data from other similar roadways in the area.

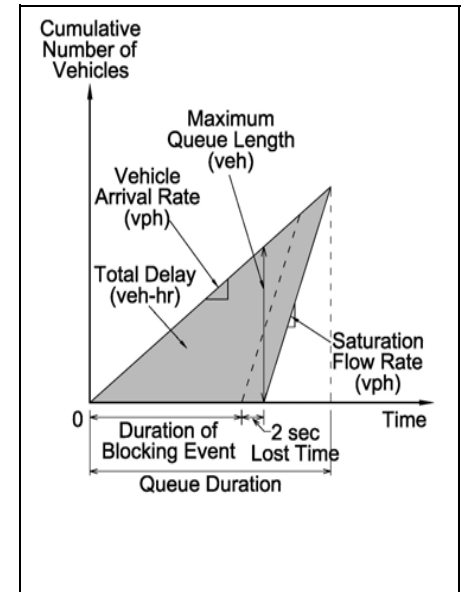
Street:	Encinita Ave @ Alhambra Subdivision Crossing		
Crossing Number:	746886K	Direction:	Northbound
Nearest Cross Street:	Lower Azusa Rd	Daily % Heavy Vehicles:	0.3%
Location:	Temple City/Rosemead	No. of Lanes:	1
Type of Crossing:	Pre-empted	Freight Activity Increase:	122%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Track)	

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream)	2
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

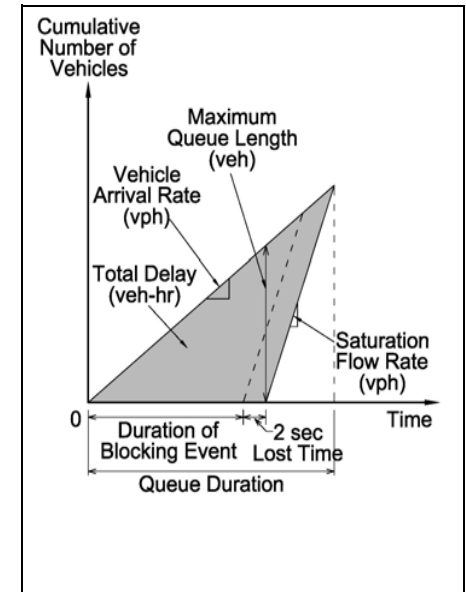
- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.3
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

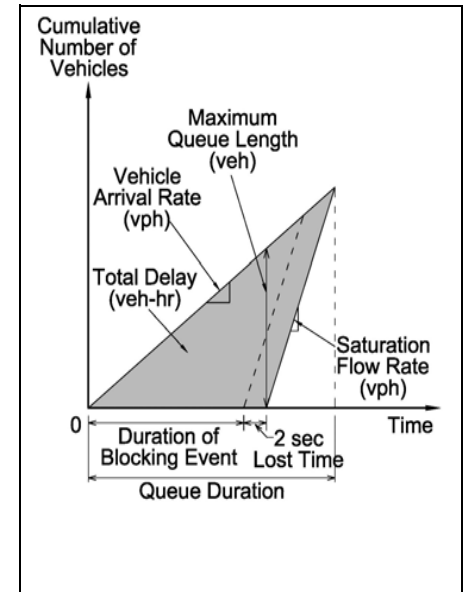
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Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.7
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

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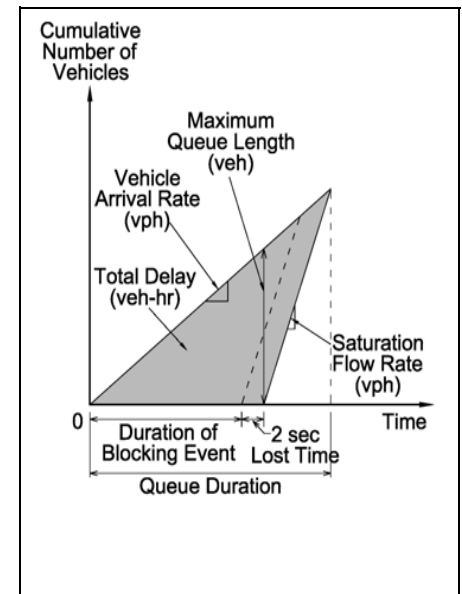
Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream)	2
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

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Street:	Temple City Blvd @ Alhambra Subdivision Crossing		
Crossing Number:	746889F	Direction:	Northbound
Nearest Cross Street:	Ellis Ln	Daily % Heavy Vehicles:	1.0%
Location:	El Monte/Rosemead	No. of Lanes:	2
Type of Crossing:	Isolated	Freight Activity Increase	122%
Traffic Condition:	Future (2025) (With Alhambra Subdivision Single-Tracked)		

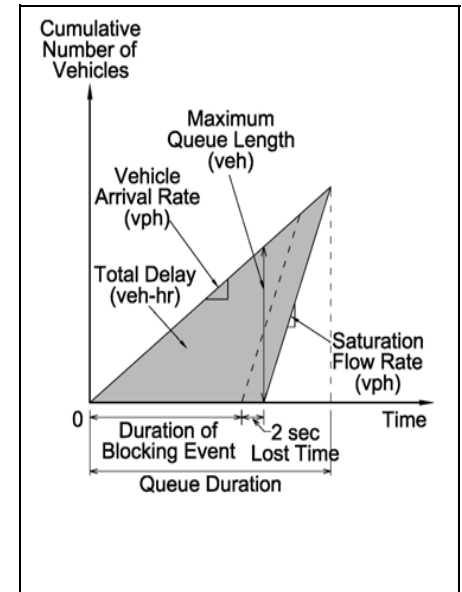
Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

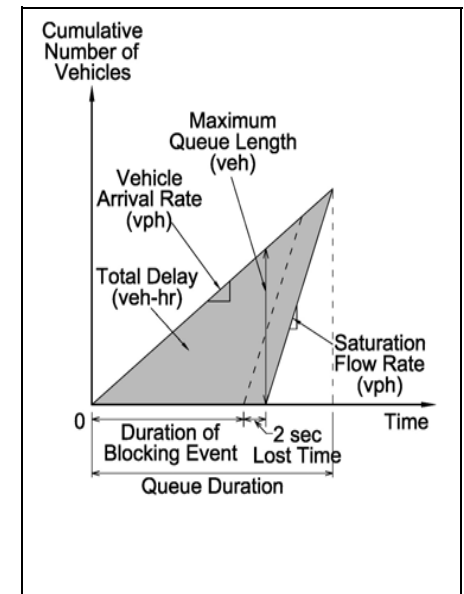
Street:	Temple City Blvd @ Alhambra Subdivision Crossing		
Crossing Number:	746889F	Direction:	Southbound
Nearest Cross Street:	Ellis Ln	Daily % Heavy Vehicles:	0.9%
Location:	El Monte/Rosemead	No. of Lanes:	2
Type of Crossing:	Isolated	Freight Activity Increase	122%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

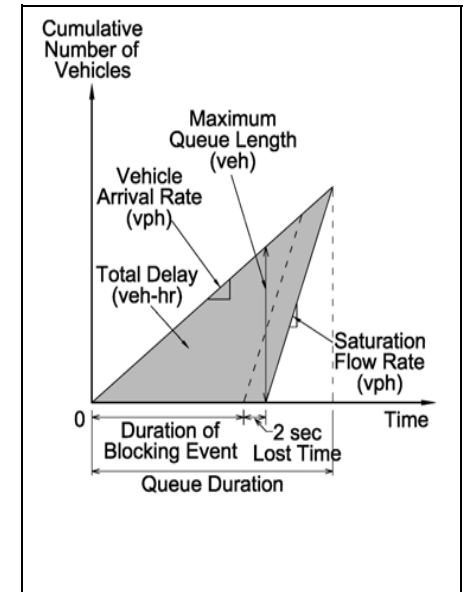
- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

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Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

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Street: Tyler Ave @ Alhambra Subdivision Crossing

Crossing Number: 746893V Direction: Northbound

Nearest Cross Street: Railroad St/Kauffman St Daily % Heavy Vehicles: 1.0%

Location: El Monte No. of Lanes: 2

Type of Crossing: Isolated Freight Activity Increase 122%

Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No

No. of Critical Phases (Upstream) N/A

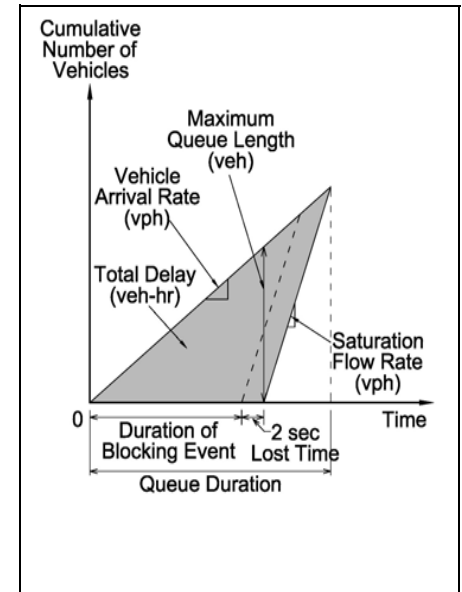
Traffic Signal Downstream: No

g/C (Downstream) N/A

2009-2025 Growth Rate (Other Vehicles & Buses) 1.059

2009-2025 Growth Rate (Heavy Vehicles) 1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:34:53	67	a	2	21	0	0	0	0	3370	0	69	0.004
2	5:17:28	60	e	2	66	0	3	0	0	3370	1	63	0.010
3	5:55:55	66	e	2	66	0	3	0	0	3370	1	69	0.012
4	6:24:22	142	e	2	158	0	2	2	0	3370	6	151	0.136
5	6:38:34	59	e	2	158	0	2	2	0	3370	3	64	0.024
6	6:59:26	58	e	2	158	0	2	2	0	3370	3	63	0.024
7	7:18:18	68	e	2	290	0	2	1	1	3370	6	77	0.061
8	7:35:26	58	e	2	290	0	2	1	1	3370	5	66	0.045
9	7:55:19	55	e	2	290	0	2	1	1	3370	5	62	0.040
10	8:12:30	184	e	2	302	0	4	2	0	3370	16	205	0.453
11	8:16:54	87	d	2	302	0	4	2	0	3370	8	98	0.104
12	9:12:15	65	b	2	276	0	2	2	0	3370	5	73	0.053
13	9:14:27	62	e	2	276	0	2	2	0	3370	5	70	0.048
14	9:19:44	167	d	2	276	0	2	2	0	3370	13	184	0.336
15	9:29:48	42	e	2	276	0	2	2	0	3370	3	48	0.023
16	9:31:32	126	a	2	276	0	2	2	0	3370	10	140	0.194
17	10:29:26	127	e	2	303	1	2	3	0	3370	11	142	0.218
18	10:55:59	56	e	2	303	1	2	3	0	3370	5	64	0.044
19	11:20:14	89	d	2	362	0	3	2	0	3370	9	102	0.131
20	11:38:10	155	e	2	362	0	3	2	0	3370	16	176	0.391
21	12:07:55	50	e	2	442	0	1	1	0	3370	6	60	0.053
22	12:39:20	168	a/e	2	442	0	1	1	0	3370	21	196	0.571
23	13:04:04	69	e	2	356	1	2	2	0	3370	7	80	0.079
24	13:38:15	132	e	2	356	1	2	2	0	3370	13	150	0.280
25	14:03:11	60	e	2	398	1	2	3	0	3370	7	70	0.068
26	14:39:01	150	e	2	398	1	2	3	0	3370	17	173	0.410
27	14:53:29	41	b	2	398	1	2	3	0	3370	5	49	0.033
28	15:03:02	94	e	2	439	1	3	0	0	3370	12	111	0.182
29	15:37:16	149	e	2	439	1	3	0	0	3370	19	174	0.449
30	16:06:14	68	e	2	511	0	3	0	0	3370	10	83	0.115
31	16:09:04	167	e	2	511	0	3	0	0	3370	24	199	0.667
32	16:12:45	69	a	2	511	0	3	0	0	3370	10	84	0.118
33	16:37:54	144	e	2	511	0	3	0	0	3370	21	172	0.498
34	16:59:03	145	e	2	511	0	3	0	0	3370	21	173	0.504
35	17:11:01	67	e	2	554	0	1	0	0	3370	11	83	0.123
36	17:19:38	168	e	2	554	0	1	0	0	3370	26	204	0.743
37	17:38:42	156	e	2	554	0	1	0	0	3370	24	189	0.639



Street: Tyler Ave @ Alhambra Subdivision Crossing
 Crossing Number: 746893V Direction: Northbound
 Nearest Cross Street: Railroad St/Kauffman St Daily % Heavy Vehicles: 1.0%
 Location: El Monte No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 122%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.059
 2009-2025 Growth Rate (Heavy Vehicles) 1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	17:59:17	159	e	2	554	0	1	0	0	3370	25	193	0.665
39	18:10:37	67	e	2	506	0	2	0	0	3370	10	81	0.110
40	18:18:15	23	d	2	506	0	2	0	0	3370	4	29	0.014
41	18:18:44	156	e	2	506	0	2	0	0	3370	22	186	0.576
42	19:02:46	117	a	2	378	0	5	0	0	3370	13	134	0.236
43	19:17:06	140	e	2	378	0	5	0	0	3370	15	160	0.336
44	19:29:35	55	e	2	378	0	5	0	0	3370	6	64	0.054
45	20:17:51	60	e	2	233	0	1	0	0	3370	4	67	0.038
46	20:18:58	171	e	2	233	0	1	0	0	3370	11	186	0.290
47	20:23:37	99	a	2	233	0	1	0	0	3370	7	109	0.099
48	21:18:22	144	e	2	218	0	0	0	0	3370	9	156	0.192
49	23:46:25	93	a	2	80	0	0	0	0	3370	2	97	0.028
Total													15.491

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

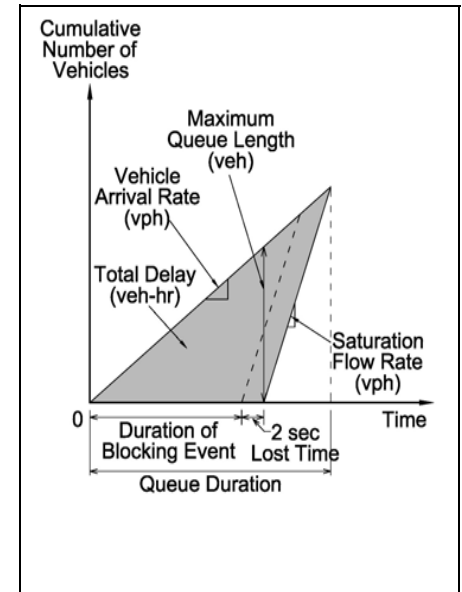
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

Street: Tyler Ave @ Alhambra Subdivision Crossing
 Crossing Number: 746893V Direction: Southbound
 Nearest Cross Street: Railroad St/Kauffman St Daily % Heavy Vehicles: 1.3%
 Location: El Monte No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 122%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.059
 2009-2025 Growth Rate (Heavy Vehicles) 1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:34:53	67	a	2	10	0	0	0	0	3360	0	69	0.002
2	5:17:28	60	e	2	126	0	3	0	0	3360	2	64	0.020
3	5:55:55	66	e	2	126	0	3	0	0	3360	2	71	0.024
4	6:24:22	142	e	2	181	0	2	0	0	3360	7	152	0.155
5	6:38:34	59	e	2	181	0	2	0	0	3360	3	65	0.028
6	6:59:26	58	e	2	181	0	2	0	0	3360	3	63	0.027
7	7:18:18	68	e	2	502	3	6	0	1	3360	10	83	0.115
8	7:35:26	58	e	2	502	3	6	0	1	3360	9	71	0.084
9	7:55:19	55	e	2	502	3	6	0	1	3360	8	67	0.075
10	8:12:30	184	e	2	433	2	4	0	0	3360	23	214	0.674
11	8:16:54	87	d	2	433	2	4	0	0	3360	11	102	0.154
12	9:12:15	65	b	2	338	0	4	3	0	3360	6	75	0.067
13	9:14:27	62	e	2	338	0	4	3	0	3360	6	71	0.060
14	9:19:44	167	d	2	338	0	4	3	0	3360	16	188	0.423
15	9:29:48	42	e	2	338	0	4	3	0	3360	4	49	0.029
16	9:31:32	126	a	2	338	0	4	3	0	3360	12	143	0.244
17	10:29:26	127	e	2	330	0	3	2	0	3360	12	143	0.238
18	10:55:59	56	e	2	330	0	3	2	0	3360	5	64	0.048
19	11:20:14	89	d	2	374	0	0	1	0	3360	9	102	0.134
20	11:38:10	155	e	2	374	0	0	1	0	3360	16	177	0.402
21	12:07:55	50	e	2	451	0	2	0	0	3360	7	60	0.055
22	12:39:20	168	a/e	2	451	0	2	0	0	3360	21	196	0.582
23	13:04:04	69	e	2	388	0	3	3	0	3360	8	80	0.086
24	13:38:15	132	e	2	388	0	3	3	0	3360	15	152	0.310
25	14:03:11	60	e	2	373	1	2	1	0	3360	6	70	0.063
26	14:39:01	150	e	2	373	1	2	1	0	3360	16	171	0.378
27	14:53:29	41	b	2	373	1	2	1	0	3360	5	48	0.030
28	15:03:02	94	e	2	393	3	5	2	0	3360	11	109	0.163
29	15:37:16	149	e	2	393	3	5	2	0	3360	17	172	0.404
30	16:06:14	68	e	2	361	0	3	1	0	3360	7	79	0.078
31	16:09:04	167	e	2	361	0	3	1	0	3360	17	190	0.452
32	16:12:45	69	a	2	361	0	3	1	0	3360	7	80	0.080
33	16:37:54	144	e	2	361	0	3	1	0	3360	15	164	0.337
34	16:59:03	145	e	2	361	0	3	1	0	3360	15	165	0.342
35	17:11:01	67	e	2	437	0	4	0	0	3360	8	79	0.093
36	17:19:38	168	e	2	437	0	4	0	0	3360	21	196	0.567
37	17:38:42	156	e	2	437	0	4	0	0	3360	19	182	0.489



Street:	Tyler Ave @ Alhambra Subdivision Crossing		
Crossing Number:	746893V	Direction:	Southbound
Nearest Cross Street:	Railroad St/Kauffman St	Daily % Heavy Vehicles:	1.3%
Location:	El Monte	No. of Lanes:	2
Type of Crossing:	Isolated	Freight Activity Increase	122%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	17:59:17	159	e	2	437	0	4	0	0	3360	20	185	0.507
39	18:10:37	67	e	2	395	0	3	0	0	3360	8	78	0.083
40	18:18:15	23	d	2	395	0	3	0	0	3360	3	28	0.011
41	18:18:44	156	e	2	395	0	3	0	0	3360	17	179	0.434
42	19:02:46	117	a	2	266	0	3	1	0	3360	9	129	0.160
43	19:17:06	140	e	2	266	0	3	1	0	3360	11	154	0.228
44	19:29:35	55	e	2	266	0	3	1	0	3360	4	62	0.037
45	20:17:51	60	e	2	197	0	4	0	0	3360	3	66	0.032
46	20:18:58	171	e	2	197	0	4	0	0	3360	10	184	0.247
47	20:23:37	99	a	2	197	0	4	0	0	3360	6	107	0.084
48	21:18:22	144	e	2	195	0	0	0	0	3360	8	155	0.170
49	23:46:25	93	a	2	49	0	0	0	0	3360	1	96	0.017
Total													14.644

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

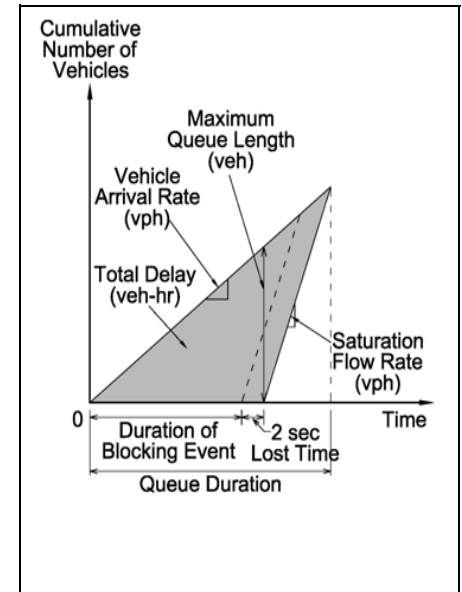
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

Street: Cogswell Rd @ Alhambra Subdivision Crossing
 Crossing Number: 746898E Direction: Northbound
 Nearest Cross Street: Clora Pl Daily % Heavy Vehicles: 1.1%
 Location: El Monte No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 122%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.059
 2009-2025 Growth Rate (Heavy Vehicles) 1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:32:24	63	a	2	22	0	0	0	0	1680	0	66	0.004
2	5:14:45	53	e	2	41	0	2	0	0	1680	1	56	0.005
3	5:53:21	45	e	2	41	0	2	0	0	1680	1	48	0.004
4	6:26:15	40	e	2	103	2	2	0	0	1680	1	45	0.008
5	6:35:50	45	e	2	103	2	2	0	0	1680	1	50	0.010
6	6:56:47	47	e	2	103	2	2	0	0	1680	1	52	0.011
7	7:15:34	42	e	2	296	6	2	0	0	1680	4	54	0.028
8	7:32:51	42	e	2	296	6	2	0	0	1680	4	54	0.028
9	7:52:49	40	e	2	296	6	2	0	0	1680	4	51	0.025
10	8:11:52	40	e	2	175	0	2	1	0	1680	2	47	0.014
11	8:16:34	51	e	2	175	0	2	1	0	1680	3	59	0.021
12	9:09:50	42	b	2	175	0	2	0	0	1680	2	49	0.015
13	9:11:50	40	e	2	175	0	2	0	0	1680	2	47	0.013
14	9:30:17	48	e	2	175	0	2	0	0	1680	2	56	0.019
15	9:31:42	140	a	2	175	0	2	0	0	1680	7	159	0.154
16	10:31:05	42	e	2	189	2	2	0	0	1680	2	50	0.016
17	10:53:11	53	e	2	189	2	2	0	0	1680	3	62	0.025
18	11:40:15	40	e	2	220	0	2	1	0	1680	3	48	0.017
19	12:05:17	40	e	2	276	0	2	0	0	1680	3	50	0.023
20	12:36:46	73	a/e	2	276	0	2	0	0	1680	6	90	0.072
21	12:41:40	39	e	2	276	0	2	0	0	1680	3	49	0.022
22	13:01:32	42	e	2	308	0	7	0	0	1680	4	54	0.029
23	13:39:55	51	e	2	308	0	7	0	0	1680	5	65	0.042
24	14:00:36	41	e	2	352	2	2	0	0	1680	4	55	0.032
25	14:41:01	44	e	2	352	2	2	0	0	1680	5	58	0.037
26	14:53:30	43	b	2	352	2	2	0	0	1680	4	57	0.035
27	15:00:31	39	e	2	347	1	1	0	0	1680	4	52	0.029
28	15:39:14	43	e	2	347	1	1	0	0	1680	4	57	0.035
29	16:03:43	41	e	2	401	0	2	1	0	1680	5	57	0.038
30*	16:10:24	130	a/e	2	401	0	2	1	0	1680	15	174	0.358
31	16:39:53	47	e	2	401	0	2	1	0	1680	5	65	0.050
32	17:01:04	41	e	2	453	0	2	0	0	1680	5	59	0.045
33	17:22:37	47	e	2	453	0	2	0	0	1680	6	67	0.058
34	17:40:50	48	e	2	453	0	2	0	0	1680	6	69	0.061
35	18:01:30	51	e	2	457	0	2	0	0	1680	7	73	0.069
36	18:08:08	36	e	2	457	0	2	0	0	1680	5	52	0.035
37	18:21:13	49	e	2	457	0	2	0	0	1680	7	70	0.063



Street:	Cogswell Rd @ Alhambra Subdivision Crossing		
Crossing Number:	746898E	Direction:	Northbound
Nearest Cross Street:	Clora Pl	Daily % Heavy Vehicles:	1.1%
Location:	El Monte	No. of Lanes:	1
Type of Crossing:	Isolated	Freight Activity Increase	122%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	19:00:21	115	a	2	359	0	2	0	0	1680	12	149	0.243
39	19:18:55	53	e	2	359	0	2	0	0	1680	6	70	0.054
40	19:27:05	38	e	2	359	0	2	0	0	1680	4	51	0.028
41	20:14:57	43	e	2	310	0	2	0	0	1680	4	55	0.030
42	20:21:11	88	a	2	310	0	2	0	0	1680	8	111	0.120
43	21:20:22	41	e	2	217	0	0	0	0	1680	3	49	0.018
44	23:43:43	93	a	2	66	0	0	0	0	1680	2	99	0.024
Total													3.257

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

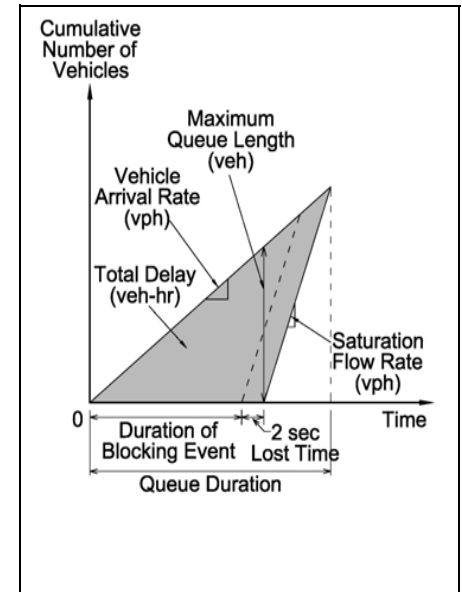
* One blockage event began at 16:10:24 PM and ended at 16:11:34 PM followed by a second blockage event that began at 16:11:46 PM and ended at 16:12:34 PM. One single blockage event was assumed.

Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

Street: Cogswell Rd @ Alhambra Subdivision Crossing
 Crossing Number: 746898E Direction: Southbound
 Nearest Cross Street: Clora Pl Daily % Heavy Vehicles: 1.0%
 Location: El Monte No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 122%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.059
 2009-2025 Growth Rate (Heavy Vehicles) 1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:32:24	63	a	2	31	0	0	0	0	1680	1	66	0.005
2	5:14:45	53	e	2	90	0	0	0	0	1680	1	58	0.011
3	5:53:21	45	e	2	90	0	0	0	0	1680	1	50	0.008
4	6:26:15	40	e	2	223	0	2	0	0	1680	3	48	0.018
5	6:35:50	45	e	2	223	0	2	0	0	1680	3	54	0.022
6	6:56:47	47	e	2	223	0	2	0	0	1680	3	57	0.024
7	7:15:34	42	e	2	514	3	2	0	0	1680	6	64	0.056
8	7:32:51	42	e	2	514	3	2	0	0	1680	6	64	0.056
9	7:52:49	40	e	2	514	3	2	0	0	1680	6	61	0.051
10	8:11:52	40	e	2	363	3	1	1	0	1680	4	54	0.032
11	8:16:34	51	e	2	363	3	1	1	0	1680	5	68	0.051
12	9:09:50	42	b	2	290	0	1	0	0	1680	4	53	0.026
13	9:11:50	40	e	2	290	0	1	0	0	1680	3	51	0.024
14	9:30:17	48	e	2	290	0	1	0	0	1680	4	60	0.034
15	9:31:42	140	a	2	290	0	1	0	0	1680	11	172	0.274
16	10:31:05	42	e	2	264	2	2	0	1	1680	3	52	0.024
17	10:53:11	53	e	2	264	2	2	0	1	1680	4	65	0.037
18	11:40:15	40	e	2	266	2	2	0	0	1680	3	50	0.022
19	12:05:17	40	e	2	290	0	2	1	0	1680	3	51	0.024
20	12:36:46	73	a/e	2	290	0	2	1	0	1680	6	91	0.077
21	12:41:40	39	e	2	290	0	2	1	0	1680	3	50	0.023
22	13:01:32	42	e	2	282	0	3	0	0	1680	3	53	0.026
23	13:39:55	51	e	2	282	0	3	0	0	1680	4	64	0.037
24	14:00:36	41	e	2	382	1	4	0	0	1680	5	56	0.036
25	14:41:01	44	e	2	382	1	4	0	0	1680	5	60	0.041
26	14:53:30	43	b	2	382	1	4	0	0	1680	5	58	0.039
27	15:00:31	39	e	2	303	2	2	0	0	1680	3	50	0.024
28	15:39:14	43	e	2	303	2	2	0	0	1680	4	55	0.029
29	16:03:43	41	e	2	316	0	1	2	0	1680	4	53	0.028
30*	16:10:24	130	a/e	2	316	0	1	2	0	1680	12	163	0.265
31	16:39:53	47	e	2	316	0	1	2	0	1680	4	60	0.036
32	17:01:04	41	e	2	340	0	2	0	0	1680	4	54	0.031
33	17:22:37	47	e	2	340	0	2	0	0	1680	5	62	0.040
34	17:40:50	48	e	2	340	0	2	0	0	1680	5	63	0.042
35	18:01:30	51	e	2	321	0	2	0	0	1680	5	66	0.044
36	18:08:08	36	e	2	321	0	2	0	0	1680	3	47	0.022
37	18:21:13	49	e	2	321	0	2	0	0	1680	5	63	0.040



Street: Cogswell Rd @ Alhambra Subdivision Crossing

Crossing Number:	746898E	Direction:	Southbound
Nearest Cross Street:	Clora Pl	Daily % Heavy Vehicles:	1.0%
Location:	El Monte	No. of Lanes:	1
Type of Crossing:	Isolated	Freight Activity Increase	122%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	19:00:21	115	a	2	363	1	1	0	0	1680	12	149	0.245
39	19:18:55	53	e	2	363	1	1	0	0	1680	6	70	0.054
40	19:27:05	38	e	2	363	1	1	0	0	1680	4	51	0.029
41	20:14:57	43	e	2	235	0	3	0	0	1680	3	52	0.021
42	20:21:11	88	a	2	235	0	3	0	0	1680	6	105	0.087
43	21:20:22	41	e	2	148	0	2	0	0	1680	2	47	0.012
44	23:43:43	93	a	2	51	0	0	0	0	1680	1	98	0.018
Total													3.330

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

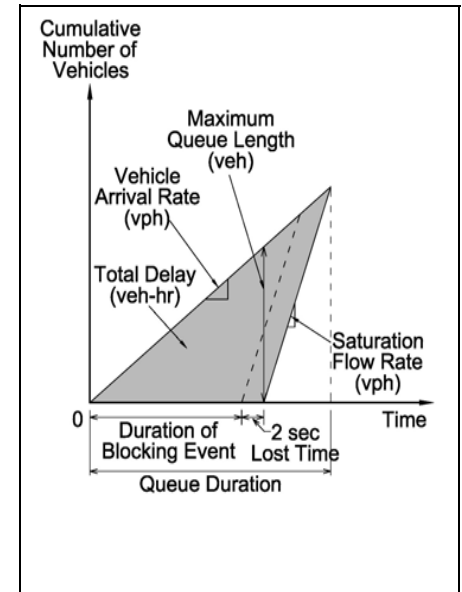
* One blockage event began at 16:10:24 PM and ended at 16:11:34 PM followed by a second blockage event that began at 16:11:46 PM and ended at 16:12:34 PM. One single blockage event was assumed.

Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

Street: Temple Ave @ Alhambra Subdivision Crossing
 Crossing Number: 746903Y Direction: Northbound
 Nearest Cross Street: Valley Blvd Daily % Heavy Vehicles: 7.0%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Pre-empted Freight Activity Increase 122%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: Yes
 No. of Critical Phases (Upstream) 4
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.067
 2009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:33:18	63	a	2	97	0	0	22	1	2520	2	68	0.020
2	1:44:28	63	a	2	97	0	0	22	1	2520	2	68	0.020
3	1:53:02	39	a	2	97	0	0	22	1	2520	1	43	0.008
4	5:15:53	41	e	2	363	0	0	36	0	2520	5	51	0.034
5	5:54:18	43	e	2	363	0	0	36	0	2520	5	53	0.037
6	6:29:46	44	e	2	534	2	0	50	0	2520	7	60	0.062
7	6:36:45	44	e	2	534	2	0	50	0	2520	7	60	0.062
8	6:57:40	47	e	2	534	2	0	50	0	2520	8	64	0.071
9	7:16:27	47	e	2	599	0	0	52	3	2520	9	66	0.082
10	7:33:51	45	e	2	599	0	0	52	3	2520	9	63	0.075
11	7:53:48	43	e	2	599	0	0	52	3	2520	8	61	0.069
12	8:12:57	39	e	2	671	0	0	52	1	2520	8	58	0.066
13	8:20:22	41	e	2	671	0	0	52	1	2520	9	60	0.072
14	9:10:57	39	b	2	606	0	0	59	2	2520	8	56	0.059
15	9:12:50	42	e	2	606	0	0	59	2	2520	8	60	0.068
16	9:33:56	36	e	2	606	0	0	59	2	2520	7	52	0.051
17	9:35:37	162	a	2	606	0	0	59	2	2520	30	223	0.941
18	9:40:42	55	a	2	606	0	0	59	2	2520	11	78	0.114
19	10:12:10	54	a	2	486	0	0	50	2	2520	8	71	0.083
20	10:17:32	41	a	2	486	0	0	50	2	2520	6	55	0.049
21	10:19:30	28	a	2	486	0	0	50	2	2520	4	38	0.024
22	10:34:45	41	e	2	486	0	0	50	2	2520	6	55	0.049
23	10:54:01	48	e	2	486	0	0	50	2	2520	7	64	0.066
24	11:13:30	58	c	2	495	0	0	60	3	2520	9	77	0.099
25	11:19:03	76	a	2	495	0	0	60	3	2520	12	100	0.168
26	11:31:50	61	a	2	495	0	0	60	3	2520	10	81	0.110
27	11:43:48	41	e	2	495	0	0	60	3	2520	7	55	0.051
28	12:06:08	107	e	2	568	0	0	42	2	2520	19	144	0.371
29	12:37:16	88	a	2	568	0	0	42	2	2520	15	119	0.253
30	12:45:15	95	e	2	568	0	0	42	2	2520	16	128	0.293
31	13:02:38	36	e	2	595	0	1	56	0	2520	7	51	0.049
32	13:43:32	38	e	2	595	0	1	56	0	2520	7	54	0.054
33	14:01:36	41	e	2	719	0	0	52	6	2520	9	62	0.080
34	14:41:40	213	e	2	719	0	0	52	6	2520	46	311	2.004
35	14:56:55	45	b	2	719	0	0	52	6	2520	10	68	0.096
36	15:01:40	35	e	2	1012	0	1	47	1	2520	11	64	0.097
37	15:42:52	36	e	2	1012	0	1	47	1	2520	11	66	0.103



Street: Temple Ave @ Alhambra Subdivision Crossing
 Crossing Number: 746903Y Direction: Northbound
 Nearest Cross Street: Valley Blvd Daily % Heavy Vehicles: 7.0%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Pre-empted Freight Activity Increase 122%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: Yes
 No. of Critical Phases (Upstream) 4
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.067
 2009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	16:04:47	38	e	2	1047	0	1	25	1	2520	12	70	0.116
39	16:11:25	70	a	2	1047	0	1	25	1	2520	21	125	0.373
40	16:15:25	35	e	2	1047	0	1	25	1	2520	11	64	0.098
41	16:43:39	37	e	2	1047	0	1	25	1	2520	12	68	0.110
42	17:04:45	35	e	2	1154	0	0	35	0	2520	12	70	0.119
43	17:07:48	48	e	2	1154	0	0	35	0	2520	17	95	0.218
44	17:26:23	39	e	2	1154	0	0	35	0	2520	14	78	0.147
45	17:44:30	38	e	2	1154	0	0	35	0	2520	13	76	0.139
46	18:05:15	55	e	2	1030	0	0	27	0	2520	17	98	0.228
47	18:09:00	40	e	2	1030	0	0	27	0	2520	12	72	0.123
48	18:25:00	40	e	2	1030	0	0	27	0	2520	12	72	0.123
49	19:01:23	104	a	2	670	0	0	33	0	2520	21	147	0.423
50	19:22:54	50	e	2	670	0	0	33	0	2520	10	72	0.102
51	19:28:15	33	e	2	670	0	0	33	0	2520	7	49	0.047
52	20:15:57	42	e	2	414	0	0	25	0	2520	5	53	0.039
53	20:22:00	71	a	2	414	0	0	25	0	2520	9	88	0.109
54	20:25:32	39	e	2	414	0	0	25	0	2520	5	50	0.035
55	20:56:08	118	a	2	414	0	0	25	0	2520	15	145	0.295
56	21:04:00	96	a	2	374	0	0	35	1	2520	11	117	0.181
57	23:44:20	95	a	2	193	0	0	18	0	2520	6	106	0.084
Total													13.211

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

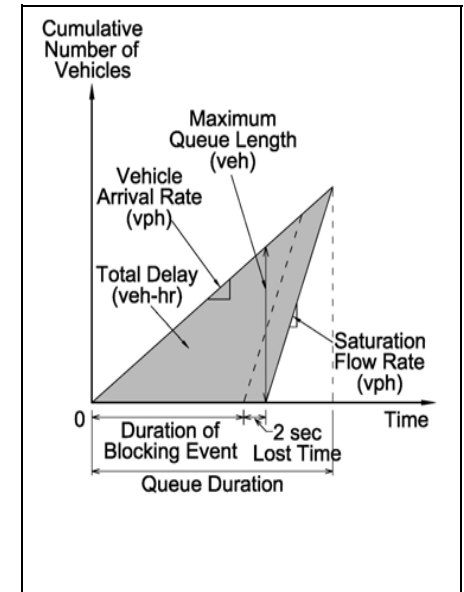
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

Street: Temple Ave @ Alhambra Subdivision Crossing
 Crossing Number: 746903Y Direction: Southbound
 Nearest Cross Street: Valley Blvd Daily % Heavy Vehicles: 5.8%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Pre-empted Freight Activity Increase 122%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: Yes
 g/C (Downstream) 0.5
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.067
 2009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:33:18	63	a	2	90	0	0	25	0	2410	2	68	0.020
2	1:44:28	63	a	2	90	0	0	25	0	2410	2	68	0.020
3	1:53:02	39	a	2	90	0	0	25	0	2410	1	43	0.008
4	5:15:53	41	e	2	700	0	0	39	1	2410	9	62	0.076
5	5:54:18	43	e	2	700	0	0	39	1	2410	9	65	0.084
6	6:29:46	44	e	2	968	0	0	54	1	2410	13	80	0.145
7	6:36:45	44	e	2	968	0	0	54	1	2410	13	80	0.145
8	6:57:40	47	e	2	968	0	0	54	1	2410	14	85	0.164
9	7:16:27	47	e	2	1245	0	0	38	1	2410	17	105	0.255
10	7:33:51	45	e	2	1245	0	0	38	1	2410	17	101	0.235
11	7:53:48	43	e	2	1245	0	0	38	1	2410	16	96	0.214
12	8:12:57	39	e	2	996	3	0	48	3	2410	12	73	0.121
13	8:20:22	41	e	2	996	3	0	48	3	2410	13	76	0.132
14	9:10:57	39	b	2	877	1	0	54	0	2410	11	67	0.099
15	9:12:50	42	e	2	877	1	0	54	0	2410	11	72	0.114
16	9:33:56	36	e	2	877	1	0	54	0	2410	10	62	0.085
17	9:35:37	162	a	2	877	1	0	54	0	2410	42	267	1.574
18	9:40:42	55	a	2	877	1	0	54	0	2410	15	93	0.191
19	10:12:10	54	a	2	713	0	0	60	0	2410	12	82	0.137
20	10:17:32	41	a	2	713	0	0	60	0	2410	9	63	0.081
21	10:19:30	28	a	2	713	0	0	60	0	2410	6	44	0.039
22	10:34:45	41	e	2	713	0	0	60	0	2410	9	63	0.081
23	10:54:01	48	e	2	713	0	0	60	0	2410	11	74	0.110
24	11:13:30	58	c	2	716	0	0	48	3	2410	13	88	0.156
25	11:19:03	76	a	2	716	0	0	48	3	2410	17	114	0.263
26	11:31:50	61	a	2	716	0	0	48	3	2410	13	92	0.172
27	11:43:48	41	e	2	716	0	0	48	3	2410	9	63	0.080
28	12:06:08	107	e	2	711	0	0	35	3	2410	23	158	0.498
29	12:37:16	88	a	2	711	0	0	35	3	2410	19	131	0.341
30	12:45:15	95	e	2	711	0	0	35	3	2410	20	141	0.395
31	13:02:38	36	e	2	809	0	0	48	1	2410	9	59	0.074
32	13:43:32	38	e	2	809	0	0	48	1	2410	10	62	0.082
33	14:01:36	41	e	2	893	1	0	54	0	2410	11	71	0.112
34	14:41:40	213	e	2	893	1	0	54	0	2410	57	354	2.784
35	14:56:55	45	b	2	893	1	0	54	0	2410	12	77	0.132
36	15:01:40	35	e	2	863	0	4	49	0	2410	9	60	0.078
37	15:42:52	36	e	2	863	0	4	49	0	2410	10	61	0.082



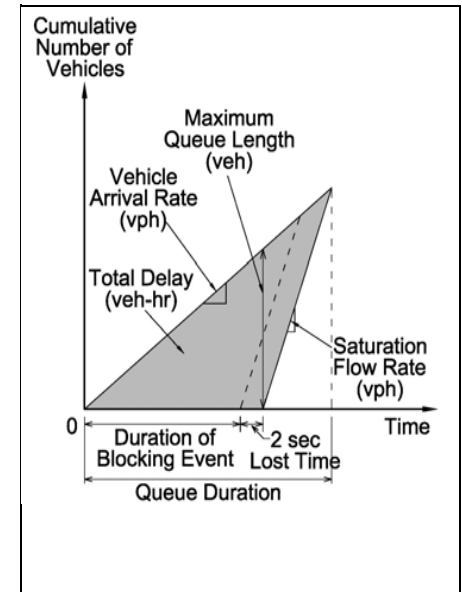
Street:	Temple Ave @ Alhambra Subdivision Crossing		
Crossing Number:	746903Y	Direction:	Southbound
Nearest Cross Street:	Valley Blvd	Daily % Heavy Vehicles:	5.8%
Location:	Industry/LA County	No. of Lanes:	2
Type of Crossing:	Pre-empted	Freight Activity Increase	122%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.5
2009-2025 Growth Rate (Other Vehicles & Buses)	1.067
2009-2025 Growth Rate (Heavy Vehicles)	1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	16:04:47	38	e	2	810	0	1	27	0	2410	9	61	0.079
39	16:11:25	70	a	2	810	0	1	27	0	2410	17	110	0.256
40	16:15:25	35	e	2	810	0	1	27	0	2410	9	57	0.068
41	16:43:39	37	e	2	810	0	1	27	0	2410	9	60	0.076
42	17:04:45	35	e	2	883	1	1	26	1	2410	9	60	0.078
43	17:07:48	48	e	2	883	1	1	26	1	2410	13	80	0.141
44	17:26:23	39	e	2	883	1	1	26	1	2410	10	66	0.095
45	17:44:30	38	e	2	883	1	1	26	1	2410	10	64	0.090
46	18:05:15	55	e	2	701	0	0	25	0	2410	11	82	0.131
47	18:09:00	40	e	2	701	0	0	25	0	2410	8	60	0.071
48	18:25:00	40	e	2	701	0	0	25	0	2410	8	60	0.071
49	19:01:23	104	a	2	562	0	0	21	1	2410	17	140	0.334
50	19:22:54	50	e	2	562	0	0	21	1	2410	8	69	0.081
51	19:28:15	33	e	2	562	0	0	21	1	2410	6	46	0.036
52	20:15:57	42	e	2	444	0	0	21	1	2410	6	55	0.044
53	20:22:00	71	a	2	444	0	0	21	1	2410	9	90	0.118
54	20:25:32	39	e	2	444	0	0	21	1	2410	5	51	0.038
55	20:56:08	118	a	2	444	0	0	21	1	2410	16	149	0.321
56	21:04:00	96	a	2	308	0	0	10	0	2410	9	113	0.136
57	23:44:20	95	a	2	129	0	0	13	1	2410	4	103	0.055
Total													16.849

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
 Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

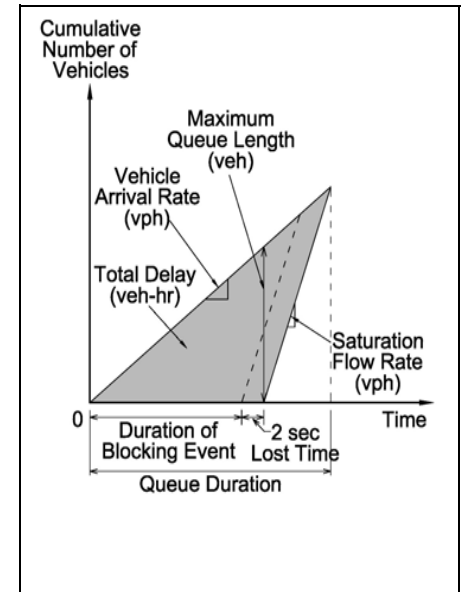
Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream)	3
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.067
2009-2025 Growth Rate (Heavy Vehicles)	1.115

[illegible]

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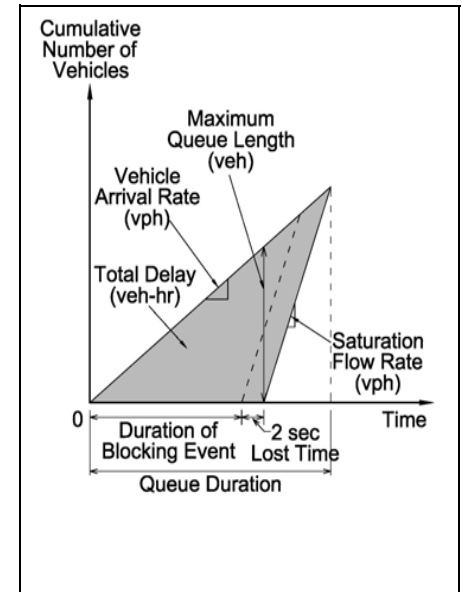
Street:	Puente Ave @ Alhambra Subdivision Crossing		
Crossing Number:	746905M	Direction:	Southbound
Nearest Cross Street:	Valley Blvd	Daily % Heavy Vehicles:	2.5%
Location:	Industry/LA County	No. of Lanes:	3
Type of Crossing:	Pre-empted	Freight Activity Increase	122%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Trackd)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.5
2009-2025 Growth Rate (Other Vehicles & Buses)	1.067
2009-2025 Growth Rate (Heavy Vehicles)	1.115

[illegible]

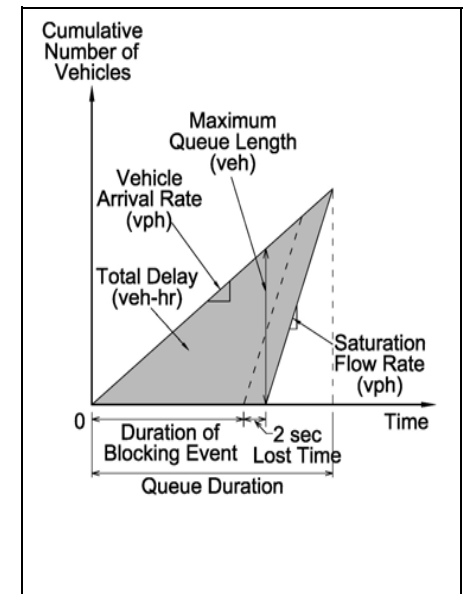
- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream)	3
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.067
2009-2025 Growth Rate (Heavy Vehicles)	1.115

[illegible]

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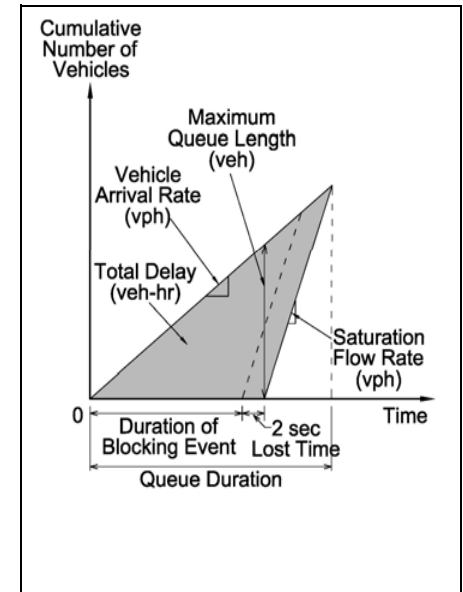
Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.5
2009-2025 Growth Rate (Other Vehicles & Buses)	1.067
2009-2025 Growth Rate (Heavy Vehicles)	1.115

[illegible]

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Street:	Fullerton Rd @ Alhambra Subdivision Crossing		
Crossing Number:	753601N	Direction:	Northbound
Nearest Cross Street:	Valley Blvd	Daily % Heavy Vehicles:	2.8%
Location:	Industry/LA County	No. of Lanes:	3
Type of Crossing:	Pre-empted	Freight Activity Increase	122%
Traffic Condition:	Future (2025) (With Alhambra Subdivision Single-Tracked)		

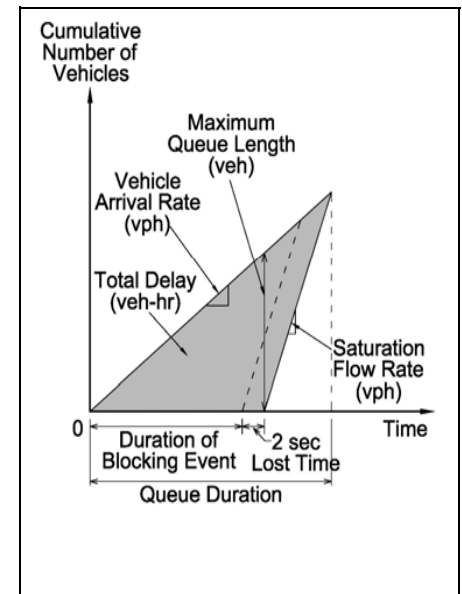
Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.3
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

[illegible]

- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
- * One blockage event began at 8:58:58AM and ended at 9:01:40AM followed by a second blockage event that began at 9:02:07AM and ended at 9:03:04AM. For the delay analysis, one single blockage event was assumed.
 ** It was recorded that gate blockage event #16 lasted for 835 sec. For the purpose of this delay analysis, it was assumed this blockage events lasted for $(2 + 1 + (3.5)*3)\text{min.} = 810 \text{ sec.}$

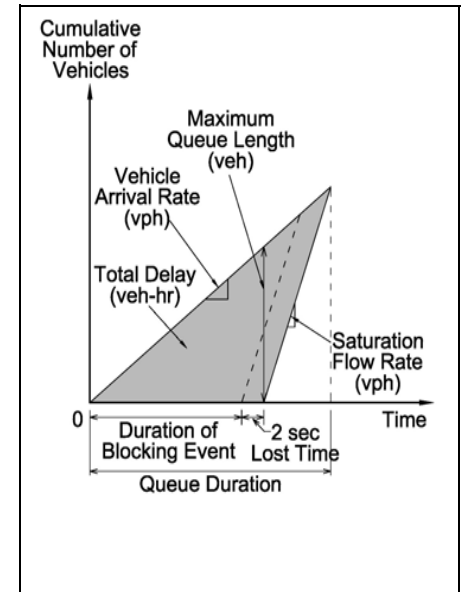
Street:	Fullerton Rd @ Alhambra Subdivision Crossing		
Crossing Number:	753601N	Direction:	Southbound
Nearest Cross Street:	Valley Blvd	Daily % Heavy Vehicles:	2.5%
Location:	Industry/LA County	No. of Lanes:	2
Type of Crossing:	Pre-empted	Freight Activity Increase	122%
Traffic Condition:	Future (2025) (With Alhambra Subdivision Single-Track)		

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream)	4
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

[illegible]

- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
- * One blockage event began at 8:58:58AM and ended at 9:01:40AM followed by a second blockage event that began at 9:02:07AM and ended at 9:03:04AM. For the delay analysis, one single blockage event was assumed.
 ** It was recorded that gate blockage event #16 lasted for 835 sec. For the purpose of this delay analysis, it was assumed this blockage events lasted for $(2 + 1 + (3.5)*3)\text{min.} = 810 \text{ sec.}$

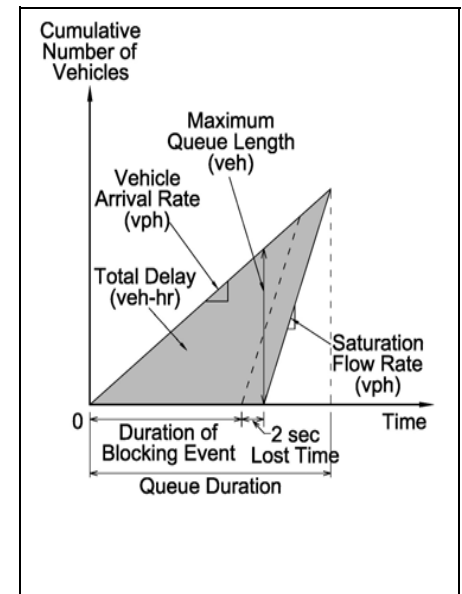
Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.5
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

[illegible]

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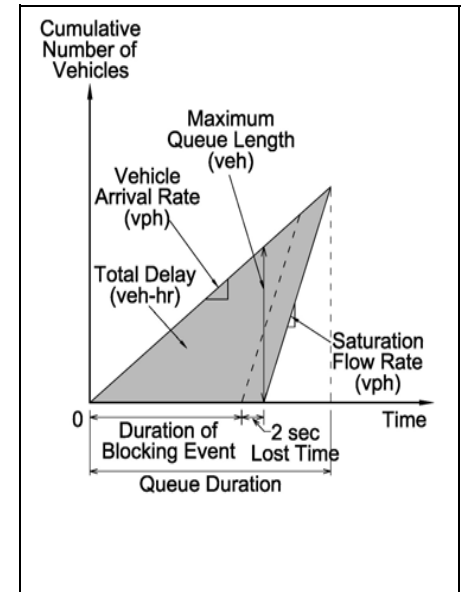
Street:	Fairway Dr @ Alhambra Subdivision Crossing		
Crossing Number:	746913E	Direction:	Southbound
Nearest Cross Street:	Valley Blvd	Daily % Heavy Vehicles:	2.8%
Location:	Industry/Walnut	No. of Lanes:	2
Type of Crossing:	Pre-empted	Freight Activity Increase	122%
Traffic Condition:	Future (2025) (With Alhambra Subdivision Single-Tracked)		

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream)	4
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

[illegible]

- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

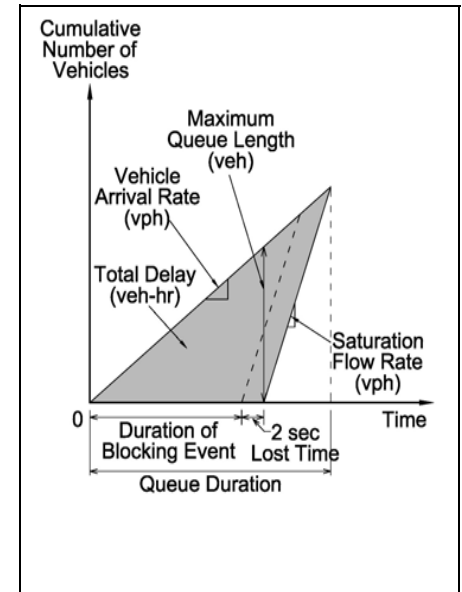
Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.5
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

[illegible]

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Street:	Brea Canyon Rd @ Alhambra Subdivision Crossing		
Crossing Number:	746916A	Direction:	Northbound
Nearest Cross Street:	Valley Blvd	Daily % Heavy Vehicles:	2.1%
Location:	Industry/Walnut	No. of Lanes:	4
Type of Crossing:	Pre-empted	Freight Activity Increase	122%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.2
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

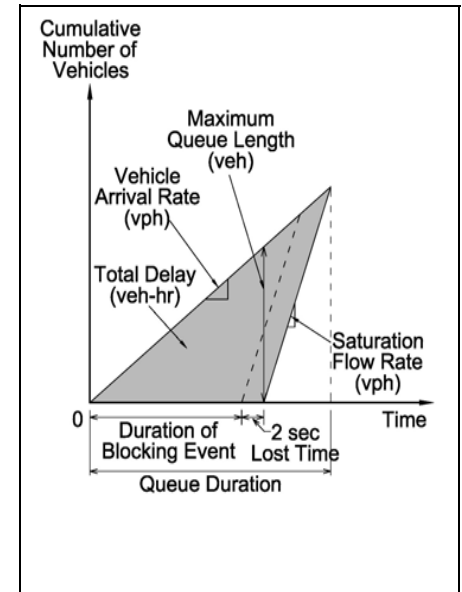
[illegible]

- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Vail Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811077C Direction: Northbound
 Nearest Cross Street: Mines Ave Daily % Heavy Vehicles: 2.0%
 Location: Montebello No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.024
 2009-2025 Growth Rate (Heavy Vehicles) 1.074

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:10:39	100	a	2	33	0	0	3	0	1670	1	104	0.015
2	1:16:36	211	a/a	2	14	0	0	0	0	1670	1	215	0.025
3	1:33:22	148	a	2	14	0	0	0	0	1670	1	151	0.012
4	2:10:50	532	a	2	23	0	0	1	0	1670	4	542	0.268
5	4:26:40	143	a	2	15	0	0	0	0	1670	1	146	0.012
6	4:49:08	151	a	2	15	0	0	0	0	1670	1	154	0.014
7	5:38:56	46	e	2	37	0	0	3	0	1670	1	49	0.004
8	6:32:28	507	a/e	2	110	1	0	4	1	1670	16	547	1.246
9	7:11:39	36	e	2	308	0	0	4	0	1670	3	47	0.021
10	7:52:35	43	e	2	308	0	0	4	0	1670	4	55	0.030
11	8:04:33	125	a	2	201	1	0	6	0	1670	7	145	0.148
12	9:11:50	35	e	2	163	0	0	4	2	1670	2	41	0.010
13	9:24:31	223	c	2	163	0	0	4	2	1670	11	250	0.367
14	10:28:00	110	a	2	167	1	0	1	0	1670	5	125	0.091
15	11:09:22	98	a	2	183	0	0	3	0	1670	5	113	0.081
16	11:21:23	156	a	2	183	0	0	3	0	1670	8	178	0.202
17	12:51:50	25	d	2	204	0	1	5	1	1670	2	31	0.007
18*	12:54:25	181	c/c	2	204	0	1	5	1	1670	11	209	0.311
19	13:32:57	14	d	2	244	0	0	4	0	1670	1	19	0.003
20	13:34:35	28	e	2	244	0	0	4	0	1670	2	35	0.010
21	16:07:56	45	e	2	366	0	0	3	0	1670	5	60	0.040
22	16:19:05	142	a	2	366	0	0	3	0	1670	15	185	0.379
23	16:30:54	76	d	2	366	0	0	3	0	1670	8	100	0.111
24	16:32:40	30	e	2	366	0	0	3	0	1670	3	41	0.019
25	17:11:36	54	d	2	380	0	0	4	0	1670	6	73	0.061
26	17:13:27	37	e	2	380	0	0	4	0	1670	4	51	0.029
27	17:40:40	43	d	2	380	0	0	4	0	1670	5	58	0.039
28	17:42:17	33	e	2	380	0	0	4	0	1670	4	45	0.023
29	18:18:40	57	d	2	228	0	0	1	0	1670	4	68	0.035
30	18:20:20	36	e	2	228	0	0	1	0	1670	2	44	0.015
31	18:50:14	46	d	2	228	0	0	1	0	1670	3	56	0.024
32	18:51:35	28	e	2	228	0	0	1	0	1670	2	35	0.009
33	18:56:22	46	a	2	228	0	0	1	0	1670	3	56	0.024
34	19:05:20	95	a	2	158	0	0	2	0	1670	4	107	0.064
35	19:17:51	169	a	2	158	0	0	2	0	1670	8	189	0.200
36	19:51:48	49	a	2	158	0	0	2	0	1670	2	56	0.018
37	19:59:44	332	a	2	158	0	0	2	0	1670	15	369	0.761



Street:	Vail Ave @ Los Angeles Subdivision Crossing				
Crossing Number:	811077C	Direction:	Northbound	Traffic Signal Upstream:	No
Nearest Cross Street:	Mines Ave	Daily % Heavy Vehicles:	2.0%	No. of Critical Phases (Upstream)	N/A
Location:	Montebello	No. of Lanes:	1	Traffic Signal Downstream:	No
Type of Crossing:	Isolated	Freight Activity Increase	114%	g/C (Downstream)	N/A
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)		2009-2025 Growth Rate (Other Vehicles & Buses)	1.024
				2009-2025 Growth Rate (Heavy Vehicles)	1.074

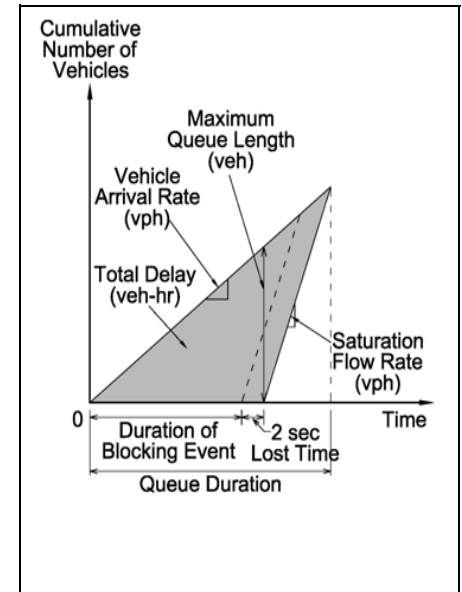
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:52:49	138	a	2	118	0	0	3	0	1670	5	151	0.099
39	21:25:14	136	a	2	54	0	0	1	0	1670	2	143	0.042
40	21:43:02	139	a	2	54	0	0	1	0	1670	2	146	0.044
41	22:12:30	126	a	2	58	0	0	1	0	1670	2	133	0.039
42	23:44:04	71	a	2	53	0	0	1	0	1670	1	75	0.011
Total													10.381

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
* During this blockage event, the gate arm was raised at 12:55:50 PM and then began to drop at 12:55:55 PM.

Street: Vail Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811077C Direction: Southbound
 Nearest Cross Street: Mines Ave Daily % Heavy Vehicles: 3.7%
 Location: Montebello No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.024
 2009-2025 Growth Rate (Heavy Vehicles) 1.074

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:10:39	100	a	2	23	0	0	4	0	1640	1	104	0.011
2	1:16:36	211	a/a	2	9	0	0	3	0	1640	1	215	0.021
3	1:33:22	148	a	2	9	0	0	3	0	1640	1	151	0.010
4	2:10:50	532	a	2	11	0	0	1	0	1640	2	538	0.133
5	4:26:40	143	a	2	32	0	0	2	1	1640	1	148	0.029
6	4:49:08	151	a	2	32	0	0	2	1	1640	1	156	0.032
7	5:38:56	46	e	2	95	0	0	2	1	1640	1	51	0.009
8	6:32:28	507	a/e	2	166	0	0	1	0	1640	24	567	1.859
9	7:11:39	36	e	2	447	2	0	6	0	1640	5	53	0.035
10	7:52:35	43	e	2	447	2	0	6	0	1640	6	62	0.049
11	8:04:33	125	a	2	225	13	0	10	0	1640	9	150	0.182
12	9:11:50	35	e	2	184	2	0	3	6	1640	2	42	0.012
13	9:24:31	223	c	2	184	2	0	3	6	1640	12	255	0.432
14	10:28:00	110	a	2	163	0	0	4	3	1640	5	125	0.092
15	11:09:22	98	a	2	161	1	0	9	0	1640	5	112	0.074
16	11:21:23	156	a	2	161	1	0	9	0	1640	8	176	0.183
17	12:51:50	25	d	2	209	3	0	4	0	1640	2	31	0.007
18*	12:54:25	181	c/c	2	209	3	0	4	0	1640	11	211	0.322
19	13:32:57	14	d	2	227	0	0	2	0	1640	1	19	0.003
20	13:34:35	28	e	2	227	0	0	2	0	1640	2	35	0.009
21	16:07:56	45	e	2	281	2	0	4	0	1640	4	57	0.030
22	16:19:05	142	a	2	281	2	0	4	0	1640	11	175	0.279
23	16:30:54	76	d	2	281	2	0	4	0	1640	6	95	0.082
24	16:32:40	30	e	2	281	2	0	4	0	1640	3	39	0.014
25	17:11:36	54	d	2	352	1	0	4	0	1640	6	72	0.056
26	17:13:27	37	e	2	352	1	0	4	0	1640	4	50	0.027
27	17:40:40	43	d	2	352	1	0	4	0	1640	4	58	0.036
28	17:42:17	33	e	2	352	1	0	4	0	1640	3	45	0.022
29	18:18:40	57	d	2	247	1	1	2	1	1640	4	70	0.040
30	18:20:20	36	e	2	247	1	1	2	1	1640	3	45	0.017
31	18:50:14	46	d	2	247	1	1	2	1	1640	3	57	0.027
32	18:51:35	28	e	2	247	1	1	2	1	1640	2	35	0.010
33	18:56:22	46	a	2	247	1	1	2	1	1640	3	57	0.027
34	19:05:20	95	a	2	161	0	0	5	0	1640	4	108	0.067
35	19:17:51	169	a	2	161	0	0	5	0	1640	8	190	0.208
36	19:51:48	49	a	2	161	0	0	5	0	1640	2	57	0.019
37	19:59:44	332	a	2	161	0	0	5	0	1640	15	372	0.796



Street: Vail Ave @ Los Angeles Subdivision Crossing

Crossing Number: 811077C Direction: Southbound

Nearest Cross Street: Mines Ave Daily % Heavy Vehicles: 3.7%

Location: Montebello No. of Lanes: 1

Type of Crossing: Isolated Freight Activity Increase 114%

Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No

No. of Critical Phases (Upstream) N/A

Traffic Signal Downstream: No

g/C (Downstream) N/A

2009-2025 Growth Rate (Other Vehicles & Buses) 1.024

2009-2025 Growth Rate (Heavy Vehicles) 1.074

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:52:49	138	a	2	124	0	0	2	0	1640	5	152	0.103
39	21:25:14	136	a	2	87	0	0	1	1	1640	3	146	0.069
40	21:43:02	139	a	2	87	0	0	1	1	1640	3	149	0.072
41	22:12:30	126	a	2	48	0	0	3	0	1640	2	132	0.033
42	23:44:04	71	a	2	37	0	0	0	0	1640	1	75	0.008
Total													9.458

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

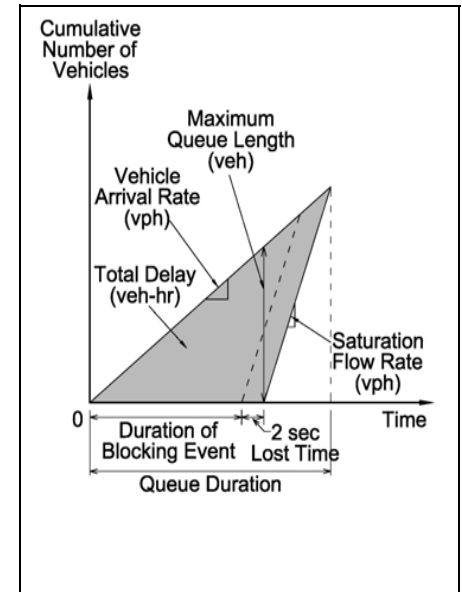
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* During this blockage event, the gate arm was raised at 12:55:50 PM and then began to drop at 12:55:55 PM.

Street: Maple Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811076V Direction: Northbound
 Nearest Cross Street: Colegrove Ave Daily % Heavy Vehicles: 2.6%
 Location: Montebello No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.048
 2009-2025 Growth Rate (Heavy Vehicles) 1.147

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:11:09	94	a	2	21	0	0	2	0	1660	1	97	0.008
2	1:16:57	246	a/a	2	10	0	0	2	0	1660	1	250	0.029
3	1:34:02	170	a	2	10	0	0	2	0	1660	1	173	0.014
4	2:13:11	459	a	2	7	0	0	0	0	1660	1	463	0.058
5	4:28:20	108	a	2	15	0	0	1	0	1660	0	111	0.008
6	4:50:00	158	a	2	15	0	0	1	0	1660	1	162	0.016
7	5:38:59	18	e	2	28	0	0	2	0	1660	0	20	0.000
8	6:34:25	404	a/e	2	50	3	0	1	0	1660	6	420	0.355
9	7:12:06	34	e	2	209	3	0	2	2	1660	2	41	0.012
10	7:52:54	36	e	2	209	3	0	2	2	1660	2	44	0.014
11	8:04:46	135	a	2	138	0	0	2	1	1660	5	150	0.112
12	9:12:13	37	e	2	135	0	0	6	5	1660	2	43	0.009
13	9:25:30	12	c	2	135	0	0	6	5	1660	1	15	0.001
14	10:28:12	158	a	2	133	0	0	8	1	1660	6	175	0.153
15	11:09:37	103	a	2	140	0	0	6	0	1660	4	115	0.068
16	11:22:07	171	a	2	140	0	0	6	0	1660	7	190	0.185
17	12:52:35	11	d	2	162	0	0	5	2	1660	1	14	0.001
18	12:55:34	39	d	2	162	0	0	5	2	1660	2	46	0.012
19	12:57:34	11	d	2	162	0	0	5	2	1660	1	14	0.001
20	13:35:22	34	e	2	183	0	0	5	0	1660	2	41	0.011
21	16:08:14	42	e	2	237	0	0	0	0	1660	3	51	0.021
22	16:19:22	144	a	2	237	0	0	0	0	1660	10	170	0.227
23	16:31:32	28	d	2	237	0	0	0	0	1660	2	35	0.010
24	16:33:33	34	e	2	237	0	0	0	0	1660	2	42	0.014
25	17:12:06	44	d	2	237	0	0	0	0	1660	3	54	0.023
26	17:14:26	32	e	2	237	0	0	0	0	1660	2	40	0.012
27	17:41:18	24	d	2	237	0	0	0	0	1660	2	30	0.007
28	17:43:11	34	e	2	237	0	0	0	0	1660	2	42	0.014
29	18:19:21	39	d	2	177	0	0	0	0	1660	2	46	0.013
30	18:21:22	34	e	2	177	0	0	0	0	1660	2	40	0.010
31	18:50:56	31	d	2	177	0	0	0	0	1660	2	37	0.008
32	18:52:36	27	e	2	177	0	0	0	0	1660	1	32	0.006
33	18:57:03	68	a	2	177	0	0	0	0	1660	3	78	0.037
34	19:05:52	93	a	2	146	0	0	2	0	1660	4	104	0.056
35	19:18:18	168	a	2	146	0	0	2	0	1660	7	187	0.182
36	19:52:34	62	a	2	146	0	0	2	0	1660	3	70	0.026
37	20:04:00	247	a	2	136	0	0	2	1	1660	10	272	0.363



Street:	Maple Ave @ Los Angeles Subdivision Crossing			
Crossing Number:	811076V	Direction:	Northbound	
Nearest Cross Street:	Colegrove Ave	Daily % Heavy Vehicles:	2.6%	
Location:	Montebello	No. of Lanes:	1	
Type of Crossing:	Isolated	Freight Activity Increase	114%	
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)		

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.048
2009-2025 Growth Rate (Heavy Vehicles)	1.147

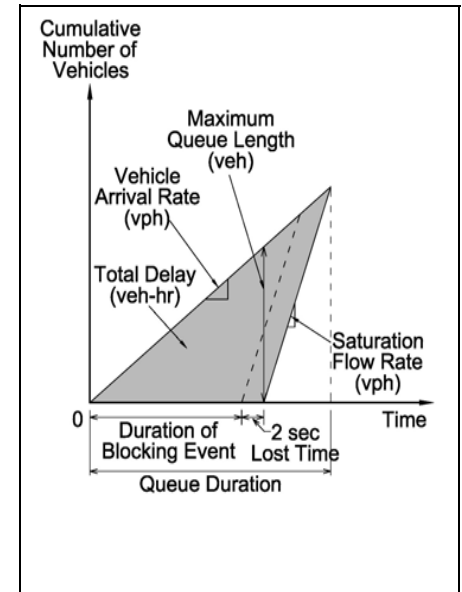
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:53:08	141	a	2	136	0	0	2	1	1660	6	156	0.120
39	21:26:12	138	a	2	66	0	0	0	0	1660	3	146	0.052
40	21:43:55	145	a	2	66	0	0	0	0	1660	3	153	0.057
41	22:12:51	129	a	2	42	0	0	1	0	1660	2	134	0.029
42	23:45:00	76	a	2	28	0	0	0	0	1660	1	79	0.007
Total													4.912

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Maple Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811076V Direction: Southbound
 Nearest Cross Street: Colegrove Ave Daily % Heavy Vehicles: 2.8%
 Location: Montebello No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.048
 2009-2025 Growth Rate (Heavy Vehicles) 1.147

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:11:09	94	a	2	16	0	0	0	0	1650	0	97	0.006
2	1:16:57	246	a/a	2	9	0	0	0	0	1650	1	249	0.021
3	1:34:02	170	a	2	9	0	0	0	0	1650	0	173	0.010
4	2:13:11	459	a	2	10	0	0	0	0	1650	1	464	0.083
5	4:28:20	108	a	2	22	0	0	0	0	1650	1	111	0.010
6	4:50:00	158	a	2	22	0	0	0	0	1650	1	162	0.022
7	5:38:59	18	e	2	39	0	0	1	0	1650	0	20	0.001
8	6:34:25	404	a/e	2	71	0	0	0	0	1650	8	424	0.472
9	7:12:06	34	e	2	201	2	0	3	1	1650	2	41	0.012
10	7:52:54	36	e	2	201	2	0	3	1	1650	2	43	0.013
11	8:04:46	135	a	2	152	12	1	0	0	1650	6	152	0.133
12	9:12:13	37	e	2	119	2	0	1	1	1650	1	42	0.008
13	9:25:30	12	c	2	119	2	0	1	1	1650	0	15	0.001
14	10:28:12	158	a	2	130	2	1	3	1	1650	6	174	0.147
15	11:09:37	103	a	2	139	4	0	2	0	1650	4	115	0.068
16	11:22:07	171	a	2	139	4	0	2	0	1650	7	190	0.184
17	12:52:35	11	d	2	172	3	0	2	0	1650	1	15	0.001
18	12:55:34	39	d	2	172	3	0	2	0	1650	2	46	0.013
19	12:57:34	11	d	2	172	3	0	2	0	1650	1	15	0.001
20	13:35:22	34	e	2	158	0	0	3	0	1650	2	40	0.009
21	16:08:14	42	e	2	193	2	0	1	0	1650	2	50	0.017
22	16:19:22	144	a	2	193	2	0	1	0	1650	8	166	0.183
23	16:31:32	28	d	2	193	2	0	1	0	1650	2	34	0.008
24	16:33:33	34	e	2	193	2	0	1	0	1650	2	41	0.011
25	17:12:06	44	d	2	235	0	0	0	0	1650	3	54	0.023
26	17:14:26	32	e	2	235	0	0	0	0	1650	2	40	0.012
27	17:41:18	24	d	2	235	0	0	0	0	1650	2	30	0.007
28	17:43:11	34	e	2	235	0	0	0	0	1650	2	42	0.014
29	18:19:21	39	d	2	183	0	0	0	0	1650	2	46	0.013
30	18:21:22	34	e	2	183	0	0	0	0	1650	2	40	0.010
31	18:50:56	31	d	2	183	0	0	0	0	1650	2	37	0.009
32	18:52:36	27	e	2	183	0	0	0	0	1650	1	33	0.007
33	18:57:03	68	a	2	183	0	0	0	0	1650	4	79	0.039
34	19:05:52	93	a	2	116	0	0	0	1	1650	3	102	0.044
35	19:18:18	168	a	2	116	0	0	0	1	1650	6	183	0.140
36	19:52:34	62	a	2	116	0	0	0	1	1650	2	69	0.020
37	20:04:00	247	a	2	154	12	0	0	0	1650	11	277	0.442



Street:	Maple Ave @ Los Angeles Subdivision Crossing			
Crossing Number:	811076V	Direction:	Southbound	
Nearest Cross Street:	Colegrove Ave	Daily % Heavy Vehicles:	2.8%	
Location:	Montebello	No. of Lanes:	1	
Type of Crossing:	Isolated	Freight Activity Increase	114%	
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)		

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.048
2009-2025 Growth Rate (Heavy Vehicles)	1.147

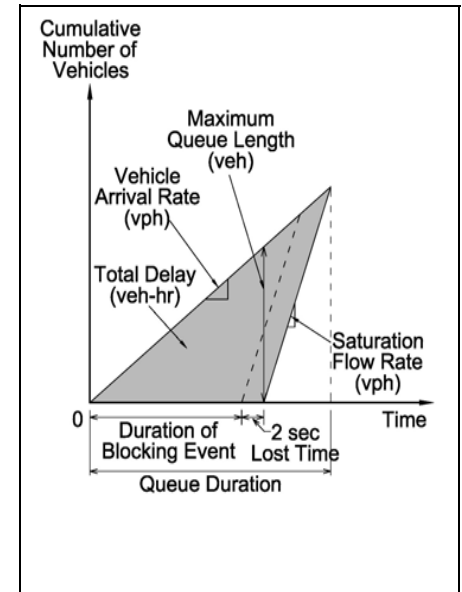
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:53:08	141	a	2	154	12	0	0	0	1650	7	159	0.146
39	21:26:12	138	a	2	68	0	0	0	0	1650	3	146	0.054
40	21:43:55	145	a	2	68	0	0	0	0	1650	3	153	0.059
41	22:12:51	129	a	2	44	0	0	0	0	1650	2	135	0.030
42	23:45:00	76	a	2	28	0	0	0	0	1650	1	79	0.007
Total													5.218

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Greenwood Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811075N Direction: Northbound
 Nearest Cross Street: Truck Wy Daily % Heavy Vehicles: 2.8%
 Location: Montebello No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.024
 2009-2025 Growth Rate (Heavy Vehicles) 1.074

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:09:31	106	a	2	12	0	0	0	0	1650	0	109	0.005
2	1:15:22	141	a	2	9	0	0	0	0	1650	0	144	0.007
3	1:18:14	127	a	2	9	0	0	0	0	1650	0	130	0.006
4	1:33:30	160	a	2	9	0	0	0	0	1650	0	163	0.009
5	2:13:50	388	a	2	5	0	0	0	0	1650	1	391	0.029
6	4:27:58	95	a	2	24	0	0	0	0	1650	1	98	0.009
7	4:49:30	145	a	2	24	0	0	0	0	1650	1	149	0.020
8	5:38:00	30	e	2	65	0	0	0	0	1650	1	33	0.003
9	6:34:42	350	a/e	2	96	0	2	0	0	1650	10	374	0.498
10	7:10:43	36	e	2	201	2	2	1	0	1650	2	43	0.013
11	7:51:33	36	e	2	201	2	2	1	0	1650	2	43	0.013
12	8:02:39	173	a	2	210	2	1	0	0	1650	10	201	0.289
13	9:10:55	32	e	2	141	1	1	0	0	1650	1	37	0.007
14	10:27:48	142	a	2	143	1	1	1	0	1650	6	158	0.128
15	11:07:59	106	a	2	169	0	0	0	0	1650	5	120	0.085
16	11:21:23	177	a	2	169	0	0	0	0	1650	8	199	0.232
17	13:01:10	69	a	2	223	35	0	1	0	1650	5	84	0.060
18	13:34:40	40	e	2	223	35	0	1	0	1650	3	50	0.021
19	16:06:51	39	e	2	252	0	0	0	0	1650	3	48	0.019
20	16:17:40	151	a	2	252	0	0	0	0	1650	11	181	0.269
21	16:32:52	30	e	2	252	0	0	0	0	1650	2	38	0.012
22	17:13:38	41	e	2	249	0	2	1	0	1650	3	51	0.021
23	17:42:27	37	e	2	249	0	2	1	0	1650	3	46	0.017
24	18:20:37	39	e	2	252	0	3	0	0	1650	3	48	0.019
25	18:51:46	37	e	2	252	0	3	0	0	1650	3	46	0.018
26	18:56:51	43	a	2	252	0	3	0	0	1650	3	53	0.023
27	19:04:22	98	a	2	201	0	3	0	0	1650	6	114	0.090
28	19:16:37	176	a	2	201	0	3	0	0	1650	10	203	0.284
29	19:51:55	65	a	2	201	0	3	0	0	1650	4	76	0.040
30	20:02:04	245	a	2	169	0	2	2	0	1650	12	276	0.455
31	20:51:38	142	a	2	169	0	2	2	0	1650	7	161	0.155
32	21:25:36	130	a	2	86	0	3	1	0	1650	3	140	0.064
33	21:43:26	134	a	2	86	0	3	1	0	1650	3	144	0.068
34	22:11:16	134	a	2	71	0	3	0	0	1650	3	142	0.055
35	23:44:24	76	a	2	40	0	2	0	0	1650	1	80	0.010
Total													6.348



[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

Street:	Greenwood Ave @ Los Angeles Subdivision Crossing		
Crossing Number:	811075N	Direction:	Northbound
Nearest Cross Street:	Truck Wy	Daily % Heavy Vehicles:	2.8%
Location:	Montebello	No. of Lanes:	1
Type of Crossing:	Isolated	Freight Activity Increase	114%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.024
2009-2025 Growth Rate (Heavy Vehicles)	1.074

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Greenwood Ave @ Los Angeles Subdivision Crossing

Crossing Number: 811075N Direction: Southbound

Nearest Cross Street: Truck Wy Daily % Heavy Vehicles: 2.7%

Location: Montebello No. of Lanes: 1

Type of Crossing: Isolated Freight Activity Increase 114%

Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Track)

Traffic Signal Upstream: No

No. of Critical Phases (Upstream) N/A

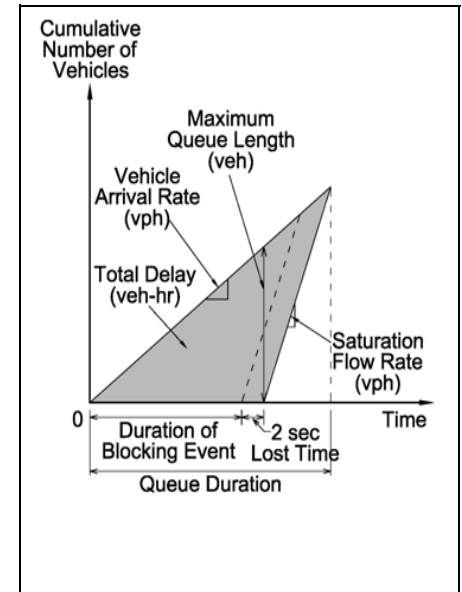
Traffic Signal Downstream: No

g/C (Downstream) N/A

2009-2025 Growth Rate (Other Vehicles & Buses) 1.024

2009-2025 Growth Rate (Heavy Vehicles) 1.074

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:09:31	106	a	2	18	0	0	0	0	1660	1	109	0.008
2	1:15:22	141	a	2	12	0	0	0	0	1660	0	144	0.010
3	1:18:14	127	a	2	12	0	0	0	0	1660	0	130	0.008
4	1:33:30	160	a	2	12	0	0	0	0	1660	1	163	0.012
5	2:13:50	388	a	2	2	0	0	0	0	1660	0	390	0.012
6	4:27:58	95	a	2	20	0	4	0	0	1660	1	98	0.009
7	4:49:30	145	a	2	20	0	4	0	0	1660	1	149	0.020
8	5:38:00	30	e	2	45	0	9	0	0	1660	0	33	0.002
9	6:34:42	350	a/e	2	110	25	2	1	0	1660	13	384	0.720
10	7:10:43	36	e	2	207	5	0	2	1	1660	2	44	0.014
11	7:51:33	36	e	2	207	5	0	2	1	1660	2	44	0.014
12	8:02:39	173	a	2	357	5	0	2	0	1660	18	224	0.550
13	9:10:55	32	e	2	201	7	3	0	0	1660	2	39	0.011
14	10:27:48	142	a	2	155	4	2	0	0	1660	6	159	0.142
15	11:07:59	106	a	2	162	7	0	1	1	1660	5	120	0.086
16	11:21:23	177	a	2	162	7	0	1	1	1660	9	200	0.236
17	13:01:10	69	a	2	190	1	0	0	0	1660	4	80	0.042
18	13:34:40	40	e	2	190	1	0	0	0	1660	2	47	0.015
19	16:06:51	39	e	2	288	0	0	3	0	1660	3	50	0.023
20	16:17:40	151	a	2	288	0	0	3	0	1660	12	186	0.319
21	16:32:52	30	e	2	288	0	0	3	0	1660	3	39	0.014
22	17:13:38	41	e	2	332	0	0	0	0	1660	4	54	0.030
23	17:42:27	37	e	2	332	0	0	0	0	1660	4	49	0.024
24	18:20:37	39	e	2	245	0	0	0	0	1660	3	48	0.019
25	18:51:46	37	e	2	245	0	0	0	0	1660	3	46	0.017
26	18:56:51	43	a	2	245	0	0	0	0	1660	3	53	0.023
27	19:04:22	98	a	2	251	0	0	0	0	1660	7	118	0.114
28	19:16:37	176	a	2	251	0	0	0	0	1660	12	210	0.362
29	19:51:55	65	a	2	251	0	0	0	0	1660	5	79	0.051
30	20:02:04	245	a	2	199	0	0	0	0	1660	14	281	0.533
31	20:51:38	142	a	2	199	0	0	0	0	1660	8	164	0.181
32	21:25:36	130	a	2	109	0	1	0	0	1660	4	141	0.079
33	21:43:26	134	a	2	109	0	1	0	0	1660	4	146	0.084
34	22:11:16	134	a	2	79	0	0	0	0	1660	3	143	0.059
35	23:44:24	76	a	2	56	0	0	0	0	1660	1	81	0.014
Total													8.045



[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

Street:	Greenwood Ave @ Los Angeles Subdivision Crossing		
Crossing Number:	811075N	Direction:	Southbound
Nearest Cross Street:	Truck Wy	Daily % Heavy Vehicles:	2.7%
Location:	Montebello	No. of Lanes:	1
Type of Crossing:	Isolated	Freight Activity Increase	114%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.024
2009-2025 Growth Rate (Heavy Vehicles)	1.074

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

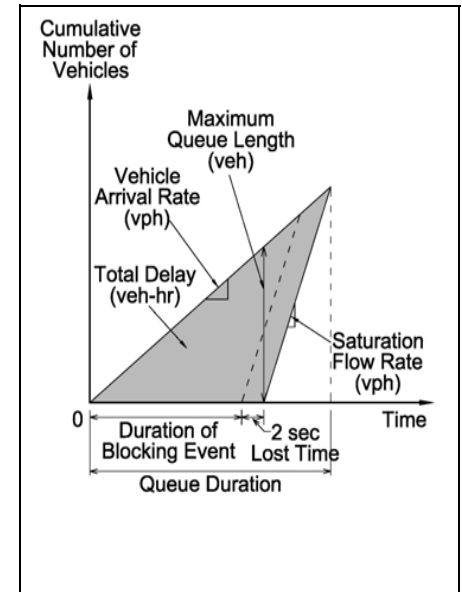
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Montebello Blvd @ Los Angeles Subdivision Crossing
 Crossing Number: 811074G Direction: Northbound
 Nearest Cross Street: Roosevelt Ave Daily % Heavy Vehicles: 1.4%
 Location: Montebello No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.048
 2009-2025 Growth Rate (Heavy Vehicles) 1.147

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:51:39	131	a	2	68	0	1	0	0	3350	3	136	0.048
2	1:38:30	129	a	2	26	0	0	0	0	3350	1	132	0.017
3	2:24:44	246	a	2	31	0	0	0	0	3350	2	250	0.074
4	4:08:26	74	a	2	66	0	0	0	0	3350	1	78	0.015
5	4:23:44	80	a	2	66	0	0	0	0	3350	2	84	0.018
6	5:37:13	39	e	2	133	0	3	0	0	3350	2	43	0.009
7	6:41:00	40	e	2	288	4	4	0	1	3350	3	46	0.022
8	7:10:55	42	e	2	795	7	6	0	0	3350	10	58	0.080
9	7:48:04	41	e	2	795	7	6	0	0	3350	10	57	0.076
10	8:00:55	317	a	2	530	2	6	1	0	3350	48	380	2.521
11	8:11:50	140	a	2	530	2	6	1	0	3350	21	169	0.499
12	9:10:00	43	e	2	488	0	4	2	1	3350	6	53	0.046
13	9:52:33	15	d	2	488	0	4	2	1	3350	2	20	0.006
14	9:53:00	117	c	2	488	0	4	2	1	3350	16	140	0.318
15	10:58:37	169	a	2	474	1	5	2	0	3350	23	200	0.636
16	11:38:35	167	a	2	524	2	4	1	1	3350	25	201	0.697
17	13:01:17	75	a	2	628	2	14	3	0	3350	14	95	0.183
18	13:34:49	50	e	2	628	2	14	3	0	3350	9	64	0.083
19	16:06:29	49	e	2	865	0	5	0	0	3350	12	69	0.118
20	16:17:11	159	a	2	865	0	5	0	0	3350	39	217	1.173
21	16:32:51	56	e	2	865	0	5	0	0	3350	14	78	0.152
22	17:13:47	50	e	2	907	0	7	0	0	3350	13	72	0.132
23	17:42:34	51	e	2	907	0	7	0	0	3350	13	73	0.136
24	18:20:50	45	e	2	721	0	4	0	0	3350	9	60	0.079
25	18:51:54	52	e	2	721	0	4	0	0	3350	11	69	0.104
26	18:57:13	48	a	2	721	0	4	0	0	3350	10	64	0.090
27	19:03:57	110	a	2	570	1	2	0	0	3350	18	135	0.334
28	19:06:58	15	d	2	570	1	2	0	0	3350	3	21	0.008
29	19:16:14	175	a	2	570	1	2	0	0	3350	28	214	0.837
30	19:52:03	77	a	2	570	1	2	0	0	3350	13	95	0.166
31	20:03:13	200	a	2	409	0	2	0	0	3350	23	230	0.737
32	20:51:45	118	a	2	409	0	2	0	0	3350	14	137	0.261
33	21:25:52	131	a	2	300	0	2	0	0	3350	11	146	0.226
34	21:43:48	73	a	2	300	0	2	0	0	3350	6	82	0.072
35	22:10:43	150	a	2	167	0	0	0	0	3350	7	160	0.157
36	23:44:33	91	a	2	131	0	0	0	0	3350	3	97	0.046
Total													20.594



Street:	Montebello Blvd @ Los Angeles Subdivision Crossing		
Crossing Number:	811074G	Direction:	Northbound
Nearest Cross Street:	Roosevelt Ave	Daily % Heavy Vehicles:	1.4%
Location:	Montebello	No. of Lanes:	2
Type of Crossing:	Isolated	Freight Activity Increase	114%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.048
2009-2025 Growth Rate (Heavy Vehicles)	1.147

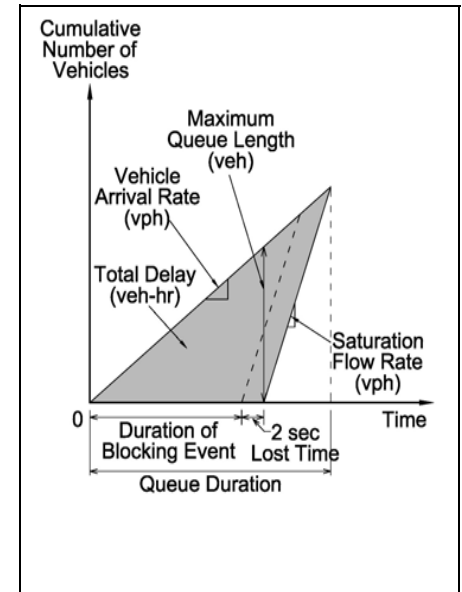
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Montebello Blvd @ Los Angeles Subdivision Crossing
 Crossing Number: 811074G Direction: Southbound
 Nearest Cross Street: Roosevelt Ave Daily % Heavy Vehicles: 2.1%
 Location: Montebello No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.048
 2009-2025 Growth Rate (Heavy Vehicles) 1.147

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:51:39	131	a	2	64	0	2	1	0	3330	2	136	0.047
2	1:38:30	129	a	2	44	0	2	0	0	3330	2	133	0.031
3	2:24:44	246	a	2	29	0	0	0	0	3330	2	250	0.069
4	4:08:26	74	a	2	66	0	0	0	0	3330	1	78	0.015
5	4:23:44	80	a	2	66	0	0	0	0	3330	2	84	0.018
6	5:37:13	39	e	2	195	0	0	1	0	3330	2	44	0.014
7	6:41:00	40	e	2	383	5	4	0	1	3330	5	48	0.031
8	7:10:55	42	e	2	703	6	4	1	2	3330	9	56	0.068
9	7:48:04	41	e	2	703	6	4	1	2	3330	9	55	0.065
10	8:00:55	317	a	2	629	22	7	2	0	3330	58	398	3.233
11	8:11:50	140	a	2	629	22	7	2	0	3330	26	177	0.640
12	9:10:00	43	e	2	486	3	5	1	2	3330	6	53	0.046
13	9:52:33	15	d	2	486	3	5	1	2	3330	2	20	0.007
14	9:53:00	117	c	2	486	3	5	1	2	3330	16	140	0.319
15	10:58:37	169	a	2	433	0	4	5	0	3330	21	197	0.574
16	11:38:35	167	a	2	523	1	3	1	1	3330	25	201	0.693
17	13:01:17	75	a	2	569	0	9	2	1	3330	12	93	0.161
18	13:34:49	50	e	2	569	0	9	2	1	3330	8	63	0.073
19	16:06:29	49	e	2	725	6	8	1	0	3330	10	66	0.096
20	16:17:11	159	a	2	725	6	8	1	0	3330	33	207	0.951
21	16:32:51	56	e	2	725	6	8	1	0	3330	12	75	0.124
22	17:13:47	50	e	2	851	1	15	0	0	3330	13	70	0.122
23	17:42:34	51	e	2	851	1	15	0	0	3330	13	72	0.128
24	18:20:50	45	e	2	761	0	8	2	0	3330	10	61	0.085
25	18:51:54	52	e	2	761	0	8	2	0	3330	12	70	0.112
26	18:57:13	48	a	2	761	0	8	2	0	3330	11	65	0.097
27	19:03:57	110	a	2	623	0	5	0	0	3330	20	138	0.374
28	19:06:58	15	d	2	623	0	5	0	0	3330	3	21	0.009
29	19:16:14	175	a	2	623	0	5	0	0	3330	31	218	0.935
30	19:52:03	77	a	2	623	0	5	0	0	3330	14	97	0.186
31	20:03:13	200	a	2	483	0	3	1	0	3330	27	237	0.899
32	20:51:45	118	a	2	483	0	3	1	0	3330	16	141	0.318
33	21:25:52	131	a	2	386	0	2	0	0	3330	14	151	0.301
34	21:43:48	73	a	2	386	0	2	0	0	3330	8	85	0.095
35	22:10:43	150	a	2	231	0	5	0	0	3330	10	164	0.227
36	23:44:33	91	a	2	158	1	1	1	0	3330	4	98	0.057
Total													22.912



Street:	Montebello Blvd @ Los Angeles Subdivision Crossing		
Crossing Number:	811074G	Direction:	Southbound
Nearest Cross Street:	Roosevelt Ave	Daily % Heavy Vehicles:	2.1%
Location:	Montebello	No. of Lanes:	2
Type of Crossing:	Isolated	Freight Activity Increase	114%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.048
2009-2025 Growth Rate (Heavy Vehicles)	1.147

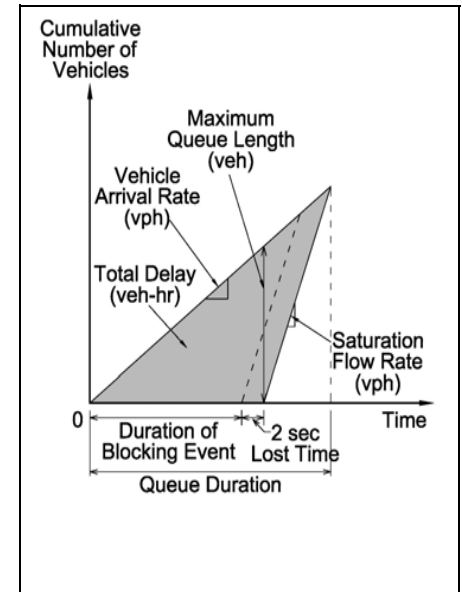
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Durfee Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811219R Direction: Northbound
 Nearest Cross Street: Stephens St Daily % Heavy Vehicles: 1.2%
 Location: Pico Rivera No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.048
 2009-2025 Growth Rate (Heavy Vehicles) 1.147

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:06:12	95	a	2	35	0	0	1	0	3360	1	98	0.013
2	0:20:02	135	a	2	35	0	0	1	0	3360	1	138	0.026
3*/**	0:55:01	405	a/a	2	35	0	0	1	0	3360	4	411	0.232
4	2:21:08	140	a	2	14	0	0	0	0	3360	1	143	0.011
5	4:24:13	46	a	2	22	0	0	0	0	3360	0	48	0.002
6	5:44:57	34	e	2	78	0	0	0	0	3360	1	37	0.004
7	5:55:28	165	a	2	78	0	0	0	0	3360	4	171	0.086
8	6:57:18	32	e	2	182	1	0	1	0	3360	2	36	0.009
9	7:11:53	34	e	2	439	4	0	1	0	3360	4	41	0.025
10	7:22:24	136	a	2	439	4	0	1	0	3360	17	159	0.376
11	7:46:33	35	e	2	439	4	0	1	0	3360	5	43	0.027
12	8:05:49	152	a	2	393	3	2	2	0	3360	17	175	0.416
13	8:33:08	117	a	2	393	3	2	2	0	3360	13	135	0.248
14	9:11:31	30	e	2	265	0	0	6	0	3360	2	35	0.012
15	10:32:50	46	a	2	361	1	1	7	0	3360	5	54	0.037
16	11:00:53	97	a	2	376	1	0	5	0	3360	11	112	0.163
17*/**	12:34:30	405	a	2	346	0	0	3	0	3360	39	454	2.488
18	13:35:26	29	e	2	392	2	1	2	0	3360	3	35	0.017
19	14:01:02	154	a	2	451	4	0	6	0	3360	20	181	0.502
20	14:14:40	30	a	2	451	4	0	6	0	3360	4	37	0.021
21	14:24:16	98	a	2	451	4	0	6	0	3360	13	116	0.206
22	16:01:51	24	e	2	569	0	1	6	0	3360	4	31	0.018
23	16:14:52	48	a	2	569	0	1	6	0	3360	8	60	0.067
24	16:35:37	23	e	2	569	0	1	6	0	3360	4	30	0.017
25	16:38:17	101	a	2	569	0	1	6	0	3360	16	124	0.284
26	17:14:52	18	e	2	673	0	1	5	0	3360	4	25	0.013
27	17:15:43	25	a	2	673	0	1	5	0	3360	5	34	0.024
28	17:34:36	162	a	2	673	0	1	5	0	3360	31	206	0.885
29	17:45:30	26	e	2	673	0	1	5	0	3360	5	35	0.026
30	18:24:25	30	e	2	536	0	0	2	0	3360	5	38	0.025
31	18:36:05	25	a	2	536	0	0	2	0	3360	4	32	0.018
32	18:55:14	42	e	2	536	0	0	2	0	3360	7	52	0.047
33	19:02:48	163	a	2	428	0	0	0	0	3360	20	189	0.515
34	19:35:45	104	a	2	428	0	0	0	0	3360	13	121	0.212
35	20:26:28	75	a	2	322	0	0	0	0	3360	7	85	0.081
36	20:38:31	95	a	2	322	0	0	0	0	3360	9	107	0.129
37	20:50:38	95	a	2	322	0	0	0	0	3360	9	107	0.129



Street:	Durfee Ave @ Los Angeles Subdivision Crossing		
Crossing Number:	811219R	Direction:	Northbound
Nearest Cross Street:	Stephens St	Daily % Heavy Vehicles:	1.2%
Location:	Pico Rivera	No. of Lanes:	2
Type of Crossing:	Isolated	Freight Activity Increase	114%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.048
2009-2025 Growth Rate (Heavy Vehicles)	1.147

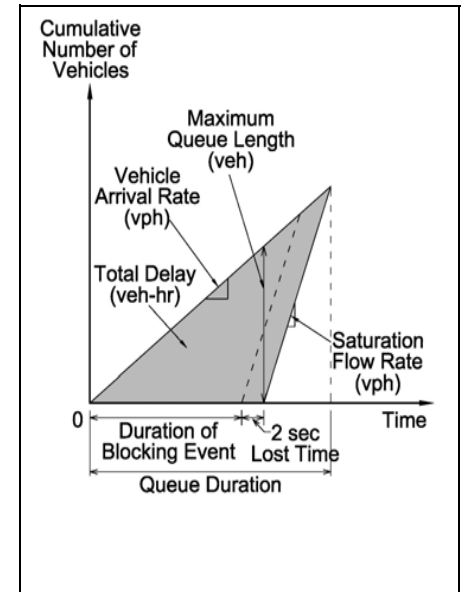
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:13:38	137	a	2	108	0	0	0	0	3360	4	144	0.083
39	23:34:03	139	a	2	75	0	0	0	0	3360	3	144	0.059
40	23:44:02	98	a	2	75	0	0	0	0	3360	2	102	0.030
41	23:53:29	300	a	2	75	0	0	0	0	3360	6	309	0.270
Total													16.561

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
* One or more freight trains either stalled or travelled slowly through the crossing.
** It was recorded that gate blockage event #3 lasted for 2478 sec and gate blockage event #17 lasted for 903 sec. For the purpose of this delay analysis, it was assumed both blockage events lasted for (2 + 1 + (1.25)*3)min. = 405 sec.

Street: Durfee Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811219R Direction: Southbound
 Nearest Cross Street: Stephens St Daily % Heavy Vehicles: 1.1%
 Location: Pico Rivera No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.048
 2009-2025 Growth Rate (Heavy Vehicles) 1.147

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:06:12	95	a	2	30	0	0	0	0	3360	1	98	0.011
2	0:20:02	135	a	2	30	0	0	0	0	3360	1	138	0.022
3*/**	0:55:01	405	a/a	2	30	0	0	0	0	3360	3	411	0.194
4	2:21:08	140	a	2	16	0	0	0	0	3360	1	143	0.013
5	4:24:13	46	a	2	24	0	0	0	0	3360	0	48	0.002
6	5:44:57	34	e	2	74	0	0	1	0	3360	1	37	0.004
7	5:55:28	165	a	2	74	0	0	1	0	3360	3	171	0.083
8	6:57:18	32	e	2	205	0	0	3	0	3360	2	36	0.010
9	7:11:53	34	e	2	567	12	1	7	0	3360	6	44	0.036
10	7:22:24	136	a	2	567	12	1	7	0	3360	23	167	0.522
11	7:46:33	35	e	2	567	12	1	7	0	3360	6	45	0.038
12	8:05:49	152	a	2	422	3	2	1	0	3360	18	176	0.448
13	8:33:08	117	a	2	422	3	2	1	0	3360	14	136	0.267
14	9:11:31	30	e	2	352	3	1	7	0	3360	3	36	0.016
15	10:32:50	46	a	2	372	0	0	5	0	3360	5	54	0.038
16	11:00:53	97	a	2	393	0	1	2	0	3360	11	112	0.169
17*/**	12:34:30	405	a	2	378	2	1	5	0	3360	44	460	2.788
18	13:35:26	29	e	2	386	2	1	1	0	3360	3	35	0.016
19	14:01:02	154	a	2	463	2	1	1	0	3360	20	181	0.509
20	14:14:40	30	a	2	463	2	1	1	0	3360	4	37	0.021
21	14:24:16	98	a	2	463	2	1	1	0	3360	13	116	0.209
22	16:01:51	24	e	2	620	1	0	0	0	3360	4	32	0.020
23	16:14:52	48	a	2	620	1	0	0	0	3360	9	61	0.073
24	16:35:37	23	e	2	620	1	0	0	0	3360	4	31	0.019
25	16:38:17	101	a	2	620	1	0	0	0	3360	18	126	0.311
26	17:14:52	18	e	2	691	0	0	1	0	3360	4	25	0.013
27	17:15:43	25	a	2	691	0	0	1	0	3360	5	34	0.025
28	17:34:36	162	a	2	691	0	0	1	0	3360	32	207	0.906
29	17:45:30	26	e	2	691	0	0	1	0	3360	5	35	0.026
30	18:24:25	30	e	2	561	0	0	0	0	3360	5	38	0.026
31	18:36:05	25	a	2	561	0	0	0	0	3360	4	32	0.019
32	18:55:14	42	e	2	561	0	0	0	0	3360	7	53	0.050
33	19:02:48	163	a	2	393	0	0	1	0	3360	18	187	0.469
34	19:35:45	104	a	2	393	0	0	1	0	3360	12	120	0.193
35	20:26:28	75	a	2	300	0	0	1	0	3360	6	85	0.076
36	20:38:31	95	a	2	300	0	0	1	0	3360	8	107	0.121
37	20:50:38	95	a	2	300	0	0	1	0	3360	8	107	0.121



Street: Durfee Ave @ Los Angeles Subdivision Crossing

Crossing Number: 811219R Direction: Southbound

Nearest Cross Street: Stephens St Daily % Heavy Vehicles: 1.1%

Location: Pico Rivera No. of Lanes: 2

Type of Crossing: Isolated Freight Activity Increase 114%

Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No

No. of Critical Phases (Upstream) N/A

Traffic Signal Downstream: No

g/C (Downstream) N/A

2009-2025 Growth Rate (Other Vehicles & Buses) 1.048

2009-2025 Growth Rate (Heavy Vehicles) 1.147

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:13:38	137	a	2	123	0	0	0	0	3360	5	144	0.095
39	23:34:03	139	a	2	60	0	0	0	0	3360	2	144	0.047
40	23:44:02	98	a	2	60	0	0	0	0	3360	2	102	0.024
41	23:53:29	300	a	2	60	0	0	0	0	3360	5	307	0.215
Total													17.404

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

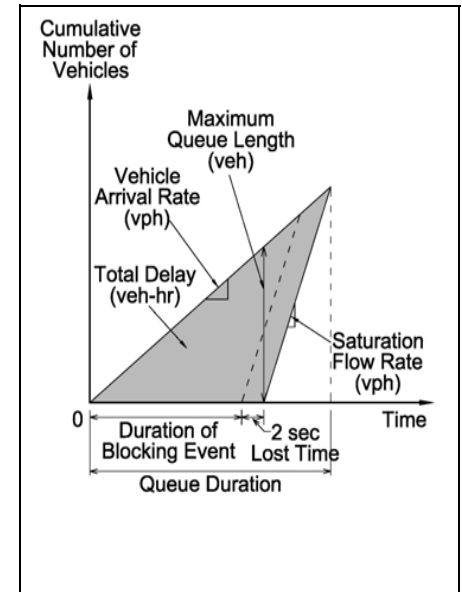
* One or more freight trains either stalled or travelled slowly through the crossing.

** It was recorded that gate blockage event #3 lasted for 2478 sec and gate blockage event #17 lasted for 903 sec. For the purpose of this delay analysis, it was assumed both blockage events lasted for $(2 + 1 + (1.25)*3)\text{min.} = 405 \text{ sec.}$

Street: Rose Hills Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811057R Direction: Northbound
 Nearest Cross Street: Capitol Ave Daily % Heavy Vehicles: 1.4%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.107
 2009-2025 Growth Rate (Heavy Vehicles) 1.058

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:14	90	a	2	13	0	0	0	0	3350	0	92	0.004
2	0:22:11	142	a	2	13	0	0	0	0	3350	1	145	0.010
3	1:14:45	102	a	2	12	0	0	2	0	3350	0	104	0.006
4	1:33:01	93	a	2	12	0	0	2	0	3350	0	95	0.005
5	1:36:25	191	a	2	12	0	0	2	0	3350	1	194	0.020
6	2:35:31	155	a	2	6	0	0	1	0	3350	0	157	0.007
7	3:57:57	51	a	2	7	0	0	0	0	3350	0	53	0.001
8	4:25:47	70	a	2	12	0	0	1	0	3350	0	72	0.003
9	5:43:02	32	e	2	60	0	0	1	0	3350	1	35	0.003
10	5:51:33	196	a	2	60	0	0	1	0	3350	3	202	0.094
11	6:55:15	36	e	2	167	3	0	0	0	3350	2	40	0.010
12	7:10:01	26	e	2	331	2	0	3	0	3350	3	31	0.011
13	7:19:01	181	a	2	331	2	0	3	0	3350	17	203	0.482
14	7:44:31	34	e	2	331	2	0	3	0	3350	3	40	0.019
15	8:08:02	169	a	2	345	1	0	6	0	3350	17	191	0.444
16	8:34:58	137	a	2	345	1	0	6	0	3350	14	155	0.293
17	9:09:35	31	e	2	245	0	1	2	0	3350	2	36	0.011
18	10:30:32	53	a	2	213	0	0	2	0	3350	3	59	0.027
19	10:43:12	154	a	2	213	0	0	2	0	3350	9	167	0.216
20	11:02:23	115	a	2	340	0	0	3	0	3350	11	130	0.201
21	12:52:15	58	d	2	399	0	0	4	0	3350	7	68	0.063
22	13:01:03	225	a	2	425	0	0	6	0	3350	27	261	0.985
23	13:36:38	43	e	2	425	0	0	6	0	3350	5	52	0.039
24	13:57:42	141	a	2	425	0	0	6	0	3350	17	164	0.390
25	14:08:07	56	a	2	319	1	0	7	0	3350	5	64	0.047
26	14:27:16	115	a	2	319	1	0	7	0	3350	11	130	0.192
27	15:59:59	13	e	2	283	1	0	3	0	3350	1	16	0.003
28	16:12:05	60	a	2	270	0	0	0	0	3350	5	67	0.043
29	16:34:51	160	a/e	2	270	0	0	0	0	3350	12	176	0.297
30	17:10:56	62	a	2	215	1	0	1	0	3350	4	68	0.036
31	17:15:52	42	e	2	215	1	0	1	0	3350	3	47	0.017
32	17:36:54	206	a	2	215	1	0	1	0	3350	13	222	0.387
33	17:46:38	43	e	2	215	1	0	1	0	3350	3	48	0.018
34	18:25:41	45	e	2	235	0	0	2	0	3350	3	51	0.022
35	18:39:08	35	a	2	235	0	0	2	0	3350	2	40	0.014
36	18:58:04	228	a/e	2	235	0	0	2	0	3350	15	248	0.522
37	19:33:03	110	a	2	199	0	0	3	0	3350	6	119	0.104



Street:	Rose Hills Rd @ Los Angeles Subdivision Crossing		
Crossing Number:	811057R	Direction:	Northbound
Nearest Cross Street:	Capitol Ave	Daily % Heavy Vehicles:	1.4%
Location:	Industry/LA County	No. of Lanes:	2
Type of Crossing:	Isolated	Freight Activity Increase	114%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.107
2009-2025 Growth Rate (Heavy Vehicles)	1.058

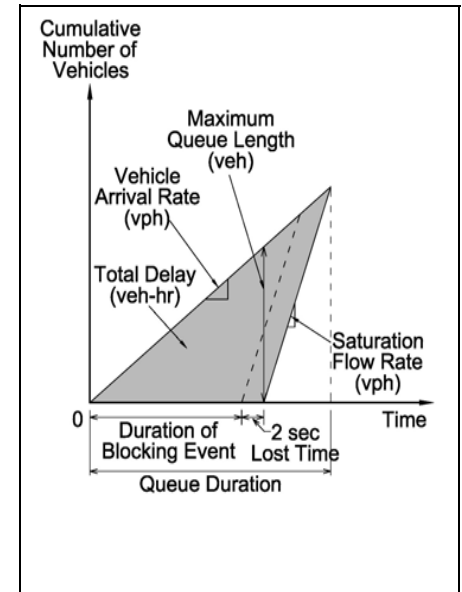
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:28:19	91	a	2	141	0	1	0	0	3350	4	97	0.049
39	20:43:08	61	a	2	141	0	1	0	0	3350	2	66	0.023
40	20:52:35	110	a	2	141	0	1	0	0	3350	4	117	0.072
41	22:10:24	159	a	2	126	0	0	2	0	3350	6	167	0.133
42	23:30:29	126	a	2	28	0	0	0	0	3350	1	129	0.018
43	23:45:48	115	a	2	28	0	0	0	0	3350	1	118	0.015
44	23:48:10	176	a	2	28	0	0	0	0	3350	1	180	0.035
Total													11.362

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Rose Hills Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811057R Direction: Southbound
 Nearest Cross Street: Capitol Ave Daily % Heavy Vehicles: 1.1%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.107
 2009-2025 Growth Rate (Heavy Vehicles) 1.058

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:14	90	a	2	32	0	0	0	0	3360	1	93	0.011
2	0:22:11	142	a	2	32	0	0	0	0	3360	1	145	0.026
3	1:14:45	102	a	2	16	0	0	0	0	3360	0	104	0.007
4	1:33:01	93	a	2	16	0	0	0	0	3360	0	95	0.006
5	1:36:25	191	a	2	16	0	0	0	0	3360	1	194	0.023
6	2:35:31	155	a	2	12	0	0	1	0	3360	1	158	0.012
7	3:57:57	51	a	2	6	0	0	0	0	3360	0	53	0.001
8	4:25:47	70	a	2	16	0	0	0	0	3360	0	72	0.003
9	5:43:02	32	e	2	47	0	0	2	0	3360	0	35	0.002
10	5:51:33	196	a	2	47	0	0	2	0	3360	3	201	0.075
11	6:55:15	36	e	2	175	0	0	5	0	3360	2	40	0.011
12	7:10:01	26	e	2	537	2	0	3	0	3360	4	33	0.019
13	7:19:01	181	a	2	537	2	0	3	0	3360	28	218	0.834
14	7:44:31	34	e	2	537	2	0	3	0	3360	5	43	0.032
15	8:08:02	169	a	2	347	0	0	5	0	3360	17	191	0.444
16	8:34:58	137	a	2	347	0	0	5	0	3360	14	155	0.293
17	9:09:35	31	e	2	314	0	0	3	1	3360	3	36	0.015
18	10:30:32	53	a	2	407	0	0	2	0	3360	6	63	0.055
19	10:43:12	154	a	2	407	0	0	2	0	3360	18	178	0.438
20	11:02:23	115	a	2	345	1	0	2	0	3360	11	131	0.206
21	12:52:15	58	d	2	324	0	0	5	0	3360	5	67	0.051
22	13:01:03	225	a	2	226	0	0	4	1	3360	15	244	0.494
23	13:36:38	43	e	2	226	0	0	4	1	3360	3	48	0.019
24	13:57:42	141	a	2	226	0	0	4	1	3360	9	154	0.196
25	14:08:07	56	a	2	334	1	0	8	1	3360	6	65	0.050
26	14:27:16	115	a	2	334	1	0	8	1	3360	11	130	0.202
27	15:59:59	13	e	2	326	0	0	1	0	3360	1	17	0.003
28	16:12:05	60	a	2	504	0	1	2	0	3360	9	73	0.089
29	16:34:51	160	a/e	2	504	0	1	2	0	3360	23	191	0.605
30	17:10:56	62	a	2	596	0	0	3	0	3360	11	78	0.115
31	17:15:52	42	e	2	596	0	0	3	0	3360	7	54	0.055
32	17:36:54	206	a	2	596	0	0	3	0	3360	35	253	1.216
33	17:46:38	43	e	2	596	0	0	3	0	3360	7	55	0.057
34	18:25:41	45	e	2	526	0	0	3	0	3360	7	56	0.054
35	18:39:08	35	a	2	526	0	0	3	0	3360	5	44	0.033
36	18:58:04	228	a/e	2	526	0	0	3	0	3360	34	273	1.281
37	19:33:03	110	a	2	168	0	0	1	0	3360	5	118	0.086



Street:	Rose Hills Rd @ Los Angeles Subdivision Crossing												
Crossing Number:	811057R	Direction:	Southbound		Traffic Signal Upstream:	No							
Nearest Cross Street:	Capitol Ave	Daily % Heavy Vehicles:	1.1%		No. of Critical Phases (Upstream)	N/A							
Location:	Industry/LA County	No. of Lanes:	2		Traffic Signal Downstream:	No							
Type of Crossing:	Isolated	Freight Activity Increase	114%		g/C (Downstream)	N/A							
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)			2009-2025 Growth Rate (Other Vehicles & Buses)	1.107							
					2009-2025 Growth Rate (Heavy Vehicles)	1.058							

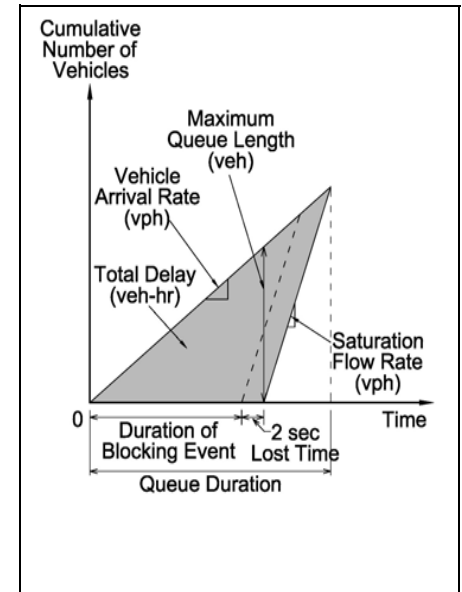
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:28:19	91	a	2	121	0	0	0	0	3360	3	96	0.042
39	20:43:08	61	a	2	121	0	0	0	0	3360	2	65	0.019
40	20:52:35	110	a	2	121	0	0	0	0	3360	4	116	0.061
41	22:10:24	159	a	2	82	0	0	1	0	3360	4	165	0.085
42	23:30:29	126	a	2	31	0	0	1	0	3360	1	129	0.020
43	23:45:48	115	a	2	31	0	0	1	0	3360	1	118	0.017
44	23:48:10	176	a	2	31	0	0	1	0	3360	2	180	0.040
Total													15.538

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Mission Mill Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811061F Direction: Northbound
 Nearest Cross Street: Capitol Ave Daily % Heavy Vehicles: 7.5%
 Location: Industry/LA County No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.054
 2009-2025 Growth Rate (Heavy Vehicles) 1.029

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:02	86	a	2	2	0	0	1	0	1580	0	88	0.001
2	0:22:36	137	a	2	2	0	0	1	0	1580	0	139	0.002
3	1:14:47	86	a	2	7	0	0	2	0	1580	0	89	0.003
4	1:33:26	84	a	2	7	0	0	2	0	1580	0	86	0.003
5	1:36:56	177	a	2	7	0	0	2	0	1580	0	180	0.011
6	2:35:40	161	a	2	12	0	0	1	0	1580	1	164	0.013
7	3:57:12	110	a	2	7	0	0	1	0	1580	0	113	0.004
8	4:26:01	59	a	2	56	0	0	0	0	1580	1	63	0.008
9	5:43:02	27	e	2	56	0	0	11	0	1580	1	30	0.002
10	5:51:22	187	a	2	56	0	0	11	0	1580	4	197	0.096
11	6:55:09	32	e	2	77	0	0	6	0	1580	1	36	0.004
12	7:09:53	32	e	2	84	0	0	9	0	1580	1	36	0.004
13	7:14:55	62	d	2	84	0	0	9	0	1580	2	68	0.016
14	7:18:44	186	a	2	84	0	0	9	0	1580	5	200	0.135
15	7:44:27	32	e	2	84	0	0	9	0	1580	1	36	0.004
16	8:08:26	165	a	2	85	0	0	9	0	1580	4	178	0.108
17	8:35:14	137	a	2	85	0	0	9	0	1580	4	148	0.075
18	9:09:35	29	e	2	58	0	0	7	0	1580	1	32	0.002
19	10:30:21	57	a	2	57	0	0	3	0	1580	1	61	0.008
20	10:44:06	119	a	2	57	0	0	3	0	1580	2	126	0.035
21	11:02:39	116	a	2	75	0	0	6	1	1580	3	124	0.046
22	13:02:19	174	a	2	67	0	0	4	0	1580	3	184	0.089
23	13:36:55	30	e	2	67	0	0	4	0	1580	1	34	0.003
24	13:57:23	145	a	2	67	0	0	4	0	1580	3	154	0.062
25	14:08:02	44	a	2	92	0	0	7	0	1580	1	49	0.009
26	14:27:49	102	a	2	92	0	0	7	0	1580	3	111	0.044
27	16:00:00	4	e	2	103	0	0	4	0	1580	0	6	0.000
28	16:12:00	59	a	2	103	0	0	4	0	1580	2	65	0.016
29	16:34:36	181	a/e	2	103	0	0	4	0	1580	5	196	0.148
30	17:09:40	50	a	2	74	0	0	6	0	1580	1	55	0.009
31	17:16:09	33	e	2	74	0	0	6	0	1580	1	37	0.004
32	17:37:24	195	a	2	74	0	0	6	0	1580	4	208	0.126
33	17:46:53	30	e	2	74	0	0	6	0	1580	1	34	0.003
34	18:25:59	30	e	2	43	0	0	3	0	1580	0	33	0.002
35	18:39:19	34	a	2	43	0	0	3	0	1580	0	37	0.002
36	18:57:39	237	a/e	2	43	0	0	3	0	1580	3	246	0.104
37	19:32:55	110	a	2	23	0	0	0	0	1580	1	114	0.011



Street:	Mission Mill Rd @ Los Angeles Subdivision Crossing		
Crossing Number:	811061F	Direction:	Northbound
Nearest Cross Street:	Capitol Ave	Daily % Heavy Vehicles:	7.5%
Location:	Industry/LA County	No. of Lanes:	1
Type of Crossing:	Isolated	Freight Activity Increase	114%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.054
2009-2025 Growth Rate (Heavy Vehicles)	1.029

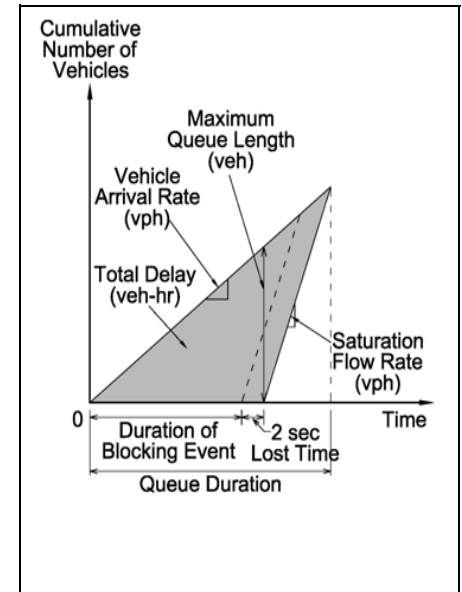
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:28:38	87	a	2	20	0	0	0	0	1580	0	90	0.006
39	20:43:28	53	a	2	20	0	0	0	0	1580	0	56	0.002
40	20:53:01	97	a	2	20	0	0	0	0	1580	1	100	0.008
41	22:10:23	151	a	2	7	0	0	3	0	1580	0	154	0.009
42	23:30:21	119	a	2	9	0	0	0	0	1580	0	122	0.005
43	23:46:01	115	a	2	9	0	0	0	0	1580	0	118	0.005
44	23:48:04	154	a	2	9	0	0	0	0	1580	0	157	0.009
Total													2.656

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Mission Mill Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811061F Direction: Southbound
 Nearest Cross Street: Capitol Ave Daily % Heavy Vehicles: 6.8%
 Location: Industry/LA County No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.054
 2009-2025 Growth Rate (Heavy Vehicles) 1.029

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:02	86	a	2	2	0	0	1	0	1590	0	88	0.001
2	0:22:36	137	a	2	2	0	0	1	0	1590	0	139	0.002
3	1:14:47	86	a	2	4	0	0	4	0	1590	0	88	0.002
4	1:33:26	84	a	2	4	0	0	4	0	1590	0	86	0.002
5	1:36:56	177	a	2	4	0	0	4	0	1590	0	180	0.010
6	2:35:40	161	a	2	7	0	0	1	0	1590	0	164	0.008
7	3:57:12	110	a	2	5	0	0	0	0	1590	0	112	0.002
8	4:26:01	59	a	2	39	0	0	1	0	1590	1	63	0.006
9	5:43:02	27	e	2	23	0	0	2	0	1590	0	29	0.001
10	5:51:22	187	a	2	23	0	0	2	0	1590	1	192	0.035
11	6:55:09	32	e	2	44	0	0	4	0	1590	0	35	0.002
12	7:09:53	32	e	2	46	0	0	5	0	1590	0	35	0.002
13	7:14:55	62	d	2	46	0	0	5	0	1590	1	66	0.008
14	7:18:44	186	a	2	46	0	0	5	0	1590	3	194	0.072
15	7:44:27	32	e	2	46	0	0	5	0	1590	0	35	0.002
16	8:08:26	165	a	2	50	0	0	3	0	1590	2	173	0.059
17	8:35:14	137	a	2	50	0	0	3	0	1590	2	144	0.041
18	9:09:35	29	e	2	41	0	0	3	0	1590	0	32	0.002
19	10:30:21	57	a	2	33	0	0	3	0	1590	1	60	0.005
20	10:44:06	119	a	2	33	0	0	3	0	1590	1	124	0.021
21	11:02:39	116	a	2	60	0	0	2	0	1590	2	123	0.035
22	13:02:19	174	a	2	71	0	0	7	0	1590	4	185	0.098
23	13:36:55	30	e	2	71	0	0	7	0	1590	1	34	0.003
24	13:57:23	145	a	2	71	0	0	7	0	1590	3	155	0.069
25	14:08:02	44	a	2	70	0	0	2	0	1590	1	48	0.006
26	14:27:49	102	a	2	70	0	0	2	0	1590	2	109	0.031
27	16:00:00	4	e	2	46	0	0	4	0	1590	0	6	0.000
28	16:12:00	59	a	2	46	0	0	4	0	1590	1	63	0.007
29	16:34:36	181	a/e	2	46	0	0	4	0	1590	3	189	0.067
30	17:09:40	50	a	2	50	0	0	3	0	1590	1	54	0.006
31	17:16:09	33	e	2	50	0	0	3	0	1590	1	36	0.003
32	17:37:24	195	a	2	50	0	0	3	0	1590	3	204	0.082
33	17:46:53	30	e	2	50	0	0	3	0	1590	0	33	0.002
34	18:25:59	30	e	2	50	0	0	2	0	1590	0	33	0.002
35	18:39:19	34	a	2	50	0	0	2	0	1590	1	37	0.003
36	18:57:39	237	a/e	2	50	0	0	2	0	1590	3	247	0.118
37	19:32:55	110	a	2	25	0	0	1	0	1590	1	114	0.013



Street:	Mission Mill Rd @ Los Angeles Subdivision Crossing		
Crossing Number:	811061F	Direction:	Southbound
Nearest Cross Street:	Capitol Ave	Daily % Heavy Vehicles:	6.8%
Location:	Industry/LA County	No. of Lanes:	1
Type of Crossing:	Isolated	Freight Activity Increase	114%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.054
2009-2025 Growth Rate (Heavy Vehicles)	1.029

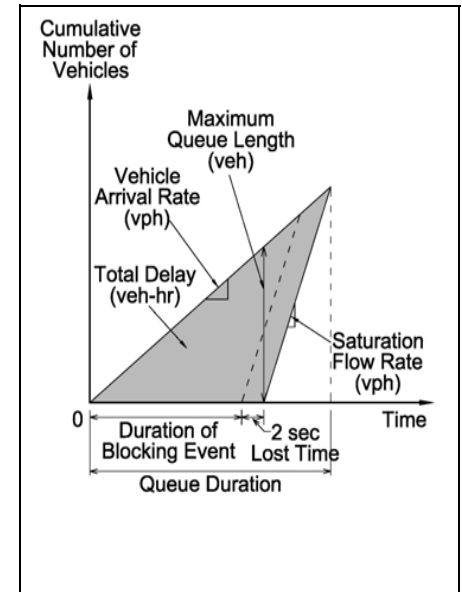
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:28:38	87	a	2	25	0	0	0	0	1590	1	90	0.008
39	20:43:28	53	a	2	25	0	0	0	0	1590	0	56	0.003
40	20:53:01	97	a	2	25	0	0	0	0	1590	1	101	0.010
41	22:10:23	151	a	2	6	0	0	2	0	1590	0	154	0.007
42	23:30:21	119	a	2	11	0	0	1	0	1590	0	122	0.007
43	23:46:01	115	a	2	11	0	0	1	0	1590	0	118	0.006
44	23:48:04	154	a	2	11	0	0	1	0	1590	1	157	0.011
Total													1.862

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Workman Mill Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811063U Direction: Northbound
 Nearest Cross Street: Crossroads Pkwy Daily % Heavy Vehicles: 1.6%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.107
 2009-2025 Growth Rate (Heavy Vehicles) 1.058

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:25:00	152	a	2	20	0	0	2	0	3350	1	155	0.020
2	1:12:55	87	a	2	9	0	0	0	0	3350	0	89	0.003
3	1:35:41	87	a	2	9	0	0	0	0	3350	0	89	0.003
4	1:39:52	161	a	2	9	0	0	0	0	3350	0	163	0.009
5	2:38:06	161	a	2	7	0	0	0	0	3350	0	163	0.007
6	3:29:10	142	a	2	6	0	0	0	0	3350	0	144	0.005
7	3:59:34	124	a	2	6	0	0	0	0	3350	0	126	0.004
8	4:28:16	54	a	2	10	0	0	1	0	3350	0	56	0.001
9	5:42:16	34	e	2	20	0	0	0	0	3350	0	36	0.001
10	5:49:28	184	a	2	20	0	0	0	0	3350	1	187	0.027
11	6:54:38	32	e	2	78	0	2	0	0	3350	1	35	0.004
12	7:09:13	36	e	2	143	1	2	3	0	3350	2	40	0.009
13	7:13:42	378	a	2	143	1	2	3	0	3350	16	398	0.869
14	7:43:55	32	e	2	143	1	2	3	0	3350	1	36	0.007
15	8:11:15	167	a	2	159	0	2	4	2	3350	8	178	0.194
16	8:37:47	133	a	2	159	0	2	4	2	3350	6	142	0.124
17	9:08:48	36	e	2	197	0	3	0	0	3350	2	40	0.012
18	10:29:29	57	a	2	179	0	2	2	0	3350	3	62	0.026
19	10:47:02	116	a	2	179	0	2	2	0	3350	6	125	0.104
20	11:04:45	131	a	2	275	0	2	2	0	3350	10	145	0.208
21	13:05:30	137	a	2	261	0	2	2	0	3350	10	151	0.215
22	13:38:35	41	e	2	261	0	2	2	0	3350	3	47	0.021
23	13:56:14	131	a	2	261	0	2	2	0	3350	10	144	0.196
24	14:06:08	48	a	2	297	0	2	1	0	3350	4	55	0.032
25	14:30:42	101	a	2	297	0	2	1	0	3350	9	113	0.135
26	15:58:46	39	e	2	353	2	2	3	1	3350	4	46	0.026
27	16:10:30	74	a	2	487	0	3	0	0	3350	10	89	0.128
28	16:26:58	189	a	2	487	0	3	0	0	3350	26	224	0.809
29	16:38:50	36	e	2	487	0	3	0	0	3350	5	45	0.032
30	17:07:20	47	a	2	525	0	3	1	0	3350	7	58	0.058
31	17:17:50	40	e	2	525	0	3	1	0	3350	6	50	0.043
32	17:40:34	189	a	2	525	0	3	1	0	3350	28	227	0.885
33	17:48:39	34	e	2	525	0	3	1	0	3350	5	43	0.032
34	18:27:42	37	e	2	391	0	0	2	0	3350	4	44	0.026
35	18:41:17	39	a	2	391	0	0	2	0	3350	4	46	0.029
36**	18:43:55	585	a	2	391	0	0	2	0	3350	64	665	5.919
37	19:00:22	36	e	2	248	0	0	0	0	3350	3	41	0.015



Street:	Workman Mill Rd @ Los Angeles Subdivision Crossing		
Crossing Number:	811063U	Direction:	Northbound
Nearest Cross Street:	Crossroads Pkwy	Daily % Heavy Vehicles:	1.6%
Location:	Industry/LA County	No. of Lanes:	2
Type of Crossing:	Isolated	Freight Activity Increase	114%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.107
2009-2025 Growth Rate (Heavy Vehicles)	1.058

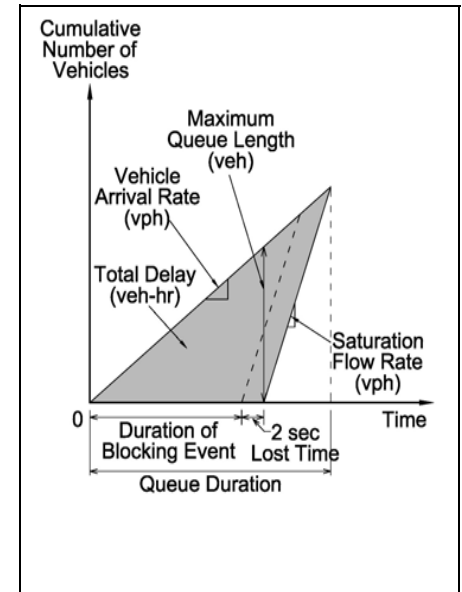
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	19:31:47	113	a	2	248	0	0	0	0	3350	8	124	0.136
39	20:30:50	95	a	2	111	0	0	0	0	3350	3	100	0.042
40	20:45:41	60	a	2	111	0	0	0	0	3350	2	64	0.017
41	20:55:11	113	a	2	111	0	0	0	0	3350	4	119	0.059
42	22:09:05	141	a	2	103	0	1	2	0	3350	4	148	0.087
43	23:29:15	104	a	2	39	0	0	0	0	3350	1	107	0.017
44	23:46:46	219	a/a	2	39	0	0	0	0	3350	2	224	0.074
Total													22.574

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
** It was recorded that gate blockage event #36 lasted for 848 sec. For the purpose of this future delay analysis, it was assumed this blockage event lasted for (2 + 1 + (2.25)*3)min. = 585 sec.

Street: Workman Mill Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811063U Direction: Southbound
 Nearest Cross Street: Crossroads Pkwy Daily % Heavy Vehicles: 1.6%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.107
 2009-2025 Growth Rate (Heavy Vehicles) 1.058

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:25:00	152	a	2	8	0	0	0	0	3350	0	154	0.007
2	1:12:55	87	a	2	2	0	0	0	0	3350	0	89	0.001
3	1:35:41	87	a	2	2	0	0	0	0	3350	0	89	0.001
4	1:39:52	161	a	2	2	0	0	0	0	3350	0	163	0.002
5	2:38:06	161	a	2	6	0	0	0	0	3350	0	163	0.006
6	3:29:10	142	a	2	11	0	0	0	0	3350	0	144	0.009
7	3:59:34	124	a	2	11	0	0	0	0	3350	0	126	0.007
8	4:28:16	54	a	2	17	0	0	0	0	3350	0	56	0.002
9	5:42:16	34	e	2	68	0	0	0	0	3350	1	37	0.003
10	5:49:28	184	a	2	68	0	0	0	0	3350	4	190	0.093
11	6:54:38	32	e	2	207	1	2	2	0	3350	2	36	0.010
12	7:09:13	36	e	2	596	0	2	2	1	3350	6	46	0.041
13	7:13:42	378	a	2	596	0	2	2	1	3350	63	463	4.079
14	7:43:55	32	e	2	596	0	2	2	1	3350	6	41	0.032
15	8:11:15	167	a	2	433	0	1	3	0	3350	21	194	0.553
16	8:37:47	133	a	2	433	0	1	3	0	3350	16	155	0.353
17	9:08:48	36	e	2	312	0	3	2	0	3350	3	42	0.020
18	10:29:29	57	a	2	220	0	2	1	0	3350	4	63	0.032
19	10:47:02	116	a	2	220	0	2	1	0	3350	7	126	0.128
20	11:04:45	131	a	2	192	0	2	0	0	3350	7	141	0.140
21	13:05:30	137	a	2	192	1	1	1	0	3350	8	148	0.155
22	13:38:35	41	e	2	192	1	1	1	0	3350	2	46	0.015
23	13:56:14	131	a	2	192	1	1	1	0	3350	7	141	0.141
24	14:06:08	48	a	2	200	0	3	2	0	3350	3	53	0.021
25	14:30:42	101	a	2	200	0	3	2	0	3350	6	110	0.090
26	15:58:46	39	e	2	180	0	1	1	0	3350	2	43	0.012
27	16:10:30	74	a	2	214	2	3	0	0	3350	5	81	0.052
28	16:26:58	189	a	2	214	2	3	0	0	3350	12	204	0.329
29	16:38:50	36	e	2	214	2	3	0	0	3350	2	41	0.013
30	17:07:20	47	a	2	229	0	2	0	0	3350	3	53	0.023
31	17:17:50	40	e	2	229	0	2	0	0	3350	3	45	0.017
32	17:40:34	189	a	2	229	0	2	0	0	3350	12	205	0.349
33	17:48:39	34	e	2	229	0	2	0	0	3350	2	39	0.013
34	18:27:42	37	e	2	161	0	2	1	1	3350	2	41	0.010
35	18:41:17	39	a	2	161	0	2	1	1	3350	2	43	0.011
36**	18:43:55	585	a	2	161	0	2	1	1	3350	27	617	2.306
37	19:00:22	36	e	2	81	0	2	1	0	3350	1	39	0.005



Street:	Workman Mill Rd @ Los Angeles Subdivision Crossing			
Crossing Number:	811063U	Direction:	Southbound	
Nearest Cross Street:	Crossroads Pkwy	Daily % Heavy Vehicles:	1.6%	
Location:	Industry/LA County	No. of Lanes:	2	
Type of Crossing:	Isolated	Freight Activity Increase	114%	
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)		

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.107
2009-2025 Growth Rate (Heavy Vehicles)	1.058

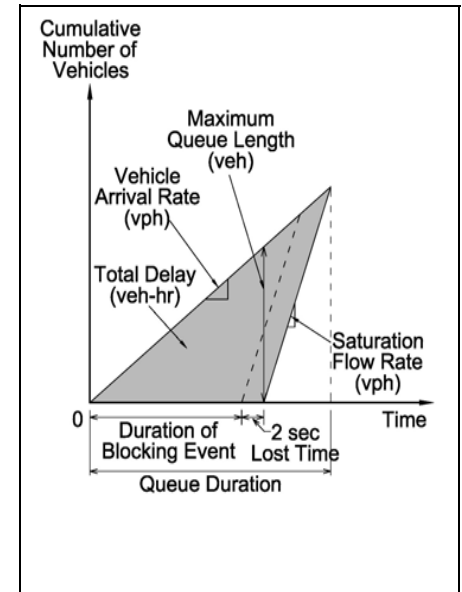
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	19:31:47	113	a	2	81	0	2	1	0	3350	3	118	0.044
39	20:30:50	95	a	2	58	0	1	1	0	3350	2	99	0.022
40	20:45:41	60	a	2	58	0	1	1	0	3350	1	63	0.009
41	20:55:11	113	a	2	58	0	1	1	0	3350	2	117	0.031
42	22:09:05	141	a	2	39	0	2	0	0	3350	2	145	0.033
43	23:29:15	104	a	2	17	0	0	0	0	3350	1	107	0.007
44	23:46:46	219	a/a	2	17	0	0	0	0	3350	1	222	0.032
Total													19.597

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
** It was recorded that gate blockage event #36 lasted for 848 sec. For the purpose of this future delay analysis, it was assumed this blockage event lasted for (2 + 1 + (2.25)*3)min. = 585 sec.

Street: Turnbull Canyon Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 810867E Direction: Northbound
 Nearest Cross Street: Salt Lake Ave Daily % Heavy Vehicles: 4.6%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.067
 2009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:19	206	a	2	45	0	0	3	0	3250	3	211	0.081
2	0:25:18	132	a	2	45	0	0	3	0	3250	2	136	0.034
3	0:55:24	155	a	2	45	0	0	3	0	3250	2	159	0.046
4	1:45:05	53	a	2	14	0	0	2	0	3250	0	55	0.002
5	1:56:35	89	a	2	14	0	0	2	0	3250	0	91	0.005
6	2:20:57	149	a	2	26	0	0	6	0	3250	1	153	0.029
7	4:23:40	209	a	2	45	0	0	9	2	3250	3	215	0.098
8	4:30:08	56	a	2	45	0	0	9	2	3250	1	59	0.007
9	4:57:07	101	a	2	45	0	0	9	2	3250	2	105	0.023
10	5:32:55	31	e	2	139	0	0	14	0	3250	1	35	0.007
11	6:32:34	32	e	2	274	0	0	12	4	3250	3	37	0.014
12	7:04:59	60	e	2	585	2	0	21	0	3250	10	76	0.111
13	7:47:51	32	e	2	585	2	0	21	0	3250	6	42	0.033
14	8:23:50	171	a	2	374	0	0	16	1	3250	19	197	0.514
15	8:42:05	136	a	2	374	0	0	16	1	3250	15	157	0.327
16	9:07:13	24	e	2	365	5	0	17	0	3250	3	30	0.012
17	11:30:42	208	a	2	345	0	0	22	2	3250	22	237	0.709
18	12:18:35	208	a	2	419	2	0	21	2	3250	26	243	0.874
19	12:46:14	299	a	2	419	2	0	21	2	3250	37	349	1.799
20	12:59:26	219	a	2	419	2	0	21	2	3250	27	256	0.969
21	13:39:30	30	e	2	530	1	0	26	2	3250	5	39	0.027
22	14:46:19	74	a	2	543	3	0	22	0	3250	12	92	0.153
23	16:04:19	31	e	2	701	1	1	19	1	3250	7	42	0.039
24	16:42:23	29	e	2	701	1	1	19	1	3250	6	40	0.035
25	16:48:18	183	a	2	701	1	1	19	1	3250	37	238	1.228
26	16:52:21	85	a	2	701	1	1	19	1	3250	17	112	0.272
27	17:21:47	29	e	2	693	0	0	17	0	3250	6	40	0.034
28	17:53:28	44	e	2	693	0	0	17	0	3250	9	59	0.074
29	18:05:00	162	a	2	472	0	0	10	1	3250	22	193	0.590
30	18:30:05	30	e	2	472	0	0	10	1	3250	4	38	0.023
31	19:02:10	30	e	2	315	0	0	4	0	3250	3	35	0.014
32	19:12:25	153	a	2	315	0	0	4	0	3250	14	172	0.328
33	19:24:35	185	a	2	315	0	0	4	0	3250	17	207	0.476
34	20:30:35	155	a	2	231	0	0	3	0	3250	10	169	0.240
35	20:47:51	62	a	2	231	0	0	3	0	3250	4	69	0.040
36	21:32:26	135	a	2	140	0	0	1	0	3250	5	143	0.107
37	22:13:36	177	a	2	92	0	0	7	0	3250	5	185	0.126



Street:	Turnbull Canyon Rd @ Los Angeles Subdivision Crossing												
Crossing Number:	810867E				Direction:	Northbound				Traffic Signal Upstream:	No		
Nearest Cross Street:	Salt Lake Ave				Daily % Heavy Vehicles:	4.6%				No. of Critical Phases (Upstream)	N/A		
Location:	Industry/LA County				No. of Lanes:	2				Traffic Signal Downstream:	No		
Type of Crossing:	Isolated				Freight Activity Increase	114%				g/C (Downstream)	N/A		
Traffic Condition:	Future (2025)				(With Alhambra Subdivision Single-Tracked)					2009-2025 Growth Rate (Other Vehicles & Buses)	1.067		
										2009-2025 Growth Rate (Heavy Vehicles)	1.115		

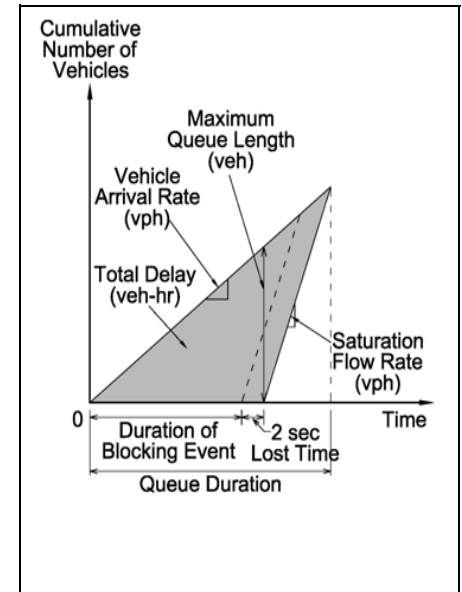
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:26:50	190	a	2	92	0	0	7	0	3250	5	198	0.145
39	22:46:12	89	a	2	92	0	0	7	0	3250	3	94	0.033
Total													20.229

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Turnbull Canyon Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 810867E Direction: Southbound
 Nearest Cross Street: Salt Lake Ave Daily % Heavy Vehicles: 4.1%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.067
 2009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:19	206	a	2	42	0	0	1	0	3270	2	211	0.073
2	0:25:18	132	a	2	42	0	0	1	0	3270	2	136	0.030
3	0:55:24	155	a	2	42	0	0	1	0	3270	2	159	0.041
4	1:45:05	53	a	2	22	0	0	3	0	3270	0	55	0.003
5	1:56:35	89	a	2	22	0	0	3	0	3270	1	92	0.008
6	2:20:57	149	a	2	14	0	0	3	0	3270	1	152	0.015
7	4:23:40	209	a	2	102	0	0	6	0	3270	6	218	0.192
8	4:30:08	56	a	2	102	0	0	6	0	3270	2	60	0.015
9	4:57:07	101	a	2	102	0	0	6	0	3270	3	107	0.046
10	5:32:55	31	e	2	140	0	0	9	0	3270	1	35	0.007
11	6:32:34	32	e	2	296	0	0	17	1	3270	3	38	0.016
12	7:04:59	60	e	2	794	1	0	13	0	3270	14	82	0.158
13	7:47:51	32	e	2	794	1	0	13	0	3270	8	45	0.048
14	8:23:50	171	a	2	625	2	0	20	3	3270	31	216	0.937
15	8:42:05	136	a	2	625	2	0	20	3	3270	25	172	0.595
16	9:07:13	24	e	2	426	1	0	12	1	3270	3	30	0.013
17	11:30:42	208	a	2	325	1	0	21	2	3270	20	235	0.664
18	12:18:35	208	a	2	381	1	0	14	1	3270	23	239	0.769
19	12:46:14	299	a	2	381	1	0	14	1	3270	33	343	1.581
20	12:59:26	219	a	2	381	1	0	14	1	3270	24	252	0.853
21	13:39:30	30	e	2	387	2	0	16	1	3270	4	37	0.019
22	14:46:19	74	a	2	426	0	0	28	0	3270	10	88	0.117
23	16:04:19	31	e	2	471	0	0	25	0	3270	5	39	0.025
24	16:42:23	29	e	2	471	0	0	25	0	3270	4	37	0.022
25	16:48:18	183	a	2	471	0	0	25	0	3270	25	218	0.772
26	16:52:21	85	a	2	471	0	0	25	0	3270	12	103	0.171
27	17:21:47	29	e	2	530	0	0	17	1	3270	5	37	0.024
28	17:53:28	44	e	2	530	0	0	17	1	3270	7	55	0.053
29	18:05:00	162	a	2	365	0	0	9	1	3270	17	185	0.439
30	18:30:05	30	e	2	365	0	0	9	1	3270	3	36	0.017
31	19:02:10	30	e	2	257	0	1	8	0	3270	2	35	0.011
32	19:12:25	153	a	2	257	0	1	8	0	3270	11	169	0.269
33	19:24:35	185	a	2	257	0	1	8	0	3270	14	204	0.391
34	20:30:35	155	a	2	180	0	0	2	0	3270	8	166	0.183
35	20:47:51	62	a	2	180	0	0	2	0	3270	3	68	0.031
36	21:32:26	135	a	2	124	0	0	2	0	3270	5	142	0.095
37	22:13:36	177	a	2	82	0	0	1	0	3270	4	184	0.105



Street:	Turnbull Canyon Rd @ Los Angeles Subdivision Crossing												
Crossing Number:	810867E				Direction:	Southbound				Traffic Signal Upstream:	No		
Nearest Cross Street:	Salt Lake Ave				Daily % Heavy Vehicles:	4.1%				No. of Critical Phases (Upstream)	N/A		
Location:	Industry/LA County				No. of Lanes:	2				Traffic Signal Downstream:	No		
Type of Crossing:	Isolated				Freight Activity Increase	114%				g/C (Downstream)	N/A		
Traffic Condition:	Future (2025)				(With Alhambra Subdivision Single-Tracked)					2009-2025 Growth Rate (Other Vehicles & Buses)	1.067		
										2009-2025 Growth Rate (Heavy Vehicles)	1.115		

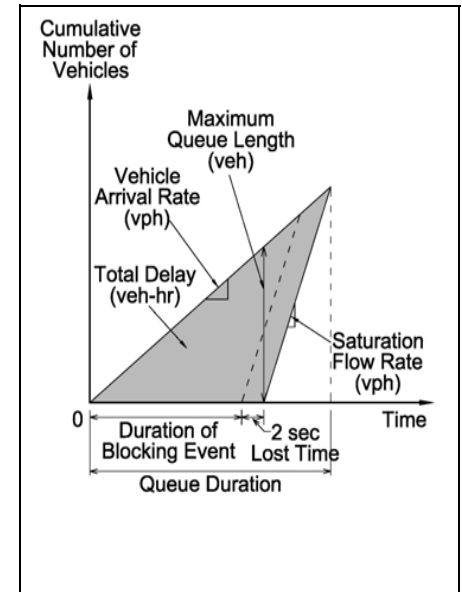
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:26:50	190	a	2	82	0	0	1	0	3270	4	197	0.121
39	22:46:12	89	a	2	82	0	0	1	0	3270	2	93	0.027
Total													18.695

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Stimson Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810871U Direction: Northbound
 Nearest Cross Street: Phoenix Dr Daily % Heavy Vehicles: 2.0%
 Location: Industry No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.067
 2009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:03:18	264	a	2	43	0	0	2	1	3330	3	270	0.127
2	0:27:24	134	a	2	43	0	0	2	1	3330	2	138	0.033
3	0:57:47	162	a	2	43	0	0	2	1	3330	2	166	0.048
4	1:45:47	62	a	2	31	0	4	2	0	3330	1	65	0.006
5	1:57:25	99	a	2	31	0	4	2	0	3330	1	102	0.015
6	2:22:04	150	a	2	35	0	0	2	0	3330	2	154	0.033
7	4:21:09	200	a	2	49	0	0	3	0	3330	3	205	0.083
8	4:30:07	199	a	2	49	0	0	3	0	3330	3	204	0.082
9	4:36:10	136	a	2	49	0	0	3	0	3330	2	140	0.039
10	4:58:06	114	a	2	49	0	0	3	0	3330	2	118	0.027
11	5:31:43	31	e	2	129	0	0	3	1	3330	1	34	0.006
12	6:31:22	34	e	2	247	4	0	6	0	3330	3	39	0.014
13	7:03:48	31	e	2	607	1	0	6	1	3330	6	40	0.031
14	7:46:38	32	e	2	607	1	0	6	1	3330	6	42	0.034
15	8:25:15	161	a	2	471	0	0	8	1	3330	22	190	0.574
16	8:30:52	308	a	2	471	0	0	8	1	3330	41	362	2.078
17	8:43:50	212	a	2	471	0	0	8	1	3330	29	250	0.991
18	8:54:12	337	a	2	471	0	0	8	1	3330	45	396	2.486
19	9:05:54	31	e	2	370	0	0	18	1	3330	4	37	0.018
20	11:32:40	224	a	2	348	0	0	12	1	3330	23	253	0.796
21	12:05:04	86	a	2	410	0	0	11	0	3330	10	101	0.144
22	12:15:47	204	a	2	410	0	0	11	0	3330	24	236	0.790
23	12:47:09	120	a	2	410	0	0	11	0	3330	14	140	0.277
24	13:02:32	154	a	2	424	0	0	6	1	3330	19	179	0.464
25	13:39:55	35	e	2	424	0	0	6	1	3330	4	43	0.026
26	14:47:13	85	a	2	559	2	0	6	0	3330	14	105	0.200
27	16:03:02	37	e	2	563	0	0	3	1	3330	6	47	0.040
28	16:42:49	36	e	2	563	0	0	3	1	3330	6	46	0.038
29	16:55:28	118	a	2	563	0	0	3	1	3330	19	145	0.381
30	17:22:15	34	e	2	699	0	0	4	0	3330	7	46	0.045
31	17:53:56	36	e	2	699	0	0	4	0	3330	7	48	0.049
32	18:06:08	162	a	2	559	0	1	4	0	3330	26	197	0.703
33	18:30:34	60	e	2	559	0	1	4	0	3330	10	75	0.101
34	19:02:42	37	e	2	337	0	0	6	0	3330	4	43	0.022
35	19:13:53	132	a	2	337	0	0	6	0	3330	13	149	0.264
36	19:26:39	171	a	2	337	0	0	6	0	3330	16	193	0.442
37	20:15:54	141	a	2	263	0	0	4	0	3330	11	155	0.228



Street: Stimson Ave @ Los Angeles Subdivision CrossingCrossing Number: 810871U Direction: NorthboundNearest Cross Street: Phoenix Dr Daily % Heavy Vehicles: 2.0%Location: Industry No. of Lanes: 2Type of Crossing: Isolated Freight Activity Increase 114%Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)Traffic Signal Upstream: NoNo. of Critical Phases (Upstream) N/ATraffic Signal Downstream: Nog/C (Downstream) N/A2009-2025 Growth Rate (Other Vehicles & Buses) 1.0672009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:33:09	127	a	2	263	0	0	4	0	3330	10	140	0.186
39	20:46:29	65	a	2	263	0	0	4	0	3330	5	73	0.050
40	21:30:52	132	a	2	177	0	0	2	1	3330	7	142	0.132
41	21:38:12	88	a	2	177	0	0	2	1	3330	5	95	0.059
42	22:10:22	223	a	2	136	0	0	1	0	3330	9	235	0.279
43	22:18:11	59	a	2	136	0	0	1	0	3330	2	64	0.021
44	22:24:18	169	a	2	136	0	0	1	0	3330	7	178	0.161
45	22:29:01	38	a	2	136	0	0	1	0	3330	2	42	0.009
46	22:43:38	111	a	2	136	0	0	1	0	3330	4	118	0.070
47	22:58:00	164	a	2	136	0	0	1	0	3330	6	173	0.152
48	23:06:04	117	a	2	93	0	0	2	1	3330	3	123	0.054
Total													27.140

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

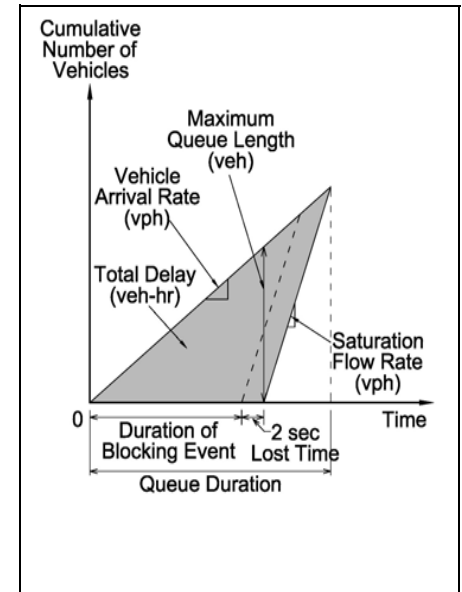
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: Some trains passed through Turnbull Canyon Road, then Stimson Avenue and then into the yard, or did the reverse route. In addition, some trains passed through Bixby Drive, then Stimson Avenue, then back across Stimson again and then into the yard, or did the reverse route. Also, some trains passed through Stimson Avenue from the yard, and then back into the yard.

Street: Stimson Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810871U Direction: Southbound
 Nearest Cross Street: Phoenix Dr Daily % Heavy Vehicles: 2.6%
 Location: Industry No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.067
 2009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:03:18	264	a	2	39	0	0	2	0	3310	3	269	0.113
2	0:27:24	134	a	2	39	0	0	2	0	3310	2	138	0.030
3	0:57:47	162	a	2	39	0	0	2	0	3310	2	166	0.043
4	1:45:47	62	a	2	30	0	0	2	0	3310	1	65	0.005
5	1:57:25	99	a	2	30	0	0	2	0	3310	1	102	0.013
6	2:22:04	150	a	2	35	0	0	0	0	3310	1	154	0.032
7	4:21:09	200	a	2	52	0	0	2	0	3310	3	205	0.086
8	4:30:07	199	a	2	52	0	0	2	0	3310	3	204	0.085
9	4:36:10	136	a	2	52	0	0	2	0	3310	2	140	0.040
10	4:58:06	114	a	2	52	0	0	2	0	3310	2	118	0.029
11	5:31:43	31	e	2	166	0	0	7	0	3310	2	35	0.008
12	6:31:22	34	e	2	332	0	0	8	0	3310	3	40	0.019
13	7:03:48	31	e	2	646	2	3	10	0	3310	6	41	0.035
14	7:46:38	32	e	2	646	2	3	10	0	3310	6	42	0.036
15	8:25:15	161	a	2	424	0	0	11	1	3310	20	188	0.515
16	8:30:52	308	a	2	424	0	0	11	1	3310	38	357	1.862
17	8:43:50	212	a	2	424	0	0	11	1	3310	26	246	0.886
18	8:54:12	337	a	2	424	0	0	11	1	3310	41	390	2.224
19	9:05:54	31	e	2	353	5	0	16	1	3310	3	37	0.018
20	11:32:40	224	a	2	354	1	0	12	0	3310	23	254	0.813
21	12:05:04	86	a	2	381	1	0	11	0	3310	10	100	0.133
22	12:15:47	204	a	2	381	1	0	11	0	3310	22	234	0.731
23	12:47:09	120	a	2	381	1	0	11	0	3310	13	138	0.255
24	13:02:32	154	a	2	463	0	0	11	0	3310	21	182	0.519
25	13:39:55	35	e	2	463	0	0	11	0	3310	5	43	0.029
26	14:47:13	85	a	2	513	2	1	10	0	3310	13	103	0.182
27	16:03:02	37	e	2	571	12	0	6	0	3310	6	47	0.042
28	16:42:49	36	e	2	571	12	0	6	0	3310	6	46	0.040
29	16:55:28	118	a	2	571	12	0	6	0	3310	20	146	0.398
30	17:22:15	34	e	2	697	0	0	8	0	3310	7	46	0.045
31	17:53:56	36	e	2	697	0	0	8	0	3310	7	48	0.050
32	18:06:08	162	a	2	582	0	0	8	0	3310	27	200	0.747
33	18:30:34	60	e	2	582	0	0	8	0	3310	10	75	0.106
34	19:02:42	37	e	2	298	0	0	2	0	3310	3	43	0.019
35	19:13:53	132	a	2	298	0	0	2	0	3310	11	147	0.228
36	19:26:39	171	a	2	298	0	0	2	0	3310	14	190	0.380
37	20:15:54	141	a	2	253	0	0	9	0	3310	10	155	0.224



Street: Stimson Ave @ Los Angeles Subdivision CrossingCrossing Number: 810871U Direction: SouthboundNearest Cross Street: Phoenix Dr Daily % Heavy Vehicles: 2.6%Location: Industry No. of Lanes: 2Type of Crossing: Isolated Freight Activity Increase 114%Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)Traffic Signal Upstream: NoNo. of Critical Phases (Upstream) N/ATraffic Signal Downstream: Nog/C (Downstream) N/A2009-2025 Growth Rate (Other Vehicles & Buses) 1.0672009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:33:09	127	a	2	253	0	0	9	0	3310	9	140	0.183
39	20:46:29	65	a	2	253	0	0	9	0	3310	5	73	0.049
40	21:30:52	132	a	2	152	0	0	3	0	3310	6	141	0.113
41	21:38:12	88	a	2	152	0	0	3	0	3310	4	94	0.051
42	22:10:22	223	a	2	131	0	0	4	1	3310	9	235	0.277
43	22:18:11	59	a	2	131	0	0	4	1	3310	2	64	0.020
44	22:24:18	169	a	2	131	0	0	4	1	3310	6	178	0.160
45	22:29:01	38	a	2	131	0	0	4	1	3310	2	42	0.009
46	22:43:38	111	a	2	131	0	0	4	1	3310	4	118	0.070
47	22:58:00	164	a	2	131	0	0	4	1	3310	6	173	0.151
48	23:06:04	117	a	2	105	0	0	0	0	3310	3	123	0.059
Total													25.517

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

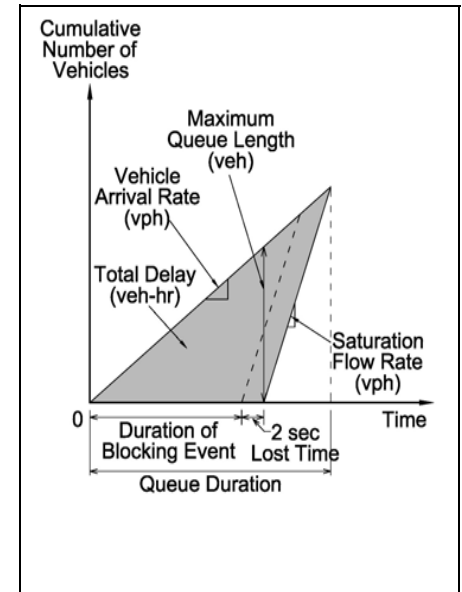
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: Some trains passed through Turnbull Canyon Road, then Stimson Avenue and then into the yard, or did the reverse route. In addition, some trains passed through Bixby Drive, then Stimson Avenue, then back across Stimson again and then into the yard, or did the reverse route. Also, some trains passed through Stimson Avenue from the yard, and then back into the yard.

Street: Bixby Dr @ Los Angeles Subdivision Crossing
 Crossing Number: 810905L Direction: Northbound
 Nearest Cross Street: Gale Ave Daily % Heavy Vehicles: 17.0%
 Location: Industry No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.034
 2009-2025 Growth Rate (Heavy Vehicles) 1.058

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:05:34	274	a	2	2	0	0	3	0	1450	0	277	0.015
2	0:29:05	189	a	2	2	0	0	3	0	1450	0	192	0.007
3	1:00:31	145	a	2	1	0	0	3	1	1450	0	148	0.004
4	1:47:38	57	a	2	1	0	0	3	1	1450	0	59	0.001
5	1:59:14	97	a	2	1	0	0	3	1	1450	0	99	0.002
6	2:24:02	144	a	2	1	0	0	2	0	1450	0	146	0.002
7	4:19:06	281	a/a	2	12	0	0	1	0	1450	1	286	0.041
8	4:32:51	56	a	2	12	0	0	1	0	1450	0	59	0.002
9	5:00:06	112	a	2	38	0	0	4	0	1450	1	117	0.022
10	5:32:04	32	e	2	38	0	0	4	0	1450	0	35	0.002
11	6:31:48	29	e	2	54	0	0	7	1	1450	1	32	0.002
12	7:04:18	24	e	2	106	0	0	17	0	1450	1	28	0.003
13	7:47:08	26	e	2	106	0	0	17	0	1450	1	31	0.004
14	8:27:33	143	a	2	102	0	0	19	1	1450	5	158	0.108
15	8:46:21	203	a	2	102	0	0	19	1	1450	7	224	0.216
16	8:58:33	143	a	2	102	0	0	19	1	1450	5	158	0.108
17	9:06:16	32	e	2	72	4	0	21	1	1450	1	36	0.005
18	11:34:29	258	a	2	53	0	0	32	1	1450	6	276	0.238
19	12:10:05	13	d	2	83	0	0	13	0	1450	0	16	0.001
20	12:13:42	13	d	2	83	0	0	13	0	1450	0	16	0.001
21	12:14:18	254	a	2	83	0	0	13	0	1450	7	274	0.260
22	12:49:07	115	a	2	83	0	0	13	0	1450	3	125	0.054
23	13:04:53	149	a	2	65	0	0	16	3	1450	4	160	0.078
24	13:41:31	32	e	2	65	0	0	16	3	1450	1	36	0.004
25	16:03:27	31	e	2	90	0	0	12	0	1450	1	35	0.005
26	16:44:25	29	e	2	90	0	0	12	0	1450	1	33	0.004
27	17:23:47	33	e	2	135	0	0	19	0	1450	1	39	0.008
28	17:55:30	61	e	2	135	0	0	19	0	1450	3	70	0.026
29	18:08:34	138	a	2	72	0	0	7	0	1450	3	148	0.063
30	18:32:10	34	e	2	72	0	0	7	0	1450	1	38	0.004
31	19:03:53	36	e	2	31	0	0	2	0	1450	0	39	0.002
32	19:32:17	111	a	2	31	0	0	2	0	1450	1	116	0.017
33	20:13:36	61	a	2	18	0	0	4	0	1450	0	64	0.003
34	20:35:37	124	a	2	18	0	0	4	0	1450	1	128	0.014
35	20:46:39	64	a	2	18	0	0	4	0	1450	0	67	0.004
36	21:30:56	135	a	2	10	0	0	1	0	1450	0	138	0.008
37	22:10:16	183	a	2	5	0	0	1	0	1450	0	186	0.008



Street:	Bixby Dr @ Los Angeles Subdivision Crossing			
Crossing Number:	810905L	Direction:	Northbound	
Nearest Cross Street:	Gale Ave	Daily % Heavy Vehicles:	17.0%	
Location:	Industry	No. of Lanes:	1	
Type of Crossing:	Isolated	Freight Activity Increase	114%	
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)		

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.034
2009-2025 Growth Rate (Heavy Vehicles)	1.058

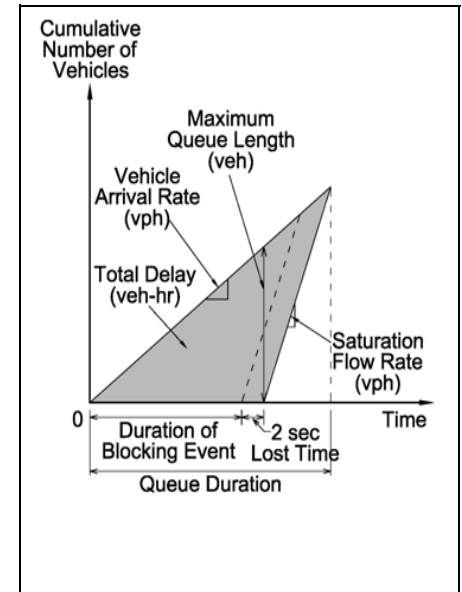
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:32:03	65	a	2	5	0	0	1	0	1450	0	67	0.001
39	22:42:56	109	a	2	5	0	0	1	0	1450	0	111	0.003
40	23:09:32	73	a	2	20	0	0	1	0	1450	0	76	0.005
Total													2.821

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Bixby Dr @ Los Angeles Subdivision Crossing
 Crossing Number: 810905L Direction: Southbound
 Nearest Cross Street: Gale Ave Daily % Heavy Vehicles: 16.2%
 Location: Industry No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.034
 2009-2025 Growth Rate (Heavy Vehicles) 1.058

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:05:34	274	a	2	5	0	0	1	0	1460	0	277	0.018
2	0:29:05	189	a	2	5	0	0	1	0	1460	0	192	0.008
3	1:00:31	145	a	2	1	0	0	1	0	1460	0	147	0.002
4	1:47:38	57	a	2	1	0	0	1	0	1460	0	59	0.000
5	1:59:14	97	a	2	1	0	0	1	0	1460	0	99	0.001
6	2:24:02	144	a	2	4	0	0	0	0	1460	0	146	0.003
7	4:19:06	281	a/a	2	32	0	0	7	0	1460	3	291	0.124
8	4:32:51	56	a	2	32	0	0	7	0	1460	1	60	0.005
9	5:00:06	112	a	2	37	0	0	13	0	1460	2	118	0.026
10	5:32:04	32	e	2	37	0	0	13	0	1460	0	35	0.002
11	6:31:48	29	e	2	51	0	0	30	0	1460	1	33	0.003
12	7:04:18	24	e	2	96	0	0	15	1	1460	1	28	0.003
13	7:47:08	26	e	2	96	0	0	15	1	1460	1	30	0.004
14	8:27:33	143	a	2	97	0	0	15	0	1460	5	157	0.098
15	8:46:21	203	a	2	97	0	0	15	0	1460	6	222	0.197
16	8:58:33	143	a	2	97	0	0	15	0	1460	5	157	0.098
17	9:06:16	32	e	2	41	2	0	21	0	1460	1	36	0.003
18	11:34:29	258	a	2	68	0	0	8	0	1460	5	274	0.209
19	12:10:05	13	d	2	81	0	1	15	0	1460	0	16	0.001
20	12:13:42	13	d	2	81	0	1	15	0	1460	0	16	0.001
21	12:14:18	254	a	2	81	0	1	15	0	1460	7	274	0.262
22	12:49:07	115	a	2	81	0	1	15	0	1460	3	125	0.055
23	13:04:53	149	a	2	74	0	0	11	0	1460	4	160	0.079
24	13:41:31	32	e	2	74	0	0	11	0	1460	1	36	0.004
25	16:03:27	31	e	2	114	0	0	14	0	1460	1	36	0.006
26	16:44:25	29	e	2	114	0	0	14	0	1460	1	34	0.005
27	17:23:47	33	e	2	151	0	0	21	0	1460	2	40	0.009
28	17:55:30	61	e	2	151	0	0	21	0	1460	3	71	0.030
29	18:08:34	138	a	2	63	0	0	4	0	1460	3	147	0.053
30	18:32:10	34	e	2	63	0	0	4	0	1460	1	38	0.004
31	19:03:53	36	e	2	32	0	0	3	0	1460	0	39	0.002
32	19:32:17	111	a	2	32	0	0	3	0	1460	1	116	0.018
33	20:13:36	61	a	2	8	0	0	4	0	1460	0	64	0.002
34	20:35:37	124	a	2	8	0	0	4	0	1460	0	127	0.007
35	20:46:39	64	a	2	8	0	0	4	0	1460	0	67	0.002
36	21:30:56	135	a	2	14	0	0	2	0	1460	1	139	0.012
37	22:10:16	183	a	2	12	0	0	5	0	1460	1	187	0.023



Street:	Bixby Dr @ Los Angeles Subdivision Crossing			
Crossing Number:	810905L	Direction:	Southbound	
Nearest Cross Street:	Gale Ave	Daily % Heavy Vehicles:	16.2%	
Location:	Industry	No. of Lanes:	1	
Type of Crossing:	Isolated	Freight Activity Increase	114%	
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)		

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.034
2009-2025 Growth Rate (Heavy Vehicles)	1.058

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:32:03	65	a	2	12	0	0	5	0	1460	0	68	0.003
39	22:42:56	109	a	2	12	0	0	5	0	1460	1	112	0.008
40	23:09:32	73	a	2	13	0	0	0	0	1460	0	76	0.003
Total													2.896

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Fullerton Rd @ Los Angeles Subdivision Crossing

Crossing Number: 810880T Direction: Northbound

Nearest Cross Street: Railroad St/Gale Ave Daily % Heavy Vehicles: 6.4%

Location: Industry No. of Lanes: 2

Type of Crossing: Pre-empted Freight Activity Increase 114%

Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: Yes

No. of Critical Phases (Upstream) 4

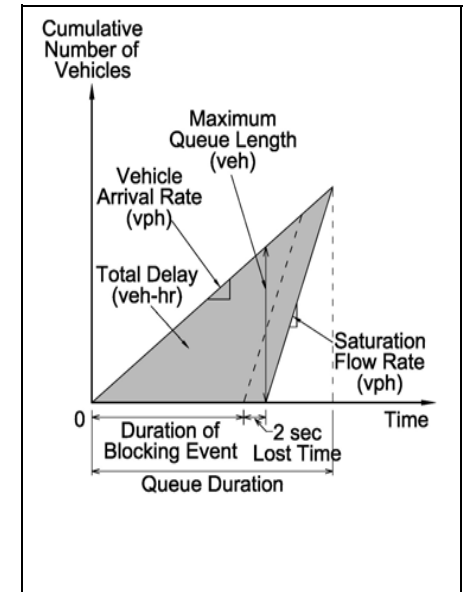
Traffic Signal Downstream: Yes

g/C (Downstream) 0.5

2009-2025 Growth Rate (Other Vehicles & Buses) 1.061

2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:10:13	218	a	2	101	0	0	15	0	2400	7	231	0.227
2	0:33:45	97	a	2	101	0	0	15	0	2400	3	104	0.046
3	0:39:10	90	a	2	101	0	0	15	0	2400	3	97	0.040
4	1:04:30	93	a	2	62	0	0	16	0	2400	2	98	0.028
5	1:49:40	56	a	2	62	0	0	16	0	2400	1	60	0.010
6	2:01:50	90	a	2	42	0	0	8	4	2400	1	94	0.018
7	2:26:40	136	a	2	42	0	0	8	4	2400	2	141	0.041
8	4:12:20	70	a	2	158	0	0	12	4	2400	3	78	0.038
9	4:15:58	189	a	2	158	0	0	12	4	2400	9	206	0.264
10	4:35:12	54	a	2	158	0	0	12	4	2400	3	60	0.023
11	5:03:18	98	a	2	158	0	0	12	4	2400	5	108	0.073
12	5:29:49	34	e	2	158	0	0	12	4	2400	2	39	0.009
13	6:29:28	33	e	2	408	2	0	21	0	2400	4	43	0.025
14	7:02:00	31	e	2	668	3	1	48	1	2400	7	47	0.043
15	7:44:45	34	e	2	668	3	1	48	1	2400	7	51	0.051
16	8:30:23	172	a	2	870	0	0	41	6	2400	44	282	1.736
17	8:50:24	148	a	2	870	0	0	41	6	2400	38	243	1.290
18	9:04:00	32	e	2	673	0	1	41	4	2400	7	49	0.046
19	11:39:29	152	a	2	605	0	0	70	2	2400	29	215	0.865
20	12:04:34	232	a	2	721	0	0	65	4	2400	51	349	2.489
21	12:51:42	156	a	2	721	0	0	65	4	2400	35	236	1.136
22	13:08:47	538	a	2	813	1	0	38	1	2400	128	838	14.892
23	13:42:44	44	e	2	813	1	0	38	1	2400	11	71	0.107
24	14:51:41	78	a	2	808	1	0	54	1	2400	19	125	0.333
25	16:00:05	100	e	2	777	0	1	49	4	2400	24	156	0.510
26	16:45:35	40	e	2	777	0	1	49	4	2400	10	64	0.086
27	17:24:58	41	e	2	819	0	0	28	4	2400	10	67	0.095
28	17:56:53	40	e	2	819	0	0	28	4	2400	10	65	0.090
29	18:37:08	92	e	2	752	0	0	34	1	2400	21	140	0.400
30	19:05:52	53	e	2	591	0	0	22	4	2400	9	74	0.097
31	19:34:51	105	a	2	591	0	0	22	4	2400	18	144	0.367
32	20:10:06	51	a	2	516	0	0	21	1	2400	8	68	0.075
33	20:39:23	94	a	2	516	0	0	21	1	2400	14	124	0.247
34	20:43:58	70	a	2	516	0	0	21	1	2400	11	93	0.139
35	21:27:00	189	a	2	316	0	0	27	1	2400	18	223	0.565
36	21:41:35	192	a	2	316	0	0	27	1	2400	19	226	0.582
37	22:07:43	100	a	2	273	0	0	21	1	2400	8	116	0.135



Street:	Fullerton Rd @ Los Angeles Subdivision Crossing												
Crossing Number:	810880T		Direction:	Northbound						Traffic Signal Upstream:	Yes		
Nearest Cross Street:	Railroad St/Gale Ave		Daily % Heavy Vehicles:	6.4%						No. of Critical Phases (Upstream)	4		
Location:	Industry		No. of Lanes:	2						Traffic Signal Downstream:	Yes		
Type of Crossing:	Pre-empted		Freight Activity Increase	114%						g/C (Downstream)	0.5		
Traffic Condition:	Future (2025)		(With Alhambra Subdivision Single-Tracked)							2009-2025 Growth Rate (Other Vehicles & Buses)	1.061		
										2009-2025 Growth Rate (Heavy Vehicles)	1.173		

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:39:52	76	a	2	273	0	0	21	1	2400	6	89	0.079
39	23:12:45	87	a	2	213	0	0	14	1	2400	6	98	0.077
Total													56.803

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Fullerton Rd @ Los Angeles Subdivision Crossing

Crossing Number: 810880T Direction: Southbound

Nearest Cross Street: Railroad St/Gale Ave Daily % Heavy Vehicles: 6.8%

Location: Industry No. of Lanes: 2

Type of Crossing: Pre-empted Freight Activity Increase 114%

Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: Yes

No. of Critical Phases (Upstream) 4

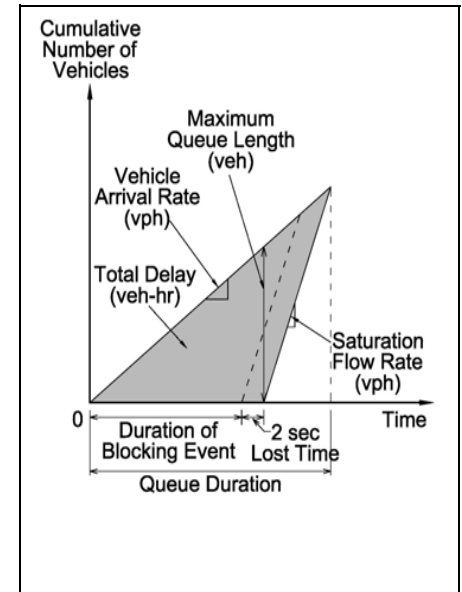
Traffic Signal Downstream: Yes

g/C (Downstream) 0.3

2009-2025 Growth Rate (Other Vehicles & Buses) 1.061

2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:10:13	218	a	2	110	0	0	20	0	2070	8	235	0.259
2	0:33:45	97	a	2	110	0	0	20	0	2070	4	106	0.053
3	0:39:10	90	a	2	110	0	0	20	0	2070	3	98	0.045
4	1:04:30	93	a	2	80	0	0	26	1	2070	3	100	0.039
5	1:49:40	56	a	2	80	0	0	26	1	2070	2	61	0.015
6	2:01:50	90	a	2	56	0	0	14	0	2070	2	95	0.024
7	2:26:40	136	a	2	56	0	0	14	0	2070	3	143	0.053
8	4:12:20	70	a	2	155	0	0	32	2	2070	4	79	0.041
9	4:15:58	189	a	2	155	0	0	32	2	2070	10	210	0.292
10	4:35:12	54	a	2	155	0	0	32	2	2070	3	62	0.025
11	5:03:18	98	a	2	155	0	0	32	2	2070	5	110	0.080
12	5:29:49	34	e	2	155	0	0	32	2	2070	2	40	0.011
13	6:29:28	33	e	2	421	1	0	45	5	2070	5	45	0.029
14	7:02:00	31	e	2	549	3	0	43	1	2070	5	46	0.035
15	7:44:45	34	e	2	549	3	0	43	1	2070	6	51	0.042
16	8:30:23	172	a	2	593	1	0	54	0	2070	31	253	1.101
17	8:50:24	148	a	2	593	1	0	54	0	2070	27	218	0.818
18	9:04:00	32	e	2	542	0	0	40	0	2070	5	47	0.036
19	11:39:29	152	a	2	755	0	0	43	2	2070	34	251	1.193
20	12:04:34	232	a	2	842	1	0	53	0	2070	58	413	3.341
21	12:51:42	156	a	2	842	1	0	53	0	2070	39	279	1.524
22	13:08:47	538	a	2	763	0	0	54	0	2070	123	892	15.183
23	13:42:44	44	e	2	763	0	0	54	0	2070	10	76	0.110
24	14:51:41	78	a	2	795	0	0	40	4	2070	19	135	0.350
25	16:00:05	100	e	2	887	1	0	42	0	2070	26	185	0.677
26	16:45:35	40	e	2	887	1	0	42	0	2070	11	76	0.115
27	17:24:58	41	e	2	1112	0	0	21	0	2070	14	95	0.179
28	17:56:53	40	e	2	1112	0	0	21	0	2070	13	93	0.171
29	18:37:08	92	e	2	854	0	0	46	1	2070	24	166	0.542
30	19:05:52	53	e	2	566	0	1	22	1	2070	9	77	0.096
31	19:34:51	105	a	2	566	0	1	22	1	2070	18	150	0.365
32	20:10:06	51	a	2	366	0	0	19	0	2070	6	65	0.051
33	20:39:23	94	a	2	366	0	0	19	0	2070	10	118	0.168
34	20:43:58	70	a	2	366	0	0	19	0	2070	8	88	0.094
35	21:27:00	189	a	2	278	0	0	30	2	2070	16	225	0.514
36	21:41:35	192	a	2	278	0	0	30	2	2070	17	228	0.529
37	22:07:43	100	a	2	231	0	0	21	4	2070	7	116	0.117



Street:	Fullerton Rd @ Los Angeles Subdivision Crossing			
Crossing Number:	810880T	Direction:	Southbound	
Nearest Cross Street:	Railroad St/Gale Ave	Daily % Heavy Vehicles:	6.8%	
Location:	Industry	No. of Lanes:	2	
Type of Crossing:	Pre-empted	Freight Activity Increase	114%	
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)		

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream)	4
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.3
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

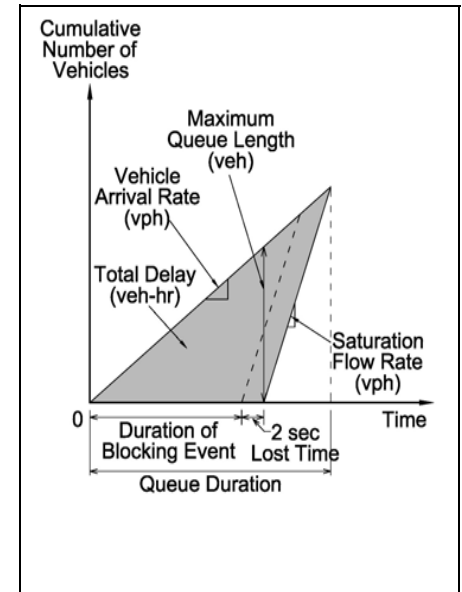
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:39:52	76	a	2	231	0	0	21	4	2070	6	89	0.069
39	23:12:45	87	a	2	198	0	0	23	0	2070	5	100	0.076
Total													58.580

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Fairway Dr @ Los Angeles Subdivision Crossing
 Crossing Number: 810883N Direction: Northbound
 Nearest Cross Street: Walnut Dr Daily % Heavy Vehicles: 9.0%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.061
 2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:13:40	230	a	2	97	0	0	22	1	3120	8	241	0.259
2	0:36:00	132	a	2	97	0	0	22	1	3120	4	139	0.086
3	0:45:44	68	d	2	97	0	0	22	1	3120	2	73	0.024
4	1:06:55	105	a	2	59	0	0	30	0	3120	3	110	0.040
5	1:14:24	125	a	2	59	0	0	30	0	3120	3	131	0.057
6	1:51:40	64	a	2	59	0	0	30	0	3120	2	68	0.015
7	2:04:09	100	a	2	58	0	0	23	0	3120	2	105	0.033
8	2:29:05	153	a	2	58	0	0	23	0	3120	3	159	0.077
9	3:50:13	77	a	2	68	0	0	22	1	3120	2	81	0.022
10	4:14:50	128	a	2	134	0	0	12	2	3120	5	136	0.101
11	4:37:38	39	a	2	134	0	0	12	2	3120	2	43	0.010
12	5:05:58	105	a	2	211	0	0	21	1	3120	7	116	0.112
13	5:28:14	36	e	2	211	0	0	21	1	3120	2	41	0.014
14	6:27:44	54	e	2	442	2	1	14	0	3120	7	66	0.065
15	7:00:22	48	e	2	953	2	0	36	1	3120	14	73	0.140
16	7:43:17	45	e	2	953	2	0	36	1	3120	13	69	0.124
17	8:33:22	192	a	2	959	1	0	43	5	3120	54	287	2.165
18	8:53:02	156	a	2	959	1	0	43	5	3120	44	233	1.432
19	9:02:19	49	e	2	626	1	0	65	4	3120	10	66	0.090
20	11:42:10	150	a	2	641	2	0	59	6	3120	30	197	0.818
21	12:00:30	201	a	2	718	0	0	65	1	3120	44	271	1.664
22	12:58:51	215	a	2	718	0	0	65	1	3120	47	290	1.903
23	13:18:36	16	d	2	729	1	0	88	5	3120	4	24	0.014
24	13:20:30	167	a	2	729	1	0	88	5	3120	39	230	1.234
25	13:44:23	41	e	2	729	1	0	88	5	3120	10	58	0.079
26	14:53:51	87	a	2	744	3	0	73	12	3120	21	121	0.346
27	15:59:31	51	e	2	699	0	0	63	2	3120	11	70	0.109
28	16:47:23	33	e	2	750	0	0	60	0	3120	8	47	0.051
29	17:06:12	141	a	2	797	0	0	56	5	3120	34	197	0.933
30	17:20:55	110	a	2	797	0	0	56	5	3120	27	154	0.571
31	17:28:21	36	e	2	797	0	0	56	5	3120	9	52	0.065
32	18:00:18	40	e	2	666	0	0	35	1	3120	8	54	0.061
33	18:38:53	39	e	2	666	0	0	35	1	3120	8	53	0.059
34	19:07:49	43	e	2	559	0	0	63	0	3120	8	56	0.060
35	19:37:16	107	a	2	559	0	0	63	0	3120	19	136	0.356
36	20:07:57	49	a	2	368	0	0	59	0	3120	6	59	0.050
37	20:42:16	109	a/a	2	368	0	0	59	0	3120	13	129	0.236



Street:	Fairway Dr @ Los Angeles Subdivision Crossing		
Crossing Number:	810883N	Direction:	Northbound
Nearest Cross Street:	Walnut Dr	Daily % Heavy Vehicles:	9.0%
Location:	Industry/LA County	No. of Lanes:	2
Type of Crossing:	Isolated	Freight Activity Increase	114%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

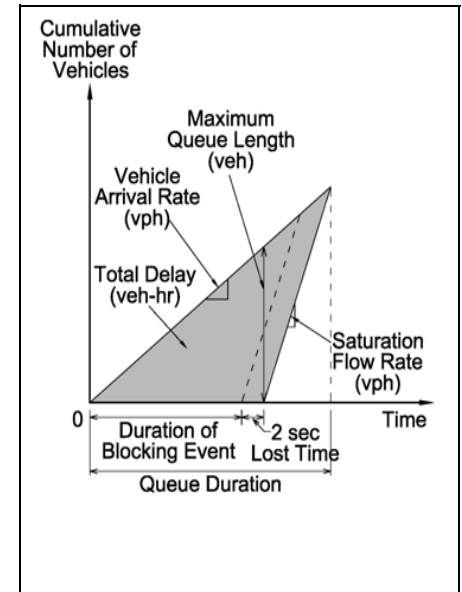
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	21:22:49	243	a	2	327	0	0	47	1	3120	26	278	0.985
39	21:38:54	116	a	2	327	0	0	47	1	3120	12	134	0.229
40	22:05:55	107	a	2	311	0	0	36	1	3120	11	123	0.180
41	22:37:39	74	a	2	311	0	0	36	1	3120	7	86	0.088
42	23:15:54	63	a	2	185	0	0	23	0	3120	4	70	0.037
Total													31.042

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Fairway Dr @ Los Angeles Subdivision Crossing
 Crossing Number: 810883N Direction: Southbound
 Nearest Cross Street: Walnut Dr Daily % Heavy Vehicles: 8.2%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.061
 2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:13:40	230	a	2	82	0	0	33	6	3140	8	241	0.261
2	0:36:00	132	a	2	82	0	0	33	6	3140	5	139	0.087
3	0:45:44	68	d	2	82	0	0	33	6	3140	2	73	0.024
4	1:06:55	105	a	2	51	1	0	28	2	3140	2	110	0.037
5	1:14:24	125	a	2	51	1	0	28	2	3140	3	130	0.052
6	1:51:40	64	a	2	51	1	0	28	2	3140	2	68	0.014
7	2:04:09	100	a	2	37	1	0	26	4	3140	2	104	0.028
8	2:29:05	153	a	2	37	1	0	26	4	3140	3	158	0.064
9	3:50:13	77	a	2	62	0	0	30	1	3140	2	81	0.023
10	4:14:50	128	a	2	123	0	0	49	1	3140	6	138	0.120
11	4:37:38	39	a	2	123	0	0	49	1	3140	2	43	0.012
12	5:05:58	105	a	2	279	0	0	25	1	3140	9	119	0.150
13	5:28:14	36	e	2	279	0	0	25	1	3140	3	42	0.019
14	6:27:44	54	e	2	493	1	1	33	5	3140	8	67	0.077
15	7:00:22	48	e	2	715	3	0	29	1	3140	10	66	0.095
16	7:43:17	45	e	2	715	3	0	29	1	3140	10	62	0.084
17	8:33:22	192	a	2	657	1	0	42	4	3140	38	250	1.317
18	8:53:02	156	a	2	657	1	0	42	4	3140	31	204	0.875
19	9:02:19	49	e	2	575	0	0	48	4	3140	9	64	0.079
20	11:42:10	150	a	2	670	1	0	63	2	3140	31	199	0.859
21	12:00:30	201	a	2	798	1	0	53	4	3140	48	279	1.870
22	12:58:51	215	a	2	798	1	0	53	4	3140	52	298	2.136
23	13:18:36	16	d	2	737	4	0	50	1	3140	4	24	0.013
24	13:20:30	167	a	2	737	4	0	50	1	3140	37	226	1.167
25	13:44:23	41	e	2	737	4	0	50	1	3140	9	58	0.076
26	14:53:51	87	a	2	974	4	0	66	1	3140	26	133	0.477
27	15:59:31	51	e	2	871	1	1	43	6	3140	14	75	0.141
28	16:47:23	33	e	2	1065	0	2	42	5	3140	11	54	0.081
29	17:06:12	141	a	2	1268	0	2	28	4	3140	52	244	1.753
30	17:20:55	110	a	2	1268	0	2	28	4	3140	41	191	1.075
31	17:28:21	36	e	2	1268	0	2	28	4	3140	14	65	0.124
32	18:00:18	40	e	2	1004	0	2	50	4	3140	12	63	0.108
33	18:38:53	39	e	2	1004	0	2	50	4	3140	12	62	0.104
34	19:07:49	43	e	2	524	0	2	63	2	3140	7	55	0.056
35	19:37:16	107	a	2	524	0	2	63	2	3140	18	134	0.333
36	20:07:57	49	a	2	339	0	0	66	0	3140	6	59	0.047
37	20:42:16	109	a/a	2	339	0	0	66	0	3140	12	127	0.220



Street:	Fairway Dr @ Los Angeles Subdivision Crossing												
Crossing Number:	810883N		Direction:	Southbound						Traffic Signal Upstream:	No		
Nearest Cross Street:	Walnut Dr		Daily % Heavy Vehicles:	8.2%						No. of Critical Phases (Upstream)	N/A		
Location:	Industry/LA County		No. of Lanes:	2						Traffic Signal Downstream:	No		
Type of Crossing:	Isolated		Freight Activity Increase	114%						g/C (Downstream)	N/A		
Traffic Condition:	Future (2025)		(With Alhambra Subdivision Single-Tracked)							2009-2025 Growth Rate (Other Vehicles & Buses)	1.061		
										2009-2025 Growth Rate (Heavy Vehicles)	1.173		

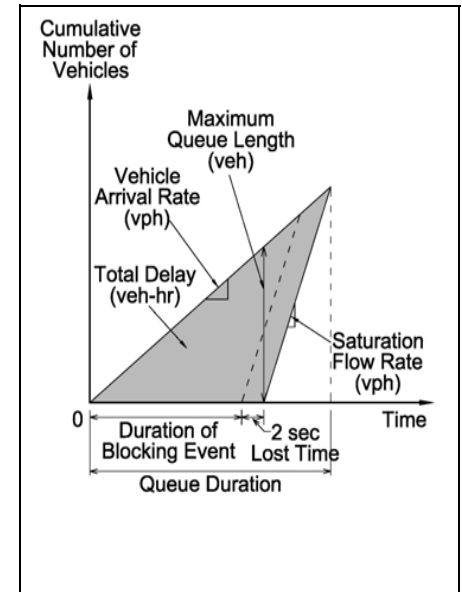
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	21:22:49	243	a	2	278	0	0	36	1	3140	21	272	0.810
39	21:38:54	116	a	2	278	0	0	36	1	3140	10	131	0.188
40	22:05:55	107	a	2	203	0	0	42	0	3140	7	118	0.122
41	22:37:39	74	a	2	203	0	0	42	0	3140	5	82	0.059
42	23:15:54	63	a	2	142	0	0	35	0	3140	3	69	0.031
Total													31.483

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Lemon Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810885G Direction: Northbound
 Nearest Cross Street: Lycoming St Daily % Heavy Vehicles: 1.8%
 Location: Industry/Diamond Bar No. of Lanes: 2
 Type of Crossing: Isolated Railroad Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.061
 2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:14:44	239	a	2	38	0	0	1	0	3340	3	244	0.088
2	0:36:59	116	a	2	38	0	0	1	0	3340	1	119	0.021
3	1:07:32	109	a	2	21	0	0	1	0	3340	1	112	0.011
4	1:17:45	107	a	2	21	0	0	1	0	3340	1	110	0.010
5	1:34:30	418	a	2	21	0	0	1	0	3340	3	423	0.151
6	1:52:01	65	a	2	21	0	0	1	0	3340	0	67	0.004
7	2:04:46	123	a	2	8	0	0	0	0	3340	0	125	0.005
8	2:29:50	144	a	2	8	0	0	0	0	3340	0	146	0.007
9	3:43:06	260	a	2	17	0	0	1	0	3340	1	263	0.048
10	4:12:28	160	a	2	22	0	0	2	0	3340	1	163	0.024
11	4:37:46	58	a	2	22	0	0	2	0	3340	0	60	0.003
12	5:06:37	115	e	2	54	0	0	1	0	3340	2	119	0.030
13	5:26:32	51	e	2	54	0	0	1	0	3340	1	54	0.006
14	6:26:05	45	a	2	171	6	0	5	1	3340	2	50	0.017
15	6:58:45	36	e	2	171	6	0	5	1	3340	2	40	0.011
16	7:41:43	33	e	2	572	5	0	5	0	3340	6	42	0.033
17	8:34:19	203	a	2	512	4	0	12	0	3340	30	243	1.015
18	8:53:43	158	a	2	512	4	0	12	0	3340	23	190	0.619
19	9:01:00	20	e	2	439	1	0	5	0	3340	3	25	0.009
20	11:42:37	162	a	2	324	1	0	5	0	3340	15	182	0.380
21	11:57:55	195	a	2	324	1	0	5	0	3340	18	219	0.549
22	12:37:15	67	c	2	397	1	0	11	0	3340	8	79	0.086
23	13:00:53	164	a	2	402	6	0	11	0	3340	19	190	0.510
24	13:21:51	160	a	2	402	6	0	11	0	3340	19	185	0.484
25	13:44:35	43	e	2	402	6	0	11	0	3340	5	51	0.037
26	14:54:35	74	a	2	583	5	0	11	0	3340	13	93	0.163
27	15:57:58	36	e	2	488	2	0	7	0	3340	5	45	0.033
28	16:52:47	26	e	2	501	0	0	5	0	3340	4	33	0.018
29	17:04:19	124	a	2	528	0	0	6	0	3340	19	150	0.389
30	17:19:16	111	a	2	528	0	0	6	0	3340	17	135	0.314
31	17:28:27	45	e	2	528	0	0	6	0	3340	7	56	0.054
32	18:00:28	43	e	2	520	0	0	0	0	3340	7	53	0.048
33	18:39:01	45	e	2	520	0	0	0	0	3340	7	56	0.053
34	19:08:03	40	e	2	337	0	0	0	0	3340	4	47	0.026
35	20:05:43	59	a	2	252	0	0	0	0	3340	4	66	0.039
36	20:40:34	72	a	2	252	0	0	0	0	3340	5	80	0.058
37	20:43:09	111	a	2	252	0	0	0	0	3340	8	122	0.134



Street: Lemon Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810885G Direction: Northbound
 Nearest Cross Street: Lycoming St Daily % Heavy Vehicles: 1.8%
 Location: Industry/Diamond Bar No. of Lanes: 2
 Type of Crossing: Isolated Railroad Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.061
 2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	21:20:07	232	a	2	187	0	0	0	0	3340	12	248	0.419
39	21:36:48	123	a	2	187	0	0	0	0	3340	6	132	0.119
40	22:04:17	116	a	2	114	0	0	0	0	3340	4	122	0.063
41	22:35:27	92	a	2	114	0	0	0	0	3340	3	97	0.040
42	23:16:28	63	a	2	68	0	0	0	0	3340	1	66	0.011
Total													12.729

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

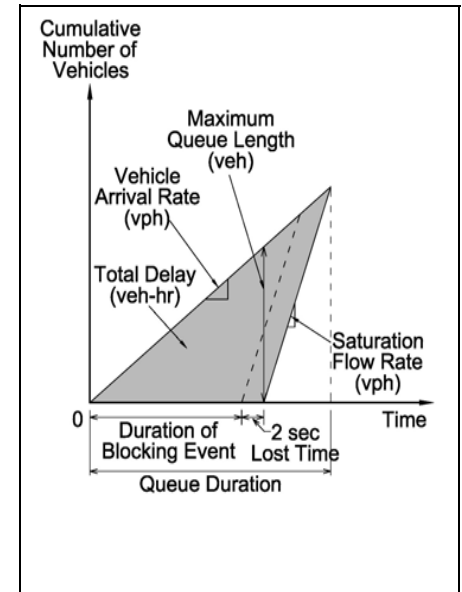
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Lemon Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810885G Direction: Southbound
 Nearest Cross Street: Lycoming St Daily % Heavy Vehicles: 3.1%
 Location: Industry/Diamond Bar No. of Lanes: 2
 Type of Crossing: Isolated Railroad Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.061
 2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:14:44	239	a	2	32	0	0	6	0	3300	3	244	0.086
2	0:36:59	116	a	2	32	0	0	6	0	3300	1	119	0.021
3	1:07:32	109	a	2	19	0	0	1	0	3300	1	112	0.010
4	1:17:45	107	a	2	19	0	0	1	0	3300	1	110	0.009
5	1:34:30	418	a	2	19	0	0	1	0	3300	2	423	0.137
6	1:52:01	65	a	2	19	0	0	1	0	3300	0	67	0.003
7	2:04:46	123	a	2	13	0	0	5	0	3300	1	126	0.011
8	2:29:50	144	a	2	13	0	0	5	0	3300	1	147	0.015
9	3:43:06	260	a	2	21	0	0	22	0	3300	3	265	0.115
10	4:12:28	160	a	2	47	0	0	29	2	3300	4	166	0.081
11	4:37:46	58	a	2	47	0	0	29	2	3300	1	61	0.011
12	5:06:37	115	e	2	147	0	0	25	2	3300	6	124	0.097
13	5:26:32	51	e	2	147	0	0	25	2	3300	3	56	0.020
14	6:26:05	45	a	2	297	0	0	12	1	3300	4	52	0.029
15	6:58:45	36	e	2	297	0	0	12	1	3300	3	42	0.019
16	7:41:43	33	e	2	699	4	0	8	2	3300	7	45	0.043
17	8:34:19	203	a	2	556	11	0	11	4	3300	33	249	1.146
18	8:53:43	158	a	2	556	11	0	11	4	3300	26	194	0.697
19	9:01:00	20	e	2	457	0	0	14	1	3300	3	26	0.010
20	11:42:37	162	a	2	416	1	0	14	0	3300	20	189	0.515
21	11:57:55	195	a	2	416	1	0	14	0	3300	24	227	0.744
22	12:37:15	67	c	2	485	1	0	8	0	3300	9	81	0.107
23	13:00:53	164	a	2	507	0	0	12	1	3300	24	197	0.656
24	13:21:51	160	a	2	507	0	0	12	1	3300	23	192	0.624
25	13:44:35	43	e	2	507	0	0	12	1	3300	7	53	0.048
26	14:54:35	74	a	2	684	4	0	6	0	3300	15	96	0.195
27	15:57:58	36	e	2	605	6	0	8	2	3300	7	47	0.043
28	16:52:47	26	e	2	607	4	0	8	1	3300	5	34	0.023
29	17:04:19	124	a	2	795	1	0	6	0	3300	28	166	0.647
30	17:19:16	111	a	2	795	1	0	6	0	3300	25	149	0.521
31	17:28:27	45	e	2	795	1	0	6	0	3300	10	62	0.090
32	18:00:28	43	e	2	621	0	0	0	0	3300	8	55	0.059
33	18:39:01	45	e	2	621	0	0	0	0	3300	8	58	0.065
34	19:08:03	40	e	2	359	0	0	1	0	3300	4	47	0.027
35	20:05:43	59	a	2	261	0	0	2	0	3300	4	66	0.041
36	20:40:34	72	a	2	261	0	0	2	0	3300	5	80	0.060
37	20:43:09	111	a	2	261	0	0	2	0	3300	8	123	0.141



Street: Lemon Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810885G Direction: Southbound
 Nearest Cross Street: Lycoming St Daily % Heavy Vehicles: 3.1%
 Location: Industry/Diamond Bar No. of Lanes: 2
 Type of Crossing: Isolated Railroad Activity Increase 114%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.061
 2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	21:20:07	232	a	2	179	0	0	1	0	3300	12	248	0.403
39	21:36:48	123	a	2	179	0	0	1	0	3300	6	132	0.115
40	22:04:17	116	a	2	123	0	0	4	0	3300	4	123	0.071
41	22:35:27	92	a	2	123	0	0	4	0	3300	3	98	0.045
42	23:16:28	63	a	2	70	0	0	5	1	3300	1	67	0.013
Total													16.100

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

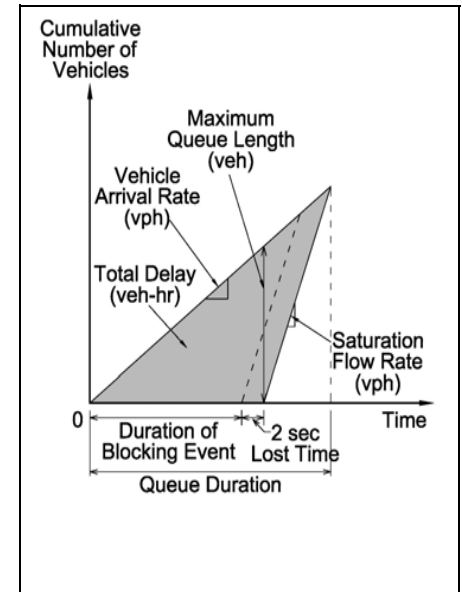
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Hamilton Blvd @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746925Y Direction: Northbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.3%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:15:44	34	a	2	31	0	0	0	0	3390	0	36	0.002
2	0:17:32	143	a/a	2	31	0	0	0	0	3390	1	146	0.025
3	0:42:05	188	a	2	31	0	0	0	0	3390	2	192	0.044
4	0:51:08	94	a	2	31	0	0	0	0	3390	1	97	0.011
5	0:55:21	270	a	2	31	0	0	0	0	3390	2	275	0.089
6	1:58:03	110	a	2	23	0	0	0	0	3390	1	113	0.011
7	2:09:06	156	a	2	17	0	0	0	0	3390	1	159	0.016
8	2:35:39	254	a	2	17	0	0	0	0	3390	1	257	0.043
9	2:48:03	95	d	2	17	0	0	0	0	3390	0	97	0.006
10	2:57:44	259	a	2	17	0	0	0	0	3390	1	262	0.045
11	3:02:36	47	d	2	27	0	0	0	0	3390	0	49	0.003
12	3:09:05	42	a	2	27	0	0	0	0	3390	0	44	0.002
13	3:14:34	33	a	2	27	0	0	0	0	3390	0	35	0.001
14	3:20:48	225	a	2	27	0	0	0	0	3390	2	229	0.054
15	3:27:06	33	d	2	27	0	0	0	0	3390	0	35	0.001
16	3:28:13	16	d	2	27	0	0	0	0	3390	0	18	0.000
17	4:23:10	140	a	2	23	0	0	2	0	3390	1	143	0.020
18	4:49:33	95	a	2	23	0	0	2	0	3390	1	98	0.009
19	5:11:18	255	a	2	86	0	0	0	0	3390	6	264	0.225
20	5:25:15	67	e	2	86	0	0	0	0	3390	2	71	0.016
21	6:36:39	24	e	2	158	0	0	0	1	3390	1	27	0.004
22	6:48:19	270	a/e	2	158	0	0	0	1	3390	12	285	0.476
23	7:08:26	21	d	2	199	0	0	1	0	3390	1	24	0.004
24	7:25:29	25	e	2	199	0	0	1	0	3390	2	29	0.006
25	8:15:09	148	a	2	210	0	0	1	0	3390	9	160	0.195
26**	8:44:09	270	a/a/e	2	210	0	0	1	0	3390	16	290	0.642
27	9:16:30	85	a	2	180	0	0	0	0	3390	4	92	0.056
28	9:40:05	166	a	2	180	0	0	0	0	3390	8	177	0.207
29	10:10:45	92	a	2	238	0	0	1	0	3390	6	101	0.088
30	10:25:29	246	a	2	238	0	0	1	0	3390	16	267	0.611
31	11:14:22	135	a	2	187	0	0	1	0	3390	7	145	0.144
32	11:30:15	226	a	2	187	0	0	1	0	3390	12	241	0.399
33	12:27:30	35	a	2	269	0	0	1	1	3390	3	40	0.015
34	12:50:31	91	a	2	269	0	0	1	1	3390	7	101	0.098
35	13:07:45	100	a	2	223	0	0	0	0	3390	6	109	0.096
36**	13:27:36	270	a/a	2	223	0	0	0	0	3390	17	291	0.681
37	13:55:54	58	e	2	223	0	0	0	0	3390	4	64	0.033



Street: Hamilton Blvd @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746925Y Direction: Northbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.3%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	14:12:36	181	a	2	234	0	0	0	0	3390	12	197	0.325
39	15:08:07	221	a	2	269	0	0	0	0	3390	17	242	0.560
40	15:41:58	33	e	2	269	0	0	0	0	3390	3	38	0.014
41	15:45:50	128	a	2	269	0	0	0	0	3390	10	141	0.190
42	16:06:47	182	a	2	285	0	1	0	0	3390	15	201	0.408
43	16:42:38	47	a	2	285	0	1	0	0	3390	4	54	0.029
44	16:57:32	50	e	2	285	0	1	0	0	3390	4	57	0.033
45	17:35:46	154	e/a	2	306	0	0	0	0	3390	13	171	0.315
46	18:06:34	53	e	2	247	0	0	1	0	3390	4	59	0.031
47	18:20:21	270	a/a	2	247	0	0	1	0	3390	19	293	0.763
48	18:45:38	54	e	2	247	0	0	1	0	3390	4	60	0.032
49	19:01:55	182	a	2	215	0	0	0	0	3390	11	196	0.299
50	19:13:18	145	a	2	215	0	0	0	0	3390	9	157	0.191
51	19:18:26	57	e	2	215	0	0	0	0	3390	4	63	0.031
52	19:59:46	128	a	2	215	0	0	0	0	3390	8	139	0.150
53	20:07:31	53	a	2	162	0	0	0	0	3390	2	58	0.020
54	20:57:06	127	a	2	162	0	0	0	0	3390	6	135	0.109
55	21:07:44	78	a	2	170	0	0	0	0	3390	4	84	0.044
56	21:21:08	134	a	2	170	0	0	0	0	3390	6	143	0.128
57	21:45:08	22	d	2	170	0	0	0	0	3390	1	25	0.004
58	21:46:37	260	a	2	170	0	0	0	0	3390	12	276	0.474
59	21:52:47	57	a	2	170	0	0	0	0	3390	3	62	0.024
60	22:04:39	270	a	2	103	0	0	0	0	3390	8	281	0.304
61	23:07:10	113	a	2	52	0	0	0	0	3390	2	117	0.027
62	23:18:38	146	a	2	52	0	0	0	0	3390	2	150	0.045
63	23:36:05	74	a	2	52	0	0	0	0	3390	1	77	0.012
64	23:48:22	111	a	2	52	0	0	0	0	3390	2	115	0.026
Total													16.855

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

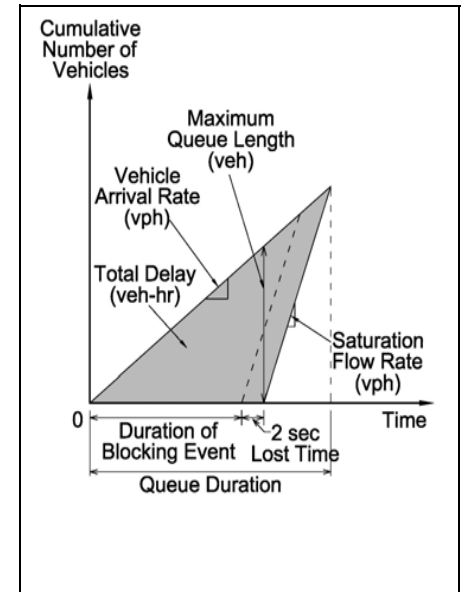
** It was recorded that gate blockage event #26 lasted for 455 sec and #36 lasted for 436 sec. For the purpose of this analysis, it was assumed both blockage events lasted for (2 + 1 + (0.5)*3)min. = 270 sec.

Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

Street: Hamilton Blvd @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746925Y Direction: Southbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.6%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:15:44	34	a	2	60	0	0	1	0	3380	1	37	0.003
2	0:17:32	143	a/a	2	60	0	0	1	0	3380	2	148	0.051
3	0:42:05	188	a	2	60	0	0	1	0	3380	3	193	0.086
4	0:51:08	94	a	2	60	0	0	1	0	3380	2	98	0.022
5	0:55:21	270	a	2	60	0	0	1	0	3380	5	277	0.177
6	1:58:03	110	a	2	32	0	0	0	0	3380	1	113	0.016
7	2:09:06	156	a	2	16	0	0	0	0	3380	1	159	0.016
8	2:35:39	254	a	2	16	0	0	0	0	3380	1	257	0.041
9	2:48:03	95	d	2	16	0	0	0	0	3380	0	97	0.006
10	2:57:44	259	a	2	16	0	0	0	0	3380	1	262	0.042
11	3:02:36	47	d	2	26	0	0	0	0	3380	0	49	0.002
12	3:09:05	42	a	2	26	0	0	0	0	3380	0	44	0.002
13	3:14:34	33	a	2	26	0	0	0	0	3380	0	35	0.001
14	3:20:48	225	a	2	26	0	0	0	0	3380	2	229	0.052
15	3:27:06	33	d	2	26	0	0	0	0	3380	0	35	0.001
16	3:28:13	16	d	2	26	0	0	0	0	3380	0	18	0.000
17	4:23:10	140	a	2	30	0	0	0	0	3380	1	143	0.024
18	4:49:33	95	a	2	30	0	0	0	0	3380	1	98	0.011
19	5:11:18	255	a	2	56	0	0	0	0	3380	4	261	0.145
20	5:25:15	67	e	2	56	0	0	0	0	3380	1	70	0.010
21	6:36:39	24	e	2	114	0	0	0	0	3380	1	27	0.003
22	6:48:19	270	a/e	2	114	0	0	0	0	3380	9	281	0.336
23	7:08:26	21	d	2	229	0	0	0	1	3380	1	25	0.005
24	7:25:29	25	e	2	229	0	0	0	1	3380	2	29	0.007
25	8:15:09	148	a	2	190	0	0	0	0	3380	8	159	0.175
26**	8:44:09	270	a/a/e	2	190	0	0	0	0	3380	14	288	0.574
27	9:16:30	85	a	2	185	0	2	3	0	3380	5	92	0.059
28	9:40:05	166	a	2	185	0	2	3	0	3380	9	178	0.219
29	10:10:45	92	a	2	223	0	0	1	0	3380	6	101	0.082
30	10:25:29	246	a	2	223	0	0	1	0	3380	15	266	0.570
31	11:14:22	135	a	2	223	0	0	2	0	3380	9	147	0.175
32	11:30:15	226	a	2	223	0	0	2	0	3380	14	244	0.483
33	12:27:30	35	a	2	280	0	0	3	0	3380	3	40	0.016
34	12:50:31	91	a	2	280	0	0	3	0	3380	7	101	0.103
35	13:07:45	100	a	2	245	0	1	0	0	3380	7	110	0.106
36**	13:27:36	270	a/a	2	245	0	1	0	0	3380	19	293	0.756
37	13:55:54	58	e	2	245	0	1	0	0	3380	4	65	0.037



Street: Hamilton Blvd @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746925Y Direction: Southbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.6%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	14:12:36	181	a	2	288	1	0	2	0	3380	15	200	0.411
39	15:08:07	221	a	2	367	1	1	1	0	3380	23	250	0.796
40	15:41:58	33	e	2	367	1	1	1	0	3380	4	39	0.019
41	15:45:50	128	a	2	367	1	1	1	0	3380	13	146	0.271
42	16:06:47	182	a	2	397	0	0	1	0	3380	20	209	0.590
43	16:42:38	47	a	2	397	0	0	1	0	3380	5	56	0.042
44	16:57:32	50	e	2	397	0	0	1	0	3380	6	59	0.047
45	17:35:46	154	e/a	2	416	0	3	0	0	3380	18	178	0.449
46	18:06:34	53	e	2	350	0	0	0	0	3380	5	61	0.045
47	18:20:21	270	a/a	2	350	0	0	0	0	3380	26	303	1.113
48	18:45:38	54	e	2	350	0	0	0	0	3380	5	62	0.047
49	19:01:55	182	a	2	252	0	0	0	0	3380	13	199	0.356
50	19:13:18	145	a	2	252	0	0	0	0	3380	10	159	0.227
51	19:18:26	57	e	2	252	0	0	0	0	3380	4	64	0.037
52	19:59:46	128	a	2	252	0	0	0	0	3380	9	140	0.177
53	20:07:31	53	a	2	174	1	0	0	0	3380	3	58	0.022
54	20:57:06	127	a	2	174	1	0	0	0	3380	6	136	0.118
55	21:07:44	78	a	2	204	0	0	0	0	3380	5	85	0.054
56	21:21:08	134	a	2	204	0	0	0	0	3380	8	145	0.155
57	21:45:08	22	d	2	204	0	0	0	0	3380	1	26	0.005
58	21:46:37	260	a	2	204	0	0	0	0	3380	15	279	0.575
59	21:52:47	57	a	2	204	0	0	0	0	3380	3	63	0.029
60	22:04:39	270	a	2	157	0	0	0	0	3380	12	285	0.470
61	23:07:10	113	a	2	79	0	0	0	0	3380	3	118	0.041
62	23:18:38	146	a	2	79	0	0	0	0	3380	3	152	0.069
63	23:36:05	74	a	2	79	0	0	0	0	3380	2	78	0.018
64	23:48:22	111	a	2	79	0	0	0	0	3380	2	116	0.040
Total													19.984

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

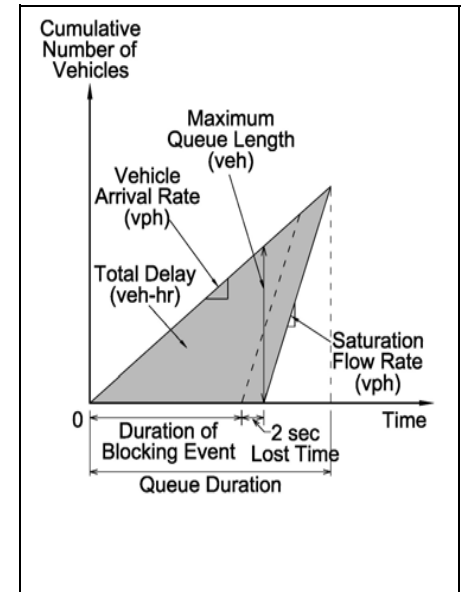
** It was recorded that gate blockage event #26 lasted for 455 sec and #36 lasted for 436 sec. For the purpose of this analysis, it was assumed both blockage events lasted for $(2 + 1 + (0.5)*3)\text{min.} = 270 \text{ sec.}$

Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

Street: Park Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746927M Direction: Northbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.4%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1**	0:03:48	270	a/a/a/a	2	9	0	0	0	0	1690	1	273	0.026
2	0:40:23	207	a	2	9	0	0	0	0	1690	1	210	0.015
3	0:49:38	92	a	2	9	0	0	0	0	1690	0	95	0.003
4	0:56:02	198	a	2	9	0	0	0	0	1690	1	201	0.014
5	2:09:14	177	a	2	5	0	0	0	0	1690	0	180	0.006
6	2:36:05	245	a	2	5	0	0	0	0	1690	0	248	0.012
7**	2:45:05	270	a/a/a/a	2	5	0	0	0	0	1690	0	273	0.014
8	4:22:57	154	a	2	5	0	0	0	0	1690	0	156	0.005
9	4:49:57	68	a	2	5	0	0	0	0	1690	0	70	0.001
10	5:09:42	245	a	2	23	0	0	0	0	1690	2	250	0.055
11	5:22:23	89	d	2	23	0	0	0	0	1690	1	92	0.007
12	5:24:10	29	e	2	23	0	0	0	0	1690	0	31	0.001
13	5:31:11	91	d	2	23	0	0	0	0	1690	1	94	0.008
14	6:33:45	71	d	2	50	0	0	0	0	1690	1	75	0.011
15	6:35:17	34	e	2	50	0	0	0	0	1690	1	37	0.003
16**	6:46:31	270	a/e	2	50	0	0	0	0	1690	4	280	0.147
17	7:22:12	92	d	2	136	0	0	0	0	1690	4	102	0.050
18	7:24:15	22	e	2	136	0	0	0	0	1690	1	26	0.003
19	8:13:34	153	a	2	144	0	0	0	0	1690	6	169	0.146
20	8:44:04	222	a	2	144	0	0	0	0	1690	9	245	0.305
21	8:48:12	242	a/e	2	144	0	0	0	0	1690	10	267	0.362
22	9:15:14	75	a	2	156	0	0	0	0	1690	3	85	0.039
23	9:39:27	230	a	2	156	0	0	0	0	1690	10	256	0.357
24	10:07:30	163	a	2	184	0	1	2	0	1690	9	186	0.221
25	10:25:29	264	a	2	184	0	1	2	0	1690	14	299	0.574
26	11:14:44	127	a	2	214	0	0	2	0	1690	8	148	0.159
27	11:31:31	168	a	2	214	0	0	2	0	1690	10	195	0.276
28	12:25:03	94	a	2	259	0	0	0	0	1690	7	113	0.108
29	12:48:44	103	a	2	259	0	0	0	0	1690	8	124	0.130
30	13:06:07	116	a	2	190	0	0	0	0	1690	6	133	0.115
31	13:18:47	138	a	2	190	0	0	0	0	1690	7	158	0.162
32**	13:24:34	270	a/a	2	190	0	0	0	0	1690	14	306	0.610
33	13:31:45	224	a/a	2	190	0	0	0	0	1690	12	255	0.422
34	13:55:55	47	e	2	190	0	0	0	0	1690	3	55	0.020
35	13:57:20	23	d	2	190	0	0	0	0	1690	1	28	0.005
36	14:11:19	173	a	2	250	0	0	1	1	1690	12	206	0.350
37	15:08:50	200	a	2	246	0	0	1	0	1690	14	237	0.456



Street: Park Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746927M Direction: Northbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.4%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	15:39:01	136	e	2	246	0	0	1	0	1690	9	162	0.213
39	15:42:18	157	a	2	246	0	0	1	0	1690	11	186	0.282
40	16:02:48	270	a	2	283	0	0	1	0	1690	21	327	0.975
41	16:40:52	45	a	2	283	0	0	1	0	1690	4	56	0.029
42	16:57:29	46	e	2	283	0	0	1	0	1690	4	58	0.031
43	16:58:50	63	d	2	283	0	0	1	0	1690	5	78	0.056
44	17:35:21	112	a/e	2	285	0	0	0	0	1690	9	137	0.172
45	18:06:28	56	e	2	168	0	0	0	0	1690	3	64	0.024
46**	18:18:38	270	a/a	2	168	0	0	0	0	1690	13	302	0.532
47	18:45:33	43	e	2	168	0	0	0	0	1690	2	50	0.015
48	19:00:00	198	a	2	141	1	0	0	0	1690	8	218	0.239
49	19:10:51	209	a	2	141	1	0	0	0	1690	8	230	0.266
50	19:18:15	49	e	2	141	1	0	0	0	1690	2	56	0.016
51	19:19:35	27	d	2	141	1	0	0	0	1690	1	32	0.005
52	19:58:19	127	a	2	141	1	0	0	0	1690	5	141	0.100
53	20:06:24	47	a	2	94	0	1	0	0	1690	1	52	0.009
54	20:56:44	144	a	2	94	0	1	0	0	1690	4	155	0.083
55	21:07:55	71	a	2	92	0	0	0	0	1690	2	77	0.020
56	21:20:50	177	a	2	92	0	0	0	0	1690	5	189	0.120
57	21:44:30	228	a	2	92	0	0	0	0	1690	6	243	0.198
58	21:52:45	62	a	2	92	0	0	0	0	1690	2	68	0.015
59	22:05:58	212	a	2	51	0	0	0	0	1690	3	221	0.093
60	23:05:58	109	a	2	24	0	0	0	0	1690	1	113	0.012
61	23:17:07	134	a	2	24	0	0	0	0	1690	1	138	0.017
62	23:34:34	76	a	2	24	0	0	0	0	1690	1	79	0.006
63	23:46:58	112	a	2	24	0	0	0	0	1690	1	116	0.012
Total													16.309

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

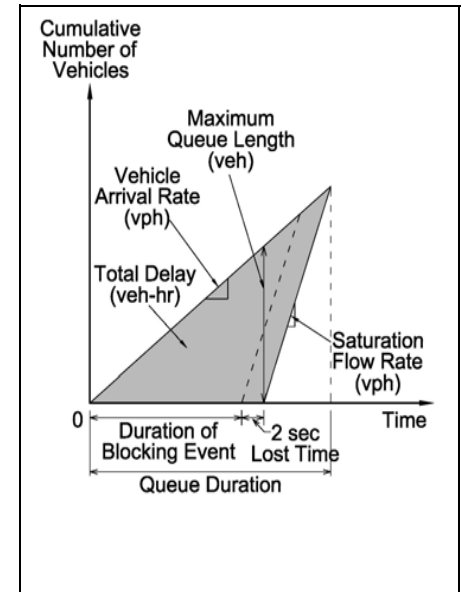
** It was recorded that gate blockage event #1 lasted for 1,979 sec, #7 lasted for 3,038 sec, #16 lasted for 323 sec, #32 lasted for 374 sec, #46 lasted for 425 sec. For the purpose of this analysis, it was assumed these five blockage events lasted for $(2 + 1 + (0.5) \times 3) \text{ min.} = 270 \text{ sec.}$

Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

Street: Park Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746927M Direction: Southbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.2%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1**	0:03:48	270	a/a/a/a	2	10	0	0	0	0	1700	1	274	0.029
2	0:40:23	207	a	2	10	0	0	0	0	1700	1	210	0.017
3	0:49:38	92	a	2	10	0	0	0	0	1700	0	95	0.003
4	0:56:02	198	a	2	10	0	0	0	0	1700	1	201	0.016
5	2:09:14	177	a	2	7	0	0	0	0	1700	0	180	0.009
6	2:36:05	245	a	2	7	0	0	0	0	1700	0	248	0.017
7**	2:45:05	270	a/a/a/a	2	7	0	0	0	0	1700	1	273	0.020
8	4:22:57	154	a	2	9	0	0	0	0	1700	0	157	0.009
9	4:49:57	68	a	2	9	0	0	0	0	1700	0	70	0.002
10	5:09:42	245	a	2	27	0	0	0	0	1700	2	251	0.065
11	5:22:23	89	d	2	27	0	0	0	0	1700	1	92	0.009
12	5:24:10	29	e	2	27	0	0	0	0	1700	0	32	0.001
13	5:31:11	91	d	2	27	0	0	0	0	1700	1	95	0.009
14	6:33:45	71	d	2	60	0	0	0	0	1700	1	76	0.013
15	6:35:17	34	e	2	60	0	0	0	0	1700	1	37	0.003
16**	6:46:31	270	a/e	2	60	0	0	0	0	1700	5	282	0.178
17	7:22:12	92	d	2	150	0	0	0	0	1700	4	103	0.056
18	7:24:15	22	e	2	150	0	0	0	0	1700	1	26	0.004
19	8:13:34	153	a	2	158	0	0	0	0	1700	7	171	0.162
20	8:44:04	222	a	2	158	0	0	0	0	1700	10	247	0.337
21	8:48:12	242	a/e	2	158	0	0	0	0	1700	11	269	0.400
22	9:15:14	75	a	2	181	0	0	0	0	1700	4	86	0.046
23	9:39:27	230	a	2	181	0	0	0	0	1700	12	260	0.421
24	10:07:30	163	a	2	189	0	0	0	1	1700	9	186	0.225
25	10:25:29	264	a	2	189	0	0	0	1	1700	14	299	0.583
26	11:14:44	127	a	2	208	0	0	0	0	1700	7	147	0.152
27	11:31:31	168	a	2	208	0	0	0	0	1700	10	194	0.265
28	12:25:03	94	a	2	242	1	0	0	0	1700	6	112	0.101
29	12:48:44	103	a	2	242	1	0	0	0	1700	7	123	0.121
30	13:06:07	116	a	2	208	0	0	0	0	1700	7	134	0.127
31	13:18:47	138	a	2	208	0	0	0	0	1700	8	160	0.180
32**	13:24:34	270	a/a	2	208	0	0	0	0	1700	16	310	0.677
33	13:31:45	224	a/a	2	208	0	0	0	0	1700	13	258	0.468
34	13:55:55	47	e	2	208	0	0	0	0	1700	3	56	0.022
35	13:57:20	23	d	2	208	0	0	0	0	1700	1	28	0.006
36	14:11:19	173	a	2	232	0	0	0	0	1700	11	203	0.318
37	15:08:50	200	a	2	252	0	0	0	0	1700	14	237	0.465



Street: Park Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746927M Direction: Southbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.2%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	15:39:01	136	e	2	252	0	0	0	0	1700	10	162	0.217
39	15:42:18	157	a	2	252	0	0	0	0	1700	11	187	0.289
40	16:02:48	270	a	2	264	0	2	1	0	1700	20	323	0.905
41	16:40:52	45	a	2	264	0	2	1	0	1700	3	56	0.027
42	16:57:29	46	e	2	264	0	2	1	0	1700	4	57	0.028
43	16:58:50	63	d	2	264	0	2	1	0	1700	5	77	0.052
44	17:35:21	112	a/e	2	255	0	0	0	0	1700	8	134	0.150
45	18:06:28	56	e	2	177	0	0	0	0	1700	3	65	0.026
46**	18:18:38	270	a/a	2	177	0	0	0	0	1700	13	304	0.565
47	18:45:33	43	e	2	177	0	0	0	0	1700	2	50	0.015
48	19:00:00	198	a	2	98	0	0	0	0	1700	5	212	0.160
49	19:10:51	209	a	2	98	0	0	0	0	1700	6	224	0.179
50	19:18:15	49	e	2	98	0	0	0	0	1700	1	54	0.010
51	19:19:35	27	d	2	98	0	0	0	0	1700	1	31	0.003
52	19:58:19	127	a	2	98	0	0	0	0	1700	4	137	0.067
53	20:06:24	47	a	2	130	0	0	0	0	1700	2	53	0.013
54	20:56:44	144	a	2	130	0	0	0	0	1700	5	158	0.116
55	21:07:55	71	a	2	70	0	0	0	0	1700	1	76	0.015
56	21:20:50	177	a	2	70	0	0	0	0	1700	3	187	0.090
57	21:44:30	228	a	2	70	0	0	0	0	1700	4	240	0.149
58	21:52:45	62	a	2	70	0	0	0	0	1700	1	67	0.012
59	22:05:58	212	a	2	57	0	0	0	0	1700	3	221	0.104
60	23:05:58	109	a	2	19	0	0	0	0	1700	1	112	0.009
61	23:17:07	134	a	2	19	0	0	0	0	1700	1	138	0.014
62	23:34:34	76	a	2	19	0	0	0	0	1700	0	79	0.005
63	23:46:58	112	a	2	19	0	0	0	0	1700	1	115	0.010
Total													16.362

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

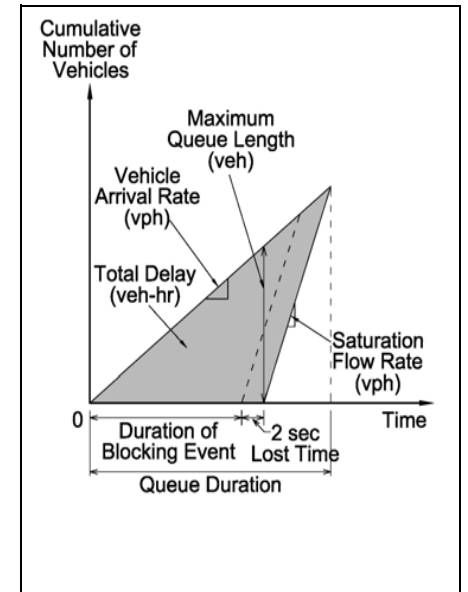
** It was recorded that gate blockage event #1 lasted for 1,979 sec, #7 lasted for 3,038 sec, #16 lasted for 323 sec, #32 lasted for 374 sec, #46 lasted for 425 sec. For the purpose of this analysis, it was assumed these five blockage events lasted for $(2 + 1 + (0.5) \times 3) \text{min.} = 270 \text{ sec.}$

Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

Street: Main St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746928U Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 1.8%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.046
 2009-2025 Growth Rate (Heavy Vehicles) 1.062

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1**	0:02:30	270	a/a/a/a	2	5	0	0	0	0	1670	0	273	0.014
2	0:38:43	38	d	2	5	0	0	0	0	1670	0	40	0.000
3	0:39:41	205	a	2	5	0	0	0	0	1670	0	208	0.008
4	0:48:48	100	a	2	5	0	0	0	0	1670	0	102	0.002
5	0:56:04	184	a	2	5	0	0	0	0	1670	0	187	0.007
6	2:09:11	163	a	2	1	0	0	0	0	1670	0	165	0.001
7	2:35:50	248	a	2	1	0	0	0	0	1670	0	250	0.002
8**	2:44:25	270	a/a/a/a	2	1	0	0	0	0	1670	0	272	0.003
9	4:22:30	45	a	2	7	0	0	0	0	1670	0	47	0.001
10	4:49:50	59	a	2	7	0	0	0	0	1670	0	61	0.001
11**	5:08:21	270	a	2	12	0	0	0	0	1670	1	274	0.035
12	5:21:41	137	e	2	12	0	0	0	0	1670	0	140	0.009
13	5:30:47	89	d	2	12	0	0	0	0	1670	0	92	0.004
14	6:04:14	82	d	2	10	0	0	2	0	1670	0	85	0.003
15	6:32:50	139	e	2	10	0	0	2	0	1670	0	142	0.009
16	6:43:58	45	d	2	10	0	0	2	0	1670	0	47	0.001
17**	6:45:41	270	a/e	2	10	0	0	2	0	1670	1	274	0.035
18	7:21:35	145	e	2	49	0	0	1	0	1670	2	152	0.043
19	8:12:40	164	a	2	47	0	0	0	0	1670	2	171	0.051
20**	8:43:50	270	a/a/e	2	47	0	0	0	0	1670	4	280	0.138
21	9:13:45	123	a	2	47	0	1	1	0	1670	2	129	0.030
22	9:39:00	243	a	2	47	0	1	1	0	1670	3	252	0.117
23	10:05:00	40	d	2	47	0	1	3	0	1670	1	43	0.004
24	10:06:11	192	a	2	47	0	1	3	0	1670	3	200	0.076
25	10:25:19	261	a	2	47	0	1	3	0	1670	4	271	0.140
26	11:14:30	126	a	2	75	0	0	2	0	1670	3	134	0.051
27	11:31:15	166	a	2	75	0	0	2	0	1670	4	176	0.088
28	12:24:35	86	a	2	75	0	0	1	0	1670	2	92	0.024
29	12:47:25	139	a	2	75	0	0	1	0	1670	3	148	0.061
30	13:04:40	20	d	2	67	0	1	0	0	1670	0	23	0.001
31	13:05:35	110	a	2	67	0	1	0	0	1670	2	117	0.034
32	13:18:00	60	a	2	67	0	1	0	0	1670	1	65	0.011
33	13:22:42	43	d	2	67	0	1	0	0	1670	1	47	0.006
34**	13:24:15	270	a	2	67	0	1	0	0	1670	5	284	0.203
35	13:31:35	221	a/a	2	67	0	1	0	0	1670	4	232	0.136
36	13:55:21	76	e	2	67	0	1	0	0	1670	1	81	0.017
37	14:10:05	210	a	2	70	0	0	1	0	1670	4	221	0.128



Street: Main St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746928U Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 1.8%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.046
 2009-2025 Growth Rate (Heavy Vehicles) 1.062

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38**	15:08:28	270	a/a	2	69	0	0	0	0	1670	5	284	0.206
39	15:38:23	131	e	2	69	0	0	0	0	1670	3	139	0.049
40	15:41:19	131	a	2	69	0	0	0	0	1670	3	139	0.049
41**	16:02:15	270	a	2	71	0	0	0	0	1670	5	284	0.212
42	16:39:50	65	a	2	71	0	0	0	0	1670	1	70	0.013
43	16:56:50	78	e	2	71	0	0	0	0	1670	2	84	0.018
44	17:33:48	149	a/e	2	103	0	0	1	0	1670	4	161	0.098
45	18:05:50	88	e	2	55	0	0	0	0	1670	1	93	0.018
46**	18:18:09	270	a/a	2	55	0	0	0	0	1670	4	281	0.162
47	18:44:58	69	e	2	55	0	0	0	0	1670	1	73	0.011
48	18:58:50	220	a	2	55	0	0	0	0	1670	3	230	0.108
49	19:10:20	200	a	2	40	0	0	0	0	1670	2	207	0.065
50	19:17:42	73	e	2	40	0	0	0	0	1670	1	77	0.009
51	19:56:43	34	d	2	40	0	0	0	0	1670	0	37	0.002
52	19:57:31	136	a	2	40	0	0	0	0	1670	2	141	0.030
53	20:05:46	50	a	2	30	0	0	1	0	1670	0	53	0.003
54	20:56:25	144	a	2	30	0	0	1	0	1670	1	149	0.026
55	21:07:20	92	a	2	17	0	0	0	0	1670	0	95	0.006
56	21:20:20	194	a	2	17	0	0	0	0	1670	1	198	0.025
57	21:43:10	270	a	2	17	0	0	0	0	1670	1	275	0.049
58	21:52:05	85	a	2	17	0	0	0	0	1670	0	88	0.005
59	22:05:21	242	a	2	15	0	0	0	0	1670	1	246	0.035
60	23:04:48	139	a	2	17	0	0	0	0	1670	1	142	0.013
61	23:15:24	43	d	2	17	0	0	0	0	1670	0	45	0.001
62	23:16:17	143	a	2	17	0	0	0	0	1670	1	146	0.014
63	23:33:10	118	a	2	17	0	0	0	0	1670	1	121	0.010
64	23:45:40	140	a	2	17	0	0	0	0	1670	1	143	0.013
Total													5.049

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One or more freight trains stalled at the crossing.

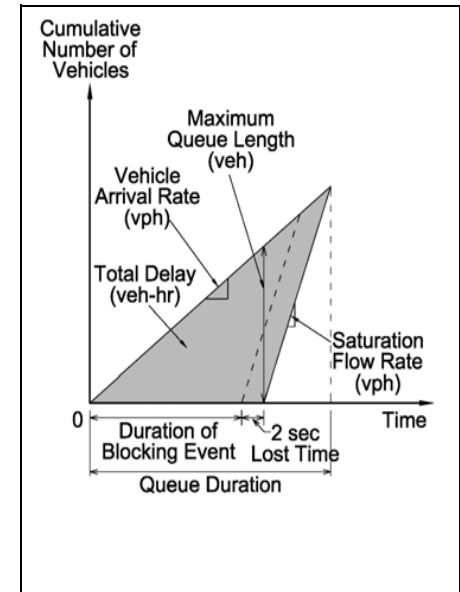
** It was recorded that gate blockage event #1 lasted for 2,060 sec, #8 lasted for 3,065 sec, #11 lasted for 286 sec, #17 lasted for 326 sec, #20 lasted for 490 sec, #34 lasted for 391 sec, #38 lasted for 674 sec, #41 lasted for 301 sec and #46 lasted for 440 sec. For the purpose of this delay analysis, it was assumed these nine blockage events lasted for $(2 + 1 + (0.5) \times 3) \text{min.} = 270 \text{ sec.}$

Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

Street: Main St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746928U Direction: Southbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 1.7%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.046
 2009-2025 Growth Rate (Heavy Vehicles) 1.062

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1**	0:02:30	270	a/a/a/a	2	2	0	0	0	0	1670	0	272	0.006
2	0:38:43	38	d	2	2	0	0	0	0	1670	0	40	0.000
3	0:39:41	205	a	2	2	0	0	0	0	1670	0	207	0.003
4	0:48:48	100	a	2	2	0	0	0	0	1670	0	102	0.001
5	0:56:04	184	a	2	2	0	0	0	0	1670	0	186	0.003
6	2:09:11	163	a	2	1	0	0	0	0	1670	0	165	0.001
7	2:35:50	248	a	2	1	0	0	0	0	1670	0	250	0.002
8*/**	2:44:25	270	a/a/a/a	2	1	0	0	0	0	1670	0	272	0.003
9	4:22:30	45	a	2	4	0	0	0	0	1670	0	47	0.000
10	4:49:50	59	a	2	4	0	0	0	0	1670	0	61	0.001
11**	5:08:21	270	a	2	8	0	0	0	0	1670	1	273	0.023
12	5:21:41	137	e	2	8	0	0	0	0	1670	0	140	0.006
13	5:30:47	89	d	2	8	0	0	0	0	1670	0	91	0.003
14	6:04:14	82	d	2	15	0	0	0	0	1670	0	85	0.004
15	6:32:50	139	e	2	15	0	0	0	0	1670	1	142	0.012
16	6:43:58	45	d	2	15	0	0	0	0	1670	0	47	0.001
17**	6:45:41	270	a/e	2	15	0	0	0	0	1670	1	274	0.043
18	7:21:35	145	e	2	33	0	0	2	0	1670	1	150	0.030
19	8:12:40	164	a	2	47	0	0	0	0	1670	2	171	0.051
20**	8:43:50	270	a/a/e	2	47	0	0	0	0	1670	4	280	0.138
21	9:13:45	123	a	2	30	0	0	3	0	1670	1	128	0.020
22	9:39:00	243	a	2	30	0	0	3	0	1670	2	250	0.078
23	10:05:00	40	d	2	32	0	0	0	0	1670	0	43	0.002
24	10:06:11	192	a	2	32	0	0	0	0	1670	2	198	0.047
25	10:25:19	261	a	2	32	0	0	0	0	1670	2	268	0.087
26	11:14:30	126	a	2	41	0	0	1	0	1670	1	131	0.027
27	11:31:15	166	a	2	41	0	0	1	0	1670	2	172	0.047
28	12:24:35	86	a	2	57	0	0	0	0	1670	1	91	0.018
29	12:47:25	139	a	2	57	0	0	0	0	1670	2	146	0.045
30	13:04:40	20	d	2	44	0	0	0	0	1670	0	23	0.001
31	13:05:35	110	a	2	44	0	0	0	0	1670	1	115	0.022
32	13:18:00	60	a	2	44	0	0	0	0	1670	1	64	0.007
33	13:22:42	43	d	2	44	0	0	0	0	1670	1	46	0.004
34**	13:24:15	270	a	2	44	0	0	0	0	1670	3	279	0.129
35	13:31:35	221	a/a	2	44	0	0	0	0	1670	3	229	0.087
36	13:55:21	76	e	2	44	0	0	0	0	1670	1	80	0.011
37	14:10:05	210	a	2	47	0	0	0	0	1670	3	218	0.084



Street: Main St @ Alhambra/Los Angeles Subdivision Crossing

Crossing Number:	746928U	Direction:	Southbound
Nearest Cross Street:	1st St	Daily % Heavy Vehicles:	1.7%
Location:	Pomona	No. of Lanes:	1
Type of Crossing:	Isolated	Freight Activity Increase	90%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Single-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.046
2009-2025 Growth Rate (Heavy Vehicles)	1.062

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38**	15:08:28	270	a/a	2	75	0	0	1	0	1670	6	285	0.227
39	15:38:23	131	e	2	75	0	0	1	0	1670	3	139	0.054
40	15:41:19	131	a	2	75	0	0	1	0	1670	3	139	0.054
41**	16:02:15	270	a	2	44	0	0	2	0	1670	3	280	0.135
42	16:39:50	65	a	2	44	0	0	2	0	1670	1	69	0.008
43	16:56:50	78	e	2	44	0	0	2	0	1670	1	82	0.012
44	17:33:48	149	a/e	2	44	0	0	0	0	1670	2	155	0.040
45	18:05:50	88	e	2	35	0	0	0	0	1670	1	92	0.011
46**	18:18:09	270	a/a	2	35	0	0	0	0	1670	3	278	0.102
47	18:44:58	69	e	2	35	0	0	0	0	1670	1	73	0.007
48	18:58:50	220	a	2	35	0	0	0	0	1670	2	227	0.068
49	19:10:20	200	a	2	21	0	0	1	0	1670	1	205	0.035
50	19:17:42	73	e	2	21	0	0	1	0	1670	0	76	0.005
51	19:56:43	34	d	2	21	0	0	1	0	1670	0	36	0.001
52	19:57:31	136	a	2	21	0	0	1	0	1670	1	140	0.016
53	20:05:46	50	a	2	20	0	0	0	0	1670	0	53	0.002
54	20:56:25	144	a	2	20	0	0	0	0	1670	1	148	0.017
55	21:07:20	92	a	2	21	0	0	0	0	1670	1	95	0.007
56	21:20:20	194	a	2	21	0	0	0	0	1670	1	198	0.031
57	21:43:10	270	a	2	21	0	0	0	0	1670	2	275	0.061
58	21:52:05	85	a	2	21	0	0	0	0	1670	1	88	0.006
59	22:05:21	242	a	2	7	0	0	0	0	1670	0	245	0.016
60	23:04:48	139	a	2	4	0	0	0	0	1670	0	141	0.003
61	23:15:24	43	d	2	4	0	0	0	0	1670	0	45	0.000
62	23:16:17	143	a	2	4	0	0	0	0	1670	0	145	0.003
63	23:33:10	118	a	2	4	0	0	0	0	1670	0	120	0.002
64	23:45:40	140	a	2	4	0	0	0	0	1670	0	142	0.003
Total													3.616

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One or more freight trains stalled at the crossing.

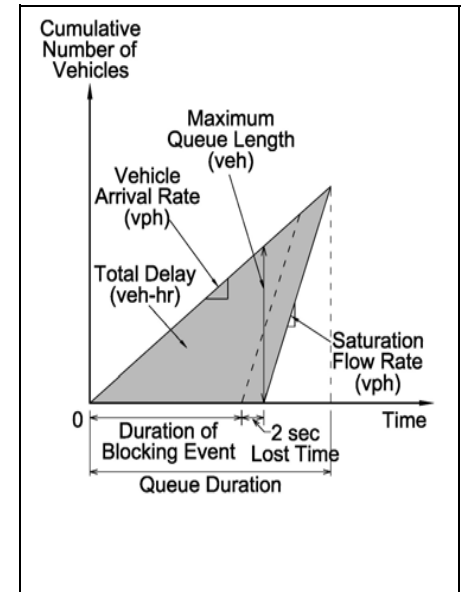
** It was recorded that gate blockage event #1 lasted for 2,060 sec, #8 lasted for 3,065 sec, #11 lasted for 286 sec, #17 lasted for 326 sec, #20 lasted for 490 sec, #34 lasted for 391 sec, #38 lasted for 674 sec, #41 lasted for 301 sec and #46 lasted for 440 sec. For the purpose of this delay analysis, it was assumed these nine blockage events lasted for $(2 + 1 + (0.5)*3)\text{min.} = 270 \text{ sec.}$

Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

Street: Palomares St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746930V Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 0.2%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Pre-empted Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: Yes
 No. of Critical Phases (Upstream) 2
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1***	0:00:00	315	a/a/a/a	2	4	0	0	0	0	1500	0	318	0.016
2	0:35:38	257	a	2	4	0	0	0	0	1500	0	260	0.010
3	0:44:55	105	a	2	4	0	0	0	0	1500	0	107	0.002
4	0:53:57	163	a	2	4	0	0	0	0	1500	0	165	0.004
5	2:02:24	59	d	2	5	0	0	0	0	1500	0	61	0.001
6	2:07:13	151	a	2	5	0	0	0	0	1500	0	154	0.005
7***	2:32:50	315	a	2	5	0	0	0	0	1500	0	318	0.019
8***	2:40:11	315	a/a/a/a	2	5	0	0	0	0	1500	0	318	0.019
9	4:20:46	114	a	2	3	0	0	0	0	1500	0	116	0.002
10	4:47:25	55	a	2	3	0	0	0	0	1500	0	57	0.000
11	5:05:24	240	a	2	26	0	0	0	0	1500	2	246	0.060
12	5:18:15	42	e	2	26	0	0	0	0	1500	0	45	0.002
13	5:27:42	81	d	2	26	0	0	0	0	1500	1	84	0.007
14	6:01:20	59	d	2	27	0	0	1	0	1500	0	62	0.004
15	6:29:13	53	e	2	27	0	0	1	0	1500	0	56	0.003
16***	6:40:50	315	a/e	2	27	0	0	1	0	1500	2	323	0.111
17	7:18:00	55	e	2	69	0	0	0	0	1500	1	60	0.009
18	8:08:30	195	a	2	90	0	0	0	0	1500	5	210	0.144
19	8:41:47	168	a/e	2	90	0	0	0	0	1500	4	181	0.107
20	8:45:57	233	a	2	90	0	0	0	0	1500	6	250	0.204
21	9:10:45	85	a	2	99	0	0	1	0	1500	2	93	0.031
22	9:37:44	186	a	2	99	0	0	1	0	1500	5	201	0.146
23	10:02:03	134	a	2	150	0	0	1	0	1500	6	151	0.120
24	10:05:20	20	d	2	150	0	0	1	0	1500	1	24	0.003
25	10:23:07	269	a	2	150	0	0	1	0	1500	11	301	0.475
26	11:12:15	115	a	2	175	0	0	0	0	1500	6	132	0.104
27	11:28:55	165	a	2	175	0	0	0	0	1500	8	189	0.213
28	12:21:21	58	d	2	141	0	0	1	0	1500	2	66	0.022
29***	12:33:29	315	a/a	2	141	0	0	1	0	1500	13	350	0.608
30	13:01:35	125	a	2	113	0	0	0	0	1500	4	137	0.076
31	13:14:07	44	a	2	113	0	0	0	0	1500	1	50	0.010
32***	13:19:20	315	a	2	113	0	0	0	0	1500	10	343	0.474
33	13:29:33	212	a/a	2	113	0	0	0	0	1500	7	231	0.216
34*	13:52:26	189	d/e	2	113	0	0	0	0	1500	6	207	0.172
35	14:06:53	187	a	2	148	0	1	0	0	1500	8	210	0.228
36***	15:06:23	315	a/a	2	167	0	0	0	0	1500	15	357	0.729
37	15:34:38	57	e	2	167	0	0	0	0	1500	3	66	0.025
38	15:36:10	176	a	2	167	0	0	0	0	1500	8	200	0.229



Street: Palomares St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746930V Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 0.2%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Pre-empted Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: Yes
 No. of Critical Phases (Upstream) 2
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
39	15:59:15	286	a	2	167	0	0	0	0	1500	13	324	0.601
40	16:36:43	44	a	2	208	0	0	0	0	1500	3	53	0.020
41	16:54:02	129	d	2	208	0	0	0	0	1500	8	152	0.160
42	16:56:36	46	e	2	208	0	0	0	0	1500	3	56	0.022
43**	17:30:47	281	a/e	2	247	0	0	0	0	1500	19	339	0.914
44	18:03:00	126	d	2	114	0	0	0	0	1500	4	139	0.078
45	18:05:30	40	e	2	114	0	0	0	0	1500	1	45	0.008
46	18:14:57	173	a	2	114	0	0	0	0	1500	6	189	0.145
47	18:19:12	242	a	2	114	0	0	0	0	1500	8	264	0.283
48	18:42:08	113	d	2	114	0	0	0	0	1500	4	124	0.063
49	18:44:16	46	e	2	114	0	0	0	0	1500	2	52	0.011
50	18:54:15	258	a	2	114	0	0	0	0	1500	8	281	0.321
51	19:07:24	160	a	2	109	0	0	0	0	1500	5	175	0.119
52	19:14:53	121	d	2	109	0	0	0	0	1500	4	133	0.069
53	19:17:14	43	e	2	109	0	0	0	0	1500	1	49	0.009
54	19:53:41	146	a	2	109	0	0	0	0	1500	4	160	0.100
55	20:02:04	61	a	2	64	0	0	0	0	1500	1	66	0.010
56	20:54:51	91	a	2	64	0	0	0	0	1500	2	97	0.022
57	21:04:50	92	a	2	43	0	0	0	0	1500	1	97	0.015
58	21:19:00	141	a	2	43	0	0	0	0	1500	2	147	0.035
59	21:40:13	214	a	2	43	0	0	0	0	1500	3	222	0.080
60	21:49:24	99	a	2	43	0	0	0	0	1500	1	104	0.017
61	22:03:10	239	a	2	36	0	0	0	0	1500	2	247	0.083
62	23:01:44	114	a	2	21	0	0	0	0	1500	1	118	0.011
63	23:12:30	142	a	2	21	0	0	0	0	1500	1	146	0.017
64	23:30:08	82	a	2	21	0	0	0	0	1500	0	85	0.006
65	23:42:35	120	a	2	21	0	0	0	0	1500	1	124	0.012
66	23:58:01	118	a	2	21	0	0	0	0	1500	1	122	0.012
Total													14.841

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One blockage event began at 13:52:26 PM and ended at 13:54:35 PM followed by a second blockage event that began at 13:54:42 PM and ended at 13:55:35 PM. One single blockage event was assumed.

** One blockage event began at 17:30:47PM and ended at 17:34:09PM followed by a second blockage event that began at 17:34:43PM and ending at 17:35:28PM. One single blockage event was assumed.

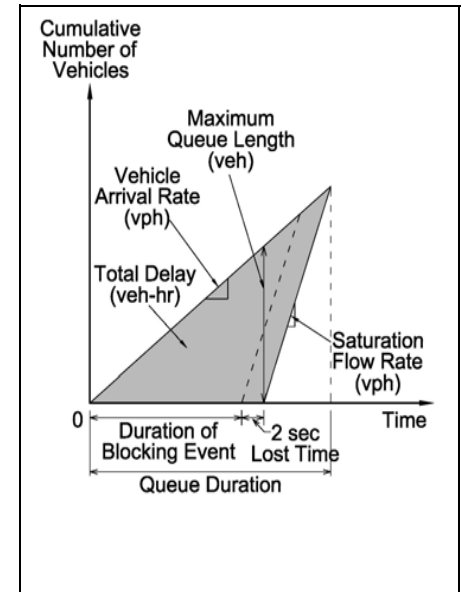
*** It was recorded that gate blockage event #1 lasted for 2,095 sec, #7 lasted for 378 sec, #8 lasted for 3,198 sec, #16 lasted for 397, #29 lasted for 1,128 sec, #32 lasted for 370 sec and #36 lasted for 729 sec.

For the purpose of this delay analysis, it was assumed these seven blockage events lasted for $(2 + 1 + (0.75) \cdot 3) \text{ min.} = 360 \text{ sec.}$

Street: Palomares St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746930V Direction: Southbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 0.1%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Pre-empted Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: Yes
 g/C (Downstream) 0.55
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1***	0:00:00	315	a/a/a/a	2	2	0	0	0	0	1320	0	317	0.008
2	0:35:38	257	a	2	2	0	0	0	0	1320	0	259	0.005
3	0:44:55	105	a	2	2	0	0	0	0	1320	0	107	0.001
4	0:53:57	163	a	2	2	0	0	0	0	1320	0	165	0.002
5	2:02:24	59	d	2	4	0	0	0	0	1320	0	61	0.001
6	2:07:13	151	a	2	4	0	0	0	0	1320	0	153	0.004
7***	2:32:50	315	a	2	4	0	0	0	0	1320	0	318	0.016
8***	2:40:11	315	a/a/a/a	2	4	0	0	0	0	1320	0	318	0.016
9	4:20:46	114	a	2	5	0	0	0	0	1320	0	116	0.003
10	4:47:25	55	a	2	5	0	0	0	0	1320	0	57	0.001
11	5:05:24	240	a	2	26	0	0	0	0	1320	2	247	0.060
12	5:18:15	42	e	2	26	0	0	0	0	1320	0	45	0.002
13	5:27:42	81	d	2	26	0	0	0	0	1320	1	85	0.007
14	6:01:20	59	d	2	69	0	0	0	0	1320	1	64	0.010
15	6:29:13	53	e	2	69	0	0	0	0	1320	1	58	0.008
16***	6:40:50	315	a/e	2	69	0	0	0	0	1320	6	334	0.282
17	7:18:00	55	e	2	158	0	0	0	0	1320	3	65	0.023
18	8:08:30	195	a	2	122	0	0	0	0	1320	7	217	0.201
19	8:41:47	168	a/e	2	122	0	0	0	0	1320	6	187	0.150
20	8:45:57	233	a	2	122	0	0	0	0	1320	8	259	0.286
21	9:10:45	85	a	2	158	0	0	1	0	1320	4	99	0.053
22	9:37:44	186	a	2	158	0	0	1	0	1320	8	214	0.247
23	10:02:03	134	a	2	120	0	0	0	0	1320	5	150	0.094
24	10:05:20	20	d	2	120	0	0	0	0	1320	1	24	0.002
25	10:23:07	269	a	2	120	0	0	0	0	1320	9	298	0.374
26	11:12:15	115	a	2	165	0	0	0	0	1320	5	134	0.100
27	11:28:55	165	a	2	165	0	0	0	0	1320	8	191	0.203
28	12:21:21	58	d	2	127	0	0	0	0	1320	2	66	0.019
29***	12:33:29	315	a/a	2	127	0	0	0	0	1320	11	351	0.545
30	13:01:35	125	a	2	120	0	0	0	0	1320	4	140	0.082
31	13:14:07	44	a	2	120	0	0	0	0	1320	2	51	0.011
32***	13:19:20	315	a	2	120	0	0	0	0	1320	11	349	0.512
33	13:29:33	212	a/a	2	120	0	0	0	0	1320	7	235	0.233
34*	13:52:26	189	d/e	2	120	0	0	0	0	1320	6	210	0.186
35	14:06:53	187	a	2	119	0	0	1	0	1320	6	208	0.182
36***	15:06:23	315	a/a	2	133	0	0	0	0	1320	12	353	0.574
37	15:34:38	57	e	2	133	0	0	0	0	1320	2	66	0.020
38	15:36:10	176	a	2	133	0	0	0	0	1320	7	198	0.181



Street: Palomares St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746930V Direction: Southbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 0.1%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Pre-empted Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: Yes
 g/C (Downstream) 0.55
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
39	15:59:15	286	a	2	133	0	0	0	0	1320	11	320	0.473
40	16:36:43	44	a	2	160	0	0	0	0	1320	2	52	0.015
41	16:54:02	129	d	2	160	0	0	0	0	1320	6	149	0.120
42	16:56:36	46	e	2	160	0	0	0	0	1320	2	55	0.016
43**	17:30:47	281	a/e	2	169	0	0	0	0	1320	13	325	0.600
44	18:03:00	126	d	2	97	0	0	0	0	1320	3	138	0.066
45	18:05:30	40	e	2	97	0	0	0	0	1320	1	45	0.007
46	18:14:57	173	a	2	97	0	0	0	0	1320	5	189	0.124
47	18:19:12	242	a	2	97	0	0	0	0	1320	7	263	0.240
48	18:42:08	113	d	2	97	0	0	0	0	1320	3	124	0.053
49	18:44:16	46	e	2	97	0	0	0	0	1320	1	52	0.009
50	18:54:15	258	a	2	97	0	0	0	0	1320	7	281	0.273
51	19:07:24	160	a	2	102	0	0	0	0	1320	5	176	0.112
52	19:14:53	121	d	2	102	0	0	0	0	1320	3	133	0.064
53	19:17:14	43	e	2	102	0	0	0	0	1320	1	49	0.009
54	19:53:41	146	a	2	102	0	0	0	0	1320	4	160	0.093
55	20:02:04	61	a	2	84	0	0	0	0	1320	1	67	0.014
56	20:54:51	91	a	2	84	0	0	0	0	1320	2	99	0.030
57	21:04:50	92	a	2	47	0	0	0	0	1320	1	97	0.017
58	21:19:00	141	a	2	47	0	0	0	0	1320	2	148	0.038
59	21:40:13	214	a	2	47	0	0	0	0	1320	3	224	0.088
60	21:49:24	99	a	2	47	0	0	0	0	1320	1	105	0.019
61	22:03:10	239	a	2	34	0	0	0	0	1320	2	247	0.078
62	23:01:44	114	a	2	20	0	0	0	0	1320	1	118	0.011
63	23:12:30	142	a	2	20	0	0	0	0	1320	1	146	0.016
64	23:30:08	82	a	2	20	0	0	0	0	1320	0	85	0.006
65	23:42:35	120	a	2	20	0	0	0	0	1320	1	124	0.012
66	23:58:01	118	a	2	20	0	0	0	0	1320	1	122	0.011
Total													13.820

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One blockage event began at 13:52:26 PM and ended at 13:54:35 PM followed by a second blockage event that began at 13:54:42 PM and ended at 13:55:35 PM. One single blockage event was assumed.

** One blockage event began at 17:30:47PM and ended at 17:34:09PM followed by a second blockage event that began at 17:34:43PM and ending at 17:35:28PM. One single blockage event was assumed.

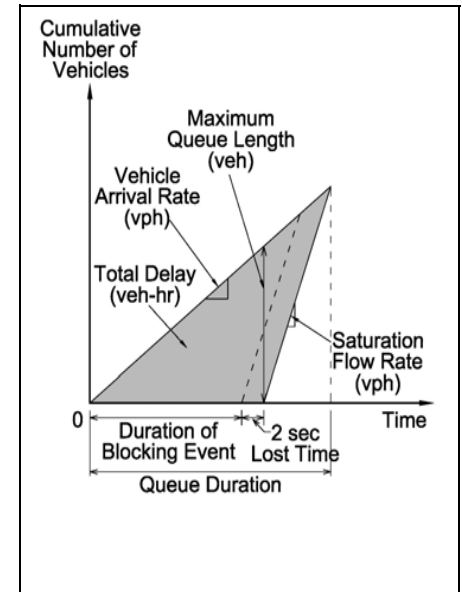
*** It was recorded that gate blockage event #1 lasted for 2,095 sec, #7 lasted for 378 sec, #8 lasted for 3,198 sec, #16 lasted for 397, #29 lasted for 1,128 sec, #32 lasted for 370 sec and #36 lasted for 729 sec.

For the purpose of this delay analysis, it was assumed these seven blockage events lasted for $(2 + 1 + (0.75) \cdot 3) \text{ min.} = 360 \text{ sec.}$

Street: San Antonio Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746932J Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 3.1%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Pre-empted Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: Yes
 No. of Critical Phases (Upstream) 3
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:19:36	124	a	2	30	0	0	0	0	2760	1	127	0.019
2	0:27:16	38	a	2	30	0	0	0	0	2760	0	40	0.002
3	0:29:16	68	a	2	30	0	0	0	0	2760	1	71	0.006
4**	0:36:49	270	a	2	30	0	0	0	0	2760	2	275	0.087
5	0:47:46	97	a	2	30	0	0	0	0	2760	1	100	0.011
6	0:58:33	162	a	2	30	0	0	0	0	2760	1	166	0.032
7	2:11:48	156	a	2	12	0	0	0	0	2760	1	159	0.012
8**	2:36:23	270	a	2	12	0	0	0	0	2760	1	273	0.034
9	3:00:38	209	a	2	15	0	0	0	0	2760	1	212	0.026
10	3:16:58	42	a	2	15	0	0	0	0	2760	0	44	0.001
11	3:21:18	91	a	2	15	0	0	0	0	2760	0	94	0.005
12	3:24:20	140	a	2	15	0	0	0	0	2760	1	143	0.012
13	3:34:50	232	a	2	15	0	0	0	0	2760	1	235	0.032
14	4:25:20	105	a	2	8	0	0	0	1	2760	0	107	0.004
15	4:51:39	52	a	2	8	0	0	0	1	2760	0	54	0.001
16	5:08:18	197	a	2	30	0	0	0	0	2760	2	201	0.046
17	5:21:29	71	e	2	30	0	0	0	0	2760	1	74	0.006
18	6:32:22	77	e	2	62	0	0	3	1	2760	1	81	0.016
19**	6:43:44	270	a/e	2	62	0	0	3	1	2760	5	279	0.193
20	7:21:20	67	e	2	140	1	0	15	0	2760	3	73	0.030
21	8:11:20	220	a	2	140	0	0	19	0	2760	10	236	0.321
22	8:45:35	202	e/a	2	140	0	0	19	0	2760	9	216	0.270
23	8:50:48	263	a	2	140	0	0	19	0	2760	12	281	0.457
24	9:13:45	80	a	2	162	1	0	15	0	2760	4	88	0.050
25	9:42:30	180	a	2	162	1	0	15	0	2760	9	195	0.244
26	10:05:03	75	a	2	176	0	0	8	0	2760	4	83	0.045
27	10:28:16	263	a	2	176	0	0	8	0	2760	14	284	0.534
28	11:16:55	100	a	2	201	1	1	12	0	2760	6	111	0.094
29	11:33:43	139	a	2	201	1	1	12	0	2760	8	153	0.179
30	12:24:38	42	a	2	202	0	1	8	0	2760	3	48	0.017
31	12:47:14	86	a	2	202	0	1	8	0	2760	5	95	0.068
32	13:04:32	106	a	2	195	0	1	11	0	2760	6	117	0.101
33	13:16:00	77	a	2	195	0	1	11	0	2760	5	85	0.054
34	13:22:23	266	a	2	195	0	1	11	0	2760	15	290	0.621
35**	13:42:42	270	a	2	195	0	1	11	0	2760	16	294	0.639
36	13:59:21	40	e	2	195	0	1	11	0	2760	2	45	0.015
37	14:09:51	181	a	2	247	1	0	2	0	2760	13	201	0.355



Street: San Antonio Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746932J Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 3.1%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Pre-empted Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: Yes
 No. of Critical Phases (Upstream) 3
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	15:11:45	142	a	2	250	0	0	1	0	2760	10	158	0.220
39	15:20:45	199	a	2	250	0	0	1	0	2760	14	221	0.430
40*	15:37:52	238	e/a	2	250	0	0	1	0	2760	17	264	0.614
41	16:02:21	225	a	2	295	0	0	1	0	2760	19	254	0.658
42	16:39:46	39	a	2	295	0	0	1	0	2760	3	46	0.022
43	17:01:13	35	e	2	321	0	0	1	0	2760	3	42	0.019
44	17:33:48	106	a	2	321	0	0	1	0	2760	10	122	0.164
45	17:39:18	36	e	2	321	0	0	1	0	2760	3	43	0.020
46	18:10:01	35	e	2	216	0	0	0	0	2760	2	40	0.012
47	18:18:02	144	a	2	216	0	0	0	0	2760	9	158	0.192
48	18:24:19	214	a	2	216	0	0	0	0	2760	13	234	0.421
49	18:48:52	35	e	2	216	0	0	0	0	2760	2	40	0.012
50	18:57:04	210	a	2	216	0	0	0	0	2760	13	230	0.406
51	19:10:30	150	a	2	237	0	0	0	0	2760	10	166	0.231
52	19:21:46	33	e	2	237	0	0	0	0	2760	2	38	0.012
53	19:56:42	131	a	2	237	0	0	0	0	2760	9	145	0.176
54	20:04:23	127	a	2	158	0	0	0	0	2760	6	137	0.108
55	20:59:18	88	a	2	158	0	0	0	0	2760	4	95	0.052
56	21:09:48	52	a	2	102	0	0	0	0	2760	2	56	0.012
57	21:23:43	139	a	2	102	0	0	0	0	2760	4	146	0.081
58	21:43:10	194	a	2	102	0	0	0	0	2760	6	204	0.157
59	21:54:43	77	a	2	102	0	0	0	0	2760	2	82	0.025
60	22:08:07	263	a	2	56	0	0	0	0	2760	4	270	0.155
61	23:04:47	105	a	2	31	0	0	1	0	2760	1	108	0.014
62	23:15:30	125	a	2	31	0	0	1	0	2760	1	128	0.020
63	23:33:07	80	a	2	31	0	0	1	0	2760	1	83	0.008
64	23:45:44	110	a	2	31	0	0	1	0	2760	1	113	0.016
65	23:57:30	270	a	2	31	0	0	1	0	2760	2	275	0.092
Total													16.949

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

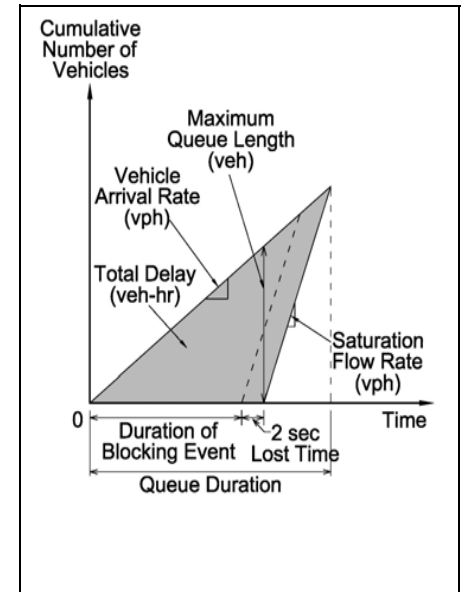
* One blockage event began at 15:37:52 PM and ended at 15:39:08 PM followed by a second blockage event that began at 15:39:17 PM and ended at 15:41:50 PM. One single blockage event was assumed.

** It was recorded that gate blockage event #4 lasted for 359 sec, #8 lasted for 653 sec, #19 lasted for 335 sec and #35 lasted for 338 sec For the purpose of this delay analysis, it was assumed these four blockage events lasted for $(2 + 1 + (0.5)*3)\text{min.} = 270 \text{ sec.}$

Street: San Antonio Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746932J Direction: Southbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 2.4%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Pre-empted Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: Yes
 g/C (Downstream) 0.2
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:19:36	124	a	2	22	0	0	0	0	1990	1	127	0.014
2	0:27:16	38	a	2	22	0	0	0	0	1990	0	40	0.001
3	0:29:16	68	a	2	22	0	0	0	0	1990	0	71	0.004
4**	0:36:49	270	a	2	22	0	0	0	0	1990	2	275	0.063
5	0:47:46	97	a	2	22	0	0	0	0	1990	1	100	0.008
6	0:58:33	162	a	2	22	0	0	0	0	1990	1	166	0.023
7	2:11:48	156	a	2	4	0	0	0	0	1990	0	158	0.004
8**	2:36:23	270	a	2	4	0	0	0	0	1990	0	273	0.011
9	3:00:38	209	a	2	12	0	0	0	0	1990	1	212	0.021
10	3:16:58	42	a	2	12	0	0	0	0	1990	0	44	0.001
11	3:21:18	91	a	2	12	0	0	0	0	1990	0	94	0.004
12	3:24:20	140	a	2	12	0	0	0	0	1990	0	143	0.009
13	3:34:50	232	a	2	12	0	0	0	0	1990	1	235	0.025
14	4:25:20	105	a	2	31	0	0	0	0	1990	1	109	0.014
15	4:51:39	52	a	2	31	0	0	0	0	1990	0	55	0.004
16	5:08:18	197	a	2	57	0	0	0	0	1990	3	205	0.090
17	5:21:29	71	e	2	57	0	0	0	0	1990	1	75	0.012
18	6:32:22	77	e	2	91	0	0	7	1	1990	2	83	0.025
19**	6:43:44	270	a/e	2	91	0	0	7	1	1990	7	286	0.297
20	7:21:20	67	e	2	155	0	0	10	0	1990	3	75	0.033
21	8:11:20	220	a	2	166	0	0	15	0	1990	11	244	0.378
22	8:45:35	202	e/a	2	166	0	0	15	0	1990	10	224	0.319
23	8:50:48	263	a	2	166	0	0	15	0	1990	13	292	0.540
24	9:13:45	80	a	2	234	0	2	4	0	1990	5	93	0.071
25	9:42:30	180	a	2	234	0	2	4	0	1990	12	207	0.349
26	10:05:03	75	a	2	193	0	0	8	0	1990	4	86	0.051
27	10:28:16	263	a	2	193	0	0	8	0	1990	15	295	0.606
28	11:16:55	100	a	2	257	0	0	13	0	1990	8	118	0.125
29	11:33:43	139	a	2	257	0	0	13	0	1990	11	163	0.239
30	12:24:38	42	a	2	276	0	2	12	0	1990	4	52	0.026
31	12:47:14	86	a	2	276	0	2	12	0	1990	7	103	0.101
32	13:04:32	106	a	2	226	0	1	10	0	1990	7	123	0.121
33	13:16:00	77	a	2	226	0	1	10	0	1990	5	90	0.065
34	13:22:23	266	a	2	226	0	1	10	0	1990	18	304	0.745
35**	13:42:42	270	a	2	226	0	1	10	0	1990	18	309	0.768
36	13:59:21	40	e	2	226	0	1	10	0	1990	3	48	0.018
37	14:09:51	181	a	2	279	0	0	1	0	1990	14	213	0.421



Street: San Antonio Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746932J Direction: Southbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 2.4%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Pre-empted Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Single-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: Yes
 g/C (Downstream) 0.2
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	15:11:45	142	a	2	278	0	0	2	0	1990	11	168	0.261
39	15:20:45	199	a	2	278	0	0	2	0	1990	16	234	0.508
40*	15:37:52	238	e/a	2	278	0	0	2	0	1990	19	279	0.723
41	16:02:21	225	a	2	313	0	1	1	1	1990	20	270	0.747
42	16:39:46	39	a	2	313	0	1	1	1	1990	4	49	0.024
43	17:01:13	35	e	2	306	0	0	1	0	1990	3	44	0.019
44	17:33:48	106	a	2	306	0	0	1	0	1990	9	128	0.164
45	17:39:18	36	e	2	306	0	0	1	0	1990	3	45	0.020
46	18:10:01	35	e	2	246	0	0	0	0	1990	3	42	0.015
47	18:18:02	144	a	2	246	0	0	0	0	1990	10	167	0.231
48	18:24:19	214	a	2	246	0	0	0	0	1990	15	246	0.504
49	18:48:52	35	e	2	246	0	0	0	0	1990	3	42	0.015
50	18:57:04	210	a	2	246	0	0	0	0	1990	14	242	0.487
51	19:10:30	150	a	2	252	0	0	0	0	1990	11	174	0.257
52	19:21:46	33	e	2	252	0	0	0	0	1990	2	40	0.014
53	19:56:42	131	a	2	252	0	0	0	0	1990	9	152	0.197
54	20:04:23	127	a	2	204	0	0	1	0	1990	7	144	0.147
55	20:59:18	88	a	2	204	0	0	1	0	1990	5	100	0.071
56	21:09:48	52	a	2	119	0	0	0	0	1990	2	57	0.014
57	21:23:43	139	a	2	119	0	0	0	0	1990	5	150	0.097
58	21:43:10	194	a	2	119	0	0	0	0	1990	6	208	0.187
59	21:54:43	77	a	2	119	0	0	0	0	1990	3	84	0.030
60	22:08:07	263	a	2	81	0	0	0	0	1990	6	276	0.229
61	23:04:47	105	a	2	33	0	0	0	0	1990	1	109	0.015
62	23:15:30	125	a	2	33	0	0	0	0	1990	1	129	0.021
63	23:33:07	80	a	2	33	0	0	0	0	1990	1	83	0.009
64	23:45:44	110	a	2	33	0	0	0	0	1990	1	114	0.016
65	23:57:30	270	a	2	33	0	0	0	0	1990	2	277	0.096
Total													20.222

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

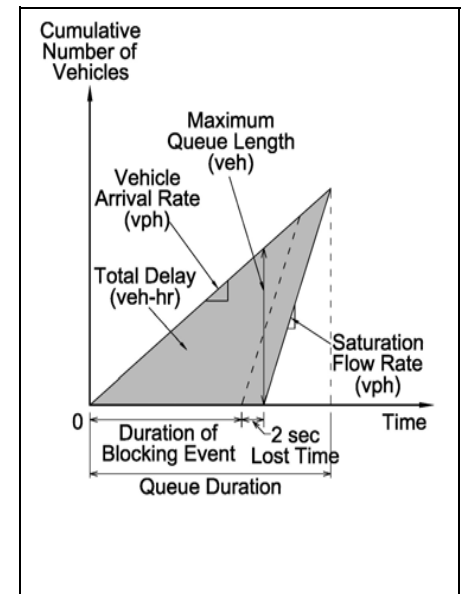
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One blockage event began at 15:37:52 PM and ended at 15:39:08 PM followed by a second blockage event that began at 15:39:17 PM and ended at 15:41:50 PM. One single blockage event was assumed.

** It was recorded that gate blockage event #4 lasted for 359 sec, #8 lasted for 653 sec, #19 lasted for 335 sec and #35 lasted for 338 sec For the purpose of this delay analysis, it was assumed these four blockage events lasted for $(2 + 1 + (0.5) \times 3) \text{min.} = 270 \text{ sec.}$

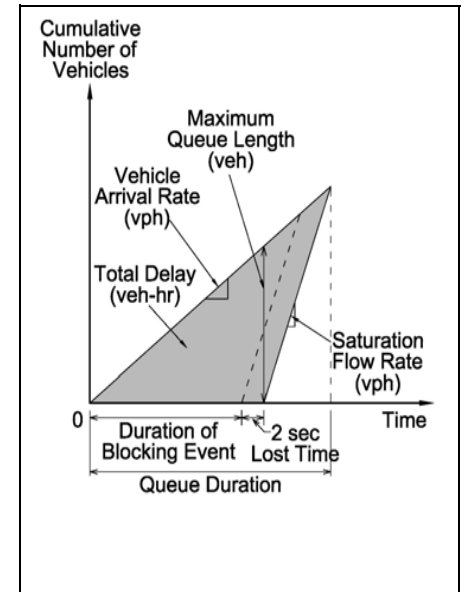
Street:	Walnut Grove Ave @ Alhambra Subdivision Crossing		
Crossing Number:	746884W	Direction:	Northbound
Nearest Cross Street:	Clanton St	Daily % Heavy Vehicles:	1.0%
Location:	Rosemead/LA County	No. of Lanes:	2
Type of Crossing:	Isolated	Freight Activity Increase:	228%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Trackd)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
 Note: Percent of daily heavy vehicles based on observation and percent daily heavy vehicle data from other similar roadways in the area.

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

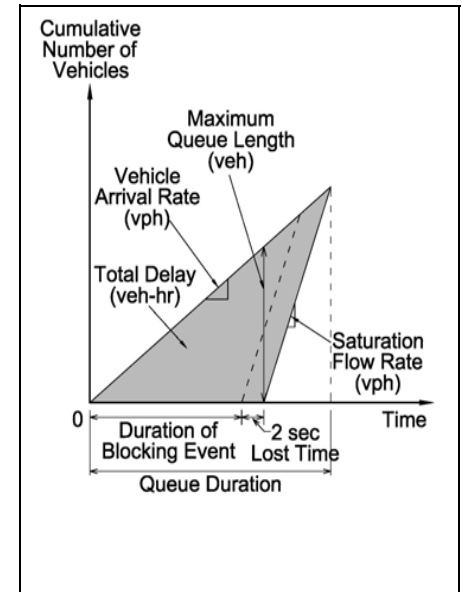
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: Percent of daily heavy vehicles based on observation and percent daily heavy vehicle data from other similar roadways in the area.

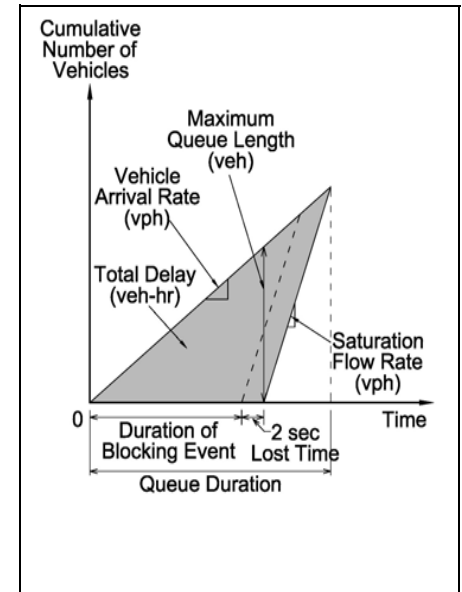
Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream)	2
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

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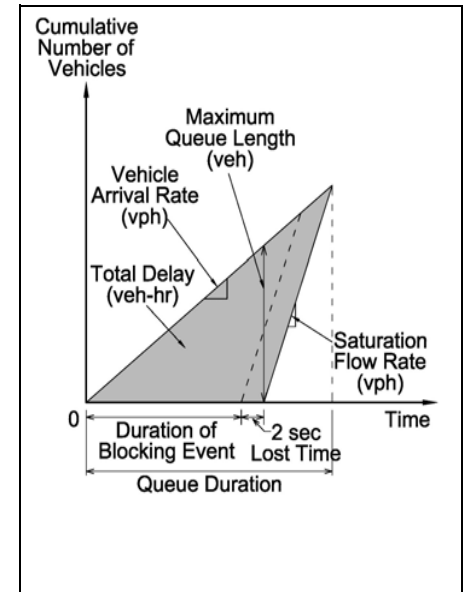
Street:	Encinita Ave @ Alhambra Subdivision Crossing		
Crossing Number:	746886K	Direction:	Southbound
Nearest Cross Street:	Lower Azusa Rd	Daily % Heavy Vehicles:	0.5%
Location:	Temple City/Rosemead	No. of Lanes:	1
Type of Crossing:	Pre-empted	Freight Activity Increase:	228%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.3
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

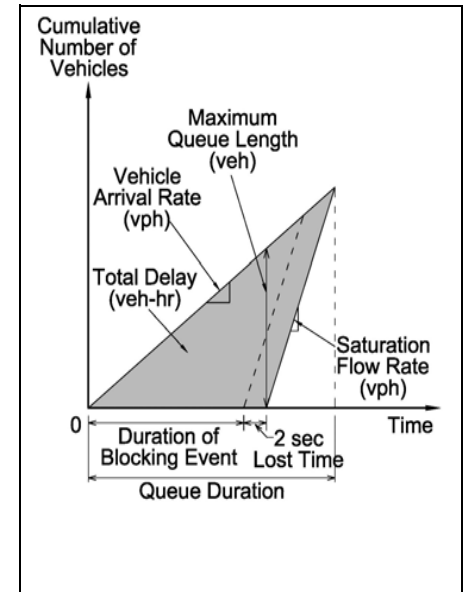
- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.7
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

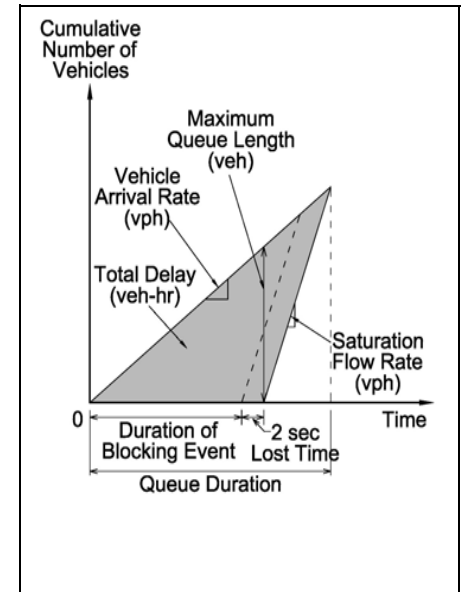
- Page 346

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream)	2
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

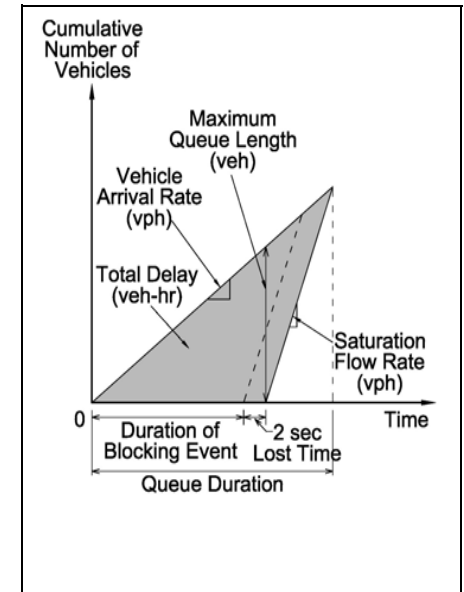
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Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

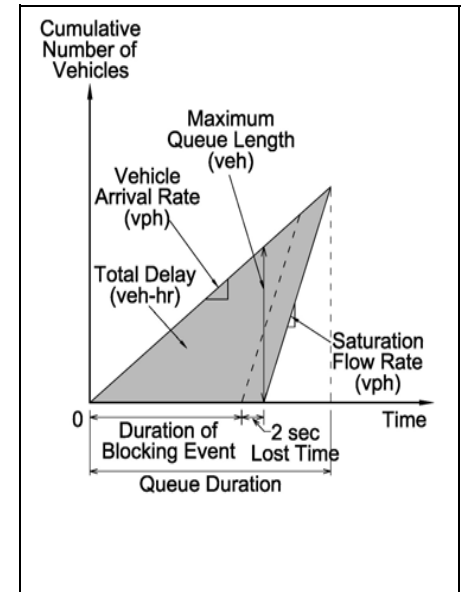
- Page 348

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

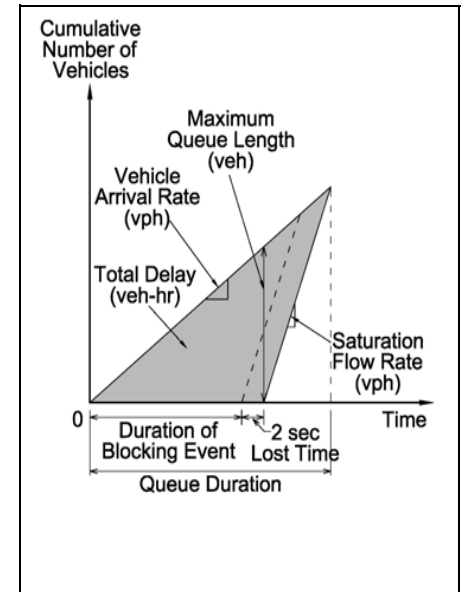
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Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

[illegible]

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Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

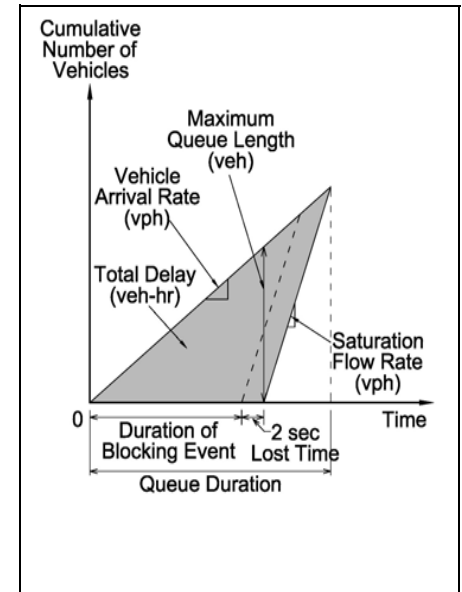
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Street: Tyler Ave @ Alhambra Subdivision Crossing
 Crossing Number: 746893V Direction: Northbound
 Nearest Cross Street: Railroad St/Kauffman St Daily % Heavy Vehicles: 1.0%
 Location: El Monte No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 228%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.059
 2009-2025 Growth Rate (Heavy Vehicles) 1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:34:53	67	a	2	21	0	0	0	0	3370	0	69	0.004
2	5:17:28	60	e	2	66	0	3	0	0	3370	1	63	0.010
3	5:55:55	66	e	2	66	0	3	0	0	3370	1	69	0.012
4	6:24:22	142	e	2	158	0	2	2	0	3370	6	151	0.136
5	6:38:34	59	e	2	158	0	2	2	0	3370	3	64	0.024
6	6:59:26	58	e	2	158	0	2	2	0	3370	3	63	0.024
7	7:18:18	68	e	2	290	0	2	1	1	3370	6	77	0.061
8	7:35:26	58	e	2	290	0	2	1	1	3370	5	66	0.045
9	7:55:19	55	e	2	290	0	2	1	1	3370	5	62	0.040
10	8:12:30	184	e	2	302	0	4	2	0	3370	16	205	0.453
11	8:16:54	87	d	2	302	0	4	2	0	3370	8	98	0.104
12	9:12:15	65	b	2	276	0	2	2	0	3370	5	73	0.053
13	9:14:27	62	e	2	276	0	2	2	0	3370	5	70	0.048
14	9:19:44	167	d	2	276	0	2	2	0	3370	13	184	0.336
15	9:29:48	42	e	2	276	0	2	2	0	3370	3	48	0.023
16	9:31:32	126	a	2	276	0	2	2	0	3370	10	140	0.194
17	10:29:26	127	e	2	303	1	2	3	0	3370	11	142	0.218
18	10:55:59	56	e	2	303	1	2	3	0	3370	5	64	0.044
19	11:20:14	89	d	2	362	0	3	2	0	3370	9	102	0.131
20	11:38:10	155	e	2	362	0	3	2	0	3370	16	176	0.391
21	12:07:55	50	e	2	442	0	1	1	0	3370	6	60	0.053
22	12:39:20	168	a/e	2	442	0	1	1	0	3370	21	196	0.571
23	13:04:04	69	e	2	356	1	2	2	0	3370	7	80	0.079
24	13:38:15	132	e	2	356	1	2	2	0	3370	13	150	0.280
25	14:03:11	60	e	2	398	1	2	3	0	3370	7	70	0.068
26	14:39:01	150	e	2	398	1	2	3	0	3370	17	173	0.410
27	14:53:29	41	b	2	398	1	2	3	0	3370	5	49	0.033
28	15:03:02	94	e	2	439	1	3	0	0	3370	12	111	0.182
29	15:37:16	149	e	2	439	1	3	0	0	3370	19	174	0.449
30	16:06:14	68	e	2	511	0	3	0	0	3370	10	83	0.115
31	16:09:04	167	e	2	511	0	3	0	0	3370	24	199	0.667
32	16:12:45	69	a	2	511	0	3	0	0	3370	10	84	0.118
33	16:37:54	144	e	2	511	0	3	0	0	3370	21	172	0.498
34	16:59:03	145	e	2	511	0	3	0	0	3370	21	173	0.504
35	17:11:01	67	e	2	554	0	1	0	0	3370	11	83	0.123
36	17:19:38	168	e	2	554	0	1	0	0	3370	26	204	0.743
37	17:38:42	156	e	2	554	0	1	0	0	3370	24	189	0.639



Street: Tyler Ave @ Alhambra Subdivision Crossing
 Crossing Number: 746893V Direction: Northbound
 Nearest Cross Street: Railroad St/Kauffman St Daily % Heavy Vehicles: 1.0%
 Location: El Monte No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 228%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.059
 2009-2025 Growth Rate (Heavy Vehicles) 1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	17:59:17	159	e	2	554	0	1	0	0	3370	25	193	0.665
39	18:10:37	67	e	2	506	0	2	0	0	3370	10	81	0.110
40	18:18:15	23	d	2	506	0	2	0	0	3370	4	29	0.014
41	18:18:44	156	e	2	506	0	2	0	0	3370	22	186	0.576
42	19:02:46	117	a	2	378	0	5	0	0	3370	13	134	0.236
43	19:17:06	140	e	2	378	0	5	0	0	3370	15	160	0.336
44	19:29:35	55	e	2	378	0	5	0	0	3370	6	64	0.054
45	20:17:51	60	e	2	233	0	1	0	0	3370	4	67	0.038
46	20:18:58	171	e	2	233	0	1	0	0	3370	11	186	0.290
47	20:23:37	99	a	2	233	0	1	0	0	3370	7	109	0.099
48	21:18:22	144	e	2	218	0	0	0	0	3370	9	156	0.192
49	23:46:25	93	a	2	80	0	0	0	0	3370	2	97	0.028
Total													24.244

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

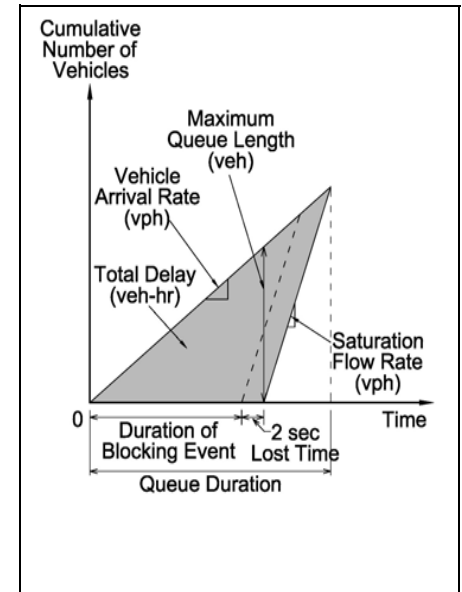
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

Street: Tyler Ave @ Alhambra Subdivision Crossing
 Crossing Number: 746893V Direction: Southbound
 Nearest Cross Street: Railroad St/Kauffman St Daily % Heavy Vehicles: 1.3%
 Location: El Monte No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 228%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.059
 2009-2025 Growth Rate (Heavy Vehicles) 1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:34:53	67	a	2	10	0	0	0	0	3360	0	69	0.002
2	5:17:28	60	e	2	126	0	3	0	0	3360	2	64	0.020
3	5:55:55	66	e	2	126	0	3	0	0	3360	2	71	0.024
4	6:24:22	142	e	2	181	0	2	0	0	3360	7	152	0.155
5	6:38:34	59	e	2	181	0	2	0	0	3360	3	65	0.028
6	6:59:26	58	e	2	181	0	2	0	0	3360	3	63	0.027
7	7:18:18	68	e	2	502	3	6	0	1	3360	10	83	0.115
8	7:35:26	58	e	2	502	3	6	0	1	3360	9	71	0.084
9	7:55:19	55	e	2	502	3	6	0	1	3360	8	67	0.075
10	8:12:30	184	e	2	433	2	4	0	0	3360	23	214	0.674
11	8:16:54	87	d	2	433	2	4	0	0	3360	11	102	0.154
12	9:12:15	65	b	2	338	0	4	3	0	3360	6	75	0.067
13	9:14:27	62	e	2	338	0	4	3	0	3360	6	71	0.060
14	9:19:44	167	d	2	338	0	4	3	0	3360	16	188	0.423
15	9:29:48	42	e	2	338	0	4	3	0	3360	4	49	0.029
16	9:31:32	126	a	2	338	0	4	3	0	3360	12	143	0.244
17	10:29:26	127	e	2	330	0	3	2	0	3360	12	143	0.238
18	10:55:59	56	e	2	330	0	3	2	0	3360	5	64	0.048
19	11:20:14	89	d	2	374	0	0	1	0	3360	9	102	0.134
20	11:38:10	155	e	2	374	0	0	1	0	3360	16	177	0.402
21	12:07:55	50	e	2	451	0	2	0	0	3360	7	60	0.055
22	12:39:20	168	a/e	2	451	0	2	0	0	3360	21	196	0.582
23	13:04:04	69	e	2	388	0	3	3	0	3360	8	80	0.086
24	13:38:15	132	e	2	388	0	3	3	0	3360	15	152	0.310
25	14:03:11	60	e	2	373	1	2	1	0	3360	6	70	0.063
26	14:39:01	150	e	2	373	1	2	1	0	3360	16	171	0.378
27	14:53:29	41	b	2	373	1	2	1	0	3360	5	48	0.030
28	15:03:02	94	e	2	393	3	5	2	0	3360	11	109	0.163
29	15:37:16	149	e	2	393	3	5	2	0	3360	17	172	0.404
30	16:06:14	68	e	2	361	0	3	1	0	3360	7	79	0.078
31	16:09:04	167	e	2	361	0	3	1	0	3360	17	190	0.452
32	16:12:45	69	a	2	361	0	3	1	0	3360	7	80	0.080
33	16:37:54	144	e	2	361	0	3	1	0	3360	15	164	0.337
34	16:59:03	145	e	2	361	0	3	1	0	3360	15	165	0.342
35	17:11:01	67	e	2	437	0	4	0	0	3360	8	79	0.093
36	17:19:38	168	e	2	437	0	4	0	0	3360	21	196	0.567
37	17:38:42	156	e	2	437	0	4	0	0	3360	19	182	0.489



Street: Tyler Ave @ Alhambra Subdivision Crossing
 Crossing Number: 746893V Direction: Southbound
 Nearest Cross Street: Railroad St/Kauffman St Daily % Heavy Vehicles: 1.3%
 Location: El Monte No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 228%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.059
 2009-2025 Growth Rate (Heavy Vehicles) 1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	17:59:17	159	e	2	437	0	4	0	0	3360	20	185	0.507
39	18:10:37	67	e	2	395	0	3	0	0	3360	8	78	0.083
40	18:18:15	23	d	2	395	0	3	0	0	3360	3	28	0.011
41	18:18:44	156	e	2	395	0	3	0	0	3360	17	179	0.434
42	19:02:46	117	a	2	266	0	3	1	0	3360	9	129	0.160
43	19:17:06	140	e	2	266	0	3	1	0	3360	11	154	0.228
44	19:29:35	55	e	2	266	0	3	1	0	3360	4	62	0.037
45	20:17:51	60	e	2	197	0	4	0	0	3360	3	66	0.032
46	20:18:58	171	e	2	197	0	4	0	0	3360	10	184	0.247
47	20:23:37	99	a	2	197	0	4	0	0	3360	6	107	0.084
48	21:18:22	144	e	2	195	0	0	0	0	3360	8	155	0.170
49	23:46:25	93	a	2	49	0	0	0	0	3360	1	96	0.017
Total													23.663

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

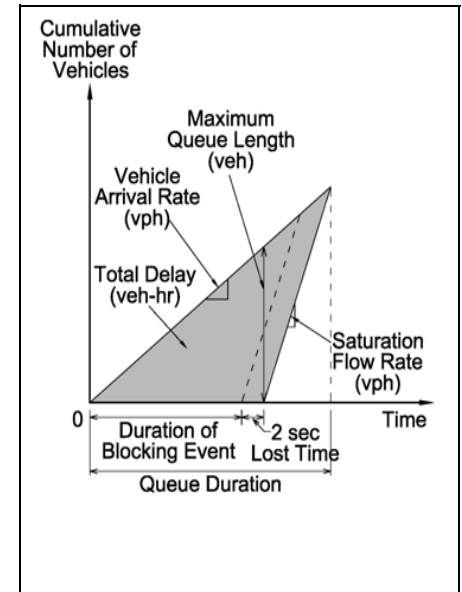
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

Street: Cogswell Rd @ Alhambra Subdivision Crossing
 Crossing Number: 746898E Direction: Northbound
 Nearest Cross Street: Clora Pl Daily % Heavy Vehicles: 1.1%
 Location: El Monte No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 228%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.059
 2009-2025 Growth Rate (Heavy Vehicles) 1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:32:24	63	a	2	22	0	0	0	0	1680	0	66	0.004
2	5:14:45	53	e	2	41	0	2	0	0	1680	1	56	0.005
3	5:53:21	45	e	2	41	0	2	0	0	1680	1	48	0.004
4	6:26:15	40	e	2	103	2	2	0	0	1680	1	45	0.008
5	6:35:50	45	e	2	103	2	2	0	0	1680	1	50	0.010
6	6:56:47	47	e	2	103	2	2	0	0	1680	1	52	0.011
7	7:15:34	42	e	2	296	6	2	0	0	1680	4	54	0.028
8	7:32:51	42	e	2	296	6	2	0	0	1680	4	54	0.028
9	7:52:49	40	e	2	296	6	2	0	0	1680	4	51	0.025
10	8:11:52	40	e	2	175	0	2	1	0	1680	2	47	0.014
11	8:16:34	51	e	2	175	0	2	1	0	1680	3	59	0.021
12	9:09:50	42	b	2	175	0	2	0	0	1680	2	49	0.015
13	9:11:50	40	e	2	175	0	2	0	0	1680	2	47	0.013
14	9:30:17	48	e	2	175	0	2	0	0	1680	2	56	0.019
15	9:31:42	140	a	2	175	0	2	0	0	1680	7	159	0.154
16	10:31:05	42	e	2	189	2	2	0	0	1680	2	50	0.016
17	10:53:11	53	e	2	189	2	2	0	0	1680	3	62	0.025
18	11:40:15	40	e	2	220	0	2	1	0	1680	3	48	0.017
19	12:05:17	40	e	2	276	0	2	0	0	1680	3	50	0.023
20	12:36:46	73	a/e	2	276	0	2	0	0	1680	6	90	0.072
21	12:41:40	39	e	2	276	0	2	0	0	1680	3	49	0.022
22	13:01:32	42	e	2	308	0	7	0	0	1680	4	54	0.029
23	13:39:55	51	e	2	308	0	7	0	0	1680	5	65	0.042
24	14:00:36	41	e	2	352	2	2	0	0	1680	4	55	0.032
25	14:41:01	44	e	2	352	2	2	0	0	1680	5	58	0.037
26	14:53:30	43	b	2	352	2	2	0	0	1680	4	57	0.035
27	15:00:31	39	e	2	347	1	1	0	0	1680	4	52	0.029
28	15:39:14	43	e	2	347	1	1	0	0	1680	4	57	0.035
29	16:03:43	41	e	2	401	0	2	1	0	1680	5	57	0.038
30*	16:10:24	130	a/e	2	401	0	2	1	0	1680	15	174	0.358
31	16:39:53	47	e	2	401	0	2	1	0	1680	5	65	0.050
32	17:01:04	41	e	2	453	0	2	0	0	1680	5	59	0.045
33	17:22:37	47	e	2	453	0	2	0	0	1680	6	67	0.058
34	17:40:50	48	e	2	453	0	2	0	0	1680	6	69	0.061
35	18:01:30	51	e	2	457	0	2	0	0	1680	7	73	0.069
36	18:08:08	36	e	2	457	0	2	0	0	1680	5	52	0.035
37	18:21:13	49	e	2	457	0	2	0	0	1680	7	70	0.063



Street:	Cogswell Rd @ Alhambra Subdivision Crossing		
Crossing Number:	746898E	Direction:	Northbound
Nearest Cross Street:	Clara Pl	Daily % Heavy Vehicles:	1.1%
Location:	El Monte	No. of Lanes:	1
Type of Crossing:	Isolated	Freight Activity Increase	228%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	19:00:21	115	a	2	359	0	2	0	0	1680	12	149	0.243
39	19:18:55	53	e	2	359	0	2	0	0	1680	6	70	0.054
40	19:27:05	38	e	2	359	0	2	0	0	1680	4	51	0.028
41	20:14:57	43	e	2	310	0	2	0	0	1680	4	55	0.030
42	20:21:11	88	a	2	310	0	2	0	0	1680	8	111	0.120
43	21:20:22	41	e	2	217	0	0	0	0	1680	3	49	0.018
44	23:43:43	93	a	2	66	0	0	0	0	1680	2	99	0.024
Total													4.290

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

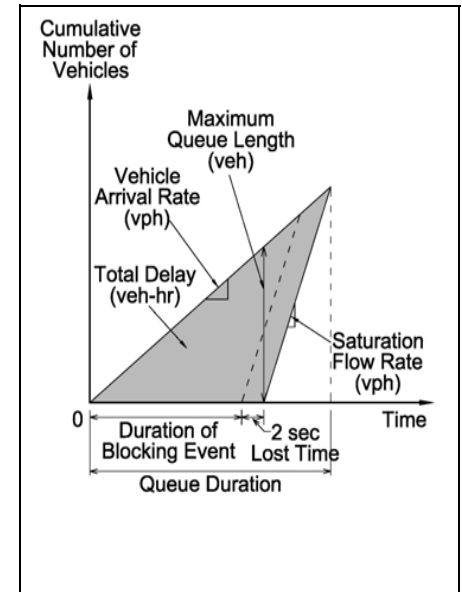
* One blockage event began at 16:10:24 PM and ended at 16:11:34 PM followed by a second blockage event that began at 16:11:46 PM and ended at 16:12:34 PM. One single blockage event was assumed.

Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

Street: Cogswell Rd @ Alhambra Subdivision Crossing
 Crossing Number: 746898E Direction: Southbound
 Nearest Cross Street: Clora Pl Daily % Heavy Vehicles: 1.0%
 Location: El Monte No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 228%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.059
 2009-2025 Growth Rate (Heavy Vehicles) 1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:32:24	63	a	2	31	0	0	0	0	1680	1	66	0.005
2	5:14:45	53	e	2	90	0	0	0	0	1680	1	58	0.011
3	5:53:21	45	e	2	90	0	0	0	0	1680	1	50	0.008
4	6:26:15	40	e	2	223	0	2	0	0	1680	3	48	0.018
5	6:35:50	45	e	2	223	0	2	0	0	1680	3	54	0.022
6	6:56:47	47	e	2	223	0	2	0	0	1680	3	57	0.024
7	7:15:34	42	e	2	514	3	2	0	0	1680	6	64	0.056
8	7:32:51	42	e	2	514	3	2	0	0	1680	6	64	0.056
9	7:52:49	40	e	2	514	3	2	0	0	1680	6	61	0.051
10	8:11:52	40	e	2	363	3	1	1	0	1680	4	54	0.032
11	8:16:34	51	e	2	363	3	1	1	0	1680	5	68	0.051
12	9:09:50	42	b	2	290	0	1	0	0	1680	4	53	0.026
13	9:11:50	40	e	2	290	0	1	0	0	1680	3	51	0.024
14	9:30:17	48	e	2	290	0	1	0	0	1680	4	60	0.034
15	9:31:42	140	a	2	290	0	1	0	0	1680	11	172	0.274
16	10:31:05	42	e	2	264	2	2	0	1	1680	3	52	0.024
17	10:53:11	53	e	2	264	2	2	0	1	1680	4	65	0.037
18	11:40:15	40	e	2	266	2	2	0	0	1680	3	50	0.022
19	12:05:17	40	e	2	290	0	2	1	0	1680	3	51	0.024
20	12:36:46	73	a/e	2	290	0	2	1	0	1680	6	91	0.077
21	12:41:40	39	e	2	290	0	2	1	0	1680	3	50	0.023
22	13:01:32	42	e	2	282	0	3	0	0	1680	3	53	0.026
23	13:39:55	51	e	2	282	0	3	0	0	1680	4	64	0.037
24	14:00:36	41	e	2	382	1	4	0	0	1680	5	56	0.036
25	14:41:01	44	e	2	382	1	4	0	0	1680	5	60	0.041
26	14:53:30	43	b	2	382	1	4	0	0	1680	5	58	0.039
27	15:00:31	39	e	2	303	2	2	0	0	1680	3	50	0.024
28	15:39:14	43	e	2	303	2	2	0	0	1680	4	55	0.029
29	16:03:43	41	e	2	316	0	1	2	0	1680	4	53	0.028
30*	16:10:24	130	a/e	2	316	0	1	2	0	1680	12	163	0.265
31	16:39:53	47	e	2	316	0	1	2	0	1680	4	60	0.036
32	17:01:04	41	e	2	340	0	2	0	0	1680	4	54	0.031
33	17:22:37	47	e	2	340	0	2	0	0	1680	5	62	0.040
34	17:40:50	48	e	2	340	0	2	0	0	1680	5	63	0.042
35	18:01:30	51	e	2	321	0	2	0	0	1680	5	66	0.044
36	18:08:08	36	e	2	321	0	2	0	0	1680	3	47	0.022
37	18:21:13	49	e	2	321	0	2	0	0	1680	5	63	0.040



Street:	Cogswell Rd @ Alhambra Subdivision Crossing		
Crossing Number:	746898E	Direction:	Southbound
Nearest Cross Street:	Clora Pl	Daily % Heavy Vehicles:	1.0%
Location:	El Monte	No. of Lanes:	1
Type of Crossing:	Isolated	Freight Activity Increase	228%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.059
2009-2025 Growth Rate (Heavy Vehicles)	1.059

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	19:00:21	115	a	2	363	1	1	0	0	1680	12	149	0.245
39	19:18:55	53	e	2	363	1	1	0	0	1680	6	70	0.054
40	19:27:05	38	e	2	363	1	1	0	0	1680	4	51	0.029
41	20:14:57	43	e	2	235	0	3	0	0	1680	3	52	0.021
42	20:21:11	88	a	2	235	0	3	0	0	1680	6	105	0.087
43	21:20:22	41	e	2	148	0	2	0	0	1680	2	47	0.012
44	23:43:43	93	a	2	51	0	0	0	0	1680	1	98	0.018
Total													4.359

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One blockage event began at 16:10:24 PM and ended at 16:11:34 PM followed by a second blockage event that began at 16:11:46 PM and ended at 16:12:34 PM. One single blockage event was assumed.

Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

Street: Temple Ave @ Alhambra Subdivision Crossing

Crossing Number: 746903Y Direction: Northbound

Nearest Cross Street: Valley Blvd Daily % Heavy Vehicles: 7.0%

Location: Industry/LA County No. of Lanes: 2

Type of Crossing: Pre-empted Freight Activity Increase: 228%

Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: Yes

No. of Critical Phases (Upstream): 4

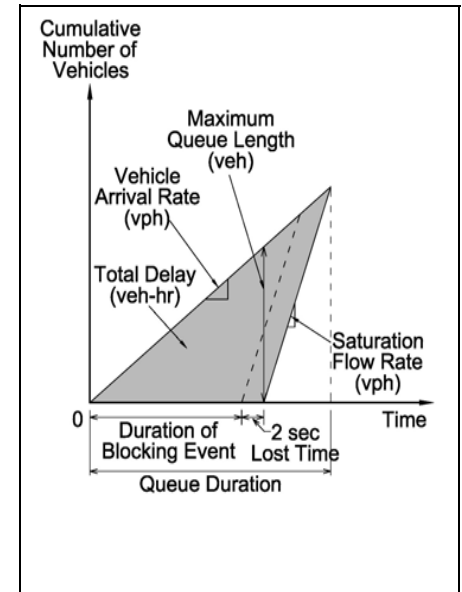
Traffic Signal Downstream: No

g/C (Downstream): N/A

2009-2025 Growth Rate (Other Vehicles & Buses): 1.067

2009-2025 Growth Rate (Heavy Vehicles): 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:33:18	63	a	2	97	0	0	22	1	2520	2	68	0.020
2	1:44:28	63	a	2	97	0	0	22	1	2520	2	68	0.020
3	1:53:02	39	a	2	97	0	0	22	1	2520	1	43	0.008
4	5:15:53	41	e	2	363	0	0	36	0	2520	5	51	0.034
5	5:54:18	43	e	2	363	0	0	36	0	2520	5	53	0.037
6	6:29:46	44	e	2	534	2	0	50	0	2520	7	60	0.062
7	6:36:45	44	e	2	534	2	0	50	0	2520	7	60	0.062
8	6:57:40	47	e	2	534	2	0	50	0	2520	8	64	0.071
9	7:16:27	47	e	2	599	0	0	52	3	2520	9	66	0.082
10	7:33:51	45	e	2	599	0	0	52	3	2520	9	63	0.075
11	7:53:48	43	e	2	599	0	0	52	3	2520	8	61	0.069
12	8:12:57	39	e	2	671	0	0	52	1	2520	8	58	0.066
13	8:20:22	41	e	2	671	0	0	52	1	2520	9	60	0.072
14	9:10:57	39	b	2	606	0	0	59	2	2520	8	56	0.059
15	9:12:50	42	e	2	606	0	0	59	2	2520	8	60	0.068
16	9:33:56	36	e	2	606	0	0	59	2	2520	7	52	0.051
17	9:35:37	162	a	2	606	0	0	59	2	2520	30	223	0.941
18	9:40:42	55	a	2	606	0	0	59	2	2520	11	78	0.114
19	10:12:10	54	a	2	486	0	0	50	2	2520	8	71	0.083
20	10:17:32	41	a	2	486	0	0	50	2	2520	6	55	0.049
21	10:19:30	28	a	2	486	0	0	50	2	2520	4	38	0.024
22	10:34:45	41	e	2	486	0	0	50	2	2520	6	55	0.049
23	10:54:01	48	e	2	486	0	0	50	2	2520	7	64	0.066
24	11:13:30	58	c	2	495	0	0	60	3	2520	9	77	0.099
25	11:19:03	76	a	2	495	0	0	60	3	2520	12	100	0.168
26	11:31:50	61	a	2	495	0	0	60	3	2520	10	81	0.110
27	11:43:48	41	e	2	495	0	0	60	3	2520	7	55	0.051
28	12:06:08	107	e	2	568	0	0	42	2	2520	19	144	0.371
29	12:37:16	88	a	2	568	0	0	42	2	2520	15	119	0.253
30	12:45:15	95	e	2	568	0	0	42	2	2520	16	128	0.293
31	13:02:38	36	e	2	595	0	1	56	0	2520	7	51	0.049
32	13:43:32	38	e	2	595	0	1	56	0	2520	7	54	0.054
33	14:01:36	41	e	2	719	0	0	52	6	2520	9	62	0.080
34	14:41:40	213	e	2	719	0	0	52	6	2520	46	311	2.004
35	14:56:55	45	b	2	719	0	0	52	6	2520	10	68	0.096
36	15:01:40	35	e	2	1012	0	1	47	1	2520	11	64	0.097
37	15:42:52	36	e	2	1012	0	1	47	1	2520	11	66	0.103



Street: Temple Ave @ Alhambra Subdivision Crossing
 Crossing Number: 746903Y Direction: Northbound
 Nearest Cross Street: Valley Blvd Daily % Heavy Vehicles: 7.0%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Pre-empted Freight Activity Increase 228%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: Yes
 No. of Critical Phases (Upstream) 4
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.067
 2009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	16:04:47	38	e	2	1047	0	1	25	1	2520	12	70	0.116
39	16:11:25	70	a	2	1047	0	1	25	1	2520	21	125	0.373
40	16:15:25	35	e	2	1047	0	1	25	1	2520	11	64	0.098
41	16:43:39	37	e	2	1047	0	1	25	1	2520	12	68	0.110
42	17:04:45	35	e	2	1154	0	0	35	0	2520	12	70	0.119
43	17:07:48	48	e	2	1154	0	0	35	0	2520	17	95	0.218
44	17:26:23	39	e	2	1154	0	0	35	0	2520	14	78	0.147
45	17:44:30	38	e	2	1154	0	0	35	0	2520	13	76	0.139
46	18:05:15	55	e	2	1030	0	0	27	0	2520	17	98	0.228
47	18:09:00	40	e	2	1030	0	0	27	0	2520	12	72	0.123
48	18:25:00	40	e	2	1030	0	0	27	0	2520	12	72	0.123
49	19:01:23	104	a	2	670	0	0	33	0	2520	21	147	0.423
50	19:22:54	50	e	2	670	0	0	33	0	2520	10	72	0.102
51	19:28:15	33	e	2	670	0	0	33	0	2520	7	49	0.047
52	20:15:57	42	e	2	414	0	0	25	0	2520	5	53	0.039
53	20:22:00	71	a	2	414	0	0	25	0	2520	9	88	0.109
54	20:25:32	39	e	2	414	0	0	25	0	2520	5	50	0.035
55	20:56:08	118	a	2	414	0	0	25	0	2520	15	145	0.295
56	21:04:00	96	a	2	374	0	0	35	1	2520	11	117	0.181
57	23:44:20	95	a	2	193	0	0	18	0	2520	6	106	0.084
Total													16.766

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

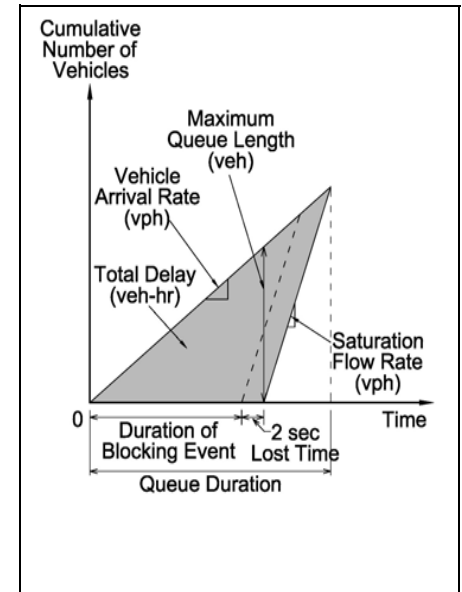
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

Street: Temple Ave @ Alhambra Subdivision Crossing
 Crossing Number: 746903Y Direction: Southbound
 Nearest Cross Street: Valley Blvd Daily % Heavy Vehicles: 5.8%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Pre-empted Freight Activity Increase 228%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: Yes
 g/C (Downstream) 0.5
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.067
 2009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	1:33:18	63	a	2	90	0	0	25	0	2410	2	68	0.020
2	1:44:28	63	a	2	90	0	0	25	0	2410	2	68	0.020
3	1:53:02	39	a	2	90	0	0	25	0	2410	1	43	0.008
4	5:15:53	41	e	2	700	0	0	39	1	2410	9	62	0.076
5	5:54:18	43	e	2	700	0	0	39	1	2410	9	65	0.084
6	6:29:46	44	e	2	968	0	0	54	1	2410	13	80	0.145
7	6:36:45	44	e	2	968	0	0	54	1	2410	13	80	0.145
8	6:57:40	47	e	2	968	0	0	54	1	2410	14	85	0.164
9	7:16:27	47	e	2	1245	0	0	38	1	2410	17	105	0.255
10	7:33:51	45	e	2	1245	0	0	38	1	2410	17	101	0.235
11	7:53:48	43	e	2	1245	0	0	38	1	2410	16	96	0.214
12	8:12:57	39	e	2	996	3	0	48	3	2410	12	73	0.121
13	8:20:22	41	e	2	996	3	0	48	3	2410	13	76	0.132
14	9:10:57	39	b	2	877	1	0	54	0	2410	11	67	0.099
15	9:12:50	42	e	2	877	1	0	54	0	2410	11	72	0.114
16	9:33:56	36	e	2	877	1	0	54	0	2410	10	62	0.085
17	9:35:37	162	a	2	877	1	0	54	0	2410	42	267	1.574
18	9:40:42	55	a	2	877	1	0	54	0	2410	15	93	0.191
19	10:12:10	54	a	2	713	0	0	60	0	2410	12	82	0.137
20	10:17:32	41	a	2	713	0	0	60	0	2410	9	63	0.081
21	10:19:30	28	a	2	713	0	0	60	0	2410	6	44	0.039
22	10:34:45	41	e	2	713	0	0	60	0	2410	9	63	0.081
23	10:54:01	48	e	2	713	0	0	60	0	2410	11	74	0.110
24	11:13:30	58	c	2	716	0	0	48	3	2410	13	88	0.156
25	11:19:03	76	a	2	716	0	0	48	3	2410	17	114	0.263
26	11:31:50	61	a	2	716	0	0	48	3	2410	13	92	0.172
27	11:43:48	41	e	2	716	0	0	48	3	2410	9	63	0.080
28	12:06:08	107	e	2	711	0	0	35	3	2410	23	158	0.498
29	12:37:16	88	a	2	711	0	0	35	3	2410	19	131	0.341
30	12:45:15	95	e	2	711	0	0	35	3	2410	20	141	0.395
31	13:02:38	36	e	2	809	0	0	48	1	2410	9	59	0.074
32	13:43:32	38	e	2	809	0	0	48	1	2410	10	62	0.082
33	14:01:36	41	e	2	893	1	0	54	0	2410	11	71	0.112
34	14:41:40	213	e	2	893	1	0	54	0	2410	57	354	2.784
35	14:56:55	45	b	2	893	1	0	54	0	2410	12	77	0.132
36	15:01:40	35	e	2	863	0	4	49	0	2410	9	60	0.078
37	15:42:52	36	e	2	863	0	4	49	0	2410	10	61	0.082



Street: Temple Ave @ Alhambra Subdivision Crossing
 Crossing Number: 746903Y Direction: Southbound
 Nearest Cross Street: Valley Blvd Daily % Heavy Vehicles: 5.8%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Pre-empted Freight Activity Increase 228%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: Yes
 g/C (Downstream) 0.5
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.067
 2009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	16:04:47	38	e	2	810	0	1	27	0	2410	9	61	0.079
39	16:11:25	70	a	2	810	0	1	27	0	2410	17	110	0.256
40	16:15:25	35	e	2	810	0	1	27	0	2410	9	57	0.068
41	16:43:39	37	e	2	810	0	1	27	0	2410	9	60	0.076
42	17:04:45	35	e	2	883	1	1	26	1	2410	9	60	0.078
43	17:07:48	48	e	2	883	1	1	26	1	2410	13	80	0.141
44	17:26:23	39	e	2	883	1	1	26	1	2410	10	66	0.095
45	17:44:30	38	e	2	883	1	1	26	1	2410	10	64	0.090
46	18:05:15	55	e	2	701	0	0	25	0	2410	11	82	0.131
47	18:09:00	40	e	2	701	0	0	25	0	2410	8	60	0.071
48	18:25:00	40	e	2	701	0	0	25	0	2410	8	60	0.071
49	19:01:23	104	a	2	562	0	0	21	1	2410	17	140	0.334
50	19:22:54	50	e	2	562	0	0	21	1	2410	8	69	0.081
51	19:28:15	33	e	2	562	0	0	21	1	2410	6	46	0.036
52	20:15:57	42	e	2	444	0	0	21	1	2410	6	55	0.044
53	20:22:00	71	a	2	444	0	0	21	1	2410	9	90	0.118
54	20:25:32	39	e	2	444	0	0	21	1	2410	5	51	0.038
55	20:56:08	118	a	2	444	0	0	21	1	2410	16	149	0.321
56	21:04:00	96	a	2	308	0	0	10	0	2410	9	113	0.136
57	23:44:20	95	a	2	129	0	0	13	1	2410	4	103	0.055
Total													21.324

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

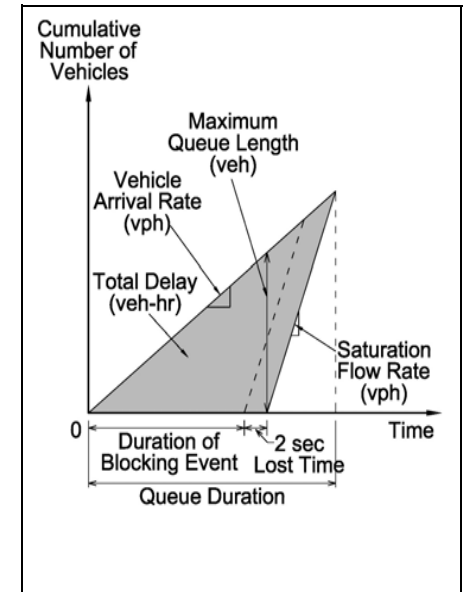
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: A total of 38 metrolink train trips are scheduled, but only 37 metrolink train trips were observed.

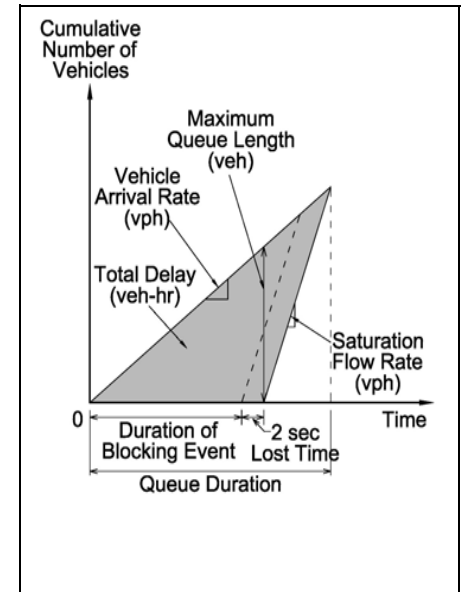
Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.3
2009-2025 Growth Rate (Other Vehicles & Buses)	1.067
2009-2025 Growth Rate (Heavy Vehicles)	1.115

[illegible]

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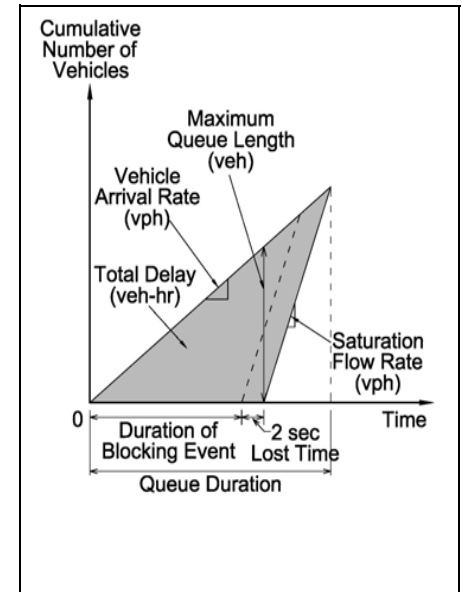
Street:	Puente Ave @ Alhambra Subdivision Crossing		
Crossing Number:	746905M	Direction:	Southbound
Nearest Cross Street:	Valley Blvd	Daily % Heavy Vehicles:	2.5%
Location:	Industry/LA County	No. of Lanes:	3
Type of Crossing:	Pre-empted	Freight Activity Increase	228%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.5
2009-2025 Growth Rate (Other Vehicles & Buses)	1.067
2009-2025 Growth Rate (Heavy Vehicles)	1.115

[illegible]

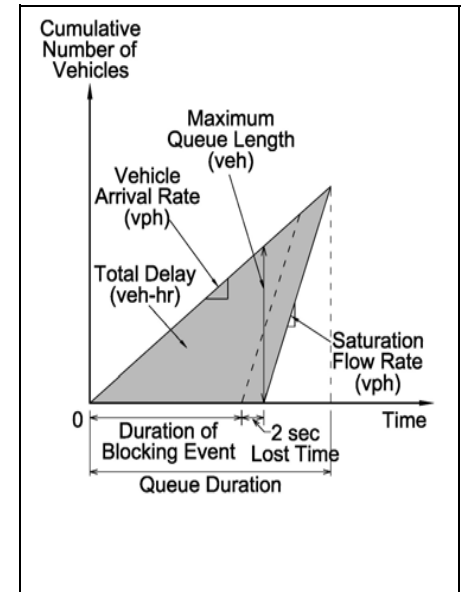
- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream)	3
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.067
2009-2025 Growth Rate (Heavy Vehicles)	1.115

[illegible]

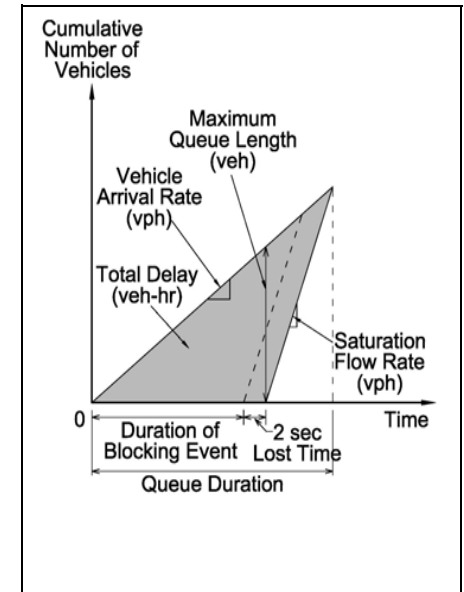
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Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream)	4
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

[illegible]

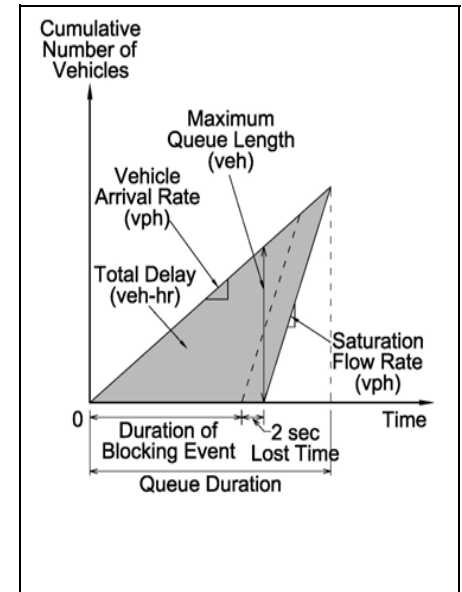
- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
- * One blockage event began at 8:58:58AM and ended at 9:01:40AM followed by a second blockage event that began at 9:02:07AM and ended at 9:03:04AM. For the delay analysis, one single blockage event was assumed.
 ** It was recorded that gate blockage event #16 lasted for 835 sec. For the purpose of this delay analysis, it was assumed this blockage events lasted for $(2 + 1 + (3.5)^3)\text{min.} = 810 \text{ sec.}$

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.5
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

[illegible]

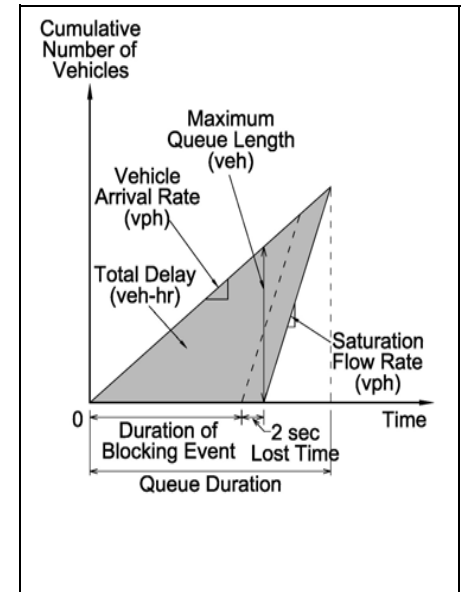
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Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream)	4
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

[illegible]

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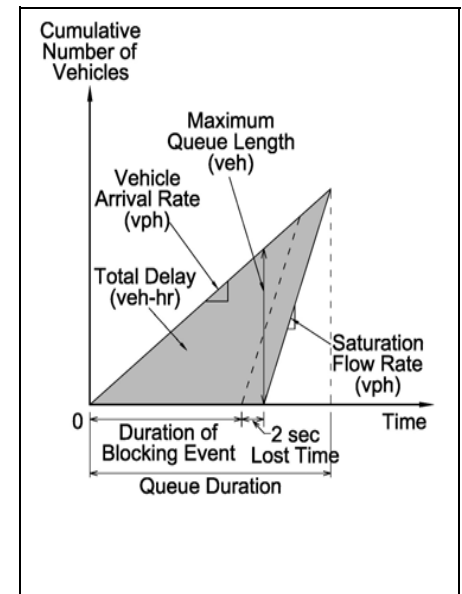
Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.5
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

[illegible]

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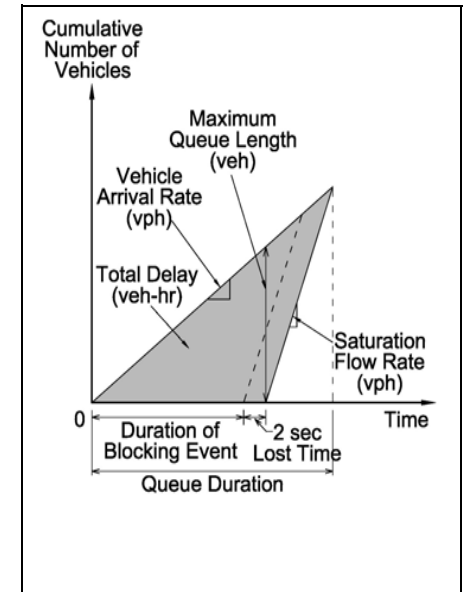
Street:	Lemon Ave @ Alhambra Subdivision Crossing		
Crossing Number:	746915T	Direction:	Southbound
Nearest Cross Street:	Valley Blvd	Daily % Heavy Vehicles:	3.2%
Location:	Industry/Walnut	No. of Lanes:	2
Type of Crossing:	Pre-empted	Freight Activity Increase	228%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)	

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream)	3
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

[illegible]

- [1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.2
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

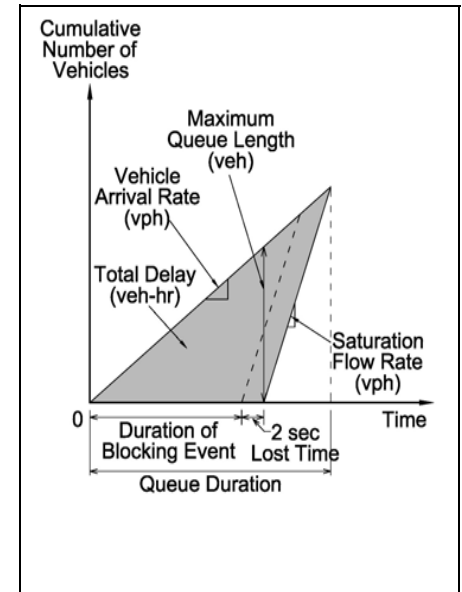
[illegible]

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Street: Vail Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811077C Direction: Northbound
 Nearest Cross Street: Mines Ave Daily % Heavy Vehicles: 2.0%
 Location: Montebello No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.024
 2009-2025 Growth Rate (Heavy Vehicles) 1.074

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:10:39	100	a	2	33	0	0	3	0	1670	1	104	0.015
2	1:16:36	211	a/a	2	14	0	0	0	0	1670	1	215	0.025
3	1:33:22	148	a	2	14	0	0	0	0	1670	1	151	0.012
4	2:10:50	532	a	2	23	0	0	1	0	1670	4	542	0.268
5	4:26:40	143	a	2	15	0	0	0	0	1670	1	146	0.012
6	4:49:08	151	a	2	15	0	0	0	0	1670	1	154	0.014
7	5:38:56	46	e	2	37	0	0	3	0	1670	1	49	0.004
8	6:32:28	507	a/e	2	110	1	0	4	1	1670	16	547	1.246
9	7:11:39	36	e	2	308	0	0	4	0	1670	3	47	0.021
10	7:52:35	43	e	2	308	0	0	4	0	1670	4	55	0.030
11	8:04:33	125	a	2	201	1	0	6	0	1670	7	145	0.148
12	9:11:50	35	e	2	163	0	0	4	2	1670	2	41	0.010
13	9:24:31	223	c	2	163	0	0	4	2	1670	11	250	0.367
14	10:28:00	110	a	2	167	1	0	1	0	1670	5	125	0.091
15	11:09:22	98	a	2	183	0	0	3	0	1670	5	113	0.081
16	11:21:23	156	a	2	183	0	0	3	0	1670	8	178	0.202
17	12:51:50	25	d	2	204	0	1	5	1	1670	2	31	0.007
18*	12:54:25	181	c/c	2	204	0	1	5	1	1670	11	209	0.311
19	13:32:57	14	d	2	244	0	0	4	0	1670	1	19	0.003
20	13:34:35	28	e	2	244	0	0	4	0	1670	2	35	0.010
21	16:07:56	45	e	2	366	0	0	3	0	1670	5	60	0.040
22	16:19:05	142	a	2	366	0	0	3	0	1670	15	185	0.379
23	16:30:54	76	d	2	366	0	0	3	0	1670	8	100	0.111
24	16:32:40	30	e	2	366	0	0	3	0	1670	3	41	0.019
25	17:11:36	54	d	2	380	0	0	4	0	1670	6	73	0.061
26	17:13:27	37	e	2	380	0	0	4	0	1670	4	51	0.029
27	17:40:40	43	d	2	380	0	0	4	0	1670	5	58	0.039
28	17:42:17	33	e	2	380	0	0	4	0	1670	4	45	0.023
29	18:18:40	57	d	2	228	0	0	1	0	1670	4	68	0.035
30	18:20:20	36	e	2	228	0	0	1	0	1670	2	44	0.015
31	18:50:14	46	d	2	228	0	0	1	0	1670	3	56	0.024
32	18:51:35	28	e	2	228	0	0	1	0	1670	2	35	0.009
33	18:56:22	46	a	2	228	0	0	1	0	1670	3	56	0.024
34	19:05:20	95	a	2	158	0	0	2	0	1670	4	107	0.064
35	19:17:51	169	a	2	158	0	0	2	0	1670	8	189	0.200
36	19:51:48	49	a	2	158	0	0	2	0	1670	2	56	0.018
37	19:59:44	332	a	2	158	0	0	2	0	1670	15	369	0.761



Street:	Vail Ave @ Los Angeles Subdivision Crossing			
Crossing Number:	811077C	Direction:	Northbound	
Nearest Cross Street:	Mines Ave	Daily % Heavy Vehicles:	2.0%	
Location:	Montebello	No. of Lanes:	1	
Type of Crossing:	Isolated	Freight Activity Increase	62%	
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)		

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.024
2009-2025 Growth Rate (Heavy Vehicles)	1.074

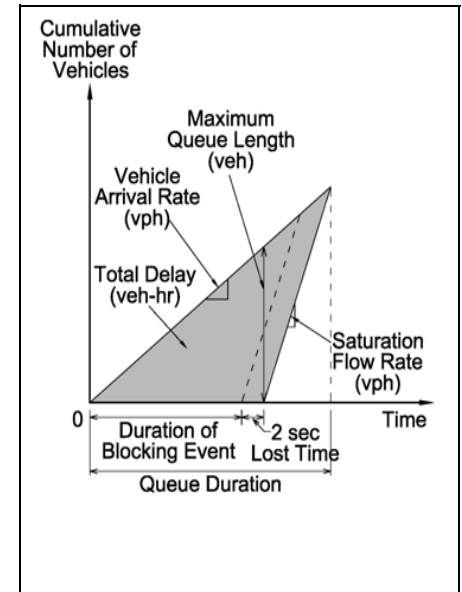
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:52:49	138	a	2	118	0	0	3	0	1670	5	151	0.099
39	21:25:14	136	a	2	54	0	0	1	0	1670	2	143	0.042
40	21:43:02	139	a	2	54	0	0	1	0	1670	2	146	0.044
41	22:12:30	126	a	2	58	0	0	1	0	1670	2	133	0.039
42	23:44:04	71	a	2	53	0	0	1	0	1670	1	75	0.011
Total													7.910

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
* During this blockage event, the gate arm was raised at 12:55:50 PM and then began to drop at 12:55:55 PM.

Street: Vail Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811077C Direction: Southbound
 Nearest Cross Street: Mines Ave Daily % Heavy Vehicles: 3.7%
 Location: Montebello No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.024
 2009-2025 Growth Rate (Heavy Vehicles) 1.074

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:10:39	100	a	2	23	0	0	4	0	1640	1	104	0.011
2	1:16:36	211	a/a	2	9	0	0	3	0	1640	1	215	0.021
3	1:33:22	148	a	2	9	0	0	3	0	1640	1	151	0.010
4	2:10:50	532	a	2	11	0	0	1	0	1640	2	538	0.133
5	4:26:40	143	a	2	32	0	0	2	1	1640	1	148	0.029
6	4:49:08	151	a	2	32	0	0	2	1	1640	1	156	0.032
7	5:38:56	46	e	2	95	0	0	2	1	1640	1	51	0.009
8	6:32:28	507	a/e	2	166	0	0	1	0	1640	24	567	1.859
9	7:11:39	36	e	2	447	2	0	6	0	1640	5	53	0.035
10	7:52:35	43	e	2	447	2	0	6	0	1640	6	62	0.049
11	8:04:33	125	a	2	225	13	0	10	0	1640	9	150	0.182
12	9:11:50	35	e	2	184	2	0	3	6	1640	2	42	0.012
13	9:24:31	223	c	2	184	2	0	3	6	1640	12	255	0.432
14	10:28:00	110	a	2	163	0	0	4	3	1640	5	125	0.092
15	11:09:22	98	a	2	161	1	0	9	0	1640	5	112	0.074
16	11:21:23	156	a	2	161	1	0	9	0	1640	8	176	0.183
17	12:51:50	25	d	2	209	3	0	4	0	1640	2	31	0.007
18*	12:54:25	181	c/c	2	209	3	0	4	0	1640	11	211	0.322
19	13:32:57	14	d	2	227	0	0	2	0	1640	1	19	0.003
20	13:34:35	28	e	2	227	0	0	2	0	1640	2	35	0.009
21	16:07:56	45	e	2	281	2	0	4	0	1640	4	57	0.030
22	16:19:05	142	a	2	281	2	0	4	0	1640	11	175	0.279
23	16:30:54	76	d	2	281	2	0	4	0	1640	6	95	0.082
24	16:32:40	30	e	2	281	2	0	4	0	1640	3	39	0.014
25	17:11:36	54	d	2	352	1	0	4	0	1640	6	72	0.056
26	17:13:27	37	e	2	352	1	0	4	0	1640	4	50	0.027
27	17:40:40	43	d	2	352	1	0	4	0	1640	4	58	0.036
28	17:42:17	33	e	2	352	1	0	4	0	1640	3	45	0.022
29	18:18:40	57	d	2	247	1	1	2	1	1640	4	70	0.040
30	18:20:20	36	e	2	247	1	1	2	1	1640	3	45	0.017
31	18:50:14	46	d	2	247	1	1	2	1	1640	3	57	0.027
32	18:51:35	28	e	2	247	1	1	2	1	1640	2	35	0.010
33	18:56:22	46	a	2	247	1	1	2	1	1640	3	57	0.027
34	19:05:20	95	a	2	161	0	0	5	0	1640	4	108	0.067
35	19:17:51	169	a	2	161	0	0	5	0	1640	8	190	0.208
36	19:51:48	49	a	2	161	0	0	5	0	1640	2	57	0.019
37	19:59:44	332	a	2	161	0	0	5	0	1640	15	372	0.796



Street:	Vail Ave @ Los Angeles Subdivision Crossing				
Crossing Number:	811077C	Direction:	Southbound	Traffic Signal Upstream:	No
Nearest Cross Street:	Mines Ave	Daily % Heavy Vehicles:	3.7%	No. of Critical Phases (Upstream)	N/A
Location:	Montebello	No. of Lanes:	1	Traffic Signal Downstream:	No
Type of Crossing:	Isolated	Freight Activity Increase	62%	g/C (Downstream)	N/A
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)		2009-2025 Growth Rate (Other Vehicles & Buses)	1.024
				2009-2025 Growth Rate (Heavy Vehicles)	1.074

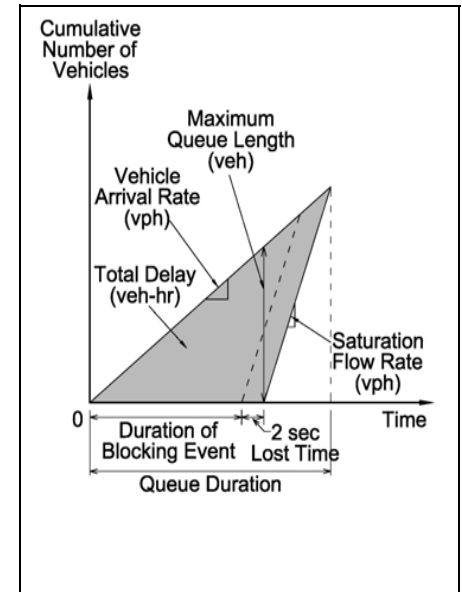
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:52:49	138	a	2	124	0	0	2	0	1640	5	152	0.103
39	21:25:14	136	a	2	87	0	0	1	1	1640	3	146	0.069
40	21:43:02	139	a	2	87	0	0	1	1	1640	3	149	0.072
41	22:12:30	126	a	2	48	0	0	3	0	1640	2	132	0.033
42	23:44:04	71	a	2	37	0	0	0	0	1640	1	75	0.008
Total													7.674

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
* During this blockage event, the gate arm was raised at 12:55:50 PM and then began to drop at 12:55:55 PM.

Street: Maple Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811076V Direction: Northbound
 Nearest Cross Street: Colegrove Ave Daily % Heavy Vehicles: 2.6%
 Location: Montebello No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.048
 2009-2025 Growth Rate (Heavy Vehicles) 1.147

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:11:09	94	a	2	21	0	0	2	0	1660	1	97	0.008
2	1:16:57	246	a/a	2	10	0	0	2	0	1660	1	250	0.029
3	1:34:02	170	a	2	10	0	0	2	0	1660	1	173	0.014
4	2:13:11	459	a	2	7	0	0	0	0	1660	1	463	0.058
5	4:28:20	108	a	2	15	0	0	1	0	1660	0	111	0.008
6	4:50:00	158	a	2	15	0	0	1	0	1660	1	162	0.016
7	5:38:59	18	e	2	28	0	0	2	0	1660	0	20	0.000
8	6:34:25	404	a/e	2	50	3	0	1	0	1660	6	420	0.355
9	7:12:06	34	e	2	209	3	0	2	2	1660	2	41	0.012
10	7:52:54	36	e	2	209	3	0	2	2	1660	2	44	0.014
11	8:04:46	135	a	2	138	0	0	2	1	1660	5	150	0.112
12	9:12:13	37	e	2	135	0	0	6	5	1660	2	43	0.009
13	9:25:30	12	c	2	135	0	0	6	5	1660	1	15	0.001
14	10:28:12	158	a	2	133	0	0	8	1	1660	6	175	0.153
15	11:09:37	103	a	2	140	0	0	6	0	1660	4	115	0.068
16	11:22:07	171	a	2	140	0	0	6	0	1660	7	190	0.185
17	12:52:35	11	d	2	162	0	0	5	2	1660	1	14	0.001
18	12:55:34	39	d	2	162	0	0	5	2	1660	2	46	0.012
19	12:57:34	11	d	2	162	0	0	5	2	1660	1	14	0.001
20	13:35:22	34	e	2	183	0	0	5	0	1660	2	41	0.011
21	16:08:14	42	e	2	237	0	0	0	0	1660	3	51	0.021
22	16:19:22	144	a	2	237	0	0	0	0	1660	10	170	0.227
23	16:31:32	28	d	2	237	0	0	0	0	1660	2	35	0.010
24	16:33:33	34	e	2	237	0	0	0	0	1660	2	42	0.014
25	17:12:06	44	d	2	237	0	0	0	0	1660	3	54	0.023
26	17:14:26	32	e	2	237	0	0	0	0	1660	2	40	0.012
27	17:41:18	24	d	2	237	0	0	0	0	1660	2	30	0.007
28	17:43:11	34	e	2	237	0	0	0	0	1660	2	42	0.014
29	18:19:21	39	d	2	177	0	0	0	0	1660	2	46	0.013
30	18:21:22	34	e	2	177	0	0	0	0	1660	2	40	0.010
31	18:50:56	31	d	2	177	0	0	0	0	1660	2	37	0.008
32	18:52:36	27	e	2	177	0	0	0	0	1660	1	32	0.006
33	18:57:03	68	a	2	177	0	0	0	0	1660	3	78	0.037
34	19:05:52	93	a	2	146	0	0	2	0	1660	4	104	0.056
35	19:18:18	168	a	2	146	0	0	2	0	1660	7	187	0.182
36	19:52:34	62	a	2	146	0	0	2	0	1660	3	70	0.026
37	20:04:00	247	a	2	136	0	0	2	1	1660	10	272	0.363



Street:	Maple Ave @ Los Angeles Subdivision Crossing				
Crossing Number:	811076V	Direction:	Northbound	Traffic Signal Upstream:	No
Nearest Cross Street:	Colegrove Ave	Daily % Heavy Vehicles:	2.6%	No. of Critical Phases (Upstream)	N/A
Location:	Montebello	No. of Lanes:	1	Traffic Signal Downstream:	No
Type of Crossing:	Isolated	Freight Activity Increase	62%	g/C (Downstream)	N/A
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)		2009-2025 Growth Rate (Other Vehicles & Buses)	1.048
				2009-2025 Growth Rate (Heavy Vehicles)	1.147

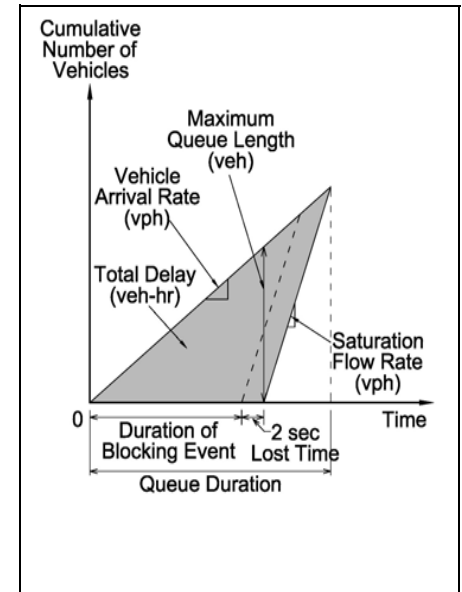
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:53:08	141	a	2	136	0	0	2	1	1660	6	156	0.120
39	21:26:12	138	a	2	66	0	0	0	0	1660	3	146	0.052
40	21:43:55	145	a	2	66	0	0	0	0	1660	3	153	0.057
41	22:12:51	129	a	2	42	0	0	1	0	1660	2	134	0.029
42	23:45:00	76	a	2	28	0	0	0	0	1660	1	79	0.007
Total													3.749

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Maple Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811076V Direction: Southbound
 Nearest Cross Street: Colegrove Ave Daily % Heavy Vehicles: 2.8%
 Location: Montebello No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.048
 2009-2025 Growth Rate (Heavy Vehicles) 1.147

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:11:09	94	a	2	16	0	0	0	0	1650	0	97	0.006
2	1:16:57	246	a/a	2	9	0	0	0	0	1650	1	249	0.021
3	1:34:02	170	a	2	9	0	0	0	0	1650	0	173	0.010
4	2:13:11	459	a	2	10	0	0	0	0	1650	1	464	0.083
5	4:28:20	108	a	2	22	0	0	0	0	1650	1	111	0.010
6	4:50:00	158	a	2	22	0	0	0	0	1650	1	162	0.022
7	5:38:59	18	e	2	39	0	0	1	0	1650	0	20	0.001
8	6:34:25	404	a/e	2	71	0	0	0	0	1650	8	424	0.472
9	7:12:06	34	e	2	201	2	0	3	1	1650	2	41	0.012
10	7:52:54	36	e	2	201	2	0	3	1	1650	2	43	0.013
11	8:04:46	135	a	2	152	12	1	0	0	1650	6	152	0.133
12	9:12:13	37	e	2	119	2	0	1	1	1650	1	42	0.008
13	9:25:30	12	c	2	119	2	0	1	1	1650	0	15	0.001
14	10:28:12	158	a	2	130	2	1	3	1	1650	6	174	0.147
15	11:09:37	103	a	2	139	4	0	2	0	1650	4	115	0.068
16	11:22:07	171	a	2	139	4	0	2	0	1650	7	190	0.184
17	12:52:35	11	d	2	172	3	0	2	0	1650	1	15	0.001
18	12:55:34	39	d	2	172	3	0	2	0	1650	2	46	0.013
19	12:57:34	11	d	2	172	3	0	2	0	1650	1	15	0.001
20	13:35:22	34	e	2	158	0	0	3	0	1650	2	40	0.009
21	16:08:14	42	e	2	193	2	0	1	0	1650	2	50	0.017
22	16:19:22	144	a	2	193	2	0	1	0	1650	8	166	0.183
23	16:31:32	28	d	2	193	2	0	1	0	1650	2	34	0.008
24	16:33:33	34	e	2	193	2	0	1	0	1650	2	41	0.011
25	17:12:06	44	d	2	235	0	0	0	0	1650	3	54	0.023
26	17:14:26	32	e	2	235	0	0	0	0	1650	2	40	0.012
27	17:41:18	24	d	2	235	0	0	0	0	1650	2	30	0.007
28	17:43:11	34	e	2	235	0	0	0	0	1650	2	42	0.014
29	18:19:21	39	d	2	183	0	0	0	0	1650	2	46	0.013
30	18:21:22	34	e	2	183	0	0	0	0	1650	2	40	0.010
31	18:50:56	31	d	2	183	0	0	0	0	1650	2	37	0.009
32	18:52:36	27	e	2	183	0	0	0	0	1650	1	33	0.007
33	18:57:03	68	a	2	183	0	0	0	0	1650	4	79	0.039
34	19:05:52	93	a	2	116	0	0	0	1	1650	3	102	0.044
35	19:18:18	168	a	2	116	0	0	0	1	1650	6	183	0.140
36	19:52:34	62	a	2	116	0	0	0	1	1650	2	69	0.020
37	20:04:00	247	a	2	154	12	0	0	0	1650	11	277	0.442



Street:	Maple Ave @ Los Angeles Subdivision Crossing				
Crossing Number:	811076V	Direction:	Southbound	Traffic Signal Upstream:	No
Nearest Cross Street:	Colegrove Ave	Daily % Heavy Vehicles:	2.8%	No. of Critical Phases (Upstream)	N/A
Location:	Montebello	No. of Lanes:	1	Traffic Signal Downstream:	No
Type of Crossing:	Isolated	Freight Activity Increase	62%	g/C (Downstream)	N/A
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)		2009-2025 Growth Rate (Other Vehicles & Buses)	1.048
				2009-2025 Growth Rate (Heavy Vehicles)	1.147

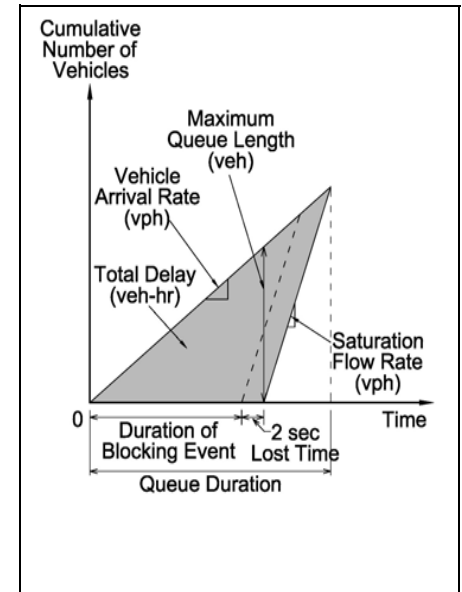
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:53:08	141	a	2	154	12	0	0	0	1650	7	159	0.146
39	21:26:12	138	a	2	68	0	0	0	0	1650	3	146	0.054
40	21:43:55	145	a	2	68	0	0	0	0	1650	3	153	0.059
41	22:12:51	129	a	2	44	0	0	0	0	1650	2	135	0.030
42	23:45:00	76	a	2	28	0	0	0	0	1650	1	79	0.007
Total													3.983

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Greenwood Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811075N Direction: Northbound
 Nearest Cross Street: Truck Wy Daily % Heavy Vehicles: 2.8%
 Location: Montebello No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.024
 2009-2025 Growth Rate (Heavy Vehicles) 1.074

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:09:31	106	a	2	12	0	0	0	0	1650	0	109	0.005
2	1:15:22	141	a	2	9	0	0	0	0	1650	0	144	0.007
3	1:18:14	127	a	2	9	0	0	0	0	1650	0	130	0.006
4	1:33:30	160	a	2	9	0	0	0	0	1650	0	163	0.009
5	2:13:50	388	a	2	5	0	0	0	0	1650	1	391	0.029
6	4:27:58	95	a	2	24	0	0	0	0	1650	1	98	0.009
7	4:49:30	145	a	2	24	0	0	0	0	1650	1	149	0.020
8	5:38:00	30	e	2	65	0	0	0	0	1650	1	33	0.003
9	6:34:42	350	a/e	2	96	0	2	0	0	1650	10	374	0.498
10	7:10:43	36	e	2	201	2	2	1	0	1650	2	43	0.013
11	7:51:33	36	e	2	201	2	2	1	0	1650	2	43	0.013
12	8:02:39	173	a	2	210	2	1	0	0	1650	10	201	0.289
13	9:10:55	32	e	2	141	1	1	0	0	1650	1	37	0.007
14	10:27:48	142	a	2	143	1	1	1	0	1650	6	158	0.128
15	11:07:59	106	a	2	169	0	0	0	0	1650	5	120	0.085
16	11:21:23	177	a	2	169	0	0	0	0	1650	8	199	0.232
17	13:01:10	69	a	2	223	35	0	1	0	1650	5	84	0.060
18	13:34:40	40	e	2	223	35	0	1	0	1650	3	50	0.021
19	16:06:51	39	e	2	252	0	0	0	0	1650	3	48	0.019
20	16:17:40	151	a	2	252	0	0	0	0	1650	11	181	0.269
21	16:32:52	30	e	2	252	0	0	0	0	1650	2	38	0.012
22	17:13:38	41	e	2	249	0	2	1	0	1650	3	51	0.021
23	17:42:27	37	e	2	249	0	2	1	0	1650	3	46	0.017
24	18:20:37	39	e	2	252	0	3	0	0	1650	3	48	0.019
25	18:51:46	37	e	2	252	0	3	0	0	1650	3	46	0.018
26	18:56:51	43	a	2	252	0	3	0	0	1650	3	53	0.023
27	19:04:22	98	a	2	201	0	3	0	0	1650	6	114	0.090
28	19:16:37	176	a	2	201	0	3	0	0	1650	10	203	0.284
29	19:51:55	65	a	2	201	0	3	0	0	1650	4	76	0.040
30	20:02:04	245	a	2	169	0	2	2	0	1650	12	276	0.455
31	20:51:38	142	a	2	169	0	2	2	0	1650	7	161	0.155
32	21:25:36	130	a	2	86	0	3	1	0	1650	3	140	0.064
33	21:43:26	134	a	2	86	0	3	1	0	1650	3	144	0.068
34	22:11:16	134	a	2	71	0	3	0	0	1650	3	142	0.055
35	23:44:24	76	a	2	40	0	2	0	0	1650	1	80	0.010
Total													4.845



[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

Street:	Greenwood Ave @ Los Angeles Subdivision Crossing			
Crossing Number:	811075N	Direction:	Northbound	
Nearest Cross Street:	Truck Wy	Daily % Heavy Vehicles:	2.8%	
Location:	Montebello	No. of Lanes:	1	
Type of Crossing:	Isolated	Freight Activity Increase	62%	
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)		

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.024
2009-2025 Growth Rate (Heavy Vehicles)	1.074

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Greenwood Ave @ Los Angeles Subdivision Crossing

Crossing Number: 811075N Direction: Southbound

Nearest Cross Street: Truck Wy Daily % Heavy Vehicles: 2.7%

Location: Montebello No. of Lanes: 1

Type of Crossing: Isolated Freight Activity Increase 62%

Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No

No. of Critical Phases (Upstream) N/A

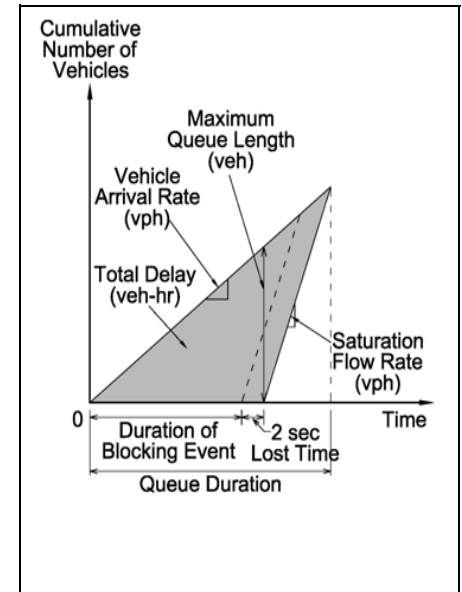
Traffic Signal Downstream: No

g/C (Downstream) N/A

2009-2025 Growth Rate (Other Vehicles & Buses) 1.024

2009-2025 Growth Rate (Heavy Vehicles) 1.074

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:09:31	106	a	2	18	0	0	0	0	1660	1	109	0.008
2	1:15:22	141	a	2	12	0	0	0	0	1660	0	144	0.010
3	1:18:14	127	a	2	12	0	0	0	0	1660	0	130	0.008
4	1:33:30	160	a	2	12	0	0	0	0	1660	1	163	0.012
5	2:13:50	388	a	2	2	0	0	0	0	1660	0	390	0.012
6	4:27:58	95	a	2	20	0	4	0	0	1660	1	98	0.009
7	4:49:30	145	a	2	20	0	4	0	0	1660	1	149	0.020
8	5:38:00	30	e	2	45	0	9	0	0	1660	0	33	0.002
9	6:34:42	350	a/e	2	110	25	2	1	0	1660	13	384	0.720
10	7:10:43	36	e	2	207	5	0	2	1	1660	2	44	0.014
11	7:51:33	36	e	2	207	5	0	2	1	1660	2	44	0.014
12	8:02:39	173	a	2	357	5	0	2	0	1660	18	224	0.550
13	9:10:55	32	e	2	201	7	3	0	0	1660	2	39	0.011
14	10:27:48	142	a	2	155	4	2	0	0	1660	6	159	0.142
15	11:07:59	106	a	2	162	7	0	1	1	1660	5	120	0.086
16	11:21:23	177	a	2	162	7	0	1	1	1660	9	200	0.236
17	13:01:10	69	a	2	190	1	0	0	0	1660	4	80	0.042
18	13:34:40	40	e	2	190	1	0	0	0	1660	2	47	0.015
19	16:06:51	39	e	2	288	0	0	3	0	1660	3	50	0.023
20	16:17:40	151	a	2	288	0	0	3	0	1660	12	186	0.319
21	16:32:52	30	e	2	288	0	0	3	0	1660	3	39	0.014
22	17:13:38	41	e	2	332	0	0	0	0	1660	4	54	0.030
23	17:42:27	37	e	2	332	0	0	0	0	1660	4	49	0.024
24	18:20:37	39	e	2	245	0	0	0	0	1660	3	48	0.019
25	18:51:46	37	e	2	245	0	0	0	0	1660	3	46	0.017
26	18:56:51	43	a	2	245	0	0	0	0	1660	3	53	0.023
27	19:04:22	98	a	2	251	0	0	0	0	1660	7	118	0.114
28	19:16:37	176	a	2	251	0	0	0	0	1660	12	210	0.362
29	19:51:55	65	a	2	251	0	0	0	0	1660	5	79	0.051
30	20:02:04	245	a	2	199	0	0	0	0	1660	14	281	0.533
31	20:51:38	142	a	2	199	0	0	0	0	1660	8	164	0.181
32	21:25:36	130	a	2	109	0	1	0	0	1660	4	141	0.079
33	21:43:26	134	a	2	109	0	1	0	0	1660	4	146	0.084
34	22:11:16	134	a	2	79	0	0	0	0	1660	3	143	0.059
35	23:44:24	76	a	2	56	0	0	0	0	1660	1	81	0.014
Total													6.135



[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

Street:	Greenwood Ave @ Los Angeles Subdivision Crossing		
Crossing Number:	811075N	Direction:	Southbound
Nearest Cross Street:	Truck Wy	Daily % Heavy Vehicles:	2.7%
Location:	Montebello	No. of Lanes:	1
Type of Crossing:	Isolated	Freight Activity Increase	62%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.024
2009-2025 Growth Rate (Heavy Vehicles)	1.074

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

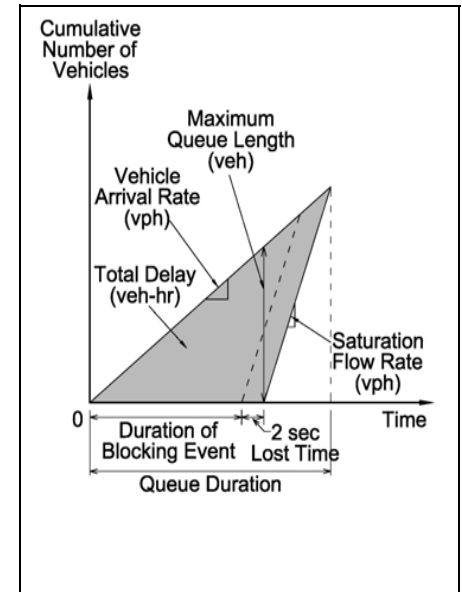
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Montebello Blvd @ Los Angeles Subdivision Crossing
 Crossing Number: 811074G Direction: Northbound
 Nearest Cross Street: Roosevelt Ave Daily % Heavy Vehicles: 1.4%
 Location: Montebello No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.048
 2009-2025 Growth Rate (Heavy Vehicles) 1.147

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:51:39	131	a	2	68	0	1	0	0	3350	3	136	0.048
2	1:38:30	129	a	2	26	0	0	0	0	3350	1	132	0.017
3	2:24:44	246	a	2	31	0	0	0	0	3350	2	250	0.074
4	4:08:26	74	a	2	66	0	0	0	0	3350	1	78	0.015
5	4:23:44	80	a	2	66	0	0	0	0	3350	2	84	0.018
6	5:37:13	39	e	2	133	0	3	0	0	3350	2	43	0.009
7	6:41:00	40	e	2	288	4	4	0	1	3350	3	46	0.022
8	7:10:55	42	e	2	795	7	6	0	0	3350	10	58	0.080
9	7:48:04	41	e	2	795	7	6	0	0	3350	10	57	0.076
10	8:00:55	317	a	2	530	2	6	1	0	3350	48	380	2.521
11	8:11:50	140	a	2	530	2	6	1	0	3350	21	169	0.499
12	9:10:00	43	e	2	488	0	4	2	1	3350	6	53	0.046
13	9:52:33	15	d	2	488	0	4	2	1	3350	2	20	0.006
14	9:53:00	117	c	2	488	0	4	2	1	3350	16	140	0.318
15	10:58:37	169	a	2	474	1	5	2	0	3350	23	200	0.636
16	11:38:35	167	a	2	524	2	4	1	1	3350	25	201	0.697
17	13:01:17	75	a	2	628	2	14	3	0	3350	14	95	0.183
18	13:34:49	50	e	2	628	2	14	3	0	3350	9	64	0.083
19	16:06:29	49	e	2	865	0	5	0	0	3350	12	69	0.118
20	16:17:11	159	a	2	865	0	5	0	0	3350	39	217	1.173
21	16:32:51	56	e	2	865	0	5	0	0	3350	14	78	0.152
22	17:13:47	50	e	2	907	0	7	0	0	3350	13	72	0.132
23	17:42:34	51	e	2	907	0	7	0	0	3350	13	73	0.136
24	18:20:50	45	e	2	721	0	4	0	0	3350	9	60	0.079
25	18:51:54	52	e	2	721	0	4	0	0	3350	11	69	0.104
26	18:57:13	48	a	2	721	0	4	0	0	3350	10	64	0.090
27	19:03:57	110	a	2	570	1	2	0	0	3350	18	135	0.334
28	19:06:58	15	d	2	570	1	2	0	0	3350	3	21	0.008
29	19:16:14	175	a	2	570	1	2	0	0	3350	28	214	0.837
30	19:52:03	77	a	2	570	1	2	0	0	3350	13	95	0.166
31	20:03:13	200	a	2	409	0	2	0	0	3350	23	230	0.737
32	20:51:45	118	a	2	409	0	2	0	0	3350	14	137	0.261
33	21:25:52	131	a	2	300	0	2	0	0	3350	11	146	0.226
34	21:43:48	73	a	2	300	0	2	0	0	3350	6	82	0.072
35	22:10:43	150	a	2	167	0	0	0	0	3350	7	160	0.157
36	23:44:33	91	a	2	131	0	0	0	0	3350	3	97	0.046
Total													15.842



Street:	Montebello Blvd @ Los Angeles Subdivision Crossing		
Crossing Number:	811074G	Direction:	Northbound
Nearest Cross Street:	Roosevelt Ave	Daily % Heavy Vehicles:	1.4%
Location:	Montebello	No. of Lanes:	2
Type of Crossing:	Isolated	Freight Activity Increase	62%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.048
2009-2025 Growth Rate (Heavy Vehicles)	1.147

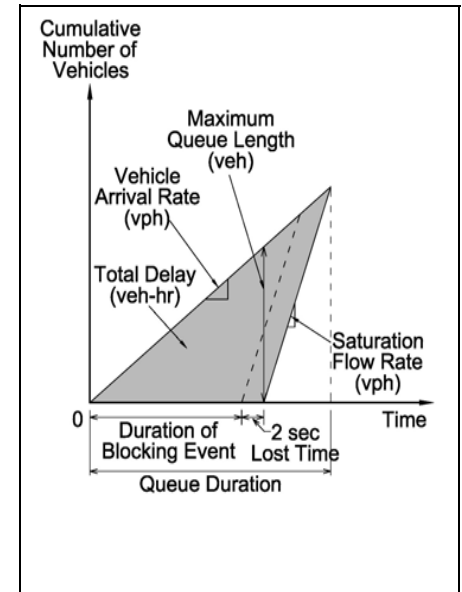
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Montebello Blvd @ Los Angeles Subdivision Crossing
 Crossing Number: 811074G Direction: Southbound
 Nearest Cross Street: Roosevelt Ave Daily % Heavy Vehicles: 2.1%
 Location: Montebello No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.048
 2009-2025 Growth Rate (Heavy Vehicles) 1.147

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:51:39	131	a	2	64	0	2	1	0	3330	2	136	0.047
2	1:38:30	129	a	2	44	0	2	0	0	3330	2	133	0.031
3	2:24:44	246	a	2	29	0	0	0	0	3330	2	250	0.069
4	4:08:26	74	a	2	66	0	0	0	0	3330	1	78	0.015
5	4:23:44	80	a	2	66	0	0	0	0	3330	2	84	0.018
6	5:37:13	39	e	2	195	0	0	1	0	3330	2	44	0.014
7	6:41:00	40	e	2	383	5	4	0	1	3330	5	48	0.031
8	7:10:55	42	e	2	703	6	4	1	2	3330	9	56	0.068
9	7:48:04	41	e	2	703	6	4	1	2	3330	9	55	0.065
10	8:00:55	317	a	2	629	22	7	2	0	3330	58	398	3.233
11	8:11:50	140	a	2	629	22	7	2	0	3330	26	177	0.640
12	9:10:00	43	e	2	486	3	5	1	2	3330	6	53	0.046
13	9:52:33	15	d	2	486	3	5	1	2	3330	2	20	0.007
14	9:53:00	117	c	2	486	3	5	1	2	3330	16	140	0.319
15	10:58:37	169	a	2	433	0	4	5	0	3330	21	197	0.574
16	11:38:35	167	a	2	523	1	3	1	1	3330	25	201	0.693
17	13:01:17	75	a	2	569	0	9	2	1	3330	12	93	0.161
18	13:34:49	50	e	2	569	0	9	2	1	3330	8	63	0.073
19	16:06:29	49	e	2	725	6	8	1	0	3330	10	66	0.096
20	16:17:11	159	a	2	725	6	8	1	0	3330	33	207	0.951
21	16:32:51	56	e	2	725	6	8	1	0	3330	12	75	0.124
22	17:13:47	50	e	2	851	1	15	0	0	3330	13	70	0.122
23	17:42:34	51	e	2	851	1	15	0	0	3330	13	72	0.128
24	18:20:50	45	e	2	761	0	8	2	0	3330	10	61	0.085
25	18:51:54	52	e	2	761	0	8	2	0	3330	12	70	0.112
26	18:57:13	48	a	2	761	0	8	2	0	3330	11	65	0.097
27	19:03:57	110	a	2	623	0	5	0	0	3330	20	138	0.374
28	19:06:58	15	d	2	623	0	5	0	0	3330	3	21	0.009
29	19:16:14	175	a	2	623	0	5	0	0	3330	31	218	0.935
30	19:52:03	77	a	2	623	0	5	0	0	3330	14	97	0.186
31	20:03:13	200	a	2	483	0	3	1	0	3330	27	237	0.899
32	20:51:45	118	a	2	483	0	3	1	0	3330	16	141	0.318
33	21:25:52	131	a	2	386	0	2	0	0	3330	14	151	0.301
34	21:43:48	73	a	2	386	0	2	0	0	3330	8	85	0.095
35	22:10:43	150	a	2	231	0	5	0	0	3330	10	164	0.227
36	23:44:33	91	a	2	158	1	1	1	0	3330	4	98	0.057
Total													17.579



Street:	Montebello Blvd @ Los Angeles Subdivision Crossing		
Crossing Number:	811074G	Direction:	Southbound
Nearest Cross Street:	Roosevelt Ave	Daily % Heavy Vehicles:	2.1%
Location:	Montebello	No. of Lanes:	2
Type of Crossing:	Isolated	Freight Activity Increase	62%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.048
2009-2025 Growth Rate (Heavy Vehicles)	1.147

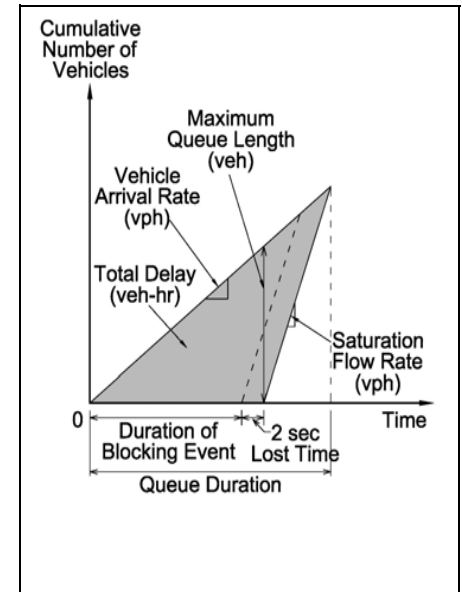
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Durfee Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811219R Direction: Northbound
 Nearest Cross Street: Stephens St Daily % Heavy Vehicles: 1.2%
 Location: Pico Rivera No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.048
 2009-2025 Growth Rate (Heavy Vehicles) 1.147

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:06:12	95	a	2	35	0	0	1	0	3360	1	98	0.013
2	0:20:02	135	a	2	35	0	0	1	0	3360	1	138	0.026
3*/**	0:55:01	405	a/a	2	35	0	0	1	0	3360	4	411	0.232
4	2:21:08	140	a	2	14	0	0	0	0	3360	1	143	0.011
5	4:24:13	46	a	2	22	0	0	0	0	3360	0	48	0.002
6	5:44:57	34	e	2	78	0	0	0	0	3360	1	37	0.004
7	5:55:28	165	a	2	78	0	0	0	0	3360	4	171	0.086
8	6:57:18	32	e	2	182	1	0	1	0	3360	2	36	0.009
9	7:11:53	34	e	2	439	4	0	1	0	3360	4	41	0.025
10	7:22:24	136	a	2	439	4	0	1	0	3360	17	159	0.376
11	7:46:33	35	e	2	439	4	0	1	0	3360	5	43	0.027
12	8:05:49	152	a	2	393	3	2	2	0	3360	17	175	0.416
13	8:33:08	117	a	2	393	3	2	2	0	3360	13	135	0.248
14	9:11:31	30	e	2	265	0	0	6	0	3360	2	35	0.012
15	10:32:50	46	a	2	361	1	1	7	0	3360	5	54	0.037
16	11:00:53	97	a	2	376	1	0	5	0	3360	11	112	0.163
17*/**	12:34:30	405	a	2	346	0	0	3	0	3360	39	454	2.488
18	13:35:26	29	e	2	392	2	1	2	0	3360	3	35	0.017
19	14:01:02	154	a	2	451	4	0	6	0	3360	20	181	0.502
20	14:14:40	30	a	2	451	4	0	6	0	3360	4	37	0.021
21	14:24:16	98	a	2	451	4	0	6	0	3360	13	116	0.206
22	16:01:51	24	e	2	569	0	1	6	0	3360	4	31	0.018
23	16:14:52	48	a	2	569	0	1	6	0	3360	8	60	0.067
24	16:35:37	23	e	2	569	0	1	6	0	3360	4	30	0.017
25	16:38:17	101	a	2	569	0	1	6	0	3360	16	124	0.284
26	17:14:52	18	e	2	673	0	1	5	0	3360	4	25	0.013
27	17:15:43	25	a	2	673	0	1	5	0	3360	5	34	0.024
28	17:34:36	162	a	2	673	0	1	5	0	3360	31	206	0.885
29	17:45:30	26	e	2	673	0	1	5	0	3360	5	35	0.026
30	18:24:25	30	e	2	536	0	0	2	0	3360	5	38	0.025
31	18:36:05	25	a	2	536	0	0	2	0	3360	4	32	0.018
32	18:55:14	42	e	2	536	0	0	2	0	3360	7	52	0.047
33	19:02:48	163	a	2	428	0	0	0	0	3360	20	189	0.515
34	19:35:45	104	a	2	428	0	0	0	0	3360	13	121	0.212
35	20:26:28	75	a	2	322	0	0	0	0	3360	7	85	0.081
36	20:38:31	95	a	2	322	0	0	0	0	3360	9	107	0.129
37	20:50:38	95	a	2	322	0	0	0	0	3360	9	107	0.129



Street:	Durfee Ave @ Los Angeles Subdivision Crossing		
Crossing Number:	811219R	Direction:	Northbound
Nearest Cross Street:	Stephens St	Daily % Heavy Vehicles:	1.2%
Location:	Pico Rivera	No. of Lanes:	2
Type of Crossing:	Isolated	Freight Activity Increase	62%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.048
2009-2025 Growth Rate (Heavy Vehicles)	1.147

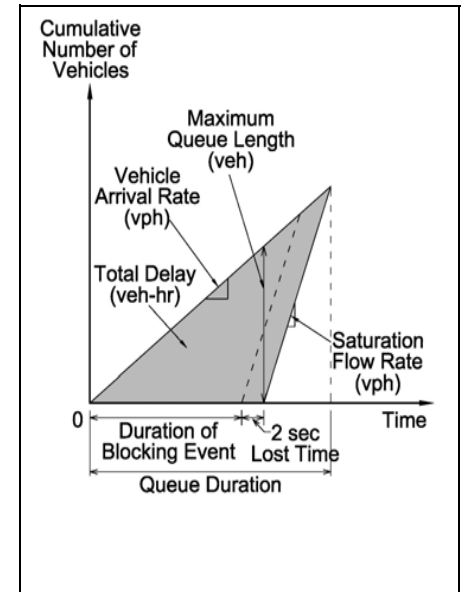
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:13:38	137	a	2	108	0	0	0	0	3360	4	144	0.083
39	23:34:03	139	a	2	75	0	0	0	0	3360	3	144	0.059
40	23:44:02	98	a	2	75	0	0	0	0	3360	2	102	0.030
41	23:53:29	300	a	2	75	0	0	0	0	3360	6	309	0.270
Total													12.589

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
* One or more freight trains either stalled or travelled slowly through the crossing.
** It was recorded that gate blockage event #3 lasted for 2478 sec and gate blockage event #17 lasted for 903 sec. For the purpose of this delay analysis, it was assumed both blockage events lasted for (2 + 1 + (1.25)*3)min. = 405 sec.

Street: Durfee Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 811219R Direction: Southbound
 Nearest Cross Street: Stephens St Daily % Heavy Vehicles: 1.1%
 Location: Pico Rivera No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.048
 2009-2025 Growth Rate (Heavy Vehicles) 1.147

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:06:12	95	a	2	30	0	0	0	0	3360	1	98	0.011
2	0:20:02	135	a	2	30	0	0	0	0	3360	1	138	0.022
3*/**	0:55:01	405	a/a	2	30	0	0	0	0	3360	3	411	0.194
4	2:21:08	140	a	2	16	0	0	0	0	3360	1	143	0.013
5	4:24:13	46	a	2	24	0	0	0	0	3360	0	48	0.002
6	5:44:57	34	e	2	74	0	0	1	0	3360	1	37	0.004
7	5:55:28	165	a	2	74	0	0	1	0	3360	3	171	0.083
8	6:57:18	32	e	2	205	0	0	3	0	3360	2	36	0.010
9	7:11:53	34	e	2	567	12	1	7	0	3360	6	44	0.036
10	7:22:24	136	a	2	567	12	1	7	0	3360	23	167	0.522
11	7:46:33	35	e	2	567	12	1	7	0	3360	6	45	0.038
12	8:05:49	152	a	2	422	3	2	1	0	3360	18	176	0.448
13	8:33:08	117	a	2	422	3	2	1	0	3360	14	136	0.267
14	9:11:31	30	e	2	352	3	1	7	0	3360	3	36	0.016
15	10:32:50	46	a	2	372	0	0	5	0	3360	5	54	0.038
16	11:00:53	97	a	2	393	0	1	2	0	3360	11	112	0.169
17*/**	12:34:30	405	a	2	378	2	1	5	0	3360	44	460	2.788
18	13:35:26	29	e	2	386	2	1	1	0	3360	3	35	0.016
19	14:01:02	154	a	2	463	2	1	1	0	3360	20	181	0.509
20	14:14:40	30	a	2	463	2	1	1	0	3360	4	37	0.021
21	14:24:16	98	a	2	463	2	1	1	0	3360	13	116	0.209
22	16:01:51	24	e	2	620	1	0	0	0	3360	4	32	0.020
23	16:14:52	48	a	2	620	1	0	0	0	3360	9	61	0.073
24	16:35:37	23	e	2	620	1	0	0	0	3360	4	31	0.019
25	16:38:17	101	a	2	620	1	0	0	0	3360	18	126	0.311
26	17:14:52	18	e	2	691	0	0	1	0	3360	4	25	0.013
27	17:15:43	25	a	2	691	0	0	1	0	3360	5	34	0.025
28	17:34:36	162	a	2	691	0	0	1	0	3360	32	207	0.906
29	17:45:30	26	e	2	691	0	0	1	0	3360	5	35	0.026
30	18:24:25	30	e	2	561	0	0	0	0	3360	5	38	0.026
31	18:36:05	25	a	2	561	0	0	0	0	3360	4	32	0.019
32	18:55:14	42	e	2	561	0	0	0	0	3360	7	53	0.050
33	19:02:48	163	a	2	393	0	0	1	0	3360	18	187	0.469
34	19:35:45	104	a	2	393	0	0	1	0	3360	12	120	0.193
35	20:26:28	75	a	2	300	0	0	1	0	3360	6	85	0.076
36	20:38:31	95	a	2	300	0	0	1	0	3360	8	107	0.121
37	20:50:38	95	a	2	300	0	0	1	0	3360	8	107	0.121



Street:	Durfee Ave @ Los Angeles Subdivision Crossing					
Crossing Number:	811219R	Direction:	Southbound	Traffic Signal Upstream:	No	
Nearest Cross Street:	Stephens St	Daily % Heavy Vehicles:	1.1%	No. of Critical Phases (Upstream)	N/A	
Location:	Pico Rivera	No. of Lanes:	2	Traffic Signal Downstream:	No	
Type of Crossing:	Isolated	Freight Activity Increase	62%	g/C (Downstream)	N/A	
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)		2009-2025 Growth Rate (Other Vehicles & Buses)	1.048	
				2009-2025 Growth Rate (Heavy Vehicles)	1.147	

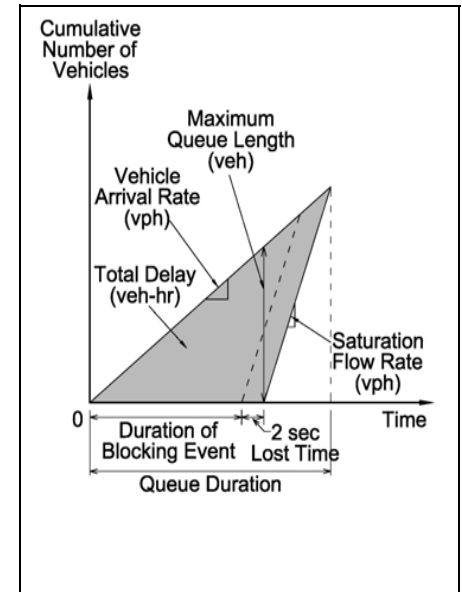
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:13:38	137	a	2	123	0	0	0	0	3360	5	144	0.095
39	23:34:03	139	a	2	60	0	0	0	0	3360	2	144	0.047
40	23:44:02	98	a	2	60	0	0	0	0	3360	2	102	0.024
41	23:53:29	300	a	2	60	0	0	0	0	3360	5	307	0.215
Total													13.236

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
* One or more freight trains either stalled or travelled slowly through the crossing.
** It was recorded that gate blockage event #3 lasted for 2478 sec and gate blockage event #17 lasted for 903 sec. For the purpose of this delay analysis, it was assumed both blockage events lasted for (2 + 1 + (1.25)*3)min. = 405 sec.

Street: Rose Hills Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811057R Direction: Northbound
 Nearest Cross Street: Capitol Ave Daily % Heavy Vehicles: 1.4%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.107
 2009-2025 Growth Rate (Heavy Vehicles) 1.058

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:14	90	a	2	13	0	0	0	0	3350	0	92	0.004
2	0:22:11	142	a	2	13	0	0	0	0	3350	1	145	0.010
3	1:14:45	102	a	2	12	0	0	2	0	3350	0	104	0.006
4	1:33:01	93	a	2	12	0	0	2	0	3350	0	95	0.005
5	1:36:25	191	a	2	12	0	0	2	0	3350	1	194	0.020
6	2:35:31	155	a	2	6	0	0	1	0	3350	0	157	0.007
7	3:57:57	51	a	2	7	0	0	0	0	3350	0	53	0.001
8	4:25:47	70	a	2	12	0	0	1	0	3350	0	72	0.003
9	5:43:02	32	e	2	60	0	0	1	0	3350	1	35	0.003
10	5:51:33	196	a	2	60	0	0	1	0	3350	3	202	0.094
11	6:55:15	36	e	2	167	3	0	0	0	3350	2	40	0.010
12	7:10:01	26	e	2	331	2	0	3	0	3350	3	31	0.011
13	7:19:01	181	a	2	331	2	0	3	0	3350	17	203	0.482
14	7:44:31	34	e	2	331	2	0	3	0	3350	3	40	0.019
15	8:08:02	169	a	2	345	1	0	6	0	3350	17	191	0.444
16	8:34:58	137	a	2	345	1	0	6	0	3350	14	155	0.293
17	9:09:35	31	e	2	245	0	1	2	0	3350	2	36	0.011
18	10:30:32	53	a	2	213	0	0	2	0	3350	3	59	0.027
19	10:43:12	154	a	2	213	0	0	2	0	3350	9	167	0.216
20	11:02:23	115	a	2	340	0	0	3	0	3350	11	130	0.201
21	12:52:15	58	d	2	399	0	0	4	0	3350	7	68	0.063
22	13:01:03	225	a	2	425	0	0	6	0	3350	27	261	0.985
23	13:36:38	43	e	2	425	0	0	6	0	3350	5	52	0.039
24	13:57:42	141	a	2	425	0	0	6	0	3350	17	164	0.390
25	14:08:07	56	a	2	319	1	0	7	0	3350	5	64	0.047
26	14:27:16	115	a	2	319	1	0	7	0	3350	11	130	0.192
27	15:59:59	13	e	2	283	1	0	3	0	3350	1	16	0.003
28	16:12:05	60	a	2	270	0	0	0	0	3350	5	67	0.043
29	16:34:51	160	a/e	2	270	0	0	0	0	3350	12	176	0.297
30	17:10:56	62	a	2	215	1	0	1	0	3350	4	68	0.036
31	17:15:52	42	e	2	215	1	0	1	0	3350	3	47	0.017
32	17:36:54	206	a	2	215	1	0	1	0	3350	13	222	0.387
33	17:46:38	43	e	2	215	1	0	1	0	3350	3	48	0.018
34	18:25:41	45	e	2	235	0	0	2	0	3350	3	51	0.022
35	18:39:08	35	a	2	235	0	0	2	0	3350	2	40	0.014
36	18:58:04	228	a/e	2	235	0	0	2	0	3350	15	248	0.522
37	19:33:03	110	a	2	199	0	0	3	0	3350	6	119	0.104



Street: Rose Hills Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811057R Direction: Northbound
 Nearest Cross Street: Capitol Ave Daily % Heavy Vehicles: 1.4%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.107
 2009-2025 Growth Rate (Heavy Vehicles) 1.058

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:28:19	91	a	2	141	0	1	0	0	3350	4	97	0.049
39	20:43:08	61	a	2	141	0	1	0	0	3350	2	66	0.023
40	20:52:35	110	a	2	141	0	1	0	0	3350	4	117	0.072
41	22:10:24	159	a	2	126	0	0	2	0	3350	6	167	0.133
42	23:30:29	126	a	2	28	0	0	0	0	3350	1	129	0.018
43	23:45:48	115	a	2	28	0	0	0	0	3350	1	118	0.015
44	23:48:10	176	a	2	28	0	0	0	0	3350	1	180	0.035
Total													8.639

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

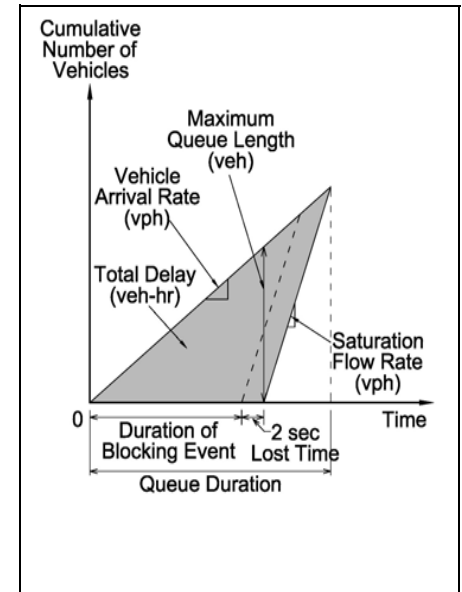
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Rose Hills Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811057R Direction: Southbound
 Nearest Cross Street: Capitol Ave Daily % Heavy Vehicles: 1.1%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.107
 2009-2025 Growth Rate (Heavy Vehicles) 1.058

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:14	90	a	2	32	0	0	0	0	3360	1	93	0.011
2	0:22:11	142	a	2	32	0	0	0	0	3360	1	145	0.026
3	1:14:45	102	a	2	16	0	0	0	0	3360	0	104	0.007
4	1:33:01	93	a	2	16	0	0	0	0	3360	0	95	0.006
5	1:36:25	191	a	2	16	0	0	0	0	3360	1	194	0.023
6	2:35:31	155	a	2	12	0	0	1	0	3360	1	158	0.012
7	3:57:57	51	a	2	6	0	0	0	0	3360	0	53	0.001
8	4:25:47	70	a	2	16	0	0	0	0	3360	0	72	0.003
9	5:43:02	32	e	2	47	0	0	2	0	3360	0	35	0.002
10	5:51:33	196	a	2	47	0	0	2	0	3360	3	201	0.075
11	6:55:15	36	e	2	175	0	0	5	0	3360	2	40	0.011
12	7:10:01	26	e	2	537	2	0	3	0	3360	4	33	0.019
13	7:19:01	181	a	2	537	2	0	3	0	3360	28	218	0.834
14	7:44:31	34	e	2	537	2	0	3	0	3360	5	43	0.032
15	8:08:02	169	a	2	347	0	0	5	0	3360	17	191	0.444
16	8:34:58	137	a	2	347	0	0	5	0	3360	14	155	0.293
17	9:09:35	31	e	2	314	0	0	3	1	3360	3	36	0.015
18	10:30:32	53	a	2	407	0	0	2	0	3360	6	63	0.055
19	10:43:12	154	a	2	407	0	0	2	0	3360	18	178	0.438
20	11:02:23	115	a	2	345	1	0	2	0	3360	11	131	0.206
21	12:52:15	58	d	2	324	0	0	5	0	3360	5	67	0.051
22	13:01:03	225	a	2	226	0	0	4	1	3360	15	244	0.494
23	13:36:38	43	e	2	226	0	0	4	1	3360	3	48	0.019
24	13:57:42	141	a	2	226	0	0	4	1	3360	9	154	0.196
25	14:08:07	56	a	2	334	1	0	8	1	3360	6	65	0.050
26	14:27:16	115	a	2	334	1	0	8	1	3360	11	130	0.202
27	15:59:59	13	e	2	326	0	0	1	0	3360	1	17	0.003
28	16:12:05	60	a	2	504	0	1	2	0	3360	9	73	0.089
29	16:34:51	160	a/e	2	504	0	1	2	0	3360	23	191	0.605
30	17:10:56	62	a	2	596	0	0	3	0	3360	11	78	0.115
31	17:15:52	42	e	2	596	0	0	3	0	3360	7	54	0.055
32	17:36:54	206	a	2	596	0	0	3	0	3360	35	253	1.216
33	17:46:38	43	e	2	596	0	0	3	0	3360	7	55	0.057
34	18:25:41	45	e	2	526	0	0	3	0	3360	7	56	0.054
35	18:39:08	35	a	2	526	0	0	3	0	3360	5	44	0.033
36	18:58:04	228	a/e	2	526	0	0	3	0	3360	34	273	1.281
37	19:33:03	110	a	2	168	0	0	1	0	3360	5	118	0.086



Street:	Rose Hills Rd @ Los Angeles Subdivision Crossing												
Crossing Number:	811057R	Direction:	Southbound			Traffic Signal Upstream:	No						
Nearest Cross Street:	Capitol Ave	Daily % Heavy Vehicles:	1.1%			No. of Critical Phases (Upstream)	N/A						
Location:	Industry/LA County	No. of Lanes:	2			Traffic Signal Downstream:	No						
Type of Crossing:	Isolated	Freight Activity Increase	62%			g/C (Downstream)	N/A						
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)				2009-2025 Growth Rate (Other Vehicles & Buses)	1.107						
						2009-2025 Growth Rate (Heavy Vehicles)	1.058						

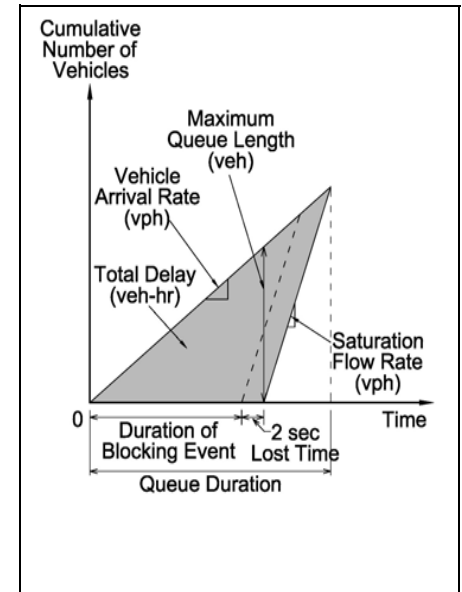
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:28:19	91	a	2	121	0	0	0	0	3360	3	96	0.042
39	20:43:08	61	a	2	121	0	0	0	0	3360	2	65	0.019
40	20:52:35	110	a	2	121	0	0	0	0	3360	4	116	0.061
41	22:10:24	159	a	2	82	0	0	1	0	3360	4	165	0.085
42	23:30:29	126	a	2	31	0	0	1	0	3360	1	129	0.020
43	23:45:48	115	a	2	31	0	0	1	0	3360	1	118	0.017
44	23:48:10	176	a	2	31	0	0	1	0	3360	2	180	0.040
Total													11.827

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Mission Mill Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811061F Direction: Northbound
 Nearest Cross Street: Capitol Ave Daily % Heavy Vehicles: 7.5%
 Location: Industry/LA County No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.054
 2009-2025 Growth Rate (Heavy Vehicles) 1.029

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:02	86	a	2	2	0	0	1	0	1580	0	88	0.001
2	0:22:36	137	a	2	2	0	0	1	0	1580	0	139	0.002
3	1:14:47	86	a	2	7	0	0	2	0	1580	0	89	0.003
4	1:33:26	84	a	2	7	0	0	2	0	1580	0	86	0.003
5	1:36:56	177	a	2	7	0	0	2	0	1580	0	180	0.011
6	2:35:40	161	a	2	12	0	0	1	0	1580	1	164	0.013
7	3:57:12	110	a	2	7	0	0	1	0	1580	0	113	0.004
8	4:26:01	59	a	2	56	0	0	0	0	1580	1	63	0.008
9	5:43:02	27	e	2	56	0	0	11	0	1580	1	30	0.002
10	5:51:22	187	a	2	56	0	0	11	0	1580	4	197	0.096
11	6:55:09	32	e	2	77	0	0	6	0	1580	1	36	0.004
12	7:09:53	32	e	2	84	0	0	9	0	1580	1	36	0.004
13	7:14:55	62	d	2	84	0	0	9	0	1580	2	68	0.016
14	7:18:44	186	a	2	84	0	0	9	0	1580	5	200	0.135
15	7:44:27	32	e	2	84	0	0	9	0	1580	1	36	0.004
16	8:08:26	165	a	2	85	0	0	9	0	1580	4	178	0.108
17	8:35:14	137	a	2	85	0	0	9	0	1580	4	148	0.075
18	9:09:35	29	e	2	58	0	0	7	0	1580	1	32	0.002
19	10:30:21	57	a	2	57	0	0	3	0	1580	1	61	0.008
20	10:44:06	119	a	2	57	0	0	3	0	1580	2	126	0.035
21	11:02:39	116	a	2	75	0	0	6	1	1580	3	124	0.046
22	13:02:19	174	a	2	67	0	0	4	0	1580	3	184	0.089
23	13:36:55	30	e	2	67	0	0	4	0	1580	1	34	0.003
24	13:57:23	145	a	2	67	0	0	4	0	1580	3	154	0.062
25	14:08:02	44	a	2	92	0	0	7	0	1580	1	49	0.009
26	14:27:49	102	a	2	92	0	0	7	0	1580	3	111	0.044
27	16:00:00	4	e	2	103	0	0	4	0	1580	0	6	0.000
28	16:12:00	59	a	2	103	0	0	4	0	1580	2	65	0.016
29	16:34:36	181	a/e	2	103	0	0	4	0	1580	5	196	0.148
30	17:09:40	50	a	2	74	0	0	6	0	1580	1	55	0.009
31	17:16:09	33	e	2	74	0	0	6	0	1580	1	37	0.004
32	17:37:24	195	a	2	74	0	0	6	0	1580	4	208	0.126
33	17:46:53	30	e	2	74	0	0	6	0	1580	1	34	0.003
34	18:25:59	30	e	2	43	0	0	3	0	1580	0	33	0.002
35	18:39:19	34	a	2	43	0	0	3	0	1580	0	37	0.002
36	18:57:39	237	a/e	2	43	0	0	3	0	1580	3	246	0.104
37	19:32:55	110	a	2	23	0	0	0	0	1580	1	114	0.011



Street:	Mission Mill Rd @ Los Angeles Subdivision Crossing						
Crossing Number:	811061F	Direction:	Northbound	Traffic Signal Upstream:	No		
Nearest Cross Street:	Capitol Ave	Daily % Heavy Vehicles:	7.5%	No. of Critical Phases (Upstream)	N/A		
Location:	Industry/LA County	No. of Lanes:	1	Traffic Signal Downstream:	No		
Type of Crossing:	Isolated	Freight Activity Increase	62%	g/C (Downstream)	N/A		
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)		2009-2025 Growth Rate (Other Vehicles & Buses)	1.054		
				2009-2025 Growth Rate (Heavy Vehicles)	1.029		

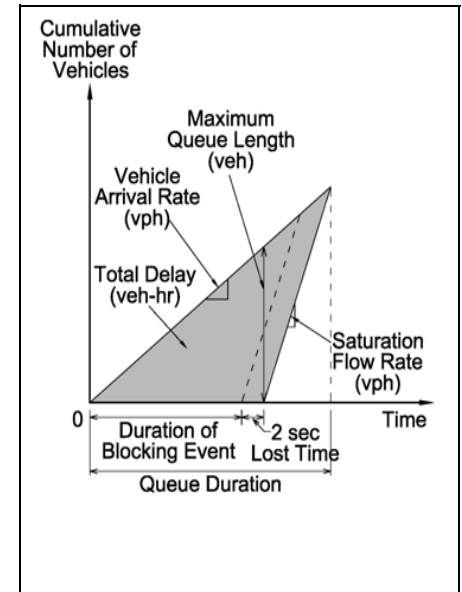
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:28:38	87	a	2	20	0	0	0	0	1580	0	90	0.006
39	20:43:28	53	a	2	20	0	0	0	0	1580	0	56	0.002
40	20:53:01	97	a	2	20	0	0	0	0	1580	1	100	0.008
41	22:10:23	151	a	2	7	0	0	3	0	1580	0	154	0.009
42	23:30:21	119	a	2	9	0	0	0	0	1580	0	122	0.005
43	23:46:01	115	a	2	9	0	0	0	0	1580	0	118	0.005
44	23:48:04	154	a	2	9	0	0	0	0	1580	0	157	0.009
Total													2.017

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Mission Mill Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811061F Direction: Southbound
 Nearest Cross Street: Capitol Ave Daily % Heavy Vehicles: 6.8%
 Location: Industry/LA County No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.054
 2009-2025 Growth Rate (Heavy Vehicles) 1.029

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:02	86	a	2	2	0	0	1	0	1590	0	88	0.001
2	0:22:36	137	a	2	2	0	0	1	0	1590	0	139	0.002
3	1:14:47	86	a	2	4	0	0	4	0	1590	0	88	0.002
4	1:33:26	84	a	2	4	0	0	4	0	1590	0	86	0.002
5	1:36:56	177	a	2	4	0	0	4	0	1590	0	180	0.010
6	2:35:40	161	a	2	7	0	0	1	0	1590	0	164	0.008
7	3:57:12	110	a	2	5	0	0	0	0	1590	0	112	0.002
8	4:26:01	59	a	2	39	0	0	1	0	1590	1	63	0.006
9	5:43:02	27	e	2	23	0	0	2	0	1590	0	29	0.001
10	5:51:22	187	a	2	23	0	0	2	0	1590	1	192	0.035
11	6:55:09	32	e	2	44	0	0	4	0	1590	0	35	0.002
12	7:09:53	32	e	2	46	0	0	5	0	1590	0	35	0.002
13	7:14:55	62	d	2	46	0	0	5	0	1590	1	66	0.008
14	7:18:44	186	a	2	46	0	0	5	0	1590	3	194	0.072
15	7:44:27	32	e	2	46	0	0	5	0	1590	0	35	0.002
16	8:08:26	165	a	2	50	0	0	3	0	1590	2	173	0.059
17	8:35:14	137	a	2	50	0	0	3	0	1590	2	144	0.041
18	9:09:35	29	e	2	41	0	0	3	0	1590	0	32	0.002
19	10:30:21	57	a	2	33	0	0	3	0	1590	1	60	0.005
20	10:44:06	119	a	2	33	0	0	3	0	1590	1	124	0.021
21	11:02:39	116	a	2	60	0	0	2	0	1590	2	123	0.035
22	13:02:19	174	a	2	71	0	0	7	0	1590	4	185	0.098
23	13:36:55	30	e	2	71	0	0	7	0	1590	1	34	0.003
24	13:57:23	145	a	2	71	0	0	7	0	1590	3	155	0.069
25	14:08:02	44	a	2	70	0	0	2	0	1590	1	48	0.006
26	14:27:49	102	a	2	70	0	0	2	0	1590	2	109	0.031
27	16:00:00	4	e	2	46	0	0	4	0	1590	0	6	0.000
28	16:12:00	59	a	2	46	0	0	4	0	1590	1	63	0.007
29	16:34:36	181	a/e	2	46	0	0	4	0	1590	3	189	0.067
30	17:09:40	50	a	2	50	0	0	3	0	1590	1	54	0.006
31	17:16:09	33	e	2	50	0	0	3	0	1590	1	36	0.003
32	17:37:24	195	a	2	50	0	0	3	0	1590	3	204	0.082
33	17:46:53	30	e	2	50	0	0	3	0	1590	0	33	0.002
34	18:25:59	30	e	2	50	0	0	2	0	1590	0	33	0.002
35	18:39:19	34	a	2	50	0	0	2	0	1590	1	37	0.003
36	18:57:39	237	a/e	2	50	0	0	2	0	1590	3	247	0.118
37	19:32:55	110	a	2	25	0	0	1	0	1590	1	114	0.013



Street:	Mission Mill Rd @ Los Angeles Subdivision Crossing						
Crossing Number:	811061F	Direction:	Southbound	Traffic Signal Upstream:	No		
Nearest Cross Street:	Capitol Ave	Daily % Heavy Vehicles:	6.8%	No. of Critical Phases (Upstream)	N/A		
Location:	Industry/LA County	No. of Lanes:	1	Traffic Signal Downstream:	No		
Type of Crossing:	Isolated	Freight Activity Increase	62%	g/C (Downstream)	N/A		
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)		2009-2025 Growth Rate (Other Vehicles & Buses)	1.054		
				2009-2025 Growth Rate (Heavy Vehicles)	1.029		

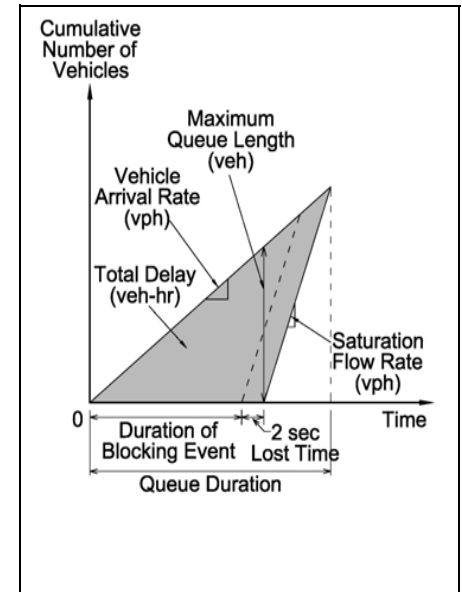
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:28:38	87	a	2	25	0	0	0	0	1590	1	90	0.008
39	20:43:28	53	a	2	25	0	0	0	0	1590	0	56	0.003
40	20:53:01	97	a	2	25	0	0	0	0	1590	1	101	0.010
41	22:10:23	151	a	2	6	0	0	2	0	1590	0	154	0.007
42	23:30:21	119	a	2	11	0	0	1	0	1590	0	122	0.007
43	23:46:01	115	a	2	11	0	0	1	0	1590	0	118	0.006
44	23:48:04	154	a	2	11	0	0	1	0	1590	1	157	0.011
Total													1.414

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Workman Mill Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811063U Direction: Northbound
 Nearest Cross Street: Crossroads Pkwy Daily % Heavy Vehicles: 1.6%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.107
 2009-2025 Growth Rate (Heavy Vehicles) 1.058

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:25:00	152	a	2	20	0	0	2	0	3350	1	155	0.020
2	1:12:55	87	a	2	9	0	0	0	0	3350	0	89	0.003
3	1:35:41	87	a	2	9	0	0	0	0	3350	0	89	0.003
4	1:39:52	161	a	2	9	0	0	0	0	3350	0	163	0.009
5	2:38:06	161	a	2	7	0	0	0	0	3350	0	163	0.007
6	3:29:10	142	a	2	6	0	0	0	0	3350	0	144	0.005
7	3:59:34	124	a	2	6	0	0	0	0	3350	0	126	0.004
8	4:28:16	54	a	2	10	0	0	1	0	3350	0	56	0.001
9	5:42:16	34	e	2	20	0	0	0	0	3350	0	36	0.001
10	5:49:28	184	a	2	20	0	0	0	0	3350	1	187	0.027
11	6:54:38	32	e	2	78	0	2	0	0	3350	1	35	0.004
12	7:09:13	36	e	2	143	1	2	3	0	3350	2	40	0.009
13	7:13:42	378	a	2	143	1	2	3	0	3350	16	398	0.869
14	7:43:55	32	e	2	143	1	2	3	0	3350	1	36	0.007
15	8:11:15	167	a	2	159	0	2	4	2	3350	8	178	0.194
16	8:37:47	133	a	2	159	0	2	4	2	3350	6	142	0.124
17	9:08:48	36	e	2	197	0	3	0	0	3350	2	40	0.012
18	10:29:29	57	a	2	179	0	2	2	0	3350	3	62	0.026
19	10:47:02	116	a	2	179	0	2	2	0	3350	6	125	0.104
20	11:04:45	131	a	2	275	0	2	2	0	3350	10	145	0.208
21	13:05:30	137	a	2	261	0	2	2	0	3350	10	151	0.215
22	13:38:35	41	e	2	261	0	2	2	0	3350	3	47	0.021
23	13:56:14	131	a	2	261	0	2	2	0	3350	10	144	0.196
24	14:06:08	48	a	2	297	0	2	1	0	3350	4	55	0.032
25	14:30:42	101	a	2	297	0	2	1	0	3350	9	113	0.135
26	15:58:46	39	e	2	353	2	2	3	1	3350	4	46	0.026
27	16:10:30	74	a	2	487	0	3	0	0	3350	10	89	0.128
28	16:26:58	189	a	2	487	0	3	0	0	3350	26	224	0.809
29	16:38:50	36	e	2	487	0	3	0	0	3350	5	45	0.032
30	17:07:20	47	a	2	525	0	3	1	0	3350	7	58	0.058
31	17:17:50	40	e	2	525	0	3	1	0	3350	6	50	0.043
32	17:40:34	189	a	2	525	0	3	1	0	3350	28	227	0.885
33	17:48:39	34	e	2	525	0	3	1	0	3350	5	43	0.032
34	18:27:42	37	e	2	391	0	0	2	0	3350	4	44	0.026
35	18:41:17	39	a	2	391	0	0	2	0	3350	4	46	0.029
36**	18:43:55	585	a	2	391	0	0	2	0	3350	64	665	5.919
37	19:00:22	36	e	2	248	0	0	0	0	3350	3	41	0.015



Street:	Workman Mill Rd @ Los Angeles Subdivision Crossing		
Crossing Number:	811063U	Direction:	Northbound
Nearest Cross Street:	Crossroads Pkwy	Daily % Heavy Vehicles:	1.6%
Location:	Industry/LA County	No. of Lanes:	2
Type of Crossing:	Isolated	Freight Activity Increase	62%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.107
2009-2025 Growth Rate (Heavy Vehicles)	1.058

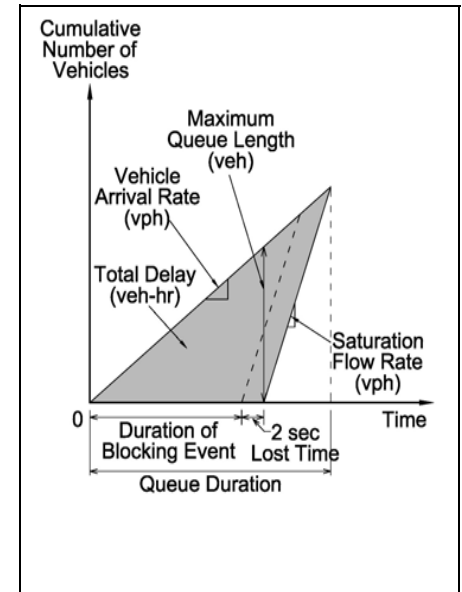
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	19:31:47	113	a	2	248	0	0	0	0	3350	8	124	0.136
39	20:30:50	95	a	2	111	0	0	0	0	3350	3	100	0.042
40	20:45:41	60	a	2	111	0	0	0	0	3350	2	64	0.017
41	20:55:11	113	a	2	111	0	0	0	0	3350	4	119	0.059
42	22:09:05	141	a	2	103	0	1	2	0	3350	4	148	0.087
43	23:29:15	104	a	2	39	0	0	0	0	3350	1	107	0.017
44	23:46:46	219	a/a	2	39	0	0	0	0	3350	2	224	0.074
Total													17.144

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
** It was recorded that gate blockage event #36 lasted for 848 sec. For the purpose of this future delay analysis, it was assumed this blockage event lasted for (2 + 1 + (2.25)*3)min. = 585 sec.

Street: Workman Mill Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 811063U Direction: Southbound
 Nearest Cross Street: Crossroads Pkwy Daily % Heavy Vehicles: 1.6%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.107
 2009-2025 Growth Rate (Heavy Vehicles) 1.058

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:25:00	152	a	2	8	0	0	0	0	3350	0	154	0.007
2	1:12:55	87	a	2	2	0	0	0	0	3350	0	89	0.001
3	1:35:41	87	a	2	2	0	0	0	0	3350	0	89	0.001
4	1:39:52	161	a	2	2	0	0	0	0	3350	0	163	0.002
5	2:38:06	161	a	2	6	0	0	0	0	3350	0	163	0.006
6	3:29:10	142	a	2	11	0	0	0	0	3350	0	144	0.009
7	3:59:34	124	a	2	11	0	0	0	0	3350	0	126	0.007
8	4:28:16	54	a	2	17	0	0	0	0	3350	0	56	0.002
9	5:42:16	34	e	2	68	0	0	0	0	3350	1	37	0.003
10	5:49:28	184	a	2	68	0	0	0	0	3350	4	190	0.093
11	6:54:38	32	e	2	207	1	2	2	0	3350	2	36	0.010
12	7:09:13	36	e	2	596	0	2	2	1	3350	6	46	0.041
13	7:13:42	378	a	2	596	0	2	2	1	3350	63	463	4.079
14	7:43:55	32	e	2	596	0	2	2	1	3350	6	41	0.032
15	8:11:15	167	a	2	433	0	1	3	0	3350	21	194	0.553
16	8:37:47	133	a	2	433	0	1	3	0	3350	16	155	0.353
17	9:08:48	36	e	2	312	0	3	2	0	3350	3	42	0.020
18	10:29:29	57	a	2	220	0	2	1	0	3350	4	63	0.032
19	10:47:02	116	a	2	220	0	2	1	0	3350	7	126	0.128
20	11:04:45	131	a	2	192	0	2	0	0	3350	7	141	0.140
21	13:05:30	137	a	2	192	1	1	1	0	3350	8	148	0.155
22	13:38:35	41	e	2	192	1	1	1	0	3350	2	46	0.015
23	13:56:14	131	a	2	192	1	1	1	0	3350	7	141	0.141
24	14:06:08	48	a	2	200	0	3	2	0	3350	3	53	0.021
25	14:30:42	101	a	2	200	0	3	2	0	3350	6	110	0.090
26	15:58:46	39	e	2	180	0	1	1	0	3350	2	43	0.012
27	16:10:30	74	a	2	214	2	3	0	0	3350	5	81	0.052
28	16:26:58	189	a	2	214	2	3	0	0	3350	12	204	0.329
29	16:38:50	36	e	2	214	2	3	0	0	3350	2	41	0.013
30	17:07:20	47	a	2	229	0	2	0	0	3350	3	53	0.023
31	17:17:50	40	e	2	229	0	2	0	0	3350	3	45	0.017
32	17:40:34	189	a	2	229	0	2	0	0	3350	12	205	0.349
33	17:48:39	34	e	2	229	0	2	0	0	3350	2	39	0.013
34	18:27:42	37	e	2	161	0	2	1	1	3350	2	41	0.010
35	18:41:17	39	a	2	161	0	2	1	1	3350	2	43	0.011
36**	18:43:55	585	a	2	161	0	2	1	1	3350	27	617	2.306
37	19:00:22	36	e	2	81	0	2	1	0	3350	1	39	0.005



Street:	Workman Mill Rd @ Los Angeles Subdivision Crossing		
Crossing Number:	811063U	Direction:	Southbound
Nearest Cross Street:	Crossroads Pkwy	Daily % Heavy Vehicles:	1.6%
Location:	Industry/LA County	No. of Lanes:	2
Type of Crossing:	Isolated	Freight Activity Increase	62%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.107
2009-2025 Growth Rate (Heavy Vehicles)	1.058

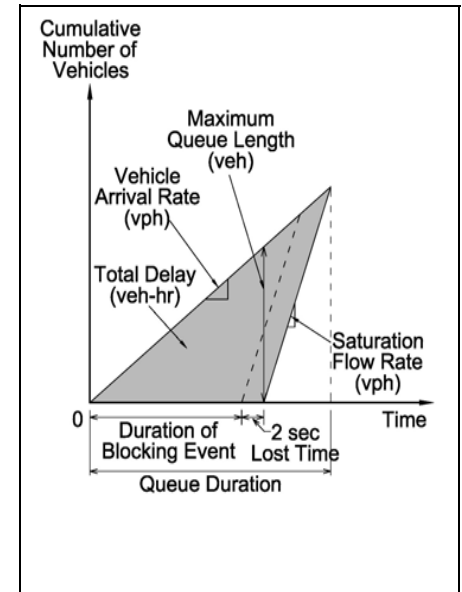
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	19:31:47	113	a	2	81	0	2	1	0	3350	3	118	0.044
39	20:30:50	95	a	2	58	0	1	1	0	3350	2	99	0.022
40	20:45:41	60	a	2	58	0	1	1	0	3350	1	63	0.009
41	20:55:11	113	a	2	58	0	1	1	0	3350	2	117	0.031
42	22:09:05	141	a	2	39	0	2	0	0	3350	2	145	0.033
43	23:29:15	104	a	2	17	0	0	0	0	3350	1	107	0.007
44	23:46:46	219	a/a	2	17	0	0	0	0	3350	1	222	0.032
Total													14.881

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
** It was recorded that gate blockage event #36 lasted for 848 sec. For the purpose of this future delay analysis, it was assumed this blockage event lasted for (2 + 1 + (2.25)*3)min. = 585 sec.

Street: Turnbull Canyon Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 810867E Direction: Northbound
 Nearest Cross Street: Salt Lake Ave Daily % Heavy Vehicles: 4.6%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.067
 2009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:19	206	a	2	45	0	0	3	0	3250	3	211	0.081
2	0:25:18	132	a	2	45	0	0	3	0	3250	2	136	0.034
3	0:55:24	155	a	2	45	0	0	3	0	3250	2	159	0.046
4	1:45:05	53	a	2	14	0	0	2	0	3250	0	55	0.002
5	1:56:35	89	a	2	14	0	0	2	0	3250	0	91	0.005
6	2:20:57	149	a	2	26	0	0	6	0	3250	1	153	0.029
7	4:23:40	209	a	2	45	0	0	9	2	3250	3	215	0.098
8	4:30:08	56	a	2	45	0	0	9	2	3250	1	59	0.007
9	4:57:07	101	a	2	45	0	0	9	2	3250	2	105	0.023
10	5:32:55	31	e	2	139	0	0	14	0	3250	1	35	0.007
11	6:32:34	32	e	2	274	0	0	12	4	3250	3	37	0.014
12	7:04:59	60	e	2	585	2	0	21	0	3250	10	76	0.111
13	7:47:51	32	e	2	585	2	0	21	0	3250	6	42	0.033
14	8:23:50	171	a	2	374	0	0	16	1	3250	19	197	0.514
15	8:42:05	136	a	2	374	0	0	16	1	3250	15	157	0.327
16	9:07:13	24	e	2	365	5	0	17	0	3250	3	30	0.012
17	11:30:42	208	a	2	345	0	0	22	2	3250	22	237	0.709
18	12:18:35	208	a	2	419	2	0	21	2	3250	26	243	0.874
19	12:46:14	299	a	2	419	2	0	21	2	3250	37	349	1.799
20	12:59:26	219	a	2	419	2	0	21	2	3250	27	256	0.969
21	13:39:30	30	e	2	530	1	0	26	2	3250	5	39	0.027
22	14:46:19	74	a	2	543	3	0	22	0	3250	12	92	0.153
23	16:04:19	31	e	2	701	1	1	19	1	3250	7	42	0.039
24	16:42:23	29	e	2	701	1	1	19	1	3250	6	40	0.035
25	16:48:18	183	a	2	701	1	1	19	1	3250	37	238	1.228
26	16:52:21	85	a	2	701	1	1	19	1	3250	17	112	0.272
27	17:21:47	29	e	2	693	0	0	17	0	3250	6	40	0.034
28	17:53:28	44	e	2	693	0	0	17	0	3250	9	59	0.074
29	18:05:00	162	a	2	472	0	0	10	1	3250	22	193	0.590
30	18:30:05	30	e	2	472	0	0	10	1	3250	4	38	0.023
31	19:02:10	30	e	2	315	0	0	4	0	3250	3	35	0.014
32	19:12:25	153	a	2	315	0	0	4	0	3250	14	172	0.328
33	19:24:35	185	a	2	315	0	0	4	0	3250	17	207	0.476
34	20:30:35	155	a	2	231	0	0	3	0	3250	10	169	0.240
35	20:47:51	62	a	2	231	0	0	3	0	3250	4	69	0.040
36	21:32:26	135	a	2	140	0	0	1	0	3250	5	143	0.107
37	22:13:36	177	a	2	92	0	0	7	0	3250	5	185	0.126



Street: Turnbull Canyon Rd @ Los Angeles Subdivision Crossing

Crossing Number: 810867E Direction: Northbound

Nearest Cross Street: Salt Lake Ave Daily % Heavy Vehicles: 4.6%

Location: Industry/LA County No. of Lanes: 2

Type of Crossing: Isolated Freight Activity Increase 62%

Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No

No. of Critical Phases (Upstream) N/A

Traffic Signal Downstream: No

g/C (Downstream) N/A

2009-2025 Growth Rate (Other Vehicles & Buses) 1.067

2009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:26:50	190	a	2	92	0	0	7	0	3250	5	198	0.145
39	22:46:12	89	a	2	92	0	0	7	0	3250	3	94	0.033
Total													15.416

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

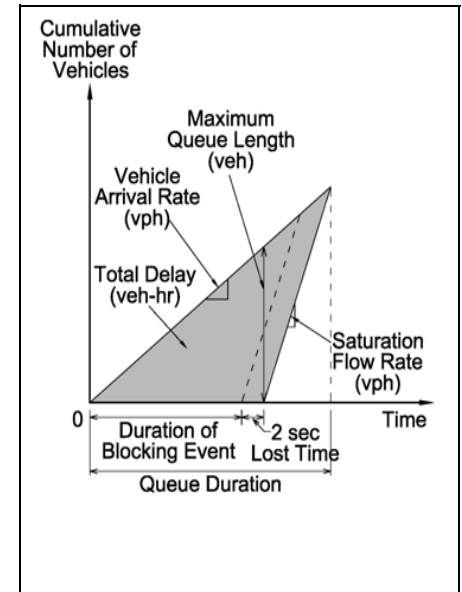
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Turnbull Canyon Rd @ Los Angeles Subdivision Crossing
 Crossing Number: 810867E Direction: Southbound
 Nearest Cross Street: Salt Lake Ave Daily % Heavy Vehicles: 4.1%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.067
 2009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:02:19	206	a	2	42	0	0	1	0	3270	2	211	0.073
2	0:25:18	132	a	2	42	0	0	1	0	3270	2	136	0.030
3	0:55:24	155	a	2	42	0	0	1	0	3270	2	159	0.041
4	1:45:05	53	a	2	22	0	0	3	0	3270	0	55	0.003
5	1:56:35	89	a	2	22	0	0	3	0	3270	1	92	0.008
6	2:20:57	149	a	2	14	0	0	3	0	3270	1	152	0.015
7	4:23:40	209	a	2	102	0	0	6	0	3270	6	218	0.192
8	4:30:08	56	a	2	102	0	0	6	0	3270	2	60	0.015
9	4:57:07	101	a	2	102	0	0	6	0	3270	3	107	0.046
10	5:32:55	31	e	2	140	0	0	9	0	3270	1	35	0.007
11	6:32:34	32	e	2	296	0	0	17	1	3270	3	38	0.016
12	7:04:59	60	e	2	794	1	0	13	0	3270	14	82	0.158
13	7:47:51	32	e	2	794	1	0	13	0	3270	8	45	0.048
14	8:23:50	171	a	2	625	2	0	20	3	3270	31	216	0.937
15	8:42:05	136	a	2	625	2	0	20	3	3270	25	172	0.595
16	9:07:13	24	e	2	426	1	0	12	1	3270	3	30	0.013
17	11:30:42	208	a	2	325	1	0	21	2	3270	20	235	0.664
18	12:18:35	208	a	2	381	1	0	14	1	3270	23	239	0.769
19	12:46:14	299	a	2	381	1	0	14	1	3270	33	343	1.581
20	12:59:26	219	a	2	381	1	0	14	1	3270	24	252	0.853
21	13:39:30	30	e	2	387	2	0	16	1	3270	4	37	0.019
22	14:46:19	74	a	2	426	0	0	28	0	3270	10	88	0.117
23	16:04:19	31	e	2	471	0	0	25	0	3270	5	39	0.025
24	16:42:23	29	e	2	471	0	0	25	0	3270	4	37	0.022
25	16:48:18	183	a	2	471	0	0	25	0	3270	25	218	0.772
26	16:52:21	85	a	2	471	0	0	25	0	3270	12	103	0.171
27	17:21:47	29	e	2	530	0	0	17	1	3270	5	37	0.024
28	17:53:28	44	e	2	530	0	0	17	1	3270	7	55	0.053
29	18:05:00	162	a	2	365	0	0	9	1	3270	17	185	0.439
30	18:30:05	30	e	2	365	0	0	9	1	3270	3	36	0.017
31	19:02:10	30	e	2	257	0	1	8	0	3270	2	35	0.011
32	19:12:25	153	a	2	257	0	1	8	0	3270	11	169	0.269
33	19:24:35	185	a	2	257	0	1	8	0	3270	14	204	0.391
34	20:30:35	155	a	2	180	0	0	2	0	3270	8	166	0.183
35	20:47:51	62	a	2	180	0	0	2	0	3270	3	68	0.031
36	21:32:26	135	a	2	124	0	0	2	0	3270	5	142	0.095
37	22:13:36	177	a	2	82	0	0	1	0	3270	4	184	0.105



Street:	Turnbull Canyon Rd @ Los Angeles Subdivision Crossing												
Crossing Number:	810867E				Direction:	Southbound				Traffic Signal Upstream:	No		
Nearest Cross Street:	Salt Lake Ave				Daily % Heavy Vehicles:	4.1%				No. of Critical Phases (Upstream)	N/A		
Location:	Industry/LA County				No. of Lanes:	2				Traffic Signal Downstream:	No		
Type of Crossing:	Isolated				Freight Activity Increase	62%				g/C (Downstream)	N/A		
Traffic Condition:	Future (2025)				(With Alhambra Subdivision Double-Tracked)					2009-2025 Growth Rate (Other Vehicles & Buses)	1.067		
										2009-2025 Growth Rate (Heavy Vehicles)	1.115		

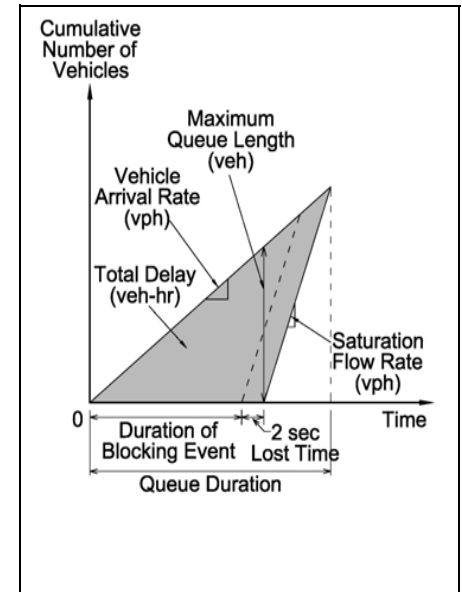
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:26:50	190	a	2	82	0	0	1	0	3270	4	197	0.121
39	22:46:12	89	a	2	82	0	0	1	0	3270	2	93	0.027
Total													14.253

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Stimson Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810871U Direction: Northbound
 Nearest Cross Street: Phoenix Dr Daily % Heavy Vehicles: 2.0%
 Location: Industry No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.067
 2009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:03:18	264	a	2	43	0	0	2	1	3330	3	270	0.127
2	0:27:24	134	a	2	43	0	0	2	1	3330	2	138	0.033
3	0:57:47	162	a	2	43	0	0	2	1	3330	2	166	0.048
4	1:45:47	62	a	2	31	0	4	2	0	3330	1	65	0.006
5	1:57:25	99	a	2	31	0	4	2	0	3330	1	102	0.015
6	2:22:04	150	a	2	35	0	0	2	0	3330	2	154	0.033
7	4:21:09	200	a	2	49	0	0	3	0	3330	3	205	0.083
8	4:30:07	199	a	2	49	0	0	3	0	3330	3	204	0.082
9	4:36:10	136	a	2	49	0	0	3	0	3330	2	140	0.039
10	4:58:06	114	a	2	49	0	0	3	0	3330	2	118	0.027
11	5:31:43	31	e	2	129	0	0	3	1	3330	1	34	0.006
12	6:31:22	34	e	2	247	4	0	6	0	3330	3	39	0.014
13	7:03:48	31	e	2	607	1	0	6	1	3330	6	40	0.031
14	7:46:38	32	e	2	607	1	0	6	1	3330	6	42	0.034
15	8:25:15	161	a	2	471	0	0	8	1	3330	22	190	0.574
16	8:30:52	308	a	2	471	0	0	8	1	3330	41	362	2.078
17	8:43:50	212	a	2	471	0	0	8	1	3330	29	250	0.991
18	8:54:12	337	a	2	471	0	0	8	1	3330	45	396	2.486
19	9:05:54	31	e	2	370	0	0	18	1	3330	4	37	0.018
20	11:32:40	224	a	2	348	0	0	12	1	3330	23	253	0.796
21	12:05:04	86	a	2	410	0	0	11	0	3330	10	101	0.144
22	12:15:47	204	a	2	410	0	0	11	0	3330	24	236	0.790
23	12:47:09	120	a	2	410	0	0	11	0	3330	14	140	0.277
24	13:02:32	154	a	2	424	0	0	6	1	3330	19	179	0.464
25	13:39:55	35	e	2	424	0	0	6	1	3330	4	43	0.026
26	14:47:13	85	a	2	559	2	0	6	0	3330	14	105	0.200
27	16:03:02	37	e	2	563	0	0	3	1	3330	6	47	0.040
28	16:42:49	36	e	2	563	0	0	3	1	3330	6	46	0.038
29	16:55:28	118	a	2	563	0	0	3	1	3330	19	145	0.381
30	17:22:15	34	e	2	699	0	0	4	0	3330	7	46	0.045
31	17:53:56	36	e	2	699	0	0	4	0	3330	7	48	0.049
32	18:06:08	162	a	2	559	0	1	4	0	3330	26	197	0.703
33	18:30:34	60	e	2	559	0	1	4	0	3330	10	75	0.101
34	19:02:42	37	e	2	337	0	0	6	0	3330	4	43	0.022
35	19:13:53	132	a	2	337	0	0	6	0	3330	13	149	0.264
36	19:26:39	171	a	2	337	0	0	6	0	3330	16	193	0.442
37	20:15:54	141	a	2	263	0	0	4	0	3330	11	155	0.228



Street: Stimson Ave @ Los Angeles Subdivision CrossingCrossing Number: 810871U Direction: NorthboundNearest Cross Street: Phoenix Dr Daily % Heavy Vehicles: 2.0%Location: Industry No. of Lanes: 2Type of Crossing: Isolated Freight Activity Increase 62%Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)Traffic Signal Upstream: NoNo. of Critical Phases (Upstream) N/ATraffic Signal Downstream: Nog/C (Downstream) N/A2009-2025 Growth Rate (Other Vehicles & Buses) 1.0672009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:33:09	127	a	2	263	0	0	4	0	3330	10	140	0.186
39	20:46:29	65	a	2	263	0	0	4	0	3330	5	73	0.050
40	21:30:52	132	a	2	177	0	0	2	1	3330	7	142	0.132
41	21:38:12	88	a	2	177	0	0	2	1	3330	5	95	0.059
42	22:10:22	223	a	2	136	0	0	1	0	3330	9	235	0.279
43	22:18:11	59	a	2	136	0	0	1	0	3330	2	64	0.021
44	22:24:18	169	a	2	136	0	0	1	0	3330	7	178	0.161
45	22:29:01	38	a	2	136	0	0	1	0	3330	2	42	0.009
46	22:43:38	111	a	2	136	0	0	1	0	3330	4	118	0.070
47	22:58:00	164	a	2	136	0	0	1	0	3330	6	173	0.152
48	23:06:04	117	a	2	93	0	0	2	1	3330	3	123	0.054
Total													20.648

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

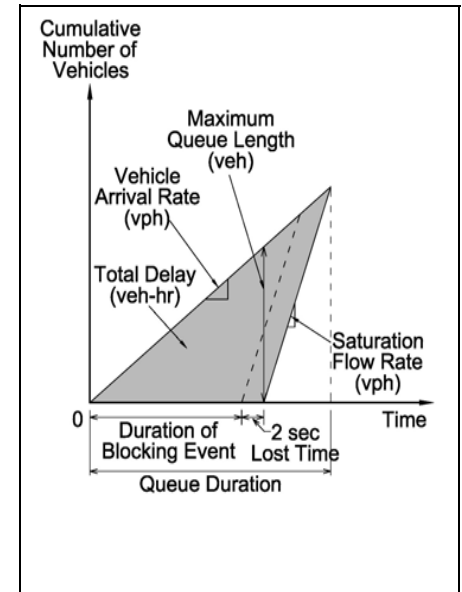
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: Some trains passed through Turnbull Canyon Road, then Stimson Avenue and then into the yard, or did the reverse route. In addition, some trains passed through Bixby Drive, then Stimson Avenue, then back across Stimson again and then into the yard, or did the reverse route. Also, some trains passed through Stimson Avenue from the yard, and then back into the yard.

Street: Stimson Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810871U Direction: Southbound
 Nearest Cross Street: Phoenix Dr Daily % Heavy Vehicles: 2.6%
 Location: Industry No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.067
 2009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:03:18	264	a	2	39	0	0	2	0	3310	3	269	0.113
2	0:27:24	134	a	2	39	0	0	2	0	3310	2	138	0.030
3	0:57:47	162	a	2	39	0	0	2	0	3310	2	166	0.043
4	1:45:47	62	a	2	30	0	0	2	0	3310	1	65	0.005
5	1:57:25	99	a	2	30	0	0	2	0	3310	1	102	0.013
6	2:22:04	150	a	2	35	0	0	0	0	3310	1	154	0.032
7	4:21:09	200	a	2	52	0	0	2	0	3310	3	205	0.086
8	4:30:07	199	a	2	52	0	0	2	0	3310	3	204	0.085
9	4:36:10	136	a	2	52	0	0	2	0	3310	2	140	0.040
10	4:58:06	114	a	2	52	0	0	2	0	3310	2	118	0.029
11	5:31:43	31	e	2	166	0	0	7	0	3310	2	35	0.008
12	6:31:22	34	e	2	332	0	0	8	0	3310	3	40	0.019
13	7:03:48	31	e	2	646	2	3	10	0	3310	6	41	0.035
14	7:46:38	32	e	2	646	2	3	10	0	3310	6	42	0.036
15	8:25:15	161	a	2	424	0	0	11	1	3310	20	188	0.515
16	8:30:52	308	a	2	424	0	0	11	1	3310	38	357	1.862
17	8:43:50	212	a	2	424	0	0	11	1	3310	26	246	0.886
18	8:54:12	337	a	2	424	0	0	11	1	3310	41	390	2.224
19	9:05:54	31	e	2	353	5	0	16	1	3310	3	37	0.018
20	11:32:40	224	a	2	354	1	0	12	0	3310	23	254	0.813
21	12:05:04	86	a	2	381	1	0	11	0	3310	10	100	0.133
22	12:15:47	204	a	2	381	1	0	11	0	3310	22	234	0.731
23	12:47:09	120	a	2	381	1	0	11	0	3310	13	138	0.255
24	13:02:32	154	a	2	463	0	0	11	0	3310	21	182	0.519
25	13:39:55	35	e	2	463	0	0	11	0	3310	5	43	0.029
26	14:47:13	85	a	2	513	2	1	10	0	3310	13	103	0.182
27	16:03:02	37	e	2	571	12	0	6	0	3310	6	47	0.042
28	16:42:49	36	e	2	571	12	0	6	0	3310	6	46	0.040
29	16:55:28	118	a	2	571	12	0	6	0	3310	20	146	0.398
30	17:22:15	34	e	2	697	0	0	8	0	3310	7	46	0.045
31	17:53:56	36	e	2	697	0	0	8	0	3310	7	48	0.050
32	18:06:08	162	a	2	582	0	0	8	0	3310	27	200	0.747
33	18:30:34	60	e	2	582	0	0	8	0	3310	10	75	0.106
34	19:02:42	37	e	2	298	0	0	2	0	3310	3	43	0.019
35	19:13:53	132	a	2	298	0	0	2	0	3310	11	147	0.228
36	19:26:39	171	a	2	298	0	0	2	0	3310	14	190	0.380
37	20:15:54	141	a	2	253	0	0	9	0	3310	10	155	0.224



Street: Stimson Ave @ Los Angeles Subdivision CrossingCrossing Number: 810871U Direction: SouthboundNearest Cross Street: Phoenix Dr Daily % Heavy Vehicles: 2.6%Location: Industry No. of Lanes: 2Type of Crossing: Isolated Freight Activity Increase 62%Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)Traffic Signal Upstream: NoNo. of Critical Phases (Upstream) N/ATraffic Signal Downstream: Nog/C (Downstream) N/A2009-2025 Growth Rate (Other Vehicles & Buses) 1.0672009-2025 Growth Rate (Heavy Vehicles) 1.115

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	20:33:09	127	a	2	253	0	0	9	0	3310	9	140	0.183
39	20:46:29	65	a	2	253	0	0	9	0	3310	5	73	0.049
40	21:30:52	132	a	2	152	0	0	3	0	3310	6	141	0.113
41	21:38:12	88	a	2	152	0	0	3	0	3310	4	94	0.051
42	22:10:22	223	a	2	131	0	0	4	1	3310	9	235	0.277
43	22:18:11	59	a	2	131	0	0	4	1	3310	2	64	0.020
44	22:24:18	169	a	2	131	0	0	4	1	3310	6	178	0.160
45	22:29:01	38	a	2	131	0	0	4	1	3310	2	42	0.009
46	22:43:38	111	a	2	131	0	0	4	1	3310	4	118	0.070
47	22:58:00	164	a	2	131	0	0	4	1	3310	6	173	0.151
48	23:06:04	117	a	2	105	0	0	0	0	3310	3	123	0.059
Total													19.425

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

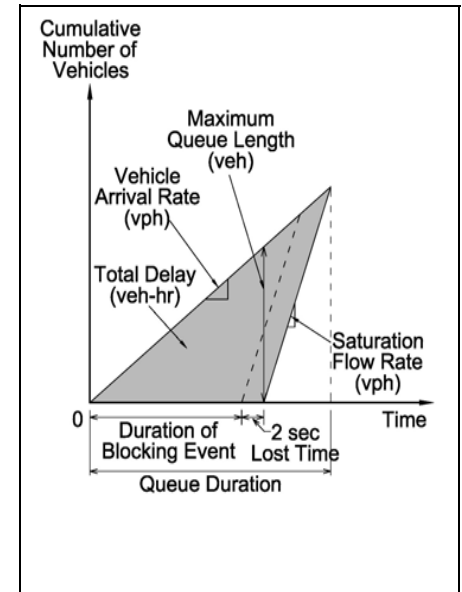
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Note: Some trains passed through Turnbull Canyon Road, then Stimson Avenue and then into the yard, or did the reverse route. In addition, some trains passed through Bixby Drive, then Stimson Avenue, then back across Stimson again and then into the yard, or did the reverse route. Also, some trains passed through Stimson Avenue from the yard, and then back into the yard.

Street: Bixby Dr @ Los Angeles Subdivision Crossing
 Crossing Number: 810905L Direction: Northbound
 Nearest Cross Street: Gale Ave Daily % Heavy Vehicles: 17.0%
 Location: Industry No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.034
 2009-2025 Growth Rate (Heavy Vehicles) 1.058

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:05:34	274	a	2	2	0	0	3	0	1450	0	277	0.015
2	0:29:05	189	a	2	2	0	0	3	0	1450	0	192	0.007
3	1:00:31	145	a	2	1	0	0	3	1	1450	0	148	0.004
4	1:47:38	57	a	2	1	0	0	3	1	1450	0	59	0.001
5	1:59:14	97	a	2	1	0	0	3	1	1450	0	99	0.002
6	2:24:02	144	a	2	1	0	0	2	0	1450	0	146	0.002
7	4:19:06	281	a/a	2	12	0	0	1	0	1450	1	286	0.041
8	4:32:51	56	a	2	12	0	0	1	0	1450	0	59	0.002
9	5:00:06	112	a	2	38	0	0	4	0	1450	1	117	0.022
10	5:32:04	32	e	2	38	0	0	4	0	1450	0	35	0.002
11	6:31:48	29	e	2	54	0	0	7	1	1450	1	32	0.002
12	7:04:18	24	e	2	106	0	0	17	0	1450	1	28	0.003
13	7:47:08	26	e	2	106	0	0	17	0	1450	1	31	0.004
14	8:27:33	143	a	2	102	0	0	19	1	1450	5	158	0.108
15	8:46:21	203	a	2	102	0	0	19	1	1450	7	224	0.216
16	8:58:33	143	a	2	102	0	0	19	1	1450	5	158	0.108
17	9:06:16	32	e	2	72	4	0	21	1	1450	1	36	0.005
18	11:34:29	258	a	2	53	0	0	32	1	1450	6	276	0.238
19	12:10:05	13	d	2	83	0	0	13	0	1450	0	16	0.001
20	12:13:42	13	d	2	83	0	0	13	0	1450	0	16	0.001
21	12:14:18	254	a	2	83	0	0	13	0	1450	7	274	0.260
22	12:49:07	115	a	2	83	0	0	13	0	1450	3	125	0.054
23	13:04:53	149	a	2	65	0	0	16	3	1450	4	160	0.078
24	13:41:31	32	e	2	65	0	0	16	3	1450	1	36	0.004
25	16:03:27	31	e	2	90	0	0	12	0	1450	1	35	0.005
26	16:44:25	29	e	2	90	0	0	12	0	1450	1	33	0.004
27	17:23:47	33	e	2	135	0	0	19	0	1450	1	39	0.008
28	17:55:30	61	e	2	135	0	0	19	0	1450	3	70	0.026
29	18:08:34	138	a	2	72	0	0	7	0	1450	3	148	0.063
30	18:32:10	34	e	2	72	0	0	7	0	1450	1	38	0.004
31	19:03:53	36	e	2	31	0	0	2	0	1450	0	39	0.002
32	19:32:17	111	a	2	31	0	0	2	0	1450	1	116	0.017
33	20:13:36	61	a	2	18	0	0	4	0	1450	0	64	0.003
34	20:35:37	124	a	2	18	0	0	4	0	1450	1	128	0.014
35	20:46:39	64	a	2	18	0	0	4	0	1450	0	67	0.004
36	21:30:56	135	a	2	10	0	0	1	0	1450	0	138	0.008
37	22:10:16	183	a	2	5	0	0	1	0	1450	0	186	0.008



Street: Bixby Dr @ Los Angeles Subdivision Crossing
 Crossing Number: 810905L Direction: Northbound
 Nearest Cross Street: Gale Ave Daily % Heavy Vehicles: 17.0%
 Location: Industry No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.034
 2009-2025 Growth Rate (Heavy Vehicles) 1.058

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:32:03	65	a	2	5	0	0	1	0	1450	0	67	0.001
39	22:42:56	109	a	2	5	0	0	1	0	1450	0	111	0.003
40	23:09:32	73	a	2	20	0	0	1	0	1450	0	76	0.005
Total													2.152

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

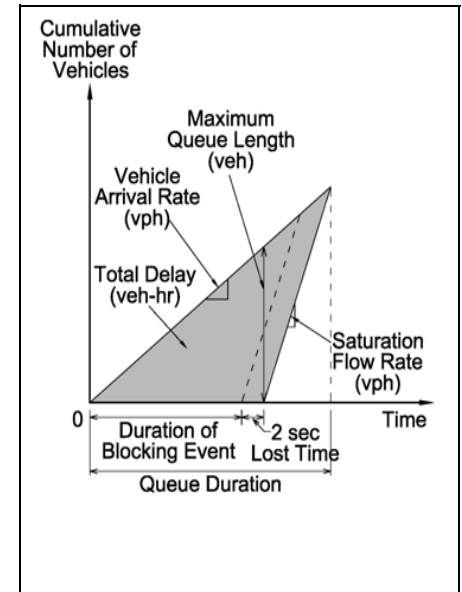
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Bixby Dr @ Los Angeles Subdivision Crossing
 Crossing Number: 810905L Direction: Southbound
 Nearest Cross Street: Gale Ave Daily % Heavy Vehicles: 16.2%
 Location: Industry No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.034
 2009-2025 Growth Rate (Heavy Vehicles) 1.058

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:05:34	274	a	2	5	0	0	1	0	1460	0	277	0.018
2	0:29:05	189	a	2	5	0	0	1	0	1460	0	192	0.008
3	1:00:31	145	a	2	1	0	0	1	0	1460	0	147	0.002
4	1:47:38	57	a	2	1	0	0	1	0	1460	0	59	0.000
5	1:59:14	97	a	2	1	0	0	1	0	1460	0	99	0.001
6	2:24:02	144	a	2	4	0	0	0	0	1460	0	146	0.003
7	4:19:06	281	a/a	2	32	0	0	7	0	1460	3	291	0.124
8	4:32:51	56	a	2	32	0	0	7	0	1460	1	60	0.005
9	5:00:06	112	a	2	37	0	0	13	0	1460	2	118	0.026
10	5:32:04	32	e	2	37	0	0	13	0	1460	0	35	0.002
11	6:31:48	29	e	2	51	0	0	30	0	1460	1	33	0.003
12	7:04:18	24	e	2	96	0	0	15	1	1460	1	28	0.003
13	7:47:08	26	e	2	96	0	0	15	1	1460	1	30	0.004
14	8:27:33	143	a	2	97	0	0	15	0	1460	5	157	0.098
15	8:46:21	203	a	2	97	0	0	15	0	1460	6	222	0.197
16	8:58:33	143	a	2	97	0	0	15	0	1460	5	157	0.098
17	9:06:16	32	e	2	41	2	0	21	0	1460	1	36	0.003
18	11:34:29	258	a	2	68	0	0	8	0	1460	5	274	0.209
19	12:10:05	13	d	2	81	0	1	15	0	1460	0	16	0.001
20	12:13:42	13	d	2	81	0	1	15	0	1460	0	16	0.001
21	12:14:18	254	a	2	81	0	1	15	0	1460	7	274	0.262
22	12:49:07	115	a	2	81	0	1	15	0	1460	3	125	0.055
23	13:04:53	149	a	2	74	0	0	11	0	1460	4	160	0.079
24	13:41:31	32	e	2	74	0	0	11	0	1460	1	36	0.004
25	16:03:27	31	e	2	114	0	0	14	0	1460	1	36	0.006
26	16:44:25	29	e	2	114	0	0	14	0	1460	1	34	0.005
27	17:23:47	33	e	2	151	0	0	21	0	1460	2	40	0.009
28	17:55:30	61	e	2	151	0	0	21	0	1460	3	71	0.030
29	18:08:34	138	a	2	63	0	0	4	0	1460	3	147	0.053
30	18:32:10	34	e	2	63	0	0	4	0	1460	1	38	0.004
31	19:03:53	36	e	2	32	0	0	3	0	1460	0	39	0.002
32	19:32:17	111	a	2	32	0	0	3	0	1460	1	116	0.018
33	20:13:36	61	a	2	8	0	0	4	0	1460	0	64	0.002
34	20:35:37	124	a	2	8	0	0	4	0	1460	0	127	0.007
35	20:46:39	64	a	2	8	0	0	4	0	1460	0	67	0.002
36	21:30:56	135	a	2	14	0	0	2	0	1460	1	139	0.012
37	22:10:16	183	a	2	12	0	0	5	0	1460	1	187	0.023



Street:	Bixby Dr @ Los Angeles Subdivision Crossing												
Crossing Number:	810905L				Direction:	Southbound				Traffic Signal Upstream:	No		
Nearest Cross Street:	Gale Ave				Daily % Heavy Vehicles:	16.2%				No. of Critical Phases (Upstream)	N/A		
Location:	Industry				No. of Lanes:	1				Traffic Signal Downstream:	No		
Type of Crossing:	Isolated				Freight Activity Increase	62%				g/C (Downstream)	N/A		
Traffic Condition:	Future (2025)				(With Alhambra Subdivision Double-Tracked)					2009-2025 Growth Rate (Other Vehicles & Buses)	1.034		
										2009-2025 Growth Rate (Heavy Vehicles)	1.058		

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:32:03	65	a	2	12	0	0	5	0	1460	0	68	0.003
39	22:42:56	109	a	2	12	0	0	5	0	1460	1	112	0.008
40	23:09:32	73	a	2	13	0	0	0	0	1460	0	76	0.003
Total													2.210

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Fullerton Rd @ Los Angeles Subdivision Crossing

Crossing Number: 810880T Direction: Northbound

Nearest Cross Street: Railroad St/Gale Ave Daily % Heavy Vehicles: 6.4%

Location: Industry No. of Lanes: 2

Type of Crossing: Pre-empted Freight Activity Increase 62%

Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: Yes

No. of Critical Phases (Upstream) 4

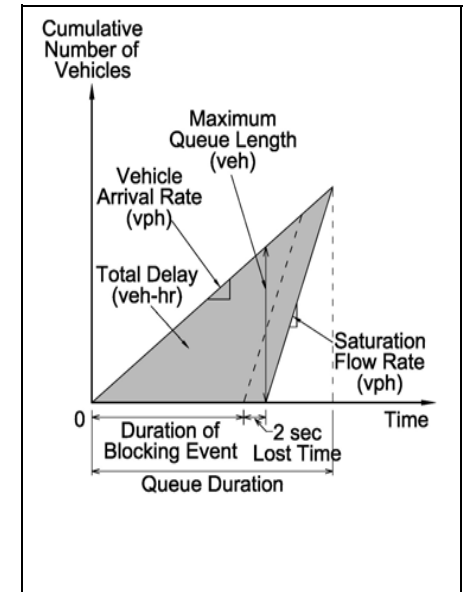
Traffic Signal Downstream: Yes

g/C (Downstream) 0.5

2009-2025 Growth Rate (Other Vehicles & Buses) 1.061

2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:10:13	218	a	2	101	0	0	15	0	2400	7	231	0.227
2	0:33:45	97	a	2	101	0	0	15	0	2400	3	104	0.046
3	0:39:10	90	a	2	101	0	0	15	0	2400	3	97	0.040
4	1:04:30	93	a	2	62	0	0	16	0	2400	2	98	0.028
5	1:49:40	56	a	2	62	0	0	16	0	2400	1	60	0.010
6	2:01:50	90	a	2	42	0	0	8	4	2400	1	94	0.018
7	2:26:40	136	a	2	42	0	0	8	4	2400	2	141	0.041
8	4:12:20	70	a	2	158	0	0	12	4	2400	3	78	0.038
9	4:15:58	189	a	2	158	0	0	12	4	2400	9	206	0.264
10	4:35:12	54	a	2	158	0	0	12	4	2400	3	60	0.023
11	5:03:18	98	a	2	158	0	0	12	4	2400	5	108	0.073
12	5:29:49	34	e	2	158	0	0	12	4	2400	2	39	0.009
13	6:29:28	33	e	2	408	2	0	21	0	2400	4	43	0.025
14	7:02:00	31	e	2	668	3	1	48	1	2400	7	47	0.043
15	7:44:45	34	e	2	668	3	1	48	1	2400	7	51	0.051
16	8:30:23	172	a	2	870	0	0	41	6	2400	44	282	1.736
17	8:50:24	148	a	2	870	0	0	41	6	2400	38	243	1.290
18	9:04:00	32	e	2	673	0	1	41	4	2400	7	49	0.046
19	11:39:29	152	a	2	605	0	0	70	2	2400	29	215	0.865
20	12:04:34	232	a	2	721	0	0	65	4	2400	51	349	2.489
21	12:51:42	156	a	2	721	0	0	65	4	2400	35	236	1.136
22	13:08:47	538	a	2	813	1	0	38	1	2400	128	838	14.892
23	13:42:44	44	e	2	813	1	0	38	1	2400	11	71	0.107
24	14:51:41	78	a	2	808	1	0	54	1	2400	19	125	0.333
25	16:00:05	100	e	2	777	0	1	49	4	2400	24	156	0.510
26	16:45:35	40	e	2	777	0	1	49	4	2400	10	64	0.086
27	17:24:58	41	e	2	819	0	0	28	4	2400	10	67	0.095
28	17:56:53	40	e	2	819	0	0	28	4	2400	10	65	0.090
29	18:37:08	92	e	2	752	0	0	34	1	2400	21	140	0.400
30	19:05:52	53	e	2	591	0	0	22	4	2400	9	74	0.097
31	19:34:51	105	a	2	591	0	0	22	4	2400	18	144	0.367
32	20:10:06	51	a	2	516	0	0	21	1	2400	8	68	0.075
33	20:39:23	94	a	2	516	0	0	21	1	2400	14	124	0.247
34	20:43:58	70	a	2	516	0	0	21	1	2400	11	93	0.139
35	21:27:00	189	a	2	316	0	0	27	1	2400	18	223	0.565
36	21:41:35	192	a	2	316	0	0	27	1	2400	19	226	0.582
37	22:07:43	100	a	2	273	0	0	21	1	2400	8	116	0.135



Street:	Fullerton Rd @ Los Angeles Subdivision Crossing			
Crossing Number:	810880T	Direction:	Northbound	
Nearest Cross Street:	Railroad St/Gale Ave	Daily % Heavy Vehicles:	6.4%	
Location:	Industry	No. of Lanes:	2	
Type of Crossing:	Pre-empted	Freight Activity Increase	62%	
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)		

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream)	4
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.5
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:39:52	76	a	2	273	0	0	21	1	2400	6	89	0.079
39	23:12:45	87	a	2	213	0	0	14	1	2400	6	98	0.077
Total													43.379

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Fullerton Rd @ Los Angeles Subdivision Crossing

Crossing Number: 810880T Direction: Southbound

Nearest Cross Street: Railroad St/Gale Ave Daily % Heavy Vehicles: 6.8%

Location: Industry No. of Lanes: 2

Type of Crossing: Pre-empted Freight Activity Increase 62%

Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: Yes

No. of Critical Phases (Upstream) 4

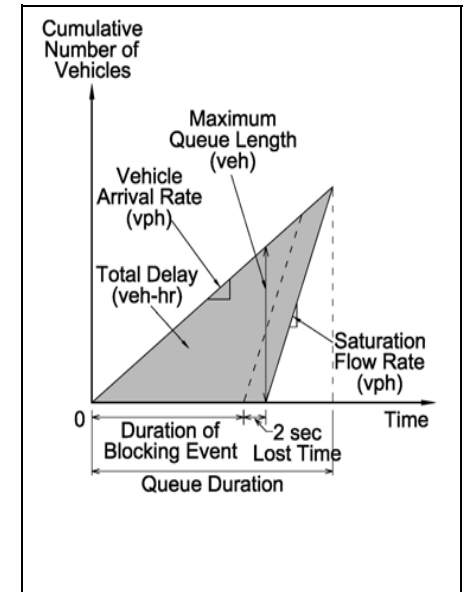
Traffic Signal Downstream: Yes

g/C (Downstream) 0.3

2009-2025 Growth Rate (Other Vehicles & Buses) 1.061

2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:10:13	218	a	2	110	0	0	20	0	2070	8	235	0.259
2	0:33:45	97	a	2	110	0	0	20	0	2070	4	106	0.053
3	0:39:10	90	a	2	110	0	0	20	0	2070	3	98	0.045
4	1:04:30	93	a	2	80	0	0	26	1	2070	3	100	0.039
5	1:49:40	56	a	2	80	0	0	26	1	2070	2	61	0.015
6	2:01:50	90	a	2	56	0	0	14	0	2070	2	95	0.024
7	2:26:40	136	a	2	56	0	0	14	0	2070	3	143	0.053
8	4:12:20	70	a	2	155	0	0	32	2	2070	4	79	0.041
9	4:15:58	189	a	2	155	0	0	32	2	2070	10	210	0.292
10	4:35:12	54	a	2	155	0	0	32	2	2070	3	62	0.025
11	5:03:18	98	a	2	155	0	0	32	2	2070	5	110	0.080
12	5:29:49	34	e	2	155	0	0	32	2	2070	2	40	0.011
13	6:29:28	33	e	2	421	1	0	45	5	2070	5	45	0.029
14	7:02:00	31	e	2	549	3	0	43	1	2070	5	46	0.035
15	7:44:45	34	e	2	549	3	0	43	1	2070	6	51	0.042
16	8:30:23	172	a	2	593	1	0	54	0	2070	31	253	1.101
17	8:50:24	148	a	2	593	1	0	54	0	2070	27	218	0.818
18	9:04:00	32	e	2	542	0	0	40	0	2070	5	47	0.036
19	11:39:29	152	a	2	755	0	0	43	2	2070	34	251	1.193
20	12:04:34	232	a	2	842	1	0	53	0	2070	58	413	3.341
21	12:51:42	156	a	2	842	1	0	53	0	2070	39	279	1.524
22	13:08:47	538	a	2	763	0	0	54	0	2070	123	892	15.183
23	13:42:44	44	e	2	763	0	0	54	0	2070	10	76	0.110
24	14:51:41	78	a	2	795	0	0	40	4	2070	19	135	0.350
25	16:00:05	100	e	2	887	1	0	42	0	2070	26	185	0.677
26	16:45:35	40	e	2	887	1	0	42	0	2070	11	76	0.115
27	17:24:58	41	e	2	1112	0	0	21	0	2070	14	95	0.179
28	17:56:53	40	e	2	1112	0	0	21	0	2070	13	93	0.171
29	18:37:08	92	e	2	854	0	0	46	1	2070	24	166	0.542
30	19:05:52	53	e	2	566	0	1	22	1	2070	9	77	0.096
31	19:34:51	105	a	2	566	0	1	22	1	2070	18	150	0.365
32	20:10:06	51	a	2	366	0	0	19	0	2070	6	65	0.051
33	20:39:23	94	a	2	366	0	0	19	0	2070	10	118	0.168
34	20:43:58	70	a	2	366	0	0	19	0	2070	8	88	0.094
35	21:27:00	189	a	2	278	0	0	30	2	2070	16	225	0.514
36	21:41:35	192	a	2	278	0	0	30	2	2070	17	228	0.529
37	22:07:43	100	a	2	231	0	0	21	4	2070	7	116	0.117



Street:	Fullerton Rd @ Los Angeles Subdivision Crossing			
Crossing Number:	810880T	Direction:	Southbound	
Nearest Cross Street:	Railroad St/Gale Ave	Daily % Heavy Vehicles:	6.8%	
Location:	Industry	No. of Lanes:	2	
Type of Crossing:	Pre-empted	Freight Activity Increase	62%	
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)		

Traffic Signal Upstream:	Yes
No. of Critical Phases (Upstream)	4
Traffic Signal Downstream:	Yes
g/C (Downstream)	0.3
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

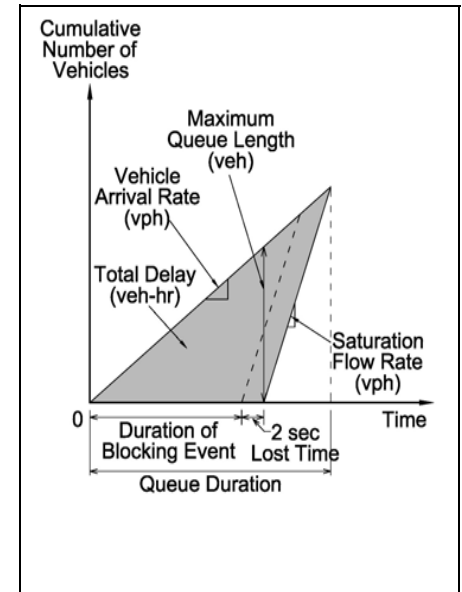
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	22:39:52	76	a	2	231	0	0	21	4	2070	6	89	0.069
39	23:12:45	87	a	2	198	0	0	23	0	2070	5	100	0.076
Total													44.842

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Fairway Dr @ Los Angeles Subdivision Crossing
 Crossing Number: 810883N Direction: Northbound
 Nearest Cross Street: Walnut Dr Daily % Heavy Vehicles: 9.0%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.061
 2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:13:40	230	a	2	97	0	0	22	1	3120	8	241	0.259
2	0:36:00	132	a	2	97	0	0	22	1	3120	4	139	0.086
3	0:45:44	68	d	2	97	0	0	22	1	3120	2	73	0.024
4	1:06:55	105	a	2	59	0	0	30	0	3120	3	110	0.040
5	1:14:24	125	a	2	59	0	0	30	0	3120	3	131	0.057
6	1:51:40	64	a	2	59	0	0	30	0	3120	2	68	0.015
7	2:04:09	100	a	2	58	0	0	23	0	3120	2	105	0.033
8	2:29:05	153	a	2	58	0	0	23	0	3120	3	159	0.077
9	3:50:13	77	a	2	68	0	0	22	1	3120	2	81	0.022
10	4:14:50	128	a	2	134	0	0	12	2	3120	5	136	0.101
11	4:37:38	39	a	2	134	0	0	12	2	3120	2	43	0.010
12	5:05:58	105	a	2	211	0	0	21	1	3120	7	116	0.112
13	5:28:14	36	e	2	211	0	0	21	1	3120	2	41	0.014
14	6:27:44	54	e	2	442	2	1	14	0	3120	7	66	0.065
15	7:00:22	48	e	2	953	2	0	36	1	3120	14	73	0.140
16	7:43:17	45	e	2	953	2	0	36	1	3120	13	69	0.124
17	8:33:22	192	a	2	959	1	0	43	5	3120	54	287	2.165
18	8:53:02	156	a	2	959	1	0	43	5	3120	44	233	1.432
19	9:02:19	49	e	2	626	1	0	65	4	3120	10	66	0.090
20	11:42:10	150	a	2	641	2	0	59	6	3120	30	197	0.818
21	12:00:30	201	a	2	718	0	0	65	1	3120	44	271	1.664
22	12:58:51	215	a	2	718	0	0	65	1	3120	47	290	1.903
23	13:18:36	16	d	2	729	1	0	88	5	3120	4	24	0.014
24	13:20:30	167	a	2	729	1	0	88	5	3120	39	230	1.234
25	13:44:23	41	e	2	729	1	0	88	5	3120	10	58	0.079
26	14:53:51	87	a	2	744	3	0	73	12	3120	21	121	0.346
27	15:59:31	51	e	2	699	0	0	63	2	3120	11	70	0.109
28	16:47:23	33	e	2	750	0	0	60	0	3120	8	47	0.051
29	17:06:12	141	a	2	797	0	0	56	5	3120	34	197	0.933
30	17:20:55	110	a	2	797	0	0	56	5	3120	27	154	0.571
31	17:28:21	36	e	2	797	0	0	56	5	3120	9	52	0.065
32	18:00:18	40	e	2	666	0	0	35	1	3120	8	54	0.061
33	18:38:53	39	e	2	666	0	0	35	1	3120	8	53	0.059
34	19:07:49	43	e	2	559	0	0	63	0	3120	8	56	0.060
35	19:37:16	107	a	2	559	0	0	63	0	3120	19	136	0.356
36	20:07:57	49	a	2	368	0	0	59	0	3120	6	59	0.050
37	20:42:16	109	a/a	2	368	0	0	59	0	3120	13	129	0.236



Street: Fairway Dr @ Los Angeles Subdivision Crossing
 Crossing Number: 810883N Direction: Northbound
 Nearest Cross Street: Walnut Dr Daily % Heavy Vehicles: 9.0%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.061
 2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	21:22:49	243	a	2	327	0	0	47	1	3120	26	278	0.985
39	21:38:54	116	a	2	327	0	0	47	1	3120	12	134	0.229
40	22:05:55	107	a	2	311	0	0	36	1	3120	11	123	0.180
41	22:37:39	74	a	2	311	0	0	36	1	3120	7	86	0.088
42	23:15:54	63	a	2	185	0	0	23	0	3120	4	70	0.037
Total													23.722

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

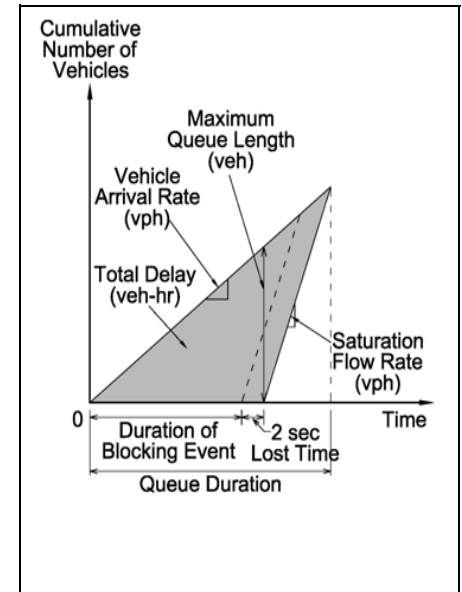
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Fairway Dr @ Los Angeles Subdivision Crossing
 Crossing Number: 810883N Direction: Southbound
 Nearest Cross Street: Walnut Dr Daily % Heavy Vehicles: 8.2%
 Location: Industry/LA County No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.061
 2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:13:40	230	a	2	82	0	0	33	6	3140	8	241	0.261
2	0:36:00	132	a	2	82	0	0	33	6	3140	5	139	0.087
3	0:45:44	68	d	2	82	0	0	33	6	3140	2	73	0.024
4	1:06:55	105	a	2	51	1	0	28	2	3140	2	110	0.037
5	1:14:24	125	a	2	51	1	0	28	2	3140	3	130	0.052
6	1:51:40	64	a	2	51	1	0	28	2	3140	2	68	0.014
7	2:04:09	100	a	2	37	1	0	26	4	3140	2	104	0.028
8	2:29:05	153	a	2	37	1	0	26	4	3140	3	158	0.064
9	3:50:13	77	a	2	62	0	0	30	1	3140	2	81	0.023
10	4:14:50	128	a	2	123	0	0	49	1	3140	6	138	0.120
11	4:37:38	39	a	2	123	0	0	49	1	3140	2	43	0.012
12	5:05:58	105	a	2	279	0	0	25	1	3140	9	119	0.150
13	5:28:14	36	e	2	279	0	0	25	1	3140	3	42	0.019
14	6:27:44	54	e	2	493	1	1	33	5	3140	8	67	0.077
15	7:00:22	48	e	2	715	3	0	29	1	3140	10	66	0.095
16	7:43:17	45	e	2	715	3	0	29	1	3140	10	62	0.084
17	8:33:22	192	a	2	657	1	0	42	4	3140	38	250	1.317
18	8:53:02	156	a	2	657	1	0	42	4	3140	31	204	0.875
19	9:02:19	49	e	2	575	0	0	48	4	3140	9	64	0.079
20	11:42:10	150	a	2	670	1	0	63	2	3140	31	199	0.859
21	12:00:30	201	a	2	798	1	0	53	4	3140	48	279	1.870
22	12:58:51	215	a	2	798	1	0	53	4	3140	52	298	2.136
23	13:18:36	16	d	2	737	4	0	50	1	3140	4	24	0.013
24	13:20:30	167	a	2	737	4	0	50	1	3140	37	226	1.167
25	13:44:23	41	e	2	737	4	0	50	1	3140	9	58	0.076
26	14:53:51	87	a	2	974	4	0	66	1	3140	26	133	0.477
27	15:59:31	51	e	2	871	1	1	43	6	3140	14	75	0.141
28	16:47:23	33	e	2	1065	0	2	42	5	3140	11	54	0.081
29	17:06:12	141	a	2	1268	0	2	28	4	3140	52	244	1.753
30	17:20:55	110	a	2	1268	0	2	28	4	3140	41	191	1.075
31	17:28:21	36	e	2	1268	0	2	28	4	3140	14	65	0.124
32	18:00:18	40	e	2	1004	0	2	50	4	3140	12	63	0.108
33	18:38:53	39	e	2	1004	0	2	50	4	3140	12	62	0.104
34	19:07:49	43	e	2	524	0	2	63	2	3140	7	55	0.056
35	19:37:16	107	a	2	524	0	2	63	2	3140	18	134	0.333
36	20:07:57	49	a	2	339	0	0	66	0	3140	6	59	0.047
37	20:42:16	109	a/a	2	339	0	0	66	0	3140	12	127	0.220



Street:	Fairway Dr @ Los Angeles Subdivision Crossing			
Crossing Number:	810883N	Direction:	Southbound	
Nearest Cross Street:	Walnut Dr	Daily % Heavy Vehicles:	8.2%	
Location:	Industry/LA County	No. of Lanes:	2	
Type of Crossing:	Isolated	Freight Activity Increase	62%	
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)		

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.061
2009-2025 Growth Rate (Heavy Vehicles)	1.173

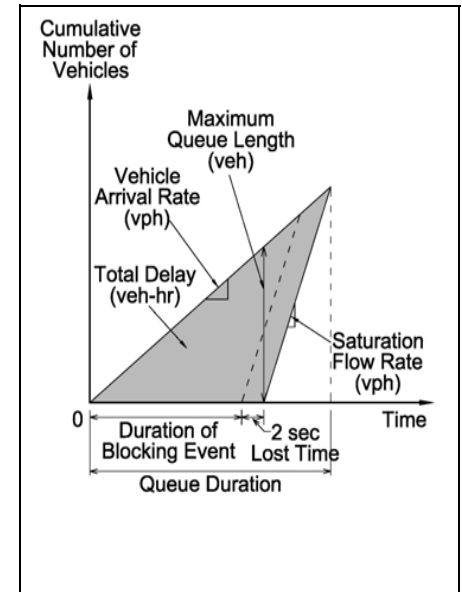
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	21:22:49	243	a	2	278	0	0	36	1	3140	21	272	0.810
39	21:38:54	116	a	2	278	0	0	36	1	3140	10	131	0.188
40	22:05:55	107	a	2	203	0	0	42	0	3140	7	118	0.122
41	22:37:39	74	a	2	203	0	0	42	0	3140	5	82	0.059
42	23:15:54	63	a	2	142	0	0	35	0	3140	3	69	0.031
Total													24.087

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Lemon Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810885G Direction: Northbound
 Nearest Cross Street: Lycoming St Daily % Heavy Vehicles: 1.8%
 Location: Industry/Diamond Bar No. of Lanes: 2
 Type of Crossing: Isolated Railroad Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.061
 2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:14:44	239	a	2	38	0	0	1	0	3340	3	244	0.088
2	0:36:59	116	a	2	38	0	0	1	0	3340	1	119	0.021
3	1:07:32	109	a	2	21	0	0	1	0	3340	1	112	0.011
4	1:17:45	107	a	2	21	0	0	1	0	3340	1	110	0.010
5	1:34:30	418	a	2	21	0	0	1	0	3340	3	423	0.151
6	1:52:01	65	a	2	21	0	0	1	0	3340	0	67	0.004
7	2:04:46	123	a	2	8	0	0	0	0	3340	0	125	0.005
8	2:29:50	144	a	2	8	0	0	0	0	3340	0	146	0.007
9	3:43:06	260	a	2	17	0	0	1	0	3340	1	263	0.048
10	4:12:28	160	a	2	22	0	0	2	0	3340	1	163	0.024
11	4:37:46	58	a	2	22	0	0	2	0	3340	0	60	0.003
12	5:06:37	115	e	2	54	0	0	1	0	3340	2	119	0.030
13	5:26:32	51	e	2	54	0	0	1	0	3340	1	54	0.006
14	6:26:05	45	a	2	171	6	0	5	1	3340	2	50	0.017
15	6:58:45	36	e	2	171	6	0	5	1	3340	2	40	0.011
16	7:41:43	33	e	2	572	5	0	5	0	3340	6	42	0.033
17	8:34:19	203	a	2	512	4	0	12	0	3340	30	243	1.015
18	8:53:43	158	a	2	512	4	0	12	0	3340	23	190	0.619
19	9:01:00	20	e	2	439	1	0	5	0	3340	3	25	0.009
20	11:42:37	162	a	2	324	1	0	5	0	3340	15	182	0.380
21	11:57:55	195	a	2	324	1	0	5	0	3340	18	219	0.549
22	12:37:15	67	c	2	397	1	0	11	0	3340	8	79	0.086
23	13:00:53	164	a	2	402	6	0	11	0	3340	19	190	0.510
24	13:21:51	160	a	2	402	6	0	11	0	3340	19	185	0.484
25	13:44:35	43	e	2	402	6	0	11	0	3340	5	51	0.037
26	14:54:35	74	a	2	583	5	0	11	0	3340	13	93	0.163
27	15:57:58	36	e	2	488	2	0	7	0	3340	5	45	0.033
28	16:52:47	26	e	2	501	0	0	5	0	3340	4	33	0.018
29	17:04:19	124	a	2	528	0	0	6	0	3340	19	150	0.389
30	17:19:16	111	a	2	528	0	0	6	0	3340	17	135	0.314
31	17:28:27	45	e	2	528	0	0	6	0	3340	7	56	0.054
32	18:00:28	43	e	2	520	0	0	0	0	3340	7	53	0.048
33	18:39:01	45	e	2	520	0	0	0	0	3340	7	56	0.053
34	19:08:03	40	e	2	337	0	0	0	0	3340	4	47	0.026
35	20:05:43	59	a	2	252	0	0	0	0	3340	4	66	0.039
36	20:40:34	72	a	2	252	0	0	0	0	3340	5	80	0.058
37	20:43:09	111	a	2	252	0	0	0	0	3340	8	122	0.134



Street: Lemon Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810885G Direction: Northbound
 Nearest Cross Street: Lycoming St Daily % Heavy Vehicles: 1.8%
 Location: Industry/Diamond Bar No. of Lanes: 2
 Type of Crossing: Isolated Railroad Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.061
 2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	21:20:07	232	a	2	187	0	0	0	0	3340	12	248	0.419
39	21:36:48	123	a	2	187	0	0	0	0	3340	6	132	0.119
40	22:04:17	116	a	2	114	0	0	0	0	3340	4	122	0.063
41	22:35:27	92	a	2	114	0	0	0	0	3340	3	97	0.040
42	23:16:28	63	a	2	68	0	0	0	0	3340	1	66	0.011
Total													9.723

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

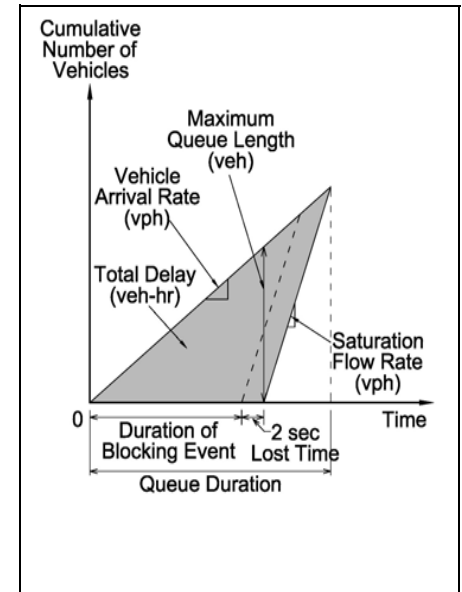
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Lemon Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810885G Direction: Southbound
 Nearest Cross Street: Lycoming St Daily % Heavy Vehicles: 3.1%
 Location: Industry/Diamond Bar No. of Lanes: 2
 Type of Crossing: Isolated Railroad Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Track)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.061
 2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:14:44	239	a	2	32	0	0	6	0	3300	3	244	0.086
2	0:36:59	116	a	2	32	0	0	6	0	3300	1	119	0.021
3	1:07:32	109	a	2	19	0	0	1	0	3300	1	112	0.010
4	1:17:45	107	a	2	19	0	0	1	0	3300	1	110	0.009
5	1:34:30	418	a	2	19	0	0	1	0	3300	2	423	0.137
6	1:52:01	65	a	2	19	0	0	1	0	3300	0	67	0.003
7	2:04:46	123	a	2	13	0	0	5	0	3300	1	126	0.011
8	2:29:50	144	a	2	13	0	0	5	0	3300	1	147	0.015
9	3:43:06	260	a	2	21	0	0	22	0	3300	3	265	0.115
10	4:12:28	160	a	2	47	0	0	29	2	3300	4	166	0.081
11	4:37:46	58	a	2	47	0	0	29	2	3300	1	61	0.011
12	5:06:37	115	e	2	147	0	0	25	2	3300	6	124	0.097
13	5:26:32	51	e	2	147	0	0	25	2	3300	3	56	0.020
14	6:26:05	45	a	2	297	0	0	12	1	3300	4	52	0.029
15	6:58:45	36	e	2	297	0	0	12	1	3300	3	42	0.019
16	7:41:43	33	e	2	699	4	0	8	2	3300	7	45	0.043
17	8:34:19	203	a	2	556	11	0	11	4	3300	33	249	1.146
18	8:53:43	158	a	2	556	11	0	11	4	3300	26	194	0.697
19	9:01:00	20	e	2	457	0	0	14	1	3300	3	26	0.010
20	11:42:37	162	a	2	416	1	0	14	0	3300	20	189	0.515
21	11:57:55	195	a	2	416	1	0	14	0	3300	24	227	0.744
22	12:37:15	67	c	2	485	1	0	8	0	3300	9	81	0.107
23	13:00:53	164	a	2	507	0	0	12	1	3300	24	197	0.656
24	13:21:51	160	a	2	507	0	0	12	1	3300	23	192	0.624
25	13:44:35	43	e	2	507	0	0	12	1	3300	7	53	0.048
26	14:54:35	74	a	2	684	4	0	6	0	3300	15	96	0.195
27	15:57:58	36	e	2	605	6	0	8	2	3300	7	47	0.043
28	16:52:47	26	e	2	607	4	0	8	1	3300	5	34	0.023
29	17:04:19	124	a	2	795	1	0	6	0	3300	28	166	0.647
30	17:19:16	111	a	2	795	1	0	6	0	3300	25	149	0.521
31	17:28:27	45	e	2	795	1	0	6	0	3300	10	62	0.090
32	18:00:28	43	e	2	621	0	0	0	0	3300	8	55	0.059
33	18:39:01	45	e	2	621	0	0	0	0	3300	8	58	0.065
34	19:08:03	40	e	2	359	0	0	1	0	3300	4	47	0.027
35	20:05:43	59	a	2	261	0	0	2	0	3300	4	66	0.041
36	20:40:34	72	a	2	261	0	0	2	0	3300	5	80	0.060
37	20:43:09	111	a	2	261	0	0	2	0	3300	8	123	0.141



Street: Lemon Ave @ Los Angeles Subdivision Crossing
 Crossing Number: 810885G Direction: Southbound
 Nearest Cross Street: Lycoming St Daily % Heavy Vehicles: 3.1%
 Location: Industry/Diamond Bar No. of Lanes: 2
 Type of Crossing: Isolated Railroad Activity Increase 62%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.061
 2009-2025 Growth Rate (Heavy Vehicles) 1.173

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	21:20:07	232	a	2	179	0	0	1	0	3300	12	248	0.403
39	21:36:48	123	a	2	179	0	0	1	0	3300	6	132	0.115
40	22:04:17	116	a	2	123	0	0	4	0	3300	4	123	0.071
41	22:35:27	92	a	2	123	0	0	4	0	3300	3	98	0.045
42	23:16:28	63	a	2	70	0	0	5	1	3300	1	67	0.013
Total													12.320

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

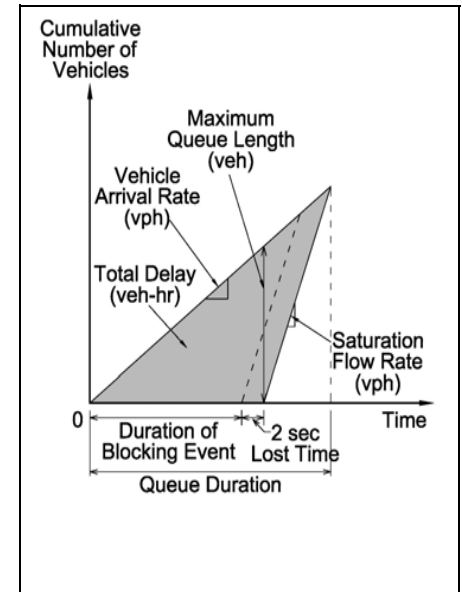
[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

Street: Hamilton Blvd @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746925Y Direction: Northbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.3%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:15:44	34	a	2	31	0	0	0	0	3390	0	36	0.002
2	0:17:32	143	a/a	2	31	0	0	0	0	3390	1	146	0.025
3	0:42:05	188	a	2	31	0	0	0	0	3390	2	192	0.044
4	0:51:08	94	a	2	31	0	0	0	0	3390	1	97	0.011
5	0:55:21	270	a	2	31	0	0	0	0	3390	2	275	0.089
6	1:58:03	110	a	2	23	0	0	0	0	3390	1	113	0.011
7	2:09:06	156	a	2	17	0	0	0	0	3390	1	159	0.016
8	2:35:39	254	a	2	17	0	0	0	0	3390	1	257	0.043
9	2:48:03	95	d	2	17	0	0	0	0	3390	0	97	0.006
10	2:57:44	259	a	2	17	0	0	0	0	3390	1	262	0.045
11	3:02:36	47	d	2	27	0	0	0	0	3390	0	49	0.003
12	3:09:05	42	a	2	27	0	0	0	0	3390	0	44	0.002
13	3:14:34	33	a	2	27	0	0	0	0	3390	0	35	0.001
14	3:20:48	225	a	2	27	0	0	0	0	3390	2	229	0.054
15	3:27:06	33	d	2	27	0	0	0	0	3390	0	35	0.001
16	3:28:13	16	d	2	27	0	0	0	0	3390	0	18	0.000
17	4:23:10	140	a	2	23	0	0	2	0	3390	1	143	0.020
18	4:49:33	95	a	2	23	0	0	2	0	3390	1	98	0.009
19	5:11:18	255	a	2	86	0	0	0	0	3390	6	264	0.225
20	5:25:15	67	e	2	86	0	0	0	0	3390	2	71	0.016
21	6:36:39	24	e	2	158	0	0	0	1	3390	1	27	0.004
22	6:48:19	270	a/e	2	158	0	0	0	1	3390	12	285	0.476
23	7:08:26	21	d	2	199	0	0	1	0	3390	1	24	0.004
24	7:25:29	25	e	2	199	0	0	1	0	3390	2	29	0.006
25	8:15:09	148	a	2	210	0	0	1	0	3390	9	160	0.195
26**	8:44:09	270	a/a/e	2	210	0	0	1	0	3390	16	290	0.642
27	9:16:30	85	a	2	180	0	0	0	0	3390	4	92	0.056
28	9:40:05	166	a	2	180	0	0	0	0	3390	8	177	0.207
29	10:10:45	92	a	2	238	0	0	1	0	3390	6	101	0.088
30	10:25:29	246	a	2	238	0	0	1	0	3390	16	267	0.611
31	11:14:22	135	a	2	187	0	0	1	0	3390	7	145	0.144
32	11:30:15	226	a	2	187	0	0	1	0	3390	12	241	0.399
33	12:27:30	35	a	2	269	0	0	1	1	3390	3	40	0.015
34	12:50:31	91	a	2	269	0	0	1	1	3390	7	101	0.098
35	13:07:45	100	a	2	223	0	0	0	0	3390	6	109	0.096
36**	13:27:36	270	a/a	2	223	0	0	0	0	3390	17	291	0.681
37	13:55:54	58	e	2	223	0	0	0	0	3390	4	64	0.033



Street: Hamilton Blvd @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746925Y Direction: Northbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.3%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	14:12:36	181	a	2	234	0	0	0	0	3390	12	197	0.325
39	15:08:07	221	a	2	269	0	0	0	0	3390	17	242	0.560
40	15:41:58	33	e	2	269	0	0	0	0	3390	3	38	0.014
41	15:45:50	128	a	2	269	0	0	0	0	3390	10	141	0.190
42	16:06:47	182	a	2	285	0	1	0	0	3390	15	201	0.408
43	16:42:38	47	a	2	285	0	1	0	0	3390	4	54	0.029
44	16:57:32	50	e	2	285	0	1	0	0	3390	4	57	0.033
45	17:35:46	154	e/a	2	306	0	0	0	0	3390	13	171	0.315
46	18:06:34	53	e	2	247	0	0	1	0	3390	4	59	0.031
47	18:20:21	270	a/a	2	247	0	0	1	0	3390	19	293	0.763
48	18:45:38	54	e	2	247	0	0	1	0	3390	4	60	0.032
49	19:01:55	182	a	2	215	0	0	0	0	3390	11	196	0.299
50	19:13:18	145	a	2	215	0	0	0	0	3390	9	157	0.191
51	19:18:26	57	e	2	215	0	0	0	0	3390	4	63	0.031
52	19:59:46	128	a	2	215	0	0	0	0	3390	8	139	0.150
53	20:07:31	53	a	2	162	0	0	0	0	3390	2	58	0.020
54	20:57:06	127	a	2	162	0	0	0	0	3390	6	135	0.109
55	21:07:44	78	a	2	170	0	0	0	0	3390	4	84	0.044
56	21:21:08	134	a	2	170	0	0	0	0	3390	6	143	0.128
57	21:45:08	22	d	2	170	0	0	0	0	3390	1	25	0.004
58	21:46:37	260	a	2	170	0	0	0	0	3390	12	276	0.474
59	21:52:47	57	a	2	170	0	0	0	0	3390	3	62	0.024
60	22:04:39	270	a	2	103	0	0	0	0	3390	8	281	0.304
61	23:07:10	113	a	2	52	0	0	0	0	3390	2	117	0.027
62	23:18:38	146	a	2	52	0	0	0	0	3390	2	150	0.045
63	23:36:05	74	a	2	52	0	0	0	0	3390	1	77	0.012
64	23:48:22	111	a	2	52	0	0	0	0	3390	2	115	0.026
Total													16.855

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

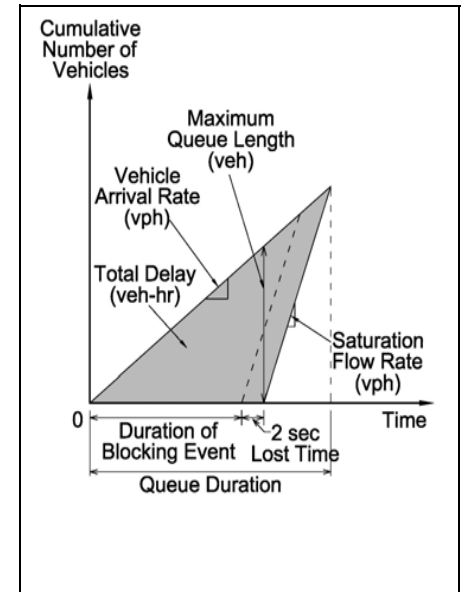
** It was recorded that gate blockage event #26 lasted for 455 sec and #36 lasted for 436 sec. For the purpose of this analysis, it was assumed both blockage events lasted for (2 + 1 + (0.5)*3)min. = 270 sec.

Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

Street: Hamilton Blvd @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746925Y Direction: Southbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.6%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:15:44	34	a	2	60	0	0	1	0	3380	1	37	0.003
2	0:17:32	143	a/a	2	60	0	0	1	0	3380	2	148	0.051
3	0:42:05	188	a	2	60	0	0	1	0	3380	3	193	0.086
4	0:51:08	94	a	2	60	0	0	1	0	3380	2	98	0.022
5	0:55:21	270	a	2	60	0	0	1	0	3380	5	277	0.177
6	1:58:03	110	a	2	32	0	0	0	0	3380	1	113	0.016
7	2:09:06	156	a	2	16	0	0	0	0	3380	1	159	0.016
8	2:35:39	254	a	2	16	0	0	0	0	3380	1	257	0.041
9	2:48:03	95	d	2	16	0	0	0	0	3380	0	97	0.006
10	2:57:44	259	a	2	16	0	0	0	0	3380	1	262	0.042
11	3:02:36	47	d	2	26	0	0	0	0	3380	0	49	0.002
12	3:09:05	42	a	2	26	0	0	0	0	3380	0	44	0.002
13	3:14:34	33	a	2	26	0	0	0	0	3380	0	35	0.001
14	3:20:48	225	a	2	26	0	0	0	0	3380	2	229	0.052
15	3:27:06	33	d	2	26	0	0	0	0	3380	0	35	0.001
16	3:28:13	16	d	2	26	0	0	0	0	3380	0	18	0.000
17	4:23:10	140	a	2	30	0	0	0	0	3380	1	143	0.024
18	4:49:33	95	a	2	30	0	0	0	0	3380	1	98	0.011
19	5:11:18	255	a	2	56	0	0	0	0	3380	4	261	0.145
20	5:25:15	67	e	2	56	0	0	0	0	3380	1	70	0.010
21	6:36:39	24	e	2	114	0	0	0	0	3380	1	27	0.003
22	6:48:19	270	a/e	2	114	0	0	0	0	3380	9	281	0.336
23	7:08:26	21	d	2	229	0	0	0	1	3380	1	25	0.005
24	7:25:29	25	e	2	229	0	0	0	1	3380	2	29	0.007
25	8:15:09	148	a	2	190	0	0	0	0	3380	8	159	0.175
26**	8:44:09	270	a/a/e	2	190	0	0	0	0	3380	14	288	0.574
27	9:16:30	85	a	2	185	0	2	3	0	3380	5	92	0.059
28	9:40:05	166	a	2	185	0	2	3	0	3380	9	178	0.219
29	10:10:45	92	a	2	223	0	0	1	0	3380	6	101	0.082
30	10:25:29	246	a	2	223	0	0	1	0	3380	15	266	0.570
31	11:14:22	135	a	2	223	0	0	2	0	3380	9	147	0.175
32	11:30:15	226	a	2	223	0	0	2	0	3380	14	244	0.483
33	12:27:30	35	a	2	280	0	0	3	0	3380	3	40	0.016
34	12:50:31	91	a	2	280	0	0	3	0	3380	7	101	0.103
35	13:07:45	100	a	2	245	0	1	0	0	3380	7	110	0.106
36**	13:27:36	270	a/a	2	245	0	1	0	0	3380	19	293	0.756
37	13:55:54	58	e	2	245	0	1	0	0	3380	4	65	0.037



Street: Hamilton Blvd @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746925Y Direction: Southbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.6%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	14:12:36	181	a	2	288	1	0	2	0	3380	15	200	0.411
39	15:08:07	221	a	2	367	1	1	1	0	3380	23	250	0.796
40	15:41:58	33	e	2	367	1	1	1	0	3380	4	39	0.019
41	15:45:50	128	a	2	367	1	1	1	0	3380	13	146	0.271
42	16:06:47	182	a	2	397	0	0	1	0	3380	20	209	0.590
43	16:42:38	47	a	2	397	0	0	1	0	3380	5	56	0.042
44	16:57:32	50	e	2	397	0	0	1	0	3380	6	59	0.047
45	17:35:46	154	e/a	2	416	0	3	0	0	3380	18	178	0.449
46	18:06:34	53	e	2	350	0	0	0	0	3380	5	61	0.045
47	18:20:21	270	a/a	2	350	0	0	0	0	3380	26	303	1.113
48	18:45:38	54	e	2	350	0	0	0	0	3380	5	62	0.047
49	19:01:55	182	a	2	252	0	0	0	0	3380	13	199	0.356
50	19:13:18	145	a	2	252	0	0	0	0	3380	10	159	0.227
51	19:18:26	57	e	2	252	0	0	0	0	3380	4	64	0.037
52	19:59:46	128	a	2	252	0	0	0	0	3380	9	140	0.177
53	20:07:31	53	a	2	174	1	0	0	0	3380	3	58	0.022
54	20:57:06	127	a	2	174	1	0	0	0	3380	6	136	0.118
55	21:07:44	78	a	2	204	0	0	0	0	3380	5	85	0.054
56	21:21:08	134	a	2	204	0	0	0	0	3380	8	145	0.155
57	21:45:08	22	d	2	204	0	0	0	0	3380	1	26	0.005
58	21:46:37	260	a	2	204	0	0	0	0	3380	15	279	0.575
59	21:52:47	57	a	2	204	0	0	0	0	3380	3	63	0.029
60	22:04:39	270	a	2	157	0	0	0	0	3380	12	285	0.470
61	23:07:10	113	a	2	79	0	0	0	0	3380	3	118	0.041
62	23:18:38	146	a	2	79	0	0	0	0	3380	3	152	0.069
63	23:36:05	74	a	2	79	0	0	0	0	3380	2	78	0.018
64	23:48:22	111	a	2	79	0	0	0	0	3380	2	116	0.040
Total													19.984

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

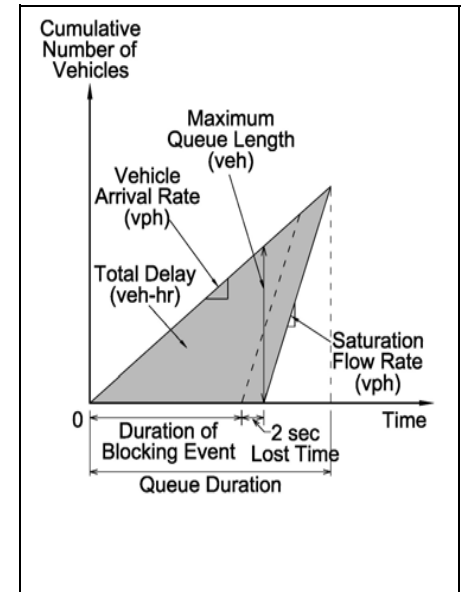
** It was recorded that gate blockage event #26 lasted for 455 sec and #36 lasted for 436 sec. For the purpose of this analysis, it was assumed both blockage events lasted for (2 + 1 + (0.5)*3)min. = 270 sec.

Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

Street: Park Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746927M Direction: Northbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.4%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1**	0:03:48	270	a/a/a/a	2	9	0	0	0	0	1690	1	273	0.026
2	0:40:23	207	a	2	9	0	0	0	0	1690	1	210	0.015
3	0:49:38	92	a	2	9	0	0	0	0	1690	0	95	0.003
4	0:56:02	198	a	2	9	0	0	0	0	1690	1	201	0.014
5	2:09:14	177	a	2	5	0	0	0	0	1690	0	180	0.006
6	2:36:05	245	a	2	5	0	0	0	0	1690	0	248	0.012
7**	2:45:05	270	a/a/a/a	2	5	0	0	0	0	1690	0	273	0.014
8	4:22:57	154	a	2	5	0	0	0	0	1690	0	156	0.005
9	4:49:57	68	a	2	5	0	0	0	0	1690	0	70	0.001
10	5:09:42	245	a	2	23	0	0	0	0	1690	2	250	0.055
11	5:22:23	89	d	2	23	0	0	0	0	1690	1	92	0.007
12	5:24:10	29	e	2	23	0	0	0	0	1690	0	31	0.001
13	5:31:11	91	d	2	23	0	0	0	0	1690	1	94	0.008
14	6:33:45	71	d	2	50	0	0	0	0	1690	1	75	0.011
15	6:35:17	34	e	2	50	0	0	0	0	1690	1	37	0.003
16**	6:46:31	270	a/e	2	50	0	0	0	0	1690	4	280	0.147
17	7:22:12	92	d	2	136	0	0	0	0	1690	4	102	0.050
18	7:24:15	22	e	2	136	0	0	0	0	1690	1	26	0.003
19	8:13:34	153	a	2	144	0	0	0	0	1690	6	169	0.146
20	8:44:04	222	a	2	144	0	0	0	0	1690	9	245	0.305
21	8:48:12	242	a/e	2	144	0	0	0	0	1690	10	267	0.362
22	9:15:14	75	a	2	156	0	0	0	0	1690	3	85	0.039
23	9:39:27	230	a	2	156	0	0	0	0	1690	10	256	0.357
24	10:07:30	163	a	2	184	0	1	2	0	1690	9	186	0.221
25	10:25:29	264	a	2	184	0	1	2	0	1690	14	299	0.574
26	11:14:44	127	a	2	214	0	0	2	0	1690	8	148	0.159
27	11:31:31	168	a	2	214	0	0	2	0	1690	10	195	0.276
28	12:25:03	94	a	2	259	0	0	0	0	1690	7	113	0.108
29	12:48:44	103	a	2	259	0	0	0	0	1690	8	124	0.130
30	13:06:07	116	a	2	190	0	0	0	0	1690	6	133	0.115
31	13:18:47	138	a	2	190	0	0	0	0	1690	7	158	0.162
32**	13:24:34	270	a/a	2	190	0	0	0	0	1690	14	306	0.610
33	13:31:45	224	a/a	2	190	0	0	0	0	1690	12	255	0.422
34	13:55:55	47	e	2	190	0	0	0	0	1690	3	55	0.020
35	13:57:20	23	d	2	190	0	0	0	0	1690	1	28	0.005
36	14:11:19	173	a	2	250	0	0	1	1	1690	12	206	0.350
37	15:08:50	200	a	2	246	0	0	1	0	1690	14	237	0.456



Street: Park Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746927M Direction: Northbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.4%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	15:39:01	136	e	2	246	0	0	1	0	1690	9	162	0.213
39	15:42:18	157	a	2	246	0	0	1	0	1690	11	186	0.282
40	16:02:48	270	a	2	283	0	0	1	0	1690	21	327	0.975
41	16:40:52	45	a	2	283	0	0	1	0	1690	4	56	0.029
42	16:57:29	46	e	2	283	0	0	1	0	1690	4	58	0.031
43	16:58:50	63	d	2	283	0	0	1	0	1690	5	78	0.056
44	17:35:21	112	a/e	2	285	0	0	0	0	1690	9	137	0.172
45	18:06:28	56	e	2	168	0	0	0	0	1690	3	64	0.024
46**	18:18:38	270	a/a	2	168	0	0	0	0	1690	13	302	0.532
47	18:45:33	43	e	2	168	0	0	0	0	1690	2	50	0.015
48	19:00:00	198	a	2	141	1	0	0	0	1690	8	218	0.239
49	19:10:51	209	a	2	141	1	0	0	0	1690	8	230	0.266
50	19:18:15	49	e	2	141	1	0	0	0	1690	2	56	0.016
51	19:19:35	27	d	2	141	1	0	0	0	1690	1	32	0.005
52	19:58:19	127	a	2	141	1	0	0	0	1690	5	141	0.100
53	20:06:24	47	a	2	94	0	1	0	0	1690	1	52	0.009
54	20:56:44	144	a	2	94	0	1	0	0	1690	4	155	0.083
55	21:07:55	71	a	2	92	0	0	0	0	1690	2	77	0.020
56	21:20:50	177	a	2	92	0	0	0	0	1690	5	189	0.120
57	21:44:30	228	a	2	92	0	0	0	0	1690	6	243	0.198
58	21:52:45	62	a	2	92	0	0	0	0	1690	2	68	0.015
59	22:05:58	212	a	2	51	0	0	0	0	1690	3	221	0.093
60	23:05:58	109	a	2	24	0	0	0	0	1690	1	113	0.012
61	23:17:07	134	a	2	24	0	0	0	0	1690	1	138	0.017
62	23:34:34	76	a	2	24	0	0	0	0	1690	1	79	0.006
63	23:46:58	112	a	2	24	0	0	0	0	1690	1	116	0.012
Total													16.309

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

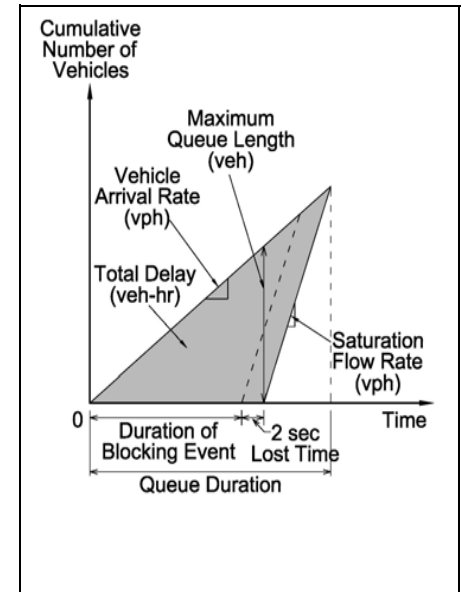
** It was recorded that gate blockage event #1 lasted for 1,979 sec, #7 lasted for 3,038 sec, #16 lasted for 323 sec, #32 lasted for 374 sec, #46 lasted for 425 sec. For the purpose of this analysis, it was assumed these five blockage events lasted for $(2 + 1 + (0.5) \times 3) \text{min.} = 270 \text{ sec.}$

Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

Street: Park Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746927M Direction: Southbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.2%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1**	0:03:48	270	a/a/a/a	2	10	0	0	0	0	1700	1	274	0.029
2	0:40:23	207	a	2	10	0	0	0	0	1700	1	210	0.017
3	0:49:38	92	a	2	10	0	0	0	0	1700	0	95	0.003
4	0:56:02	198	a	2	10	0	0	0	0	1700	1	201	0.016
5	2:09:14	177	a	2	7	0	0	0	0	1700	0	180	0.009
6	2:36:05	245	a	2	7	0	0	0	0	1700	0	248	0.017
7**	2:45:05	270	a/a/a/a	2	7	0	0	0	0	1700	1	273	0.020
8	4:22:57	154	a	2	9	0	0	0	0	1700	0	157	0.009
9	4:49:57	68	a	2	9	0	0	0	0	1700	0	70	0.002
10	5:09:42	245	a	2	27	0	0	0	0	1700	2	251	0.065
11	5:22:23	89	d	2	27	0	0	0	0	1700	1	92	0.009
12	5:24:10	29	e	2	27	0	0	0	0	1700	0	32	0.001
13	5:31:11	91	d	2	27	0	0	0	0	1700	1	95	0.009
14	6:33:45	71	d	2	60	0	0	0	0	1700	1	76	0.013
15	6:35:17	34	e	2	60	0	0	0	0	1700	1	37	0.003
16**	6:46:31	270	a/e	2	60	0	0	0	0	1700	5	282	0.178
17	7:22:12	92	d	2	150	0	0	0	0	1700	4	103	0.056
18	7:24:15	22	e	2	150	0	0	0	0	1700	1	26	0.004
19	8:13:34	153	a	2	158	0	0	0	0	1700	7	171	0.162
20	8:44:04	222	a	2	158	0	0	0	0	1700	10	247	0.337
21	8:48:12	242	a/e	2	158	0	0	0	0	1700	11	269	0.400
22	9:15:14	75	a	2	181	0	0	0	0	1700	4	86	0.046
23	9:39:27	230	a	2	181	0	0	0	0	1700	12	260	0.421
24	10:07:30	163	a	2	189	0	0	0	1	1700	9	186	0.225
25	10:25:29	264	a	2	189	0	0	0	1	1700	14	299	0.583
26	11:14:44	127	a	2	208	0	0	0	0	1700	7	147	0.152
27	11:31:31	168	a	2	208	0	0	0	0	1700	10	194	0.265
28	12:25:03	94	a	2	242	1	0	0	0	1700	6	112	0.101
29	12:48:44	103	a	2	242	1	0	0	0	1700	7	123	0.121
30	13:06:07	116	a	2	208	0	0	0	0	1700	7	134	0.127
31	13:18:47	138	a	2	208	0	0	0	0	1700	8	160	0.180
32**	13:24:34	270	a/a	2	208	0	0	0	0	1700	16	310	0.677
33	13:31:45	224	a/a	2	208	0	0	0	0	1700	13	258	0.468
34	13:55:55	47	e	2	208	0	0	0	0	1700	3	56	0.022
35	13:57:20	23	d	2	208	0	0	0	0	1700	1	28	0.006
36	14:11:19	173	a	2	232	0	0	0	0	1700	11	203	0.318
37	15:08:50	200	a	2	252	0	0	0	0	1700	14	237	0.465



Street: Park Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746927M Direction: Southbound
 Nearest Cross Street: 2nd St Daily % Heavy Vehicles: 0.2%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	15:39:01	136	e	2	252	0	0	0	0	1700	10	162	0.217
39	15:42:18	157	a	2	252	0	0	0	0	1700	11	187	0.289
40	16:02:48	270	a	2	264	0	2	1	0	1700	20	323	0.905
41	16:40:52	45	a	2	264	0	2	1	0	1700	3	56	0.027
42	16:57:29	46	e	2	264	0	2	1	0	1700	4	57	0.028
43	16:58:50	63	d	2	264	0	2	1	0	1700	5	77	0.052
44	17:35:21	112	a/e	2	255	0	0	0	0	1700	8	134	0.150
45	18:06:28	56	e	2	177	0	0	0	0	1700	3	65	0.026
46**	18:18:38	270	a/a	2	177	0	0	0	0	1700	13	304	0.565
47	18:45:33	43	e	2	177	0	0	0	0	1700	2	50	0.015
48	19:00:00	198	a	2	98	0	0	0	0	1700	5	212	0.160
49	19:10:51	209	a	2	98	0	0	0	0	1700	6	224	0.179
50	19:18:15	49	e	2	98	0	0	0	0	1700	1	54	0.010
51	19:19:35	27	d	2	98	0	0	0	0	1700	1	31	0.003
52	19:58:19	127	a	2	98	0	0	0	0	1700	4	137	0.067
53	20:06:24	47	a	2	130	0	0	0	0	1700	2	53	0.013
54	20:56:44	144	a	2	130	0	0	0	0	1700	5	158	0.116
55	21:07:55	71	a	2	70	0	0	0	0	1700	1	76	0.015
56	21:20:50	177	a	2	70	0	0	0	0	1700	3	187	0.090
57	21:44:30	228	a	2	70	0	0	0	0	1700	4	240	0.149
58	21:52:45	62	a	2	70	0	0	0	0	1700	1	67	0.012
59	22:05:58	212	a	2	57	0	0	0	0	1700	3	221	0.104
60	23:05:58	109	a	2	19	0	0	0	0	1700	1	112	0.009
61	23:17:07	134	a	2	19	0	0	0	0	1700	1	138	0.014
62	23:34:34	76	a	2	19	0	0	0	0	1700	0	79	0.005
63	23:46:58	112	a	2	19	0	0	0	0	1700	1	115	0.010
Total													16.362

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

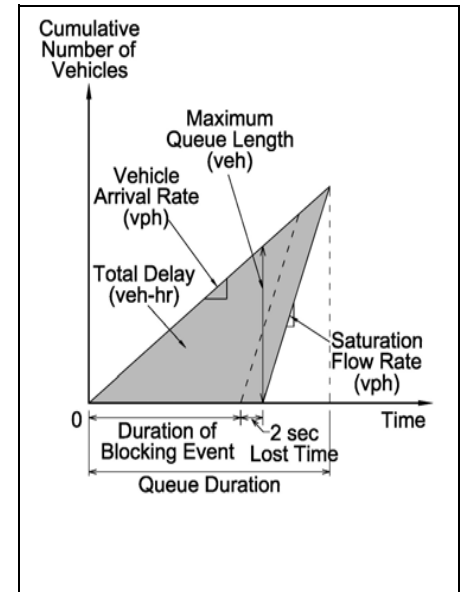
** It was recorded that gate blockage event #1 lasted for 1,979 sec, #7 lasted for 3,038 sec, #16 lasted for 323 sec, #32 lasted for 374 sec, #46 lasted for 425 sec. For the purpose of this analysis, it was assumed these five blockage events lasted for $(2 + 1 + (0.5) \times 3) \text{ min.} = 270 \text{ sec.}$

Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

Street: Main St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746928U Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 1.8%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.046
 2009-2025 Growth Rate (Heavy Vehicles) 1.062

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1**	0:02:30	270	a/a/a/a	2	5	0	0	0	0	1670	0	273	0.014
2	0:38:43	38	d	2	5	0	0	0	0	1670	0	40	0.000
3	0:39:41	205	a	2	5	0	0	0	0	1670	0	208	0.008
4	0:48:48	100	a	2	5	0	0	0	0	1670	0	102	0.002
5	0:56:04	184	a	2	5	0	0	0	0	1670	0	187	0.007
6	2:09:11	163	a	2	1	0	0	0	0	1670	0	165	0.001
7	2:35:50	248	a	2	1	0	0	0	0	1670	0	250	0.002
8*/**	2:44:25	270	a/a/a/a	2	1	0	0	0	0	1670	0	272	0.003
9	4:22:30	45	a	2	7	0	0	0	0	1670	0	47	0.001
10	4:49:50	59	a	2	7	0	0	0	0	1670	0	61	0.001
11**	5:08:21	270	a	2	12	0	0	0	0	1670	1	274	0.035
12	5:21:41	137	e	2	12	0	0	0	0	1670	0	140	0.009
13	5:30:47	89	d	2	12	0	0	0	0	1670	0	92	0.004
14	6:04:14	82	d	2	10	0	0	2	0	1670	0	85	0.003
15	6:32:50	139	e	2	10	0	0	2	0	1670	0	142	0.009
16	6:43:58	45	d	2	10	0	0	2	0	1670	0	47	0.001
17**	6:45:41	270	a/e	2	10	0	0	2	0	1670	1	274	0.035
18	7:21:35	145	e	2	49	0	0	1	0	1670	2	152	0.043
19	8:12:40	164	a	2	47	0	0	0	0	1670	2	171	0.051
20**	8:43:50	270	a/a/e	2	47	0	0	0	0	1670	4	280	0.138
21	9:13:45	123	a	2	47	0	1	1	0	1670	2	129	0.030
22	9:39:00	243	a	2	47	0	1	1	0	1670	3	252	0.117
23	10:05:00	40	d	2	47	0	1	3	0	1670	1	43	0.004
24	10:06:11	192	a	2	47	0	1	3	0	1670	3	200	0.076
25	10:25:19	261	a	2	47	0	1	3	0	1670	4	271	0.140
26	11:14:30	126	a	2	75	0	0	2	0	1670	3	134	0.051
27	11:31:15	166	a	2	75	0	0	2	0	1670	4	176	0.088
28	12:24:35	86	a	2	75	0	0	1	0	1670	2	92	0.024
29	12:47:25	139	a	2	75	0	0	1	0	1670	3	148	0.061
30	13:04:40	20	d	2	67	0	1	0	0	1670	0	23	0.001
31	13:05:35	110	a	2	67	0	1	0	0	1670	2	117	0.034
32	13:18:00	60	a	2	67	0	1	0	0	1670	1	65	0.011
33	13:22:42	43	d	2	67	0	1	0	0	1670	1	47	0.006
34**	13:24:15	270	a	2	67	0	1	0	0	1670	5	284	0.203
35	13:31:35	221	a/a	2	67	0	1	0	0	1670	4	232	0.136
36	13:55:21	76	e	2	67	0	1	0	0	1670	1	81	0.017
37	14:10:05	210	a	2	70	0	0	1	0	1670	4	221	0.128



Street: Main St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746928U Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 1.8%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.046
 2009-2025 Growth Rate (Heavy Vehicles) 1.062

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38**	15:08:28	270	a/a	2	69	0	0	0	0	1670	5	284	0.206
39	15:38:23	131	e	2	69	0	0	0	0	1670	3	139	0.049
40	15:41:19	131	a	2	69	0	0	0	0	1670	3	139	0.049
41**	16:02:15	270	a	2	71	0	0	0	0	1670	5	284	0.212
42	16:39:50	65	a	2	71	0	0	0	0	1670	1	70	0.013
43	16:56:50	78	e	2	71	0	0	0	0	1670	2	84	0.018
44	17:33:48	149	a/e	2	103	0	0	1	0	1670	4	161	0.098
45	18:05:50	88	e	2	55	0	0	0	0	1670	1	93	0.018
46**	18:18:09	270	a/a	2	55	0	0	0	0	1670	4	281	0.162
47	18:44:58	69	e	2	55	0	0	0	0	1670	1	73	0.011
48	18:58:50	220	a	2	55	0	0	0	0	1670	3	230	0.108
49	19:10:20	200	a	2	40	0	0	0	0	1670	2	207	0.065
50	19:17:42	73	e	2	40	0	0	0	0	1670	1	77	0.009
51	19:56:43	34	d	2	40	0	0	0	0	1670	0	37	0.002
52	19:57:31	136	a	2	40	0	0	0	0	1670	2	141	0.030
53	20:05:46	50	a	2	30	0	0	1	0	1670	0	53	0.003
54	20:56:25	144	a	2	30	0	0	1	0	1670	1	149	0.026
55	21:07:20	92	a	2	17	0	0	0	0	1670	0	95	0.006
56	21:20:20	194	a	2	17	0	0	0	0	1670	1	198	0.025
57	21:43:10	270	a	2	17	0	0	0	0	1670	1	275	0.049
58	21:52:05	85	a	2	17	0	0	0	0	1670	0	88	0.005
59	22:05:21	242	a	2	15	0	0	0	0	1670	1	246	0.035
60	23:04:48	139	a	2	17	0	0	0	0	1670	1	142	0.013
61	23:15:24	43	d	2	17	0	0	0	0	1670	0	45	0.001
62	23:16:17	143	a	2	17	0	0	0	0	1670	1	146	0.014
63	23:33:10	118	a	2	17	0	0	0	0	1670	1	121	0.010
64	23:45:40	140	a	2	17	0	0	0	0	1670	1	143	0.013
Total													5.049

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One or more freight trains stalled at the crossing.

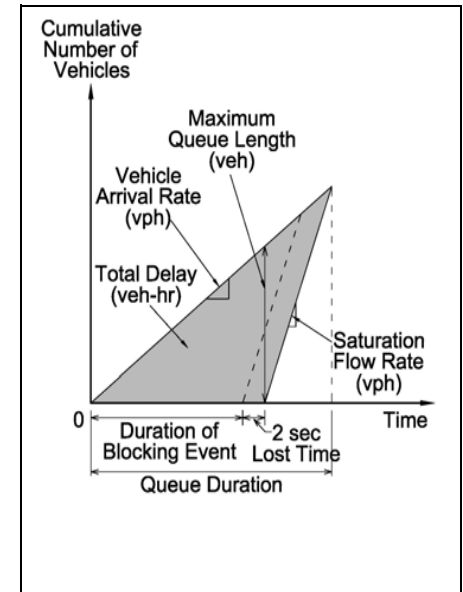
** It was recorded that gate blockage event #1 lasted for 2,060 sec, #8 lasted for 3,065 sec, #11 lasted for 286 sec, #17 lasted for 326 sec, #20 lasted for 490 sec, #34 lasted for 391 sec, #38 lasted for 674 sec, #41 lasted for 301 sec and #46 lasted for 440 sec. For the purpose of this delay analysis, it was assumed these nine blockage events lasted for $(2 + 1 + (0.5)*3)\text{min.} = 270 \text{ sec.}$

Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

Street: Main St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746928U Direction: Southbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 1.7%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Isolated Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.046
 2009-2025 Growth Rate (Heavy Vehicles) 1.062

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1**	0:02:30	270	a/a/a/a	2	2	0	0	0	0	1670	0	272	0.006
2	0:38:43	38	d	2	2	0	0	0	0	1670	0	40	0.000
3	0:39:41	205	a	2	2	0	0	0	0	1670	0	207	0.003
4	0:48:48	100	a	2	2	0	0	0	0	1670	0	102	0.001
5	0:56:04	184	a	2	2	0	0	0	0	1670	0	186	0.003
6	2:09:11	163	a	2	1	0	0	0	0	1670	0	165	0.001
7	2:35:50	248	a	2	1	0	0	0	0	1670	0	250	0.002
8*/**	2:44:25	270	a/a/a/a	2	1	0	0	0	0	1670	0	272	0.003
9	4:22:30	45	a	2	4	0	0	0	0	1670	0	47	0.000
10	4:49:50	59	a	2	4	0	0	0	0	1670	0	61	0.001
11**	5:08:21	270	a	2	8	0	0	0	0	1670	1	273	0.023
12	5:21:41	137	e	2	8	0	0	0	0	1670	0	140	0.006
13	5:30:47	89	d	2	8	0	0	0	0	1670	0	91	0.003
14	6:04:14	82	d	2	15	0	0	0	0	1670	0	85	0.004
15	6:32:50	139	e	2	15	0	0	0	0	1670	1	142	0.012
16	6:43:58	45	d	2	15	0	0	0	0	1670	0	47	0.001
17**	6:45:41	270	a/e	2	15	0	0	0	0	1670	1	274	0.043
18	7:21:35	145	e	2	33	0	0	2	0	1670	1	150	0.030
19	8:12:40	164	a	2	47	0	0	0	0	1670	2	171	0.051
20**	8:43:50	270	a/a/e	2	47	0	0	0	0	1670	4	280	0.138
21	9:13:45	123	a	2	30	0	0	3	0	1670	1	128	0.020
22	9:39:00	243	a	2	30	0	0	3	0	1670	2	250	0.078
23	10:05:00	40	d	2	32	0	0	0	0	1670	0	43	0.002
24	10:06:11	192	a	2	32	0	0	0	0	1670	2	198	0.047
25	10:25:19	261	a	2	32	0	0	0	0	1670	2	268	0.087
26	11:14:30	126	a	2	41	0	0	1	0	1670	1	131	0.027
27	11:31:15	166	a	2	41	0	0	1	0	1670	2	172	0.047
28	12:24:35	86	a	2	57	0	0	0	0	1670	1	91	0.018
29	12:47:25	139	a	2	57	0	0	0	0	1670	2	146	0.045
30	13:04:40	20	d	2	44	0	0	0	0	1670	0	23	0.001
31	13:05:35	110	a	2	44	0	0	0	0	1670	1	115	0.022
32	13:18:00	60	a	2	44	0	0	0	0	1670	1	64	0.007
33	13:22:42	43	d	2	44	0	0	0	0	1670	1	46	0.004
34**	13:24:15	270	a	2	44	0	0	0	0	1670	3	279	0.129
35	13:31:35	221	a/a	2	44	0	0	0	0	1670	3	229	0.087
36	13:55:21	76	e	2	44	0	0	0	0	1670	1	80	0.011
37	14:10:05	210	a	2	47	0	0	0	0	1670	3	218	0.084



Street: Main St @ Alhambra/Los Angeles Subdivision Crossing

Crossing Number:	746928U	Direction:	Southbound
Nearest Cross Street:	1st St	Daily % Heavy Vehicles:	1.7%
Location:	Pomona	No. of Lanes:	1
Type of Crossing:	Isolated	Freight Activity Increase	90%
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)	

Traffic Signal Upstream:	No
No. of Critical Phases (Upstream)	N/A
Traffic Signal Downstream:	No
g/C (Downstream)	N/A
2009-2025 Growth Rate (Other Vehicles & Buses)	1.046
2009-2025 Growth Rate (Heavy Vehicles)	1.062

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38**	15:08:28	270	a/a	2	75	0	0	1	0	1670	6	285	0.227
39	15:38:23	131	e	2	75	0	0	1	0	1670	3	139	0.054
40	15:41:19	131	a	2	75	0	0	1	0	1670	3	139	0.054
41**	16:02:15	270	a	2	44	0	0	2	0	1670	3	280	0.135
42	16:39:50	65	a	2	44	0	0	2	0	1670	1	69	0.008
43	16:56:50	78	e	2	44	0	0	2	0	1670	1	82	0.012
44	17:33:48	149	a/e	2	44	0	0	0	0	1670	2	155	0.040
45	18:05:50	88	e	2	35	0	0	0	0	1670	1	92	0.011
46**	18:18:09	270	a/a	2	35	0	0	0	0	1670	3	278	0.102
47	18:44:58	69	e	2	35	0	0	0	0	1670	1	73	0.007
48	18:58:50	220	a	2	35	0	0	0	0	1670	2	227	0.068
49	19:10:20	200	a	2	21	0	0	1	0	1670	1	205	0.035
50	19:17:42	73	e	2	21	0	0	1	0	1670	0	76	0.005
51	19:56:43	34	d	2	21	0	0	1	0	1670	0	36	0.001
52	19:57:31	136	a	2	21	0	0	1	0	1670	1	140	0.016
53	20:05:46	50	a	2	20	0	0	0	0	1670	0	53	0.002
54	20:56:25	144	a	2	20	0	0	0	0	1670	1	148	0.017
55	21:07:20	92	a	2	21	0	0	0	0	1670	1	95	0.007
56	21:20:20	194	a	2	21	0	0	0	0	1670	1	198	0.031
57	21:43:10	270	a	2	21	0	0	0	0	1670	2	275	0.061
58	21:52:05	85	a	2	21	0	0	0	0	1670	1	88	0.006
59	22:05:21	242	a	2	7	0	0	0	0	1670	0	245	0.016
60	23:04:48	139	a	2	4	0	0	0	0	1670	0	141	0.003
61	23:15:24	43	d	2	4	0	0	0	0	1670	0	45	0.000
62	23:16:17	143	a	2	4	0	0	0	0	1670	0	145	0.003
63	23:33:10	118	a	2	4	0	0	0	0	1670	0	120	0.002
64	23:45:40	140	a	2	4	0	0	0	0	1670	0	142	0.003
Total													3.616

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One or more freight trains stalled at the crossing.

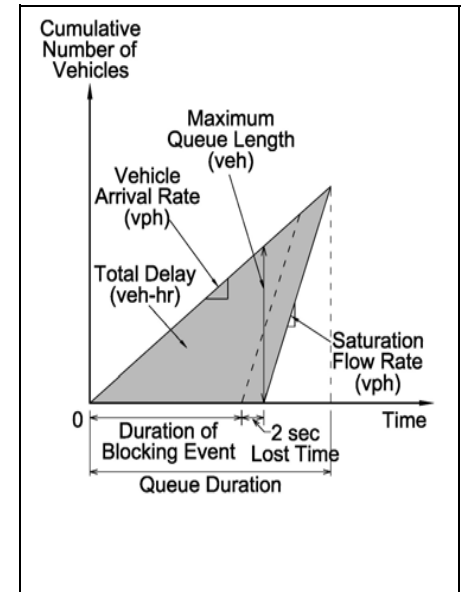
** It was recorded that gate blockage event #1 lasted for 2,060 sec, #8 lasted for 3,065 sec, #11 lasted for 286 sec, #17 lasted for 326 sec, #20 lasted for 490 sec, #34 lasted for 391 sec, #38 lasted for 674 sec, #41 lasted for 301 sec and #46 lasted for 440 sec. For the purpose of this delay analysis, it was assumed these nine blockage events lasted for $(2 + 1 + (0.5)*3)\text{min.} = 270 \text{ sec.}$

Note: One or more trains may not have been identified especially during the non-daylight periods due to the passing of multiple trains on different tracks at the same time.

Street: Palomares St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746930V Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 0.2%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Pre-empted Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: Yes
 No. of Critical Phases (Upstream) 2
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1***	0:00:00	315	a/a/a/a	2	4	0	0	0	0	1500	0	318	0.016
2	0:35:38	257	a	2	4	0	0	0	0	1500	0	260	0.010
3	0:44:55	105	a	2	4	0	0	0	0	1500	0	107	0.002
4	0:53:57	163	a	2	4	0	0	0	0	1500	0	165	0.004
5	2:02:24	59	d	2	5	0	0	0	0	1500	0	61	0.001
6	2:07:13	151	a	2	5	0	0	0	0	1500	0	154	0.005
7***	2:32:50	315	a	2	5	0	0	0	0	1500	0	318	0.019
8***	2:40:11	315	a/a/a/a	2	5	0	0	0	0	1500	0	318	0.019
9	4:20:46	114	a	2	3	0	0	0	0	1500	0	116	0.002
10	4:47:25	55	a	2	3	0	0	0	0	1500	0	57	0.000
11	5:05:24	240	a	2	26	0	0	0	0	1500	2	246	0.060
12	5:18:15	42	e	2	26	0	0	0	0	1500	0	45	0.002
13	5:27:42	81	d	2	26	0	0	0	0	1500	1	84	0.007
14	6:01:20	59	d	2	27	0	0	1	0	1500	0	62	0.004
15	6:29:13	53	e	2	27	0	0	1	0	1500	0	56	0.003
16***	6:40:50	315	a/e	2	27	0	0	1	0	1500	2	323	0.111
17	7:18:00	55	e	2	69	0	0	0	0	1500	1	60	0.009
18	8:08:30	195	a	2	90	0	0	0	0	1500	5	210	0.144
19	8:41:47	168	a/e	2	90	0	0	0	0	1500	4	181	0.107
20	8:45:57	233	a	2	90	0	0	0	0	1500	6	250	0.204
21	9:10:45	85	a	2	99	0	0	1	0	1500	2	93	0.031
22	9:37:44	186	a	2	99	0	0	1	0	1500	5	201	0.146
23	10:02:03	134	a	2	150	0	0	1	0	1500	6	151	0.120
24	10:05:20	20	d	2	150	0	0	1	0	1500	1	24	0.003
25	10:23:07	269	a	2	150	0	0	1	0	1500	11	301	0.475
26	11:12:15	115	a	2	175	0	0	0	0	1500	6	132	0.104
27	11:28:55	165	a	2	175	0	0	0	0	1500	8	189	0.213
28	12:21:21	58	d	2	141	0	0	1	0	1500	2	66	0.022
29***	12:33:29	315	a/a	2	141	0	0	1	0	1500	13	350	0.608
30	13:01:35	125	a	2	113	0	0	0	0	1500	4	137	0.076
31	13:14:07	44	a	2	113	0	0	0	0	1500	1	50	0.010
32***	13:19:20	315	a	2	113	0	0	0	0	1500	10	343	0.474
33	13:29:33	212	a/a	2	113	0	0	0	0	1500	7	231	0.216
34*	13:52:26	189	d/e	2	113	0	0	0	0	1500	6	207	0.172
35	14:06:53	187	a	2	148	0	1	0	0	1500	8	210	0.228
36***	15:06:23	315	a/a	2	167	0	0	0	0	1500	15	357	0.729
37	15:34:38	57	e	2	167	0	0	0	0	1500	3	66	0.025
38	15:36:10	176	a	2	167	0	0	0	0	1500	8	200	0.229



Street: Palomares St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746930V Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 0.2%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Pre-empted Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: Yes
 No. of Critical Phases (Upstream) 2
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
39	15:59:15	286	a	2	167	0	0	0	0	1500	13	324	0.601
40	16:36:43	44	a	2	208	0	0	0	0	1500	3	53	0.020
41	16:54:02	129	d	2	208	0	0	0	0	1500	8	152	0.160
42	16:56:36	46	e	2	208	0	0	0	0	1500	3	56	0.022
43**	17:30:47	281	a/e	2	247	0	0	0	0	1500	19	339	0.914
44	18:03:00	126	d	2	114	0	0	0	0	1500	4	139	0.078
45	18:05:30	40	e	2	114	0	0	0	0	1500	1	45	0.008
46	18:14:57	173	a	2	114	0	0	0	0	1500	6	189	0.145
47	18:19:12	242	a	2	114	0	0	0	0	1500	8	264	0.283
48	18:42:08	113	d	2	114	0	0	0	0	1500	4	124	0.063
49	18:44:16	46	e	2	114	0	0	0	0	1500	2	52	0.011
50	18:54:15	258	a	2	114	0	0	0	0	1500	8	281	0.321
51	19:07:24	160	a	2	109	0	0	0	0	1500	5	175	0.119
52	19:14:53	121	d	2	109	0	0	0	0	1500	4	133	0.069
53	19:17:14	43	e	2	109	0	0	0	0	1500	1	49	0.009
54	19:53:41	146	a	2	109	0	0	0	0	1500	4	160	0.100
55	20:02:04	61	a	2	64	0	0	0	0	1500	1	66	0.010
56	20:54:51	91	a	2	64	0	0	0	0	1500	2	97	0.022
57	21:04:50	92	a	2	43	0	0	0	0	1500	1	97	0.015
58	21:19:00	141	a	2	43	0	0	0	0	1500	2	147	0.035
59	21:40:13	214	a	2	43	0	0	0	0	1500	3	222	0.080
60	21:49:24	99	a	2	43	0	0	0	0	1500	1	104	0.017
61	22:03:10	239	a	2	36	0	0	0	0	1500	2	247	0.083
62	23:01:44	114	a	2	21	0	0	0	0	1500	1	118	0.011
63	23:12:30	142	a	2	21	0	0	0	0	1500	1	146	0.017
64	23:30:08	82	a	2	21	0	0	0	0	1500	0	85	0.006
65	23:42:35	120	a	2	21	0	0	0	0	1500	1	124	0.012
66	23:58:01	118	a	2	21	0	0	0	0	1500	1	122	0.012
Total													14.841

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One blockage event began at 13:52:26 PM and ended at 13:54:35 PM followed by a second blockage event that began at 13:54:42 PM and ended at 13:55:35 PM. One single blockage event was assumed.

** One blockage event began at 17:30:47PM and ended at 17:34:09PM followed by a second blockage event that began at 17:34:43PM and ending at 17:35:28PM. One single blockage event was assumed.

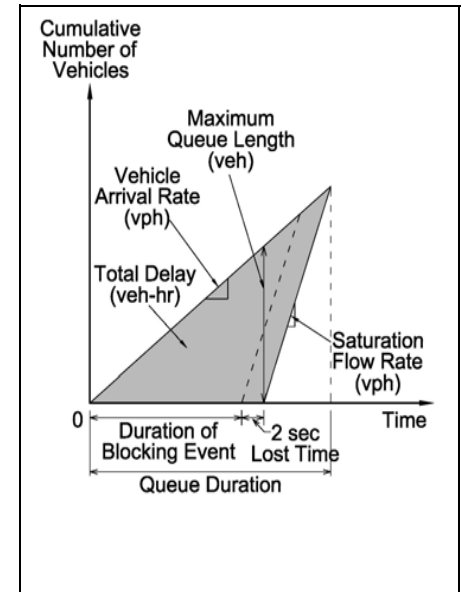
*** It was recorded that gate blockage event #1 lasted for 2,095 sec, #7 lasted for 378 sec, #8 lasted for 3,198 sec, #16 lasted for 397, #29 lasted for 1,128 sec, #32 lasted for 370 sec and #36 lasted for 729 sec.

For the purpose of this delay analysis, it was assumed these seven blockage events lasted for $(2 + 1 + (0.75) \cdot 3) \text{ min.} = 360 \text{ sec.}$

Street: Palomares St @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746930V Direction: Southbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 0.1%
 Location: Pomona No. of Lanes: 1
 Type of Crossing: Pre-empted Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: Yes
 g/C (Downstream) 0.55
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1***	0:00:00	315	a/a/a/a	2	2	0	0	0	0	1320	0	317	0.008
2	0:35:38	257	a	2	2	0	0	0	0	1320	0	259	0.005
3	0:44:55	105	a	2	2	0	0	0	0	1320	0	107	0.001
4	0:53:57	163	a	2	2	0	0	0	0	1320	0	165	0.002
5	2:02:24	59	d	2	4	0	0	0	0	1320	0	61	0.001
6	2:07:13	151	a	2	4	0	0	0	0	1320	0	153	0.004
7***	2:32:50	315	a	2	4	0	0	0	0	1320	0	318	0.016
8***	2:40:11	315	a/a/a/a	2	4	0	0	0	0	1320	0	318	0.016
9	4:20:46	114	a	2	5	0	0	0	0	1320	0	116	0.003
10	4:47:25	55	a	2	5	0	0	0	0	1320	0	57	0.001
11	5:05:24	240	a	2	26	0	0	0	0	1320	2	247	0.060
12	5:18:15	42	e	2	26	0	0	0	0	1320	0	45	0.002
13	5:27:42	81	d	2	26	0	0	0	0	1320	1	85	0.007
14	6:01:20	59	d	2	69	0	0	0	0	1320	1	64	0.010
15	6:29:13	53	e	2	69	0	0	0	0	1320	1	58	0.008
16***	6:40:50	315	a/e	2	69	0	0	0	0	1320	6	334	0.282
17	7:18:00	55	e	2	158	0	0	0	0	1320	3	65	0.023
18	8:08:30	195	a	2	122	0	0	0	0	1320	7	217	0.201
19	8:41:47	168	a/e	2	122	0	0	0	0	1320	6	187	0.150
20	8:45:57	233	a	2	122	0	0	0	0	1320	8	259	0.286
21	9:10:45	85	a	2	158	0	0	1	0	1320	4	99	0.053
22	9:37:44	186	a	2	158	0	0	1	0	1320	8	214	0.247
23	10:02:03	134	a	2	120	0	0	0	0	1320	5	150	0.094
24	10:05:20	20	d	2	120	0	0	0	0	1320	1	24	0.002
25	10:23:07	269	a	2	120	0	0	0	0	1320	9	298	0.374
26	11:12:15	115	a	2	165	0	0	0	0	1320	5	134	0.100
27	11:28:55	165	a	2	165	0	0	0	0	1320	8	191	0.203
28	12:21:21	58	d	2	127	0	0	0	0	1320	2	66	0.019
29***	12:33:29	315	a/a	2	127	0	0	0	0	1320	11	351	0.545
30	13:01:35	125	a	2	120	0	0	0	0	1320	4	140	0.082
31	13:14:07	44	a	2	120	0	0	0	0	1320	2	51	0.011
32***	13:19:20	315	a	2	120	0	0	0	0	1320	11	349	0.512
33	13:29:33	212	a/a	2	120	0	0	0	0	1320	7	235	0.233
34*	13:52:26	189	d/e	2	120	0	0	0	0	1320	6	210	0.186
35	14:06:53	187	a	2	119	0	0	1	0	1320	6	208	0.182
36***	15:06:23	315	a/a	2	133	0	0	0	0	1320	12	353	0.574
37	15:34:38	57	e	2	133	0	0	0	0	1320	2	66	0.020
38	15:36:10	176	a	2	133	0	0	0	0	1320	7	198	0.181



Street:	Palomares St @ Alhambra/Los Angeles Subdivision Crossing				
Crossing Number:	746930V	Direction:	Southbound	Traffic Signal Upstream:	No
Nearest Cross Street:	1st St	Daily % Heavy Vehicles:	0.1%	No. of Critical Phases (Upstream)	N/A
Location:	Pomona	No. of Lanes:	1	Traffic Signal Downstream:	Yes
Type of Crossing:	Pre-empted	Freight Activity Increase	90%	g/C (Downstream)	0.55
Traffic Condition:	Future (2025)	(With Alhambra Subdivision Double-Tracked)		2009-2025 Growth Rate (Other Vehicles & Buses)	1.093
				2009-2025 Growth Rate (Heavy Vehicles)	1.125

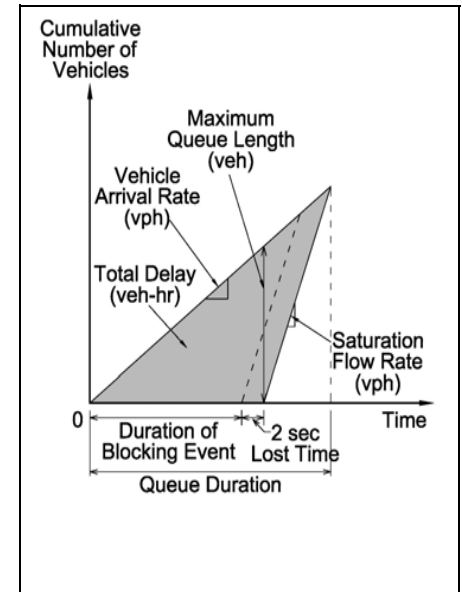
Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
39	15:59:15	286	a	2	133	0	0	0	0	1320	11	320	0.473
40	16:36:43	44	a	2	160	0	0	0	0	1320	2	52	0.015
41	16:54:02	129	d	2	160	0	0	0	0	1320	6	149	0.120
42	16:56:36	46	e	2	160	0	0	0	0	1320	2	55	0.016
43**	17:30:47	281	a/e	2	169	0	0	0	0	1320	13	325	0.600
44	18:03:00	126	d	2	97	0	0	0	0	1320	3	138	0.066
45	18:05:30	40	e	2	97	0	0	0	0	1320	1	45	0.007
46	18:14:57	173	a	2	97	0	0	0	0	1320	5	189	0.124
47	18:19:12	242	a	2	97	0	0	0	0	1320	7	263	0.240
48	18:42:08	113	d	2	97	0	0	0	0	1320	3	124	0.053
49	18:44:16	46	e	2	97	0	0	0	0	1320	1	52	0.009
50	18:54:15	258	a	2	97	0	0	0	0	1320	7	281	0.273
51	19:07:24	160	a	2	102	0	0	0	0	1320	5	176	0.112
52	19:14:53	121	d	2	102	0	0	0	0	1320	3	133	0.064
53	19:17:14	43	e	2	102	0	0	0	0	1320	1	49	0.009
54	19:53:41	146	a	2	102	0	0	0	0	1320	4	160	0.093
55	20:02:04	61	a	2	84	0	0	0	0	1320	1	67	0.014
56	20:54:51	91	a	2	84	0	0	0	0	1320	2	99	0.030
57	21:04:50	92	a	2	47	0	0	0	0	1320	1	97	0.017
58	21:19:00	141	a	2	47	0	0	0	0	1320	2	148	0.038
59	21:40:13	214	a	2	47	0	0	0	0	1320	3	224	0.088
60	21:49:24	99	a	2	47	0	0	0	0	1320	1	105	0.019
61	22:03:10	239	a	2	34	0	0	0	0	1320	2	247	0.078
62	23:01:44	114	a	2	20	0	0	0	0	1320	1	118	0.011
63	23:12:30	142	a	2	20	0	0	0	0	1320	1	146	0.016
64	23:30:08	82	a	2	20	0	0	0	0	1320	0	85	0.006
65	23:42:35	120	a	2	20	0	0	0	0	1320	1	124	0.012
66	23:58:01	118	a	2	20	0	0	0	0	1320	1	122	0.011
Total													13.820

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink
 [2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.
 [3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.
 [4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.
 * One blockage event began at 13:52:26 PM and ended at 13:54:35 PM followed by a second blockage event that began at 13:54:42 PM and ended at 13:55:35 PM. One single blockage event was assumed.
 ** One blockage event began at 17:30:47PM and ended at 17:34:09PM followed by a second blockage event that began at 17:34:43PM and ending at 17:35:28PM. One single blockage event was assumed.
 *** It was recorded that gate blockage event #1 lasted for 2,095 sec, #7 lasted for 378 sec, #8 lasted for 3,198 sec, #16 lasted for 397, #29 lasted for 1,128 sec, #32 lasted for 370 sec and #36 lasted for 729 sec.
 For the purpose of this delay analysis, it was assumed these seven blockage events lasted for (2 + 1 + (0.75)*3)min. = 360 sec.

Street: San Antonio Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746932J Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 3.1%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Pre-empted Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: Yes
 No. of Critical Phases (Upstream) 3
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:19:36	124	a	2	30	0	0	0	0	2760	1	127	0.019
2	0:27:16	38	a	2	30	0	0	0	0	2760	0	40	0.002
3	0:29:16	68	a	2	30	0	0	0	0	2760	1	71	0.006
4**	0:36:49	270	a	2	30	0	0	0	0	2760	2	275	0.087
5	0:47:46	97	a	2	30	0	0	0	0	2760	1	100	0.011
6	0:58:33	162	a	2	30	0	0	0	0	2760	1	166	0.032
7	2:11:48	156	a	2	12	0	0	0	0	2760	1	159	0.012
8**	2:36:23	270	a	2	12	0	0	0	0	2760	1	273	0.034
9	3:00:38	209	a	2	15	0	0	0	0	2760	1	212	0.026
10	3:16:58	42	a	2	15	0	0	0	0	2760	0	44	0.001
11	3:21:18	91	a	2	15	0	0	0	0	2760	0	94	0.005
12	3:24:20	140	a	2	15	0	0	0	0	2760	1	143	0.012
13	3:34:50	232	a	2	15	0	0	0	0	2760	1	235	0.032
14	4:25:20	105	a	2	8	0	0	0	1	2760	0	107	0.004
15	4:51:39	52	a	2	8	0	0	0	1	2760	0	54	0.001
16	5:08:18	197	a	2	30	0	0	0	0	2760	2	201	0.046
17	5:21:29	71	e	2	30	0	0	0	0	2760	1	74	0.006
18	6:32:22	77	e	2	62	0	0	3	1	2760	1	81	0.016
19**	6:43:44	270	a/e	2	62	0	0	3	1	2760	5	279	0.193
20	7:21:20	67	e	2	140	1	0	15	0	2760	3	73	0.030
21	8:11:20	220	a	2	140	0	0	19	0	2760	10	236	0.321
22	8:45:35	202	e/a	2	140	0	0	19	0	2760	9	216	0.270
23	8:50:48	263	a	2	140	0	0	19	0	2760	12	281	0.457
24	9:13:45	80	a	2	162	1	0	15	0	2760	4	88	0.050
25	9:42:30	180	a	2	162	1	0	15	0	2760	9	195	0.244
26	10:05:03	75	a	2	176	0	0	8	0	2760	4	83	0.045
27	10:28:16	263	a	2	176	0	0	8	0	2760	14	284	0.534
28	11:16:55	100	a	2	201	1	1	12	0	2760	6	111	0.094
29	11:33:43	139	a	2	201	1	1	12	0	2760	8	153	0.179
30	12:24:38	42	a	2	202	0	1	8	0	2760	3	48	0.017
31	12:47:14	86	a	2	202	0	1	8	0	2760	5	95	0.068
32	13:04:32	106	a	2	195	0	1	11	0	2760	6	117	0.101
33	13:16:00	77	a	2	195	0	1	11	0	2760	5	85	0.054
34	13:22:23	266	a	2	195	0	1	11	0	2760	15	290	0.621
35**	13:42:42	270	a	2	195	0	1	11	0	2760	16	294	0.639
36	13:59:21	40	e	2	195	0	1	11	0	2760	2	45	0.015
37	14:09:51	181	a	2	247	1	0	2	0	2760	13	201	0.355



Street: San Antonio Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746932J Direction: Northbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 3.1%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Pre-empted Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: Yes
 No. of Critical Phases (Upstream) 3
 Traffic Signal Downstream: No
 g/C (Downstream) N/A
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	15:11:45	142	a	2	250	0	0	1	0	2760	10	158	0.220
39	15:20:45	199	a	2	250	0	0	1	0	2760	14	221	0.430
40*	15:37:52	238	e/a	2	250	0	0	1	0	2760	17	264	0.614
41	16:02:21	225	a	2	295	0	0	1	0	2760	19	254	0.658
42	16:39:46	39	a	2	295	0	0	1	0	2760	3	46	0.022
43	17:01:13	35	e	2	321	0	0	1	0	2760	3	42	0.019
44	17:33:48	106	a	2	321	0	0	1	0	2760	10	122	0.164
45	17:39:18	36	e	2	321	0	0	1	0	2760	3	43	0.020
46	18:10:01	35	e	2	216	0	0	0	0	2760	2	40	0.012
47	18:18:02	144	a	2	216	0	0	0	0	2760	9	158	0.192
48	18:24:19	214	a	2	216	0	0	0	0	2760	13	234	0.421
49	18:48:52	35	e	2	216	0	0	0	0	2760	2	40	0.012
50	18:57:04	210	a	2	216	0	0	0	0	2760	13	230	0.406
51	19:10:30	150	a	2	237	0	0	0	0	2760	10	166	0.231
52	19:21:46	33	e	2	237	0	0	0	0	2760	2	38	0.012
53	19:56:42	131	a	2	237	0	0	0	0	2760	9	145	0.176
54	20:04:23	127	a	2	158	0	0	0	0	2760	6	137	0.108
55	20:59:18	88	a	2	158	0	0	0	0	2760	4	95	0.052
56	21:09:48	52	a	2	102	0	0	0	0	2760	2	56	0.012
57	21:23:43	139	a	2	102	0	0	0	0	2760	4	146	0.081
58	21:43:10	194	a	2	102	0	0	0	0	2760	6	204	0.157
59	21:54:43	77	a	2	102	0	0	0	0	2760	2	82	0.025
60	22:08:07	263	a	2	56	0	0	0	0	2760	4	270	0.155
61	23:04:47	105	a	2	31	0	0	1	0	2760	1	108	0.014
62	23:15:30	125	a	2	31	0	0	1	0	2760	1	128	0.020
63	23:33:07	80	a	2	31	0	0	1	0	2760	1	83	0.008
64	23:45:44	110	a	2	31	0	0	1	0	2760	1	113	0.016
65	23:57:30	270	a	2	31	0	0	1	0	2760	2	275	0.092
Total													16.949

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

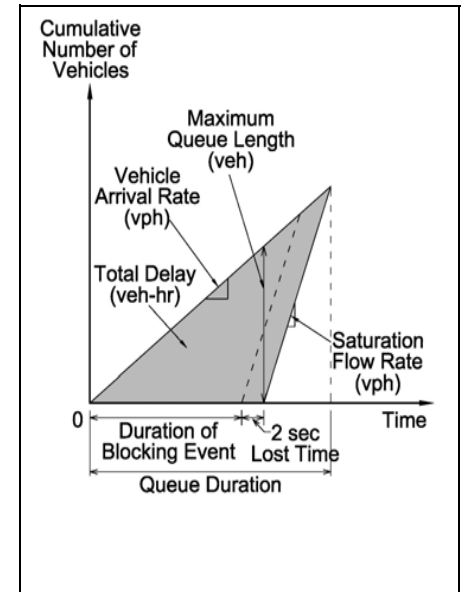
* One blockage event began at 15:37:52 PM and ended at 15:39:08 PM followed by a second blockage event that began at 15:39:17 PM and ended at 15:41:50 PM. One single blockage event was assumed.

** It was recorded that gate blockage event #4 lasted for 359 sec, #8 lasted for 653 sec, #19 lasted for 335 sec and #35 lasted for 338 sec For the purpose of this delay analysis, it was assumed these four blockage events lasted for (2 + 1 + (0.5)*3)min. = 270 sec.

Street: San Antonio Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746932J Direction: Southbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 2.4%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Pre-empted Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: Yes
 g/C (Downstream) 0.2
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
1	0:19:36	124	a	2	22	0	0	0	0	1990	1	127	0.014
2	0:27:16	38	a	2	22	0	0	0	0	1990	0	40	0.001
3	0:29:16	68	a	2	22	0	0	0	0	1990	0	71	0.004
4**	0:36:49	270	a	2	22	0	0	0	0	1990	2	275	0.063
5	0:47:46	97	a	2	22	0	0	0	0	1990	1	100	0.008
6	0:58:33	162	a	2	22	0	0	0	0	1990	1	166	0.023
7	2:11:48	156	a	2	4	0	0	0	0	1990	0	158	0.004
8**	2:36:23	270	a	2	4	0	0	0	0	1990	0	273	0.011
9	3:00:38	209	a	2	12	0	0	0	0	1990	1	212	0.021
10	3:16:58	42	a	2	12	0	0	0	0	1990	0	44	0.001
11	3:21:18	91	a	2	12	0	0	0	0	1990	0	94	0.004
12	3:24:20	140	a	2	12	0	0	0	0	1990	0	143	0.009
13	3:34:50	232	a	2	12	0	0	0	0	1990	1	235	0.025
14	4:25:20	105	a	2	31	0	0	0	0	1990	1	109	0.014
15	4:51:39	52	a	2	31	0	0	0	0	1990	0	55	0.004
16	5:08:18	197	a	2	57	0	0	0	0	1990	3	205	0.090
17	5:21:29	71	e	2	57	0	0	0	0	1990	1	75	0.012
18	6:32:22	77	e	2	91	0	0	7	1	1990	2	83	0.025
19**	6:43:44	270	a/e	2	91	0	0	7	1	1990	7	286	0.297
20	7:21:20	67	e	2	155	0	0	10	0	1990	3	75	0.033
21	8:11:20	220	a	2	166	0	0	15	0	1990	11	244	0.378
22	8:45:35	202	e/a	2	166	0	0	15	0	1990	10	224	0.319
23	8:50:48	263	a	2	166	0	0	15	0	1990	13	292	0.540
24	9:13:45	80	a	2	234	0	2	4	0	1990	5	93	0.071
25	9:42:30	180	a	2	234	0	2	4	0	1990	12	207	0.349
26	10:05:03	75	a	2	193	0	0	8	0	1990	4	86	0.051
27	10:28:16	263	a	2	193	0	0	8	0	1990	15	295	0.606
28	11:16:55	100	a	2	257	0	0	13	0	1990	8	118	0.125
29	11:33:43	139	a	2	257	0	0	13	0	1990	11	163	0.239
30	12:24:38	42	a	2	276	0	2	12	0	1990	4	52	0.026
31	12:47:14	86	a	2	276	0	2	12	0	1990	7	103	0.101
32	13:04:32	106	a	2	226	0	1	10	0	1990	7	123	0.121
33	13:16:00	77	a	2	226	0	1	10	0	1990	5	90	0.065
34	13:22:23	266	a	2	226	0	1	10	0	1990	18	304	0.745
35**	13:42:42	270	a	2	226	0	1	10	0	1990	18	309	0.768
36	13:59:21	40	e	2	226	0	1	10	0	1990	3	48	0.018
37	14:09:51	181	a	2	279	0	0	1	0	1990	14	213	0.421



Street: San Antonio Ave @ Alhambra/Los Angeles Subdivision Crossing
 Crossing Number: 746932J Direction: Southbound
 Nearest Cross Street: 1st St Daily % Heavy Vehicles: 2.4%
 Location: Pomona No. of Lanes: 2
 Type of Crossing: Pre-empted Freight Activity Increase 90%
 Traffic Condition: Future (2025) (With Alhambra Subdivision Double-Tracked)

Traffic Signal Upstream: No
 No. of Critical Phases (Upstream) N/A
 Traffic Signal Downstream: Yes
 g/C (Downstream) 0.2
 2009-2025 Growth Rate (Other Vehicles & Buses) 1.093
 2009-2025 Growth Rate (Heavy Vehicles) 1.125

Gate Blockage Event	Start of Gate Blockage Event	Duration of Blockage Event (sec)	Blockage Type (sec) [1]	Lost Time (sec)	Arrival Rate (vph) [2]					Saturation Flow Rate (vph) [4]	Maximum Total Queue (veh)	Queue Duration (sec)	Total Delay (veh-hr)
					Other Vehicles [3]	School Buses	Public Buses	Trucks (4+ Axles)	Haz-Mat Trucks				
38	15:11:45	142	a	2	278	0	0	2	0	1990	11	168	0.261
39	15:20:45	199	a	2	278	0	0	2	0	1990	16	234	0.508
40*	15:37:52	238	e/a	2	278	0	0	2	0	1990	19	279	0.723
41	16:02:21	225	a	2	313	0	1	1	1	1990	20	270	0.747
42	16:39:46	39	a	2	313	0	1	1	1	1990	4	49	0.024
43	17:01:13	35	e	2	306	0	0	1	0	1990	3	44	0.019
44	17:33:48	106	a	2	306	0	0	1	0	1990	9	128	0.164
45	17:39:18	36	e	2	306	0	0	1	0	1990	3	45	0.020
46	18:10:01	35	e	2	246	0	0	0	0	1990	3	42	0.015
47	18:18:02	144	a	2	246	0	0	0	0	1990	10	167	0.231
48	18:24:19	214	a	2	246	0	0	0	0	1990	15	246	0.504
49	18:48:52	35	e	2	246	0	0	0	0	1990	3	42	0.015
50	18:57:04	210	a	2	246	0	0	0	0	1990	14	242	0.487
51	19:10:30	150	a	2	252	0	0	0	0	1990	11	174	0.257
52	19:21:46	33	e	2	252	0	0	0	0	1990	2	40	0.014
53	19:56:42	131	a	2	252	0	0	0	0	1990	9	152	0.197
54	20:04:23	127	a	2	204	0	0	1	0	1990	7	144	0.147
55	20:59:18	88	a	2	204	0	0	1	0	1990	5	100	0.071
56	21:09:48	52	a	2	119	0	0	0	0	1990	2	57	0.014
57	21:23:43	139	a	2	119	0	0	0	0	1990	5	150	0.097
58	21:43:10	194	a	2	119	0	0	0	0	1990	6	208	0.187
59	21:54:43	77	a	2	119	0	0	0	0	1990	3	84	0.030
60	22:08:07	263	a	2	81	0	0	0	0	1990	6	276	0.229
61	23:04:47	105	a	2	33	0	0	0	0	1990	1	109	0.015
62	23:15:30	125	a	2	33	0	0	0	0	1990	1	129	0.021
63	23:33:07	80	a	2	33	0	0	0	0	1990	1	83	0.009
64	23:45:44	110	a	2	33	0	0	0	0	1990	1	114	0.016
65	23:57:30	270	a	2	33	0	0	0	0	1990	2	277	0.096
Total													20.222

[1] a = Freight Train; b = Amtrak; c = Maintenance Truck; d = Switching Activity; e = Metrolink

[2] The arrival rate shown is the expected arrival rate of vehicles during the hour when the gate is down.

[3] Includes all vehicles excluding school and public buses, 4-plus-axle trucks and hazardous material trucks.

[4] The saturation flow rate was adjusted for traffic signal pre-emption at the crossing location, and to take into account buses and other heavy vehicles using a passenger-car-equivalent (PCE) factor of 2.0.

* One blockage event began at 15:37:52 PM and ended at 15:39:08 PM followed by a second blockage event that began at 15:39:17 PM and ended at 15:41:50 PM. One single blockage event was assumed.

** It was recorded that gate blockage event #4 lasted for 359 sec, #8 lasted for 653 sec, #19 lasted for 335 sec and #35 lasted for 338 sec For the purpose of this delay analysis, it was assumed these four blockage events lasted for $(2 + 1 + (0.5) \times 3) \text{min.} = 270 \text{ sec.}$

CPUC GRADE SEPARATION PRIORITY INDEX
CALCULATION WORKSHEETS

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CPUC GRADE SEPARATION PRIORITY LIST FORMULA

KOA CORPORATION

Railroad Grade Crossing Priority Index Calculation

No.	Street	Crossing No.	Subdivision Crossing	Area	V	T	LRT	C	AH	Special Conditions Factors						Priority Index Number	Priority Index Ranking
										BD	VS	RS	CG	PT	OF		
1	Walnut Grove Ave	746884W	Alhambra	Rosemead/LA County	14,987	9	0	5000	0.0	1	2	4	3	1	3	41	31
2	Encinita Ave *	746886K	Alhambra	Temple City/Rosemead	6,239	9	0	5000	0.0	1	0	4	8	1	5	30	34
3	Lower Azusa Rd *	746887S	Alhambra	Temple City/Rosemead	17,007	9	0	5000	0.0	1	2	4	8	1	6	53	30
4	Temple City Blvd	746889F	Alhambra	El Monte/Rosemead	20,397	9	0	5000	0.4	1	1	4	0	1	9	67	28
5	Arden Dr	746891G	Alhambra	El Monte	10,800	9	0	5000	0.0	1	1	4	2	1	10	38	33
6	Tyler Ave	746893V	Alhambra	El Monte	11,504	47	0	5000	0.0	2	0	4	4	6	9	133	17
7	Cogswell Rd	746898E	Alhambra	El Monte	9,838	47	0	5000	0.4	1	0	4	3	6	8	151	15
8	Temple Ave *	746903Y	Alhambra	Industry/LA County	26,437	57	0	5000	7.0	2	2	4	6	6	8	2439	1
9	Vineland Ave *	746904F	Alhambra	Industry/LA County	12,266	13	0	5000	1.0	1	1	4	12	1	8	91	23
10	Puente Ave *	746905M	Alhambra	Industry/LA County	31,073	15	0	5000	9.0	1	3	4	13	1	11	965	2
11	California Ave *	746908H	Alhambra	Industry/LA County	18,344	13	0	5000	1.0	1	1	4	12	1	14	128	18
12	Fullerton Rd *	753601N	Alhambra	Industry/LA County	17,865	19	0	5000	3.0	2	1	4	12	1	10	302	7
13	Fairway Dr *	746913E	Alhambra	Industry/Walnut	19,384	19	0	5000	1.0	2	2	4	13	1	13	182	13
14	Lemon Ave *	746915T	Alhambra	Industry/Walnut	16,785	19	0	5000	1.0	1	2	4	13	1	14	163	14
15	Brea Canyon Rd *	746916A	Alhambra	Industry/Walnut	14,063	19	0	5000	0.0	1	4	4	15	1	9	87	24
16	Vail Ave	811077C	Los Angeles	Montebello	7,730	35	0	5000	0.1	2	0	4	3	4	4	77	26
17	Maple Ave	811076V	Los Angeles	Montebello	5,436	35	0	5000	0.0	2	0	4	1	4	5	54	29
18	Greenwood Ave	811075N	Los Angeles	Montebello	7,120	36	0	5000	0.0	2	0	4	2	4	6	69	27
19	Montebello Blvd	811074G	Los Angeles	Montebello	20,108	33	0	5000	1.0	2	1	4	4	4	9	289	8
20	Durfee Ave	811219R	Los Angeles	Pico Rivera	13,658	42	0	5000	1.0	2	0	3	1	4	8	247	10
21	Rose Hills Rd	811057R	Los Angeles	Industry/LA County	9,311	45	0	5000	1.0	2	1	4	1	4	5	185	12
22	Mission Mill Rd	811061F	Los Angeles	Industry/LA County	2,132	45	0	5000	3.0	2	0	4	1	4	4	92	22
23	Workman Mill Rd	811063U	Los Angeles	Industry/LA County	7,481	45	0	5000	0.0	2	1	4	2	4	7	87	25
24	Turnbull Canyon Rd	810867E	Los Angeles	Industry/LA County	14,134	39	0	5000	3.8	2	1	4	2	4	12	554	5
25	Stimson Ave	810871U	Los Angeles	Industry	14,405	48	0	5000	4.0	2	2	4	0	4	8	711	4
26	Bixby Dr	810905L	Los Angeles	Industry	2,902	39	0	5000	0.0	2	0	4	0	4	6	39	32
27	Fullerton Rd *	810880T	Los Angeles	Industry	23,716	39	0	5000	3.0	2	3	4	12	4	11	776	3
28	Fairway Dr	810883N	Los Angeles	Industry/LA County	24,801	41	0	5000	0.0	2	2	4	2	4	13	230	11
29	Lemon Ave	810885G	Los Angeles	Industry/Diamond Bar	14,737	41	0	5000	1.0	2	2	4	4	4	10	268	9
30	Hamilton Blvd	746925Y	Alhambra/Los Angeles	Pomona	7,822	71	0	5000	3.0	3	1	5	3	4	2	462	6
31	Park Ave	746927M	Alhambra/Los Angeles	Pomona	5,533	71	0	5000	0.0	3	1	5	2	4	3	97	21
32	Main St	746928U	Alhambra/Los Angeles	Pomona	1,532	71	0	5000	3.0	4	0	5	2	4	3	105	20
33	Palomares St *	746930V	Alhambra/Los Angeles	Pomona	3,775	71	0	5000	1.0	4	0	5	12	4	2	134	16
34	San Antonio Ave *	746932J	Alhambra/Los Angeles	Pomona	6,728	71	0	5000	0.0	3	1	5	12	4	3	124	19

* Preempted by railroad interconnected to traffic signal system.

CPUC GRADE SEPARATION PRIORITY LIST FORMULA

KOA CORPORATION

Accident History

No.	Street	Crossing No.	Subdivision Crossing	Area	Accident Summary (7/1999 - 6/2009)		
					Total Accidents	No. Killed	No. Injured
1	Walnut Grove Ave	746884W	[1]	Rosemead/LA County	0	0	0
2	Encinita Ave	746886K	[1]	Temple City/Rosemead	0	0	0
3	Lower Azusa Rd	746887S	[1]	Temple City/Rosemead	0	0	0
4	Temple City Blvd	746889F	[1]	El Monte/Rosemead	1	0	0
5	Arden Dr	746891G	[1]	El Monte	0	0	0
6	Tyler Ave	746893V	[1]	El Monte	0	0	0
7	Cogswell Rd	746898E	[1]	El Monte	1	0	0
8	Temple Ave	746903Y	[1]	Industry/LA County	5	1	0
9	Vineland Ave	746904F	[1]	Industry/LA County	1	0	0
10	Puente Ave	746905M	[1]	Industry/LA County	5	1	2
11	California Ave	746908H	[1]	Industry/LA County	1	0	0
12	Fullerton Rd	753601N	[1]	Industry/LA County	1	1	0
13	Fairway Dr	746913E	[1]	Industry/Walnut	1	0	0
14	Lemon Ave	746915T	[1]	Industry/Walnut	1	0	0
15	Brea Canyon Rd	746916A	[1]	Industry/Walnut	0	0	0
16	Vail Ave	811077C	[2]	Montebello	1	0	0
17	Maple Ave	811076V	[2]	Montebello	0	0	0
18	Greenwood Ave	811075N	[2]	Montebello	0	0	0
19	Montebello Blvd	811074G	[2]	Montebello	1	0	0
20	Durfee Ave	811219R	[2]	Pico Rivera	1	0	0
21	Rose Hills Rd	811057R	[2]	Industry/LA County	1	0	0
22	Mission Mill Rd	811061F	[2]	Industry/LA County	1	1	0
23	Workman Mill Rd	811063U	[2]	Industry/LA County	0	0	0
24	Turnbull Canyon Rd	810867E	[2]	Industry/LA County	3	1	0
25	Stimson Ave	810871U	[2]	Industry	3	0	1
26	Bixby Dr	810905L	[2]	Industry	0	0	0
27	Fullerton Rd	810880T	[2]	Industry	1	0	2
28	Fairway Dr	810883N	[2]	Industry/LA County	0	0	0
29	Lemon Ave	810885G	[2]	Industry/Diamond Bar	1	0	0
30	Hamilton Blvd	746925Y	[3]	Pomona	1	1	0
31	Park Ave	746927M	[3]	Pomona	0	0	0
32	Main St	746928U	[3]	Pomona	1	1	0
33	Palomares St	746930V	[3]	Pomona	1	0	0
34	San Antonio Ave	746932J	[3]	Pomona	0	0	0

Accident Data Source: Statewide Integrated Traffic Records System (SWITRS) and Federal Rail Road Administration.

- [1] Alhambra Subdivision Crossing
- [2] Los Angeles Subdivision Crossing
- [3] Alhambra/Los Angeles Subdivision Crossing

CPUC GRADE SEPARATION PRIORITY LIST FORMULA

KOA CORPORATION

Special Conditions Factor - Crossing Blocking Delay

No.	Street	Crossing No.	Subdivision Crossing	Area	Total Blocking Delay Per Day (Minutes)	Total Points (Max 5)
1	Walnut Grove Ave	746884W	[1]	Rosemead/LA County	14.9	1
2	Encinita Ave	746886K	[1]	Temple City/Rosemead	14.9	1
3	Lower Azusa Rd	746887S	[1]	Temple City/Rosemead	13.5	1
4	Temple City Blvd	746889F	[1]	El Monte/Rosemead	15.1	1
5	Arden Dr	746891G	[1]	El Monte	13.8	1
6	Tyler Ave	746893V	[1]	El Monte	82.9	2
7	Cogswell Rd	746898E	[1]	El Monte	38.6	1
8	Temple Ave	746903Y	[1]	Industry/LA County	54.0	2
9	Vineland Ave	746904F	[1]	Industry/LA County	18.5	1
10	Puente Ave	746905M	[1]	Industry/LA County	23.6	1
11	California Ave	746908H	[1]	Industry/LA County	20.4	1
12	Fullerton Rd	753601N	[1]	Industry/LA County	86.9	2
13	Fairway Dr	746913E	[1]	Industry/Walnut	53.0	2
14	Lemon Ave	746915T	[1]	Industry/Walnut	39.0	1
15	Brea Canyon Rd	746916A	[1]	Industry/Walnut	38.9	1
16	Vail Ave	811077C	[2]	Montebello	80.6	2
17	Maple Ave	811076V	[2]	Montebello	70.3	2
18	Greenwood Ave	811075N	[2]	Montebello	66.2	2
19	Montebello Blvd	811074G	[2]	Montebello	59.4	2
20	Durfee Ave	811219R	[2]	Pico Rivera	69.1	2
21	Rose Hills Rd	811057R	[2]	Industry/LA County	75.6	2
22	Mission Mill Rd	811061F	[2]	Industry/LA County	71.9	2
23	Workman Mill Rd	811063U	[2]	Industry/LA County	82.5	2
24	Turnbull Canyon Rd	810867E	[2]	Industry/LA County	74.1	2
25	Stimson Ave	810871U	[2]	Industry	97.7	2
26	Bixby Dr	810905L	[2]	Industry	68.5	2
27	Fullerton Rd	810880T	[2]	Industry	70.1	2
28	Fairway Dr	810883N	[2]	Industry/LA County	69.1	2
29	Lemon Ave	810885G	[2]	Industry/Diamond Bar	77.7	2
30	Hamilton Blvd	746925Y	[3]	Pomona	135.8	3
31	Park Ave	746927M	[3]	Pomona	147.3	3
32	Main St	746928U	[3]	Pomona	157.1	4
33	Palomares St	746930V	[3]	Pomona	167.1	4
34	San Antonio Ave	746932J	[3]	Pomona	148.8	3

[1] Alhambra Subdivision Crossing

[2] Los Angeles Subdivision Crossing

[3] Alhambra/Los Angeles Subdivision Crossing

CPUC GRADE SEPARATION PRIORITY LIST FORMULA

KOA CORPORATION

Special Conditions Factor - Vehicle Speed Limit (Posted Speed Limit)

No.	Street	Crossing No.	Subdivision Crossing	Area	Posted Speed Limit	Total Points (Max 5)
1	Walnut Grove Ave	746884W	[1]	Rosemead/LA County	40	2
2	Encinita Ave	746886K	[1]	Temple City/Rosemead	30	0
3	Lower Azusa Rd	746887S	[1]	Temple City/Rosemead	40	2
4	Temple City Blvd	746889F	[1]	El Monte/Rosemead	35	1
5	Arden Dr	746891G	[1]	El Monte	35	1
6	Tyler Ave	746893V	[1]	El Monte	30	0
7	Cogswell Rd	746898E	[1]	El Monte	25	0
8	Temple Ave	746903Y	[1]	Industry/LA County	40	2
9	Vineland Ave	746904F	[1]	Industry/LA County	35	1
10	Puente Ave	746905M	[1]	Industry/LA County	45	3
11	California Ave	746908H	[1]	Industry/LA County	35	1
12	Fullerton Rd	753601N	[1]	Industry/LA County	35	1
13	Fairway Dr	746913E	[1]	Industry/Walnut	40	2
14	Lemon Ave	746915T	[1]	Industry/Walnut	40	2
15	Brea Canyon Rd	746916A	[1]	Industry/Walnut	50	4
16	Vail Ave	811077C	[2]	Montebello	25	0
17	Maple Ave	811076V	[2]	Montebello	25	0
18	Greenwood Ave	811075N	[2]	Montebello	25	0
19	Montebello Blvd	811074G	[2]	Montebello	35	1
20	Durfee Ave	811219R	[2]	Pico Rivera	30	0
21	Rose Hills Rd	811057R	[2]	Industry/LA County	35	1
22	Mission Mill Rd	811061F	[2]	Industry/LA County	25	0
23	Workman Mill Rd	811063U	[2]	Industry/LA County	35	1
24	Turnbull Canyon Rd	810867E	[2]	Industry/LA County	35	1
25	Stimson Ave	810871U	[2]	Industry	40	2
26	Bixby Dr	810905L	[2]	Industry	25	0
27	Fullerton Rd	810880T	[2]	Industry	45	3
28	Fairway Dr	810883N	[2]	Industry/LA County	40	2
29	Lemon Ave	810885G	[2]	Industry/Diamond Bar	40	2
30	Hamilton Blvd	746925Y	[3]	Pomona	35	1
31	Park Ave	746927M	[3]	Pomona	35	1
32	Main St	746928U	[3]	Pomona	25	0
33	Palomares St	746930V	[3]	Pomona	25	0
34	San Antonio Ave	746932J	[3]	Pomona	35	1

[1] Alhambra Subdivision Crossing

[2] Los Angeles Subdivision Crossing

[3] Alhambra/Los Angeles Subdivision Crossing

CPUC GRADE SEPARATION PRIORITY LIST FORMULA

KOA CORPORATION

Special Conditions Factor - Railroad Maximum Speed

No.	Street	Crossing No.	Subdivision Crossing	Area	Maximum Speed (MPH)	Total Points (Max 7)
1	Walnut Grove Ave	746884W	[1]	Rosemead/LA County	65	4
2	Encinita Ave	746886K	[1]	Temple City/Rosemead	65	4
3	Lower Azusa Rd	746887S	[1]	Temple City/Rosemead	65	4
4	Temple City Blvd	746889F	[1]	El Monte/Rosemead	65	4
5	Arden Dr	746891G	[1]	El Monte	65	4
6	Tyler Ave	746893V	[1]	El Monte	60	4
7	Cogswell Rd	746898E	[1]	El Monte	60	4
8	Temple Ave	746903Y	[1]	Industry/LA County	60	4
9	Vineland Ave	746904F	[1]	Industry/LA County	65	4
10	Puente Ave	746905M	[1]	Industry/LA County	65	4
11	California Ave	746908H	[1]	Industry/LA County	65	4
12	Fullerton Rd	753601N	[1]	Industry/LA County	60	4
13	Fairway Dr	746913E	[1]	Industry/Walnut	65	4
14	Lemon Ave	746915T	[1]	Industry/Walnut	65	4
15	Brea Canyon Rd	746916A	[1]	Industry/Walnut	65	4
16	Vail Ave	811077C	[2]	Montebello	60	4
17	Maple Ave	811076V	[2]	Montebello	60	4
18	Greenwood Ave	811075N	[2]	Montebello	60	4
19	Montebello Blvd	811074G	[2]	Montebello	60	4
20	Durfee Ave	811219R	[2]	Pico Rivera	55	3
21	Rose Hills Rd	811057R	[2]	Industry/LA County	60	4
22	Mission Mill Rd	811061F	[2]	Industry/LA County	60	4
23	Workman Mill Rd	811063U	[2]	Industry/LA County	60	4
24	Turnbull Canyon Rd	810867E	[2]	Industry/LA County	60	4
25	Stimson Ave	810871U	[2]	Industry	60	4
26	Bixby Dr	810905L	[2]	Industry	60	4
27	Fullerton Rd	810880T	[2]	Industry	60	4
28	Fairway Dr	810883N	[2]	Industry/LA County	60	4
29	Lemon Ave	810885G	[2]	Industry/Diamond Bar	60	4
30	Hamilton Blvd	746925Y	[3]	Pomona	70	5
31	Park Ave	746927M	[3]	Pomona	70	5
32	Main St	746928U	[3]	Pomona	70	5
33	Palomares St	746930V	[3]	Pomona	70	5
34	San Antonio Ave	746932J	[3]	Pomona	70	5

[1] Alhambra Subdivision Crossing

[2] Los Angeles Subdivision Crossing

[3] Alhambra/Los Angeles Subdivision Crossing

CPUC GRADE SEPARATION PRIORITY LIST FORMULA

KOA CORPORATION

Special Conditions Factor - Crossing Geometrics

No.	Street	Crossing No.	Subdivision Crossing	Area	Grade (0-2)	Alignment (0-3)	Site Distance (0-3)	Track Skew Angle (0-3)	Traffic Signals (0-3)	Entrances/ Exits (0-3)	Total Points (Max 17)
1	Walnut Grove Ave	746884W	[1]	Rosemead/LA County	0	0	0	1	0	2	3
2	Encinita Ave	746886K	[1]	Temple City/Rosemead	0	0	0	3	3	2	8
3	Lower Azusa Rd	746887S	[1]	Temple City/Rosemead	0	0	0	3	3	2	8
4	Temple City Blvd	746889F	[1]	El Monte/Rosemead	0	0	0	0	0	0	0
5	Arden Dr	746891G	[1]	El Monte	0	0	0	1	0	1	2
6	Tyler Ave	746893V	[1]	El Monte	0	0	0	1	1	2	4
7	Cogswell Rd	746898E	[1]	El Monte	0	0	0	1	0	2	3
8	Temple Ave	746903Y	[1]	Industry/LA County	0	0	0	0	3	3	6
9	Vineland Ave	746904F	[1]	Industry/LA County	0	3	3	0	3	3	12
10	Puente Ave	746905M	[1]	Industry/LA County	0	3	3	1	3	3	13
11	California Ave	746908H	[1]	Industry/LA County	0	3	3	0	3	3	12
12	Fullerton Rd	753601N	[1]	Industry/LA County	0	3	3	0	3	3	12
13	Fairway Dr	746913E	[1]	Industry/Walnut	0	3	3	1	3	3	13
14	Lemon Ave	746915T	[1]	Industry/Walnut	0	3	3	1	3	3	13
15	Brea Canyon Rd	746916A	[1]	Industry/Walnut	0	3	3	3	3	3	15
16	Vail Ave	811077C	[2]	Montebello	0	0	0	1	0	2	3
17	Maple Ave	811076V	[2]	Montebello	0	0	0	1	0	0	1
18	Greenwood Ave	811075N	[2]	Montebello	0	0	0	1	1	0	2
19	Montebello Blvd	811074G	[2]	Montebello	0	0	0	1	1	2	4
20	Durfee Ave	811219R	[2]	Pico Rivera	0	0	0	1	0	0	1
21	Rose Hills Rd	811057R	[2]	Industry/LA County	0	0	0	1	0	0	1
22	Mission Mill Rd	811061F	[2]	Industry/LA County	0	0	0	1	0	0	1
23	Workman Mill Rd	811063U	[2]	Industry/LA County	0	0	0	1	1	0	2
24	Turnbull Canyon Rd	810867E	[2]	Industry/LA County	0	0	0	1	0	1	2
25	Stimson Ave	810871U	[2]	Industry	0	0	0	0	0	0	0
26	Bixby Dr	810905L	[2]	Industry	0	0	0	0	0	0	0
27	Fullerton Rd	810880T	[2]	Industry	0	3	3	0	3	3	12
28	Fairway Dr	810883N	[2]	Industry/LA County	0	0	0	1	1	0	2
29	Lemon Ave	810885G	[2]	Industry/Diamond Bar	0	0	0	2	1	1	4
30	Hamilton Blvd	746925Y	[3]	Pomona	0	0	0	0	1	2	3
31	Park Ave	746927M	[3]	Pomona	0	0	0	0	0	2	2
32	Main St	746928U	[3]	Pomona	0	0	0	0	0	2	2
33	Palomares St	746930V	[3]	Pomona	0	3	3	0	3	3	12
34	San Antonio Ave	746932J	[3]	Pomona	0	3	3	0	3	3	12

- [1] Alhambra Subdivision Crossing
 [2] Los Angeles Subdivision Crossing
 [3] Alhambra/Los Angeles Subdivision Crossing

CPUC GRADE SEPARATION PRIORITY LIST FORMULA

KOA CORPORATION

Special Conditions Factor - Passenger Trains

No.	Street	Crossing No.	Subdivision Crossing	Area	No. of Passenger Trains Per Day	Total Points (Max 10)
1	Walnut Grove Ave	746884W	[1]	Rosemead/LA County	2	1
2	Encinita Ave	746886K	[1]	Temple City/Rosemead	2	1
3	Lower Azusa Rd	746887S	[1]	Temple City/Rosemead	2	1
4	Temple City Blvd	746889F	[1]	El Monte/Rosemead	2	1
5	Arden Dr	746891G	[1]	El Monte	2	1
6	Tyler Ave	746893V	[1]	El Monte	40	6
7	Cogswell Rd	746898E	[1]	El Monte	40	6
8	Temple Ave	746903Y	[1]	Industry/LA County	40	6
9	Vineland Ave	746904F	[1]	Industry/LA County	2	1
10	Puente Ave	746905M	[1]	Industry/LA County	2	1
11	California Ave	746908H	[1]	Industry/LA County	2	1
12	Fullerton Rd	753601N	[1]	Industry/LA County	2	1
13	Fairway Dr	746913E	[1]	Industry/Walnut	2	1
14	Lemon Ave	746915T	[1]	Industry/Walnut	2	1
15	Brea Canyon Rd	746916A	[1]	Industry/Walnut	2	1
16	Vail Ave	811077C	[2]	Montebello	12	4
17	Maple Ave	811076V	[2]	Montebello	12	4
18	Greenwood Ave	811075N	[2]	Montebello	12	4
19	Montebello Blvd	811074G	[2]	Montebello	12	4
20	Durfee Ave	811219R	[2]	Pico Rivera	12	4
21	Rose Hills Rd	811057R	[2]	Industry/LA County	12	4
22	Mission Mill Rd	811061F	[2]	Industry/LA County	12	4
23	Workman Mill Rd	811063U	[2]	Industry/LA County	12	4
24	Turnbull Canyon Rd	810867E	[2]	Industry/LA County	12	4
25	Stimson Ave	810871U	[2]	Industry	12	4
26	Bixby Dr	810905L	[2]	Industry	12	4
27	Fullerton Rd	810880T	[2]	Industry	12	4
28	Fairway Dr	810883N	[2]	Industry/LA County	12	4
29	Lemon Ave	810885G	[2]	Industry/Diamond Bar	12	4
30	Hamilton Blvd	746925Y	[3]	Pomona	14	4
31	Park Ave	746927M	[3]	Pomona	14	4
32	Main St	746928U	[3]	Pomona	14	4
33	Palomares St	746930V	[3]	Pomona	14	4
34	San Antonio Ave	746932J	[3]	Pomona	14	4

[1] Alhambra Subdivision Crossing

[2] Los Angeles Subdivision Crossing

[3] Alhambra/Los Angeles Subdivision Crossing

CPUC GRADE SEPARATION PRIORITY LIST FORMULA

KOA CORPORATION

SPECIAL CONDITIONS FACTOR -- OTHER FACTORS

No.	Street	Crossing No.	Subdivision Crossing	Area	Points				Total Points (Max 19)
					School Buses	Passenger Buses	Haz-Mat Trucks	Community Impact	
1	Walnut Grove Ave	746884W	[1]	Rosemead/LA County	0	0	0	3	3
2	Encinita Ave	746886K	[1]	Temple City/Rosemead	0	0	0	5	5
3	Lower Azusa Rd	746887S	[1]	Temple City/Rosemead	1	0	0	5	6
4	Temple City Blvd	746889F	[1]	El Monte/Rosemead	1	3	1	4	9
5	Arden Dr	746891G	[1]	El Monte	2	2	1	5	10
6	Tyler Ave	746893V	[1]	El Monte	1	3	0	5	9
7	Cogswell Rd	746898E	[1]	El Monte	2	3	0	3	8
8	Temple Ave	746903Y	[1]	Industry/LA County	0	0	2	6	8
9	Vineland Ave	746904F	[1]	Industry/LA County	1	2	0	5	8
10	Puente Ave	746905M	[1]	Industry/LA County	2	2	2	5	11
11	California Ave	746908H	[1]	Industry/LA County	3	3	3	5	14
12	Fullerton Rd	753601N	[1]	Industry/LA County	2	0	2	6	10
13	Fairway Dr	746913E	[1]	Industry/Walnut	2	0	3	8	13
14	Lemon Ave	746915T	[1]	Industry/Walnut	3	0	2	9	14
15	Brea Canyon Rd	746916A	[1]	Industry/Walnut	1	0	1	7	9
16	Vail Ave	811077C	[2]	Montebello	2	0	1	1	4
17	Maple Ave	811076V	[2]	Montebello	3	0	1	1	5
18	Greenwood Ave	811075N	[2]	Montebello	3	2	0	1	6
19	Montebello Blvd	811074G	[2]	Montebello	3	3	1	2	9
20	Durfee Ave	811219R	[2]	Pico Rivera	2	1	0	5	8
21	Rose Hills Rd	811057R	[2]	Industry/LA County	1	0	0	4	5
22	Mission Mill Rd	811061F	[2]	Industry/LA County	0	0	0	4	4
23	Workman Mill Rd	811063U	[2]	Industry/LA County	0	3	0	4	7
24	Turnbull Canyon Rd	810867E	[2]	Industry/LA County	2	0	2	8	12
25	Stimson Ave	810871U	[2]	Industry	2	0	1	5	8
26	Bixby Dr	810905L	[2]	Industry	0	0	0	6	6
27	Fullerton Rd	810880T	[2]	Industry	1	0	3	7	11
28	Fairway Dr	810883N	[2]	Industry/LA County	2	0	3	8	13
29	Lemon Ave	810885G	[2]	Industry/Diamond Bar	3	0	1	6	10
30	Hamilton Blvd	746925Y	[3]	Pomona	0	0	0	2	2
31	Park Ave	746927M	[3]	Pomona	0	0	0	3	3
32	Main St	746928U	[3]	Pomona	0	0	0	3	3
33	Palomares St	746930V	[3]	Pomona	0	0	0	2	2
34	San Antonio Ave	746932J	[3]	Pomona	0	0	0	3	3

[1] Alhambra Subdivision Crossing

[2] Los Angeles Subdivision Crossing

[3] Alhambra/Los Angeles Subdivision Crossing