David Fredendall, Mayor, District 2
Michael Allawos, Mayor Pro Tem, District 1
Karen Davis, Councilmember, District 4
Shaunna Elias, Councilmember, District 3
Mendell Thompson, Councilmember, District 5

City Council, Successor Agency and Housing Authority

7:00 PM GENERAL SESSION

Tuesday, August 26, 2025
City Hall Council Chamber
116 E. Foothill Boulevard, Glendora

AGENDA

CALL TO ORDER

ROLL CALL

INVOCATION AND PLEDGE OF ALLEGIANCE

In permitting a nonsectarian invocation, the City does not intend to proselytize, advance, or disparage any faith or belief. Neither the City nor the City Council endorses any particular belief or form of invocation.

REORDERING OF AND ADDITIONS TO THE AGENDA

PUBLIC COMMENT

Three (3) Minute speaking time limit, speaking once, unless upon motion, such time is extended by the legislative body.

Any person may request to address a legislative body during a public meeting. Speakers are limited to three (3) minutes, speaking once, on both on- and off- agenda items, unless, upon motion, such time is extended by the legislative body. Such statements shall only be allowed during the Public Comment portion of the agenda. If there are any public hearings scheduled, individuals will be given an additional opportunity to comment under said items. Speakers are not permitted to yield their time to another speaker. Public comment is limited to 30 minutes at each meeting, with the ability to extend if the legislative body so chooses by majority vote.

To ensure that the public is able to participate, the City may provide a variety of ways in which the public can submit their comment: in person, email, phone call, mail and any other method which may become available. Methods of participation may be subject to change during other such times when a State of Emergency, Health Order or State Executive Order limits in-person participation.

MEMBER STATEMENTS/REPORTS

CITY MANAGER AND CITY ATTORNEY STATEMENTS

SPECIAL ITEMS

1. San Gabriel Valley Council of Governments (SGVCOG) 2025 President's Introduction from the Board President and Claremont City Council Member Ed Reece

2. Presentation from Glendora Hospital on Expansion Plans

PUBLIC HEARINGS

Public hearings shall conform to the protocol established to conduct of public meetings, proceedings, and business in the City of Glendora. Following presentation of the staff report, the applicant/appellant will be allowed ten (10) minutes in which to make a presentation. Following the presentation of the applicant/appellant public testimony share be called, each speaker is limited to three (3) minutes, speaking once. The Presiding Officer may permit a five (5) minute rebuttal/summation by a representative of applicant/appellant. The public hearing will then be closed, and no member of the public shall be allowed to speak further unless, upon motion, and the public hearing is reopened by the governing body. Any person desiring to provide testimony during a Public Hearing item shall make his/her presence known to the Presiding officer. Speakers are entitled to submit written or other graphic evidence. All such evidence presented shall be retained by the City Clerk as part of the Clerk's record.

PLEASE NOTE: If you challenge any of the proposed action(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to, the public hearing.

3. Conduct a Public Hearing to consider an Resolution adopting a Tentative Tract Map No. 84681 and Development Plan Review for 41 single-family detached residential homes at 263 S. San Jose Drive (AIN #S 8655-007-900, 8655-007-901, 8655-007-902 AND 8655-021-900), LOCATED AT THE TERMINUS OF SAN JOSE DRIVE AND WOODLAND LANE, GLENDORA, CALIFORNIA (PROJECT FILE NO. PLN24-0045; APPLICANT: THE OLSON COMPANY; PROPERTY OWNER: CITY OF GLENDORA)"

Recommended Action for the City Council:

— 1. Adopt a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA) for the project; and

— 2. Adopt a Resolution entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA APPROVING TENTATIVE TRACT MAP NO. 84681 FOR SUBDIVISION OF LAND TO CREATE 41 DETACHED SINGLE-FAMILY RESIDENTIAL HOMES AND DEVELOPMENT PLAN REVIEW FOR THE CONSTRUCTION OF THE HOMES ON CERTAIN PROPERTY LOCATED AT 263 S. SAN JOSE DRIVE (AIN #S 8655-007-900, 8655-007-901, 8655-007-902 AND 8655-021-900), LOCATED AT THE TERMINUS OF SAN JOSE DRIVE AND WOODLAND LANE, GLENDORA, CALIFORNIA (PROJECT FILE NO. PLN24-0045; APPLICANT: THE OLSON COMPANY; PROPERTY OWNER: CITY OF GLENDORA."

CONSENT CALENDAR

Items on the Consent Calendar will be enacted by one motion without individual discussion. There will be no separate discussion of these items unless a member of the governing body requests specific item(s) be removed from the Consent Calendar for separate action. Items removed from the Consent Calendar will be considered after the Consent Calendar is approved. Anyone wishing to address a Consent Calendar item should do so during the Public Comment Period.

4. Affirm minutes from the July 8, 2025 Regular Joint City Council Meeting Minutes

Recommended Action for the City Council, Successor Agency and Housing Authority:

— 1. Affirm minutes as presented.

5. Review and Affirm Disbursements for July 2025 in the amount of $7,374,278.38

Recommended Action for the City Council and Successor Agency:

— 1. Review and affirm disbursements for July 2025 in the amount of $7,374,278.38.

6. City of Glendora and Glendora Successor Agency Investment Report for June 2025 and July 2025

Recommended Action for the City Council and Successor Agency:

— 1. Receive and file the Monthly Investment Activity Report for June 2025 and July 2025.

7. Approval of Amendment No. 2 to the Agreements for Contract Services between the Consultants on the approved 2021-2026 Master On-Call Consultant List and the City of Glendora for Architectural and Engineering Services in an amount not to exceed $250,000 for each consultant

Recommended Action for the City Council:

— 1. Approve Amendment No. 2 to the Agreements between the Consultants on the approved 2021-2026 Master On-Call Consultant List and the City of Glendora, extending the terms thereof through November 30, 2026, in an amount not to exceed $250,000 for the period commencing on July 1, 2025 through November 30, 2026 for each consultant; and

— 2. Authorize the City Manager, to execute the amendments to the agreements with all the listed consultants, including minimal or non-substantive changes.

8. Authorize the Purchase of Water Mainline Parts and Supplies in an amount not to exceed $350,000

Recommended Action for the City Council:

— 1. Authorize the Purchase of Water Mainline Parts and Supplies in an amount not to exceed $350,0000 from Western Water Works Supply Company and Ferguson Enterprises, LLC.

9. Designation of Voting Delegates for the League of California Cities Annual General Assembly October 8-10, 2025 (Response required by Wednesday, September 24, 2025)

Recommended Action for the City Council:

— 1. As the City's delegate representative to the Los Angeles Division of the League designate Council Member Karen Davis as the voting delegate to represent the City of Glendora at the Leagues' Annual Business Meeting conducted on Friday, October 10, 2025;

— 2. Designate Mayor Pro Tem Allawos as the City's alternate in the event Council Member Karen Davis is unable to serve in that capacity; and

— 3. Direct the City Clerk to submit the required online "Voting Delegate" form to through the Cal Cities Portal https://my.calcities.org/Voting-Delegate-Submissions no later than Wednesday, September 24, 2025.

10. Notice of Completion for CDBG-Funded Street Improvements at Norgate Street and Nearglen Avenue, et al., Plan No. 1394

Recommended Action for the City Council:

— 1. Accept the completion of CDBG-Funded Street Improvements at Norgate Street and Nearglen Avenue, et al., Plan No. 1394, by Copp Contracting, Inc.;

— 2. Approve the final contract amount of $377,985.16;

— 3. Authorize the Mayor or his designee to sign & file the Notice of Completion with the County of Los Angeles Registrar-Recorder;

— 4. Authorize the Public Works Director to release the project retention 35 days after the recordation of the Notice of Completion;

— 5. Authorize the release of the Labor and Materials Bond in the amount of $361,364, six months after recordation of Notice of Completion, if no claims have been received; and

— 6. Authorize the release of the Faithful Performance Bond one (1) year following recordation of Notice of Completion if the improvements remain free from defects in materials and workmanship.

UNFINISHED BUSINESS

11. Agreement with Streetlight Restoration Specialists, Inc. for the Restoration of Antique Streetlights in the amount of $226,240

Recommended Action for the City Council:

— 1. Award an Agreement to Streetlight Restoration Specialists, Inc. for the Restoration of certain Antique Streetlights in an amount in an amount not to exceed $226,240;

— 2. Authorize the expenditure of a contingency not to exceed ten percent (10%) of the original contract amount;

— 3. Authorize the Public Works Director to execute any necessary change orders; and

— 4. Authorize the City Manager or his designee to execute the Agreement with Streetlight Restoration Specialists, Inc., including minimal and/or non-substantive changes.

12. Consideration of a Memorandum of Understanding (MOU) with Three Valleys Municipal Water District (TVMWD) for the Water Use Efficiency (WUE) Dashboard Project and receive update on Urban Water Use Objective

Recommended Action for the City Council:

— 1. Receive and file the Urban Water Use Objective Update; and

— 2. Authorize and approve to enter into an inter-agency service and co-funding memorandum of understanding agreement with Three Valleys Municipal Water District (TVMWD) for the Water Use Efficiency (WUE) Dashboard Project in an amount not to exceed $70,224.

13. Annual Comprehensive Financial Report for Fiscal Year ending June 30, 2024

Recommended Action for the City Council:

— 1. Receive and file the Annual Comprehensive Financial Report for fiscal year ending June 30, 2024.

MEMBER/STAFF CLOSING COMMENTS

ADJOURNMENT

Date Posted: August 21, 2025

SGVCOG

2025

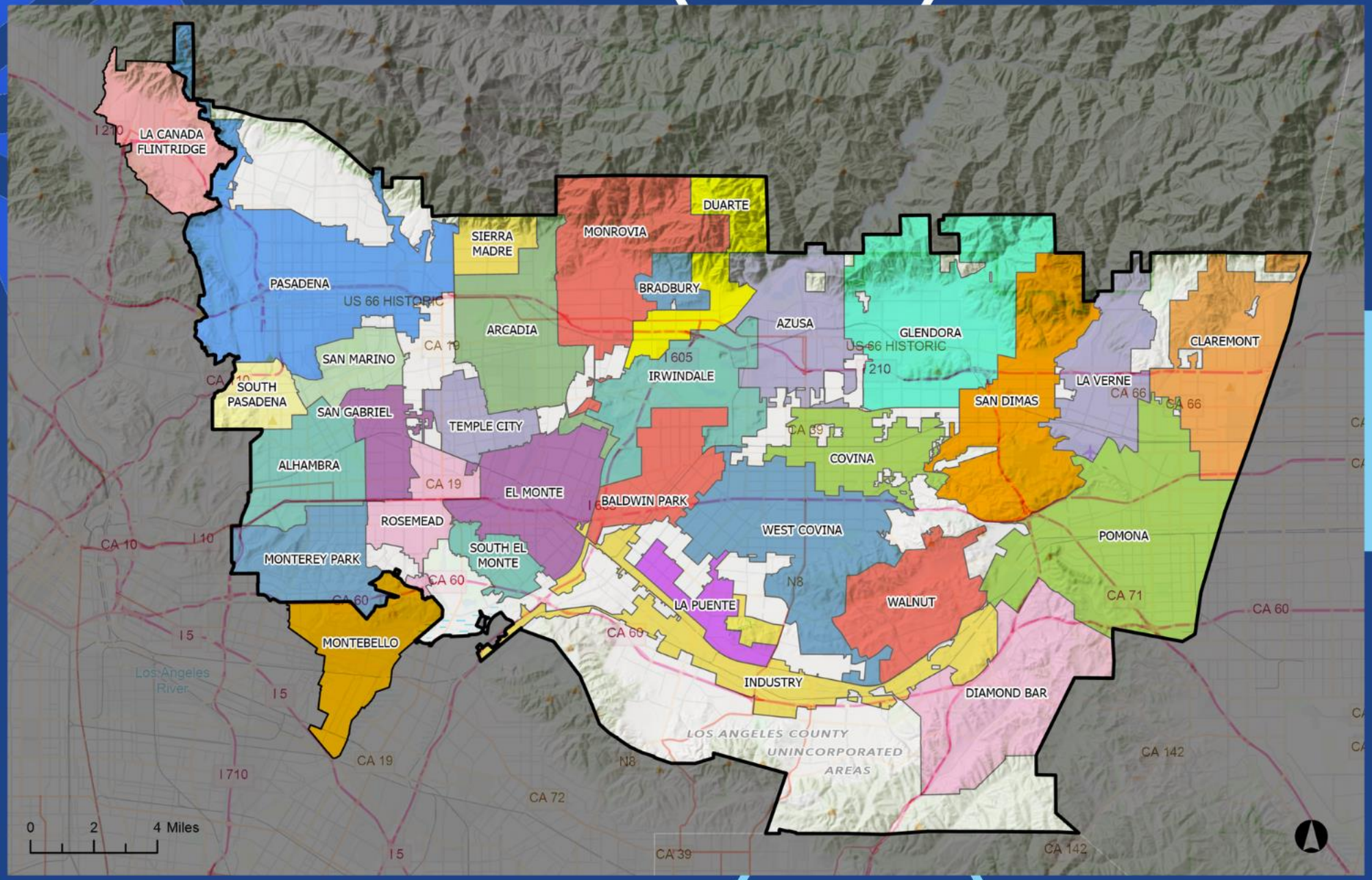
PRESIDENT'S INTRODUCTION





ED REECE

SGVCOG President & Claremont City Council Member


LA CANADA FLINTRIDGE
PASADENA
SIERRA MADRE
MONROVIA
DUARTE
BRADBURY
AZUSA
GLENDORA
CLAREMONT
ARCADIA
SAN MARINO
SOUTH PASADENA
SAN GABRIEL
TEMPLE CITY
IRWINDALE
LA VERNE
SAN DIMAS
ALHAMBRA
COVINA
EL MONTE
BALDWIN PARK
ROSEMEAD
WEST COVINA
POMONA
SOUTH EL MONTE
MONTEREY PARK
LA PUENTE
WALNUT
MONTEBELLO
INDUSTRY
DIAMOND BAR
LOS ANGELES COUNTY UNINCORPORATED AREAS
US 66 HISTORIC
CA 19
I 605
I 210
CA 66
CA 39
CA 10
I 10
CA 60
I 5
CA 71
CA 142
I 710
CA 72
N8
Los Angeles River
0 2 4 Miles





2025 Executive Committee

President/TC Chair - Ed Reece (Claremont)

1st Vice President - Cory Moss (Industry)

2nd Vice President - Michael Allawos (Glendora)

3rd Vice President - Andrew Chou (Diamond Bar)

EENR Committee Chair - Jennifer Stark (Claremont)

Homelessness Committee Chair - Becky Shevlin (Monrovia)

Past President/CPCC Chair - Tim Hepburn (La Verne)

City Managers' Steering Chair (Ex-Officio) - Adam Raymond (Glendora)

Metro SGV Representative (Ex-Officio) - Tim Sandoval (Pomona)

Boards & Committees



For questions about Committees or Governing Board, contact Steph Wong (swong@sgvcog.org)

Staff Leadership



Rey Alimoren

Director of Finance
ralimoren@sgvcog.org



Kevin Lai

Director of Capital Projects
klai@sgvcog.org



Ricky Choi

Director of Community & Government Relations
rchoi@sgvcog.org



Marisa Creter

Executive Director
mcreter@sgvcog.org



Caitlin Sims

Director of Planning & Programs
csims@sgvcog.org



Brielle Salazar

Regional Housing Trust Manager
bsalazar@sgvrht.org
alt: lhwang@.sgvcog.org



Katie Ward

Administrative Services Manager
kward@sgvcog.org

Recent Achievements



Broke Ground on the last three grade separations of the Alameda Corridor-East (ACE) project. ACE is a program of 19 crossing improvements to tackle safety and mobility issues caused by high volume freight movement from the Ports of LA/Long Beach through the SGV.



Supported participating cities with SB 1383 food recovery and composting compliance: (1) Tripled business compliance rates; (2) Launched three food recovery hubs; and (3) Purchased over 30 refrigerators and freezers for 10 food banks and pantries across the SGV.



Awarded $36.5M in subregional Measure M transportation funds to projects in 17 SGV jurisdictions. This is a significant investment in local active transportation and first-last mile projects that will provide healthy and equitable mobility options in the SGV.

SGVCOG ❤
City of Glendora

Funding Partner

Subregional Measure M funding award for Glendora's *Big Dalton Wash People Movement Project,* totaling over $4.9 M

Project Management

Managing the *People Movement Project* through public outreach, environmental compliance, and construction and funding management

Regional Planning

Overseeing in the creation of the Community Wildfire Protection Plan (CWPP) to help our region prepare for and recover from wildfires.

I ♥ SGV

San Gabriel Valley Council of Governments

Shared Values

Local Pride

Mutual Support

ereece@sgvcog.org

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**August 26, 2025**
FROM:	**City Manager**	**DISTRICT(S):**	**Not Applicable**
SUBJECT:	**Presentation from Glendora Hospital on Expansion Plans**		

RECOMMENDATION
Not Applicable

STRATEGIC FOCUS AREAS
Not Applicable

EXECUTIVE SUMMARY
The Glendora Hospital will provide a presentation to the City Council regarding its expansion plans.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS
At the City Council meeting on December 10, 2024, Glendora Hospital presented an overview of its expansion project. The City Council unanimously voted to direct staff to prepare a letter of support for the hospital's expansion project and grant application.

DISCUSSION
The City received a request from Glendora Hospital to deliver a PowerPoint presentation to the Council outlining details of the hospital's expansion.

FISCAL IMPACT
Not Applicable

ENVIRONMENTAL DETERMINATION
Not Applicable

Prepared By:	Moises Lopez, Assistant City Manager
Concurs With:	Not Applicable
Reviewed By:	Adam Raymond, City Manager
Certified to Availability of Funds:	Not Applicable
Approved By:	Adam Raymond, City Manager
Legal Review:	Not Applicable
CEQA Review:	Not Applicable

Attachments

A. Presentation.pdf

Glendora Hospital Expansion Plans

Glendora City Council 8/26/2025

Prepared and Presented by Glendora Hospital

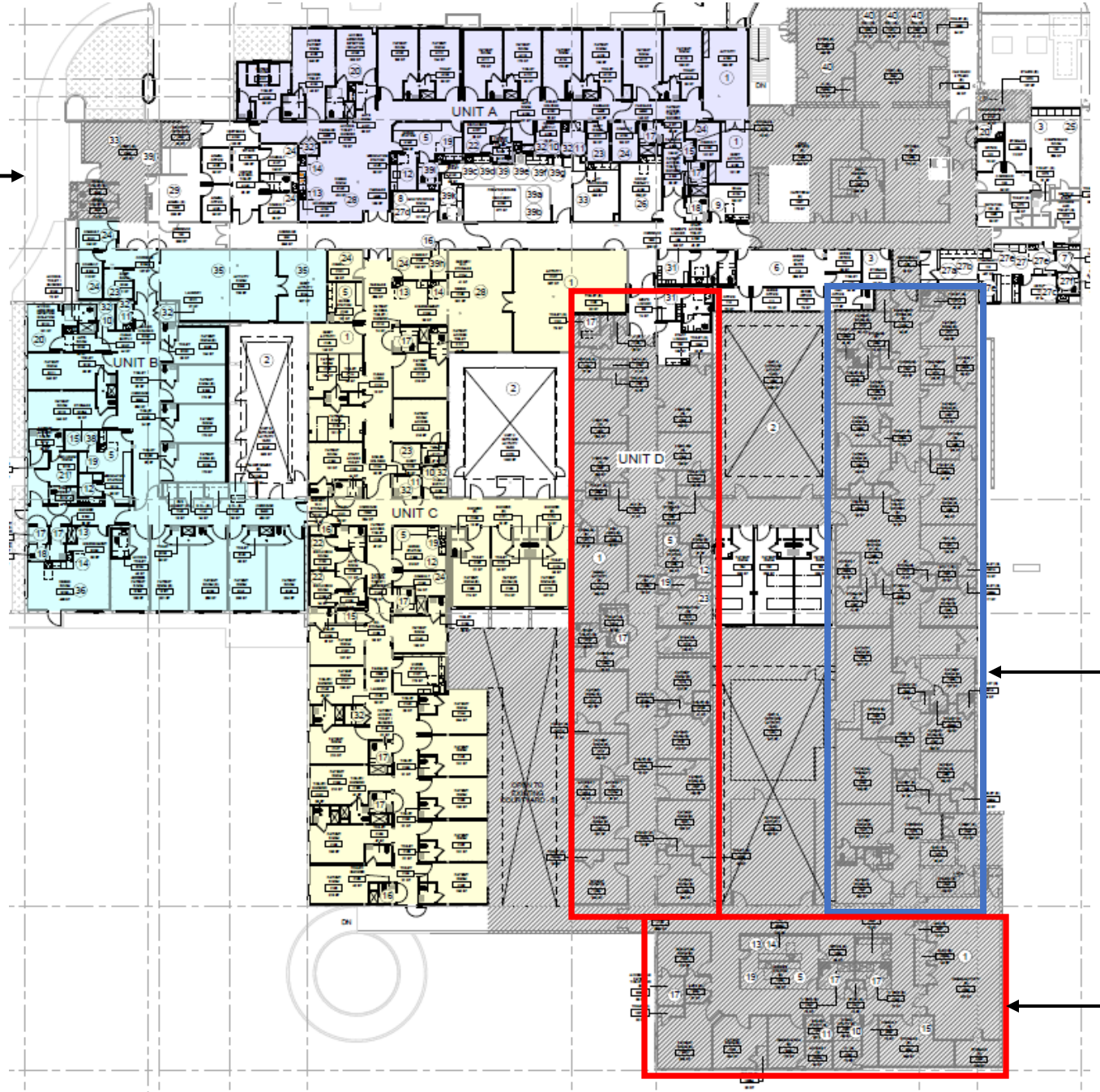
College Health Enterprises

- Founded in 1973
- Family Owned
- 2 General Acute Care Hospitals
- 3 Acute Psychiatric Hospitals
- 10 Outpatient Programs

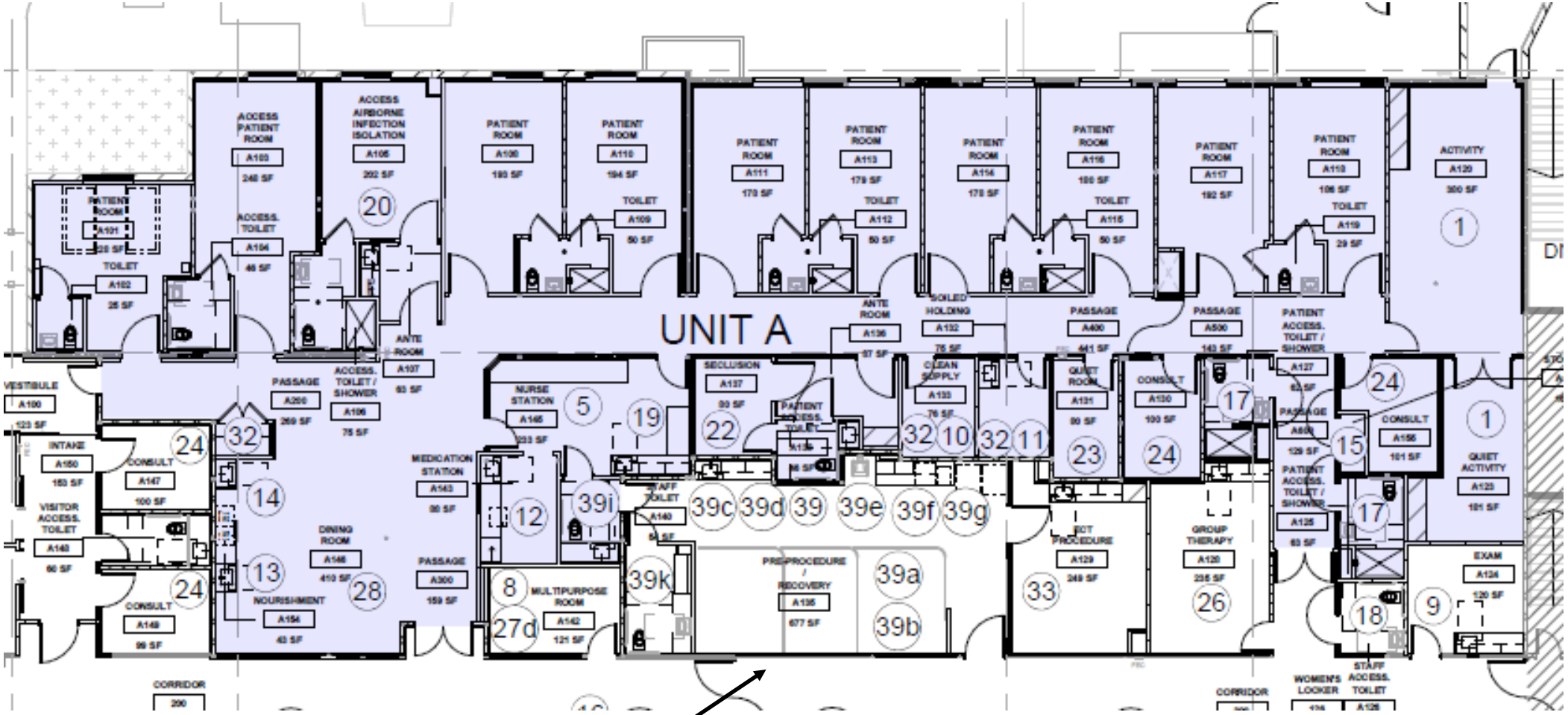
Glendora Hospital

- Licensed capacity - 63
  - Acquired in 2021 from Prime Healthcare
- Average daily occupancy 97%
- 2 Patient Care Units
  - East Unit – Adults aged 18 - 55
  - South Unit – Geropsych aged 50 and up
- Currently employs 300 staff members (RN, BHW, EVS, etc.)

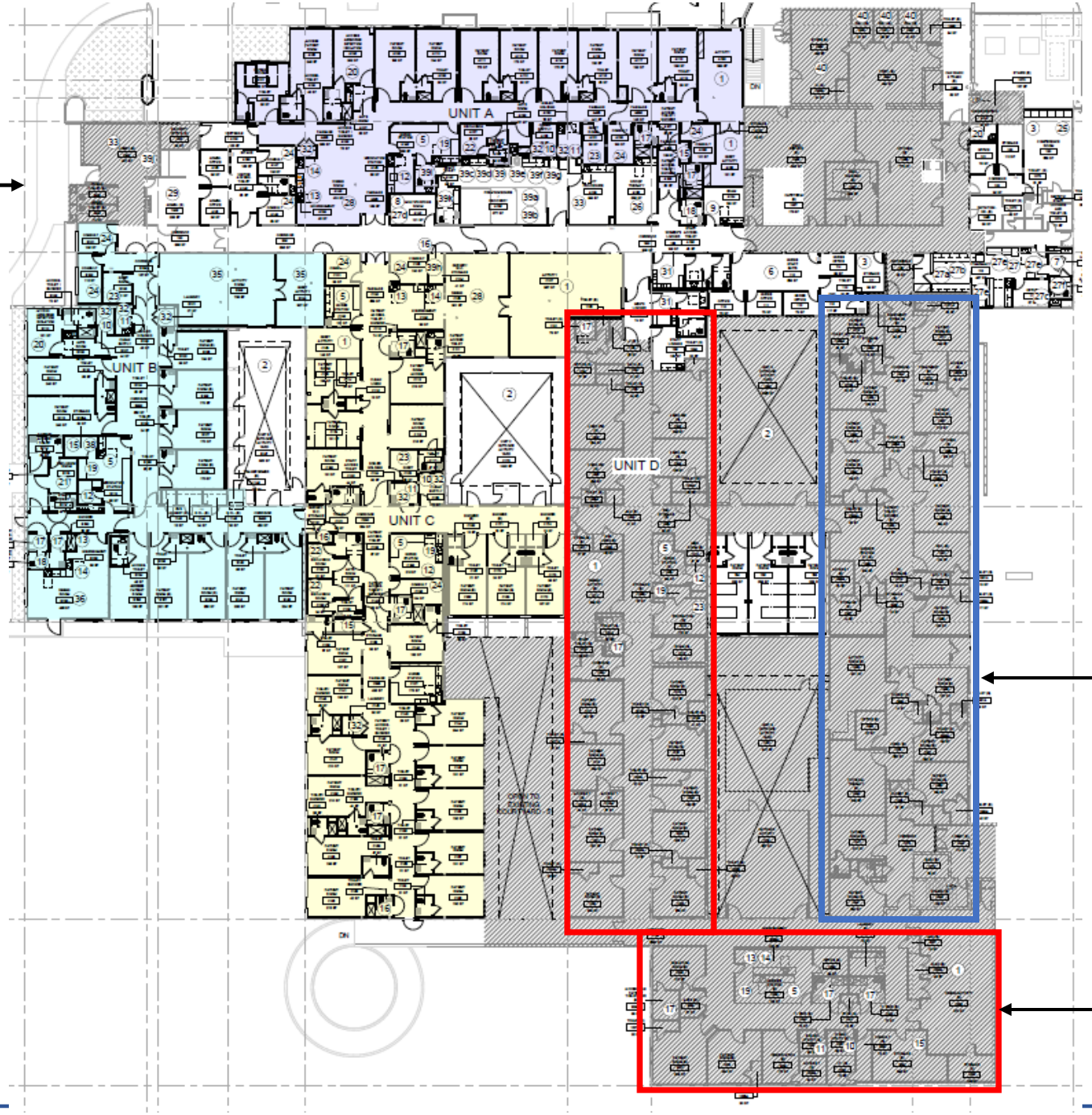
Expanded Floor Plan



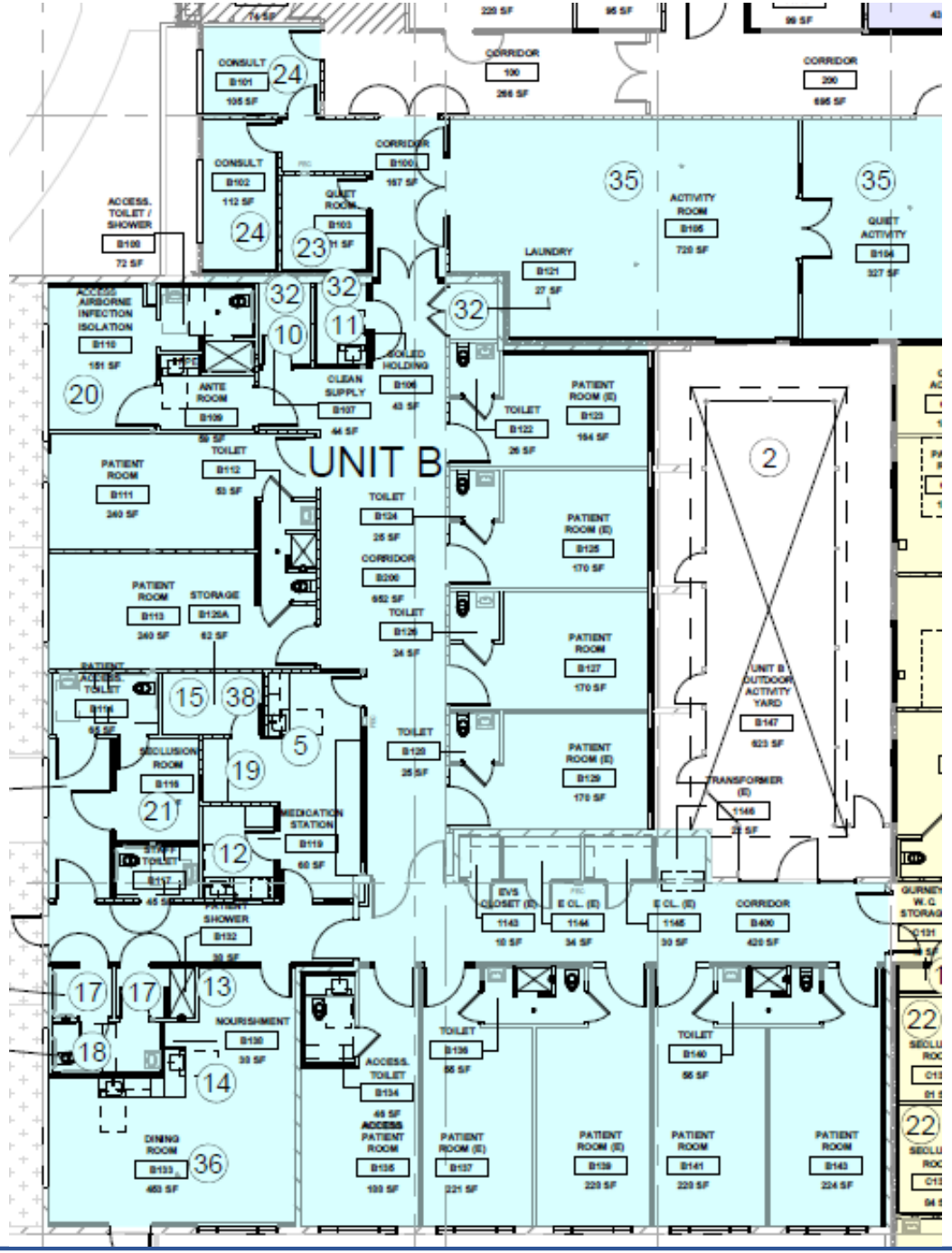
Unit A 21 beds: Adults



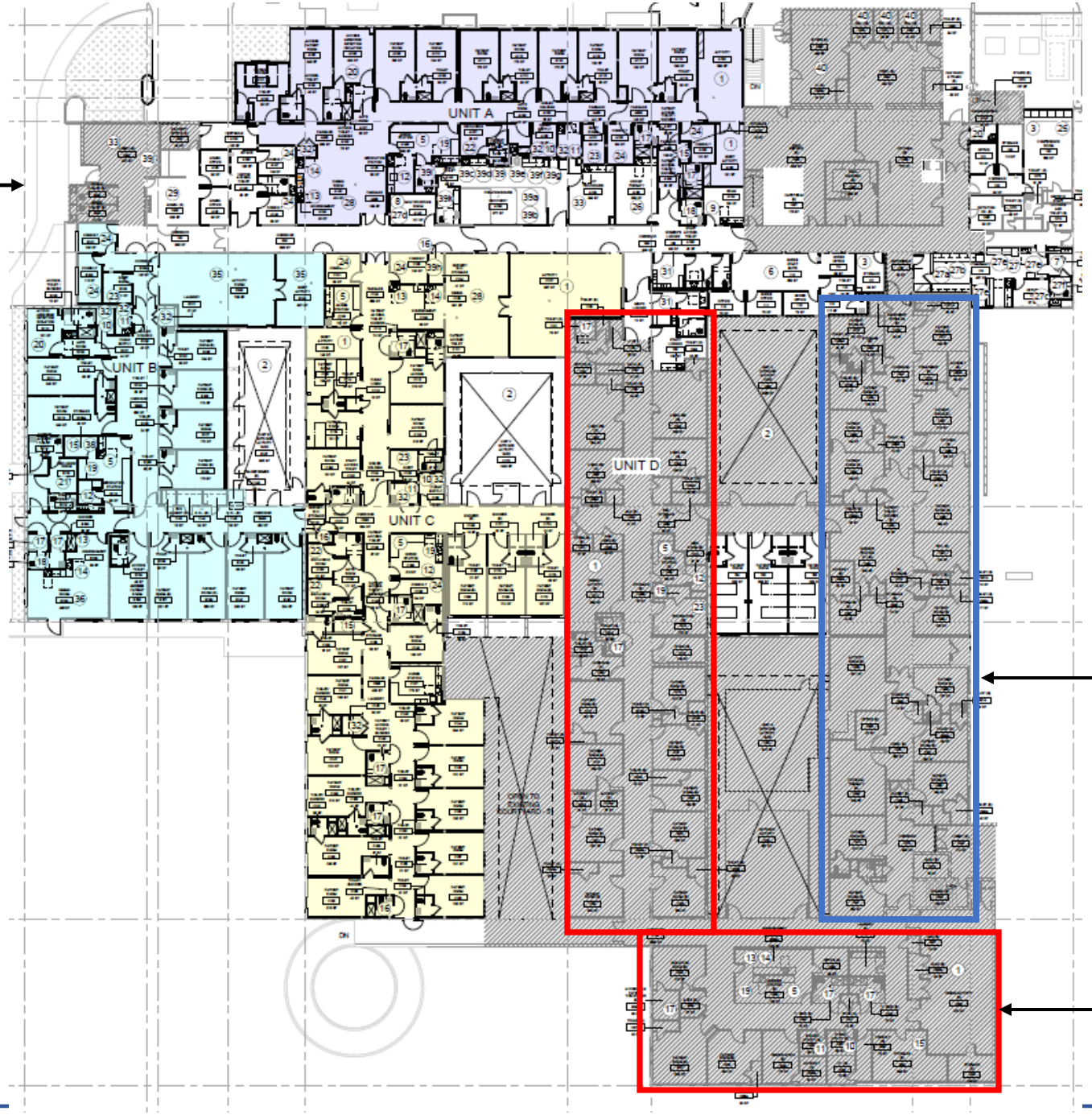
Expanded Floor Plan



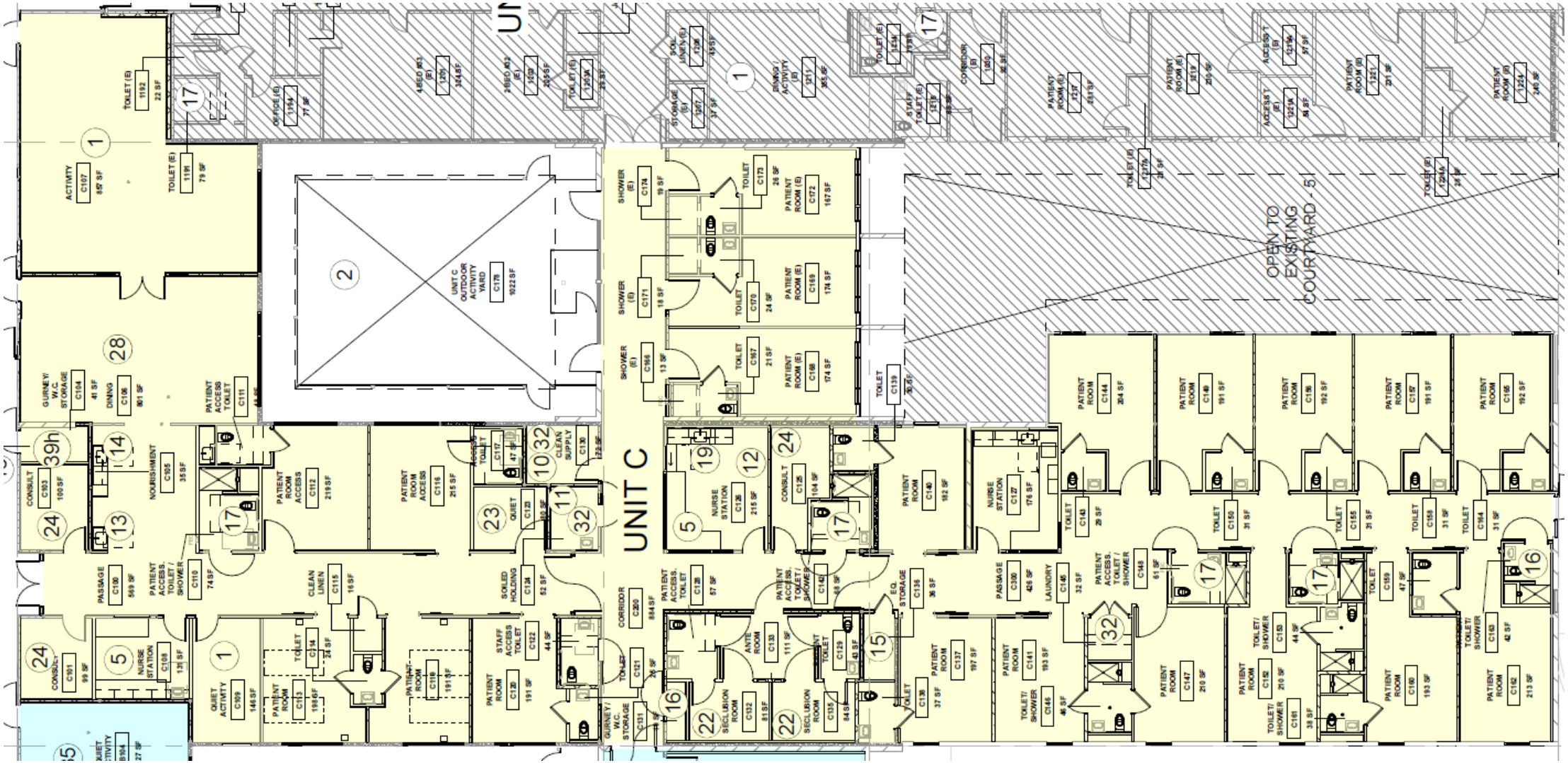
Unit B 29 Beds: Adults, Geriatric, Adolescents



Expanded Floor Plan



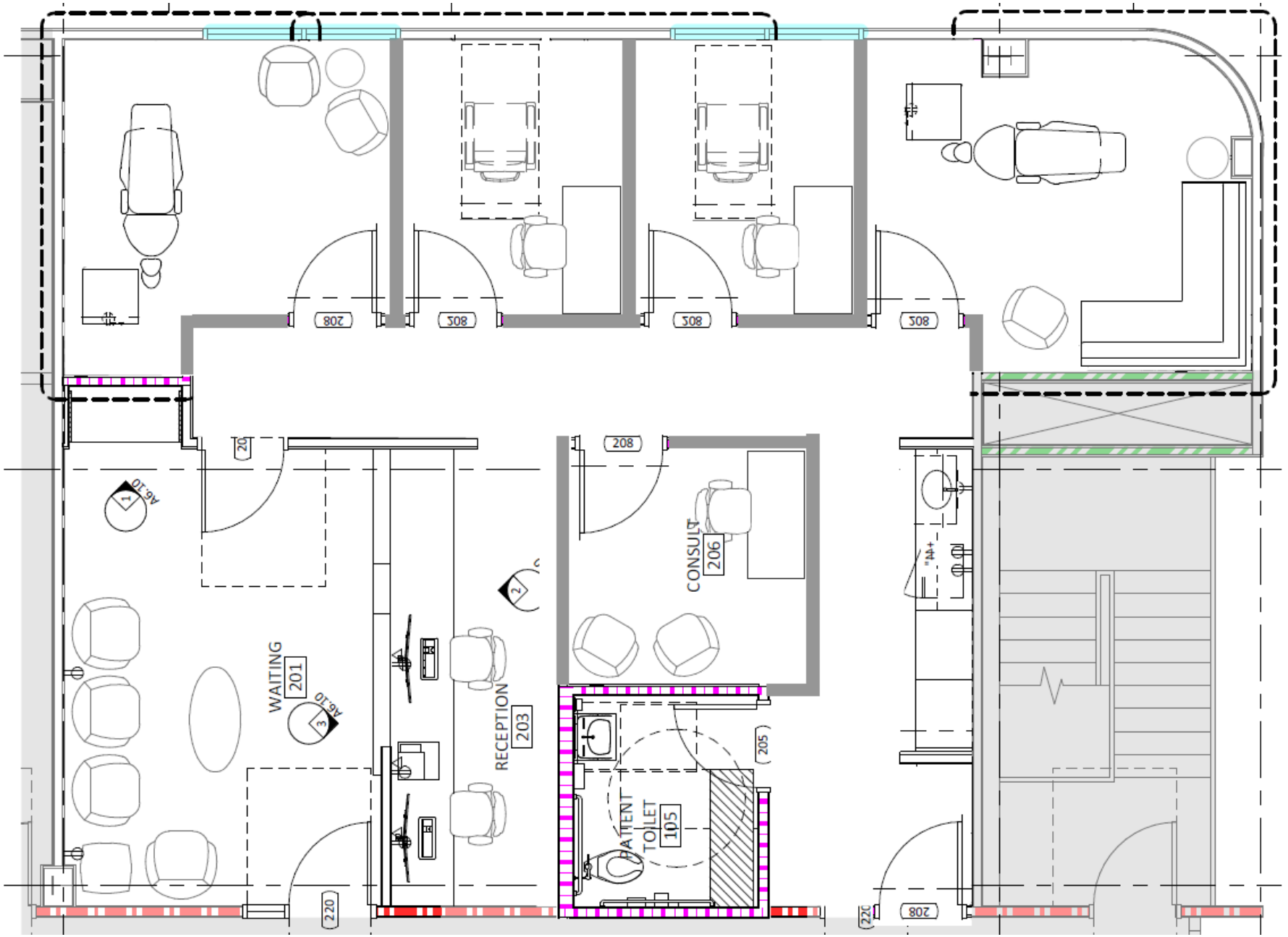
Unit C 40 Beds: Adults/Geriatrics



TMS – Transcranial Magnetic Stimulation

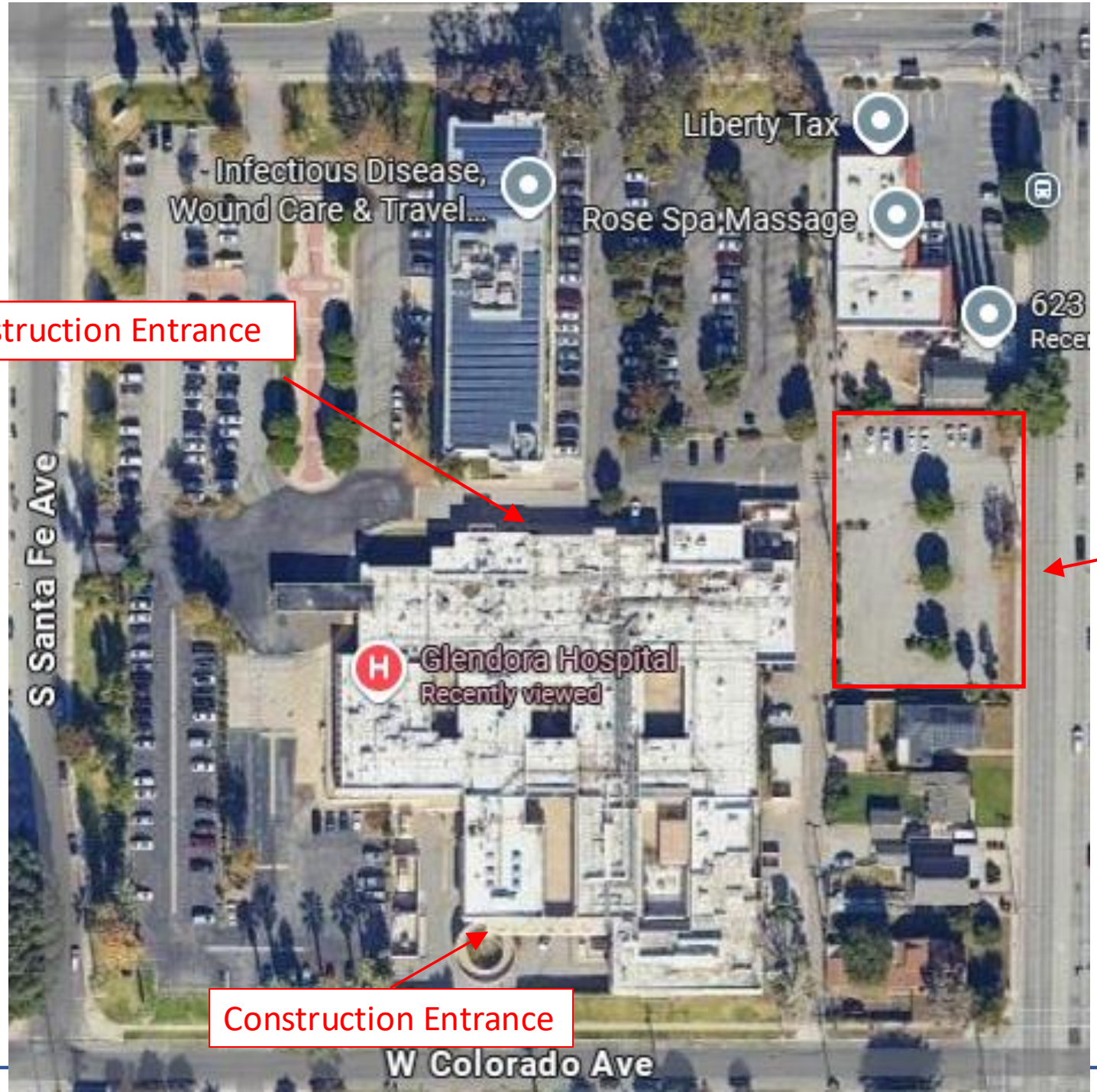
- Treatment for depression and schizophrenia
  - OCD, Migraines, Smoking Cessation
- Short magnetic impulses
- Can reduce depression by up to 40%
- Treatment time is 5 – 20 minutes
- Number and frequency of treatment varies

TMS Suite


208
308
308
308
208
CONSULT
206
WAITING
201
RECEPTION
203
PATIENT
TOILET
105
205
220
208

Milestones

- Preconstruction Phase 7/14/25 – 9/30/2025
  - Preconstruction meetings
    - Schedules
    - Logistics
    - Scope of work
    - Penetrations
  - Job Bid for Subcontractors
    - Job Walk/Tours
  - Schedule Development
- Asbestos Abatement Began 8/11/2025
  - 3 Week timeline
- Phased Approach
- Completion Q2 2027


Liberty Tax
Infectious Disease, Wound Care & Travel...
Rose Spa Massage
623
Recer
Construction Entrance
S Santa Fe Ave
Glendora Hospital
Recently viewed
Construction yard
Construction Entrance
W Colorado Ave

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**August 26, 2025**
FROM:	**Community Development**	**DISTRICT(S):**	**4**

SUBJECT: **Conduct a Public Hearing to consider an Resolution adopting a Tentative Tract Map No. 84681 and Development Plan Review for 41 single-family detached residential homes at 263 S. San Jose Drive (AIN #S 8655-007-900, 8655-007-901, 8655-007-902 AND 8655-021-900), LOCATED AT THE TERMINUS OF SAN JOSE DRIVE AND WOODLAND LANE, GLENDORA, CALIFORNIA (PROJECT FILE NO. PLN24-0045; APPLICANT: THE OLSON COMPANY; PROPERTY OWNER: CITY OF GLENDORA)"

RECOMMENDATION

That the City Council:

Open and conduct the Public Hearing, accept evidence and testimony presented, and in the absence of substantial evidence to the contrary recommend that the City Council consider the following related to project file number PLN24-0045.

1. Adopt a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA) for the project; and
2. Adopt a Resolution entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA APPROVING TENTATIVE TRACT MAP NO. 84681 FOR SUBDIVISION OF LAND TO CREATE 41 DETACHED SINGLE-FAMILY RESIDENTIAL HOMES AND DEVELOPMENT PLAN REVIEW FOR THE CONSTRUCTION OF THE HOMES ON CERTAIN PROPERTY LOCATED AT 263 S. SAN JOSE DRIVE (AIN #S 8655-007-900, 8655-007-901, 8655-007-902 AND 8655-021-900), LOCATED AT THE TERMINUS OF SAN JOSE DRIVE AND WOODLAND LANE, GLENDORA, CALIFORNIA (PROJECT FILE NO. PLN24-0045; APPLICANT: THE OLSON COMPANY; PROPERTY OWNER: CITY OF GLENDORA."

STRATEGIC FOCUS AREAS

Not Applicable

EXECUTIVE SUMMARY

The applicant is requesting approval of a subdivision (Tentative Tract Map No. 84681) and a Development Plan Review application for a proposed 41-unit, detached, single-family residential development located at 263 S. San Jose Drive (APN #s 8655-007-900, 8655-007-901, 8655-007-902 and 8655-021-900). All of the proposed homes will be for sale, with 7 of them being restricted to "moderate" income qualified buyers under State law; which allows developer to request concessions, waivers and incentives.

The development site is currently owned by the City and has been declared non-exempt surplus land for disposition pursuant to the Surplus Land Act (SLA).

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

In May 2016, the project site was listed in the City Council's Strategic Plan, directing City staff to investigate selling the City-owned project site. In December 2022, the site was designated as not necessary for City use and declared surplus land by the City Council, pursuant to the Surplus Land Act (SLA). In accordance with the SLA, the site was listed in January 2023 as an available site to local public entities and affordable housing sponsors. The City was not able to successfully negotiate the sale to an affordable housing entity. In September 2023 the City received approval from the State Department of Housing and Community Development (HCD) to sell the land to a market rate developer with a requirement to set aside 15% of new homes to moderate-income households. In May 2024, the City Council approved a Purchase and Sale Agreement with Olson Urban Housing, LLC (The Olson Company) and the Olson Company was required to submit a formal entitlement application for development approvals prior to November 2024. Escrow is proposed to close prior to or in November 2025.

In July 2024, the applicant submitted a Concept Review application and plans (File No. PLN24-0018) for a preliminary project concept of the subject site. The preliminary plans included subdivision of the land into 41 residential condominiums and the construction of associated homes. In August 2024, the City provided the applicant with an extensive list of items (comments, suggestions, code considerations) for the applicant to review and consider with the next evolution of the development's plans and formal submittals.

On November 27, 2024, the project application (File No. PLN24-0045) was submitted for the 41-unit residential development that includes a Tentative Tract Map and Development Plan Review. This project was reviewed by staff and modified by the applicant over several months.

On July 1, 2025, the Planning Commission held a public hearing and recommended approval of the proposed project and associated application to the City Council.

On August 14, 2025, a Notice of Public Hearing (Attachment E) for the proposed project was published in the San Gabriel Valley Examiner. Additionally, notices were mailed to all property owners within 300 feet of the subject property, notification boards were installed on the site, and public hearing notices posed to them.

DISCUSSION

Project Location

The subject property is located at 263 S. San Jose Drive (APN #s 8655-007-900, 8655-007-901, 8655-007-902 and 8655-021-900). The site comprises four parcels located at the terminus of S. San Jose Drive and Woodland Lane, west of Big Dalton Wash, north of Route 66, south of Foothill Boulevard, east of Loraine Avenue and west of Valley Center Avenue. The site is currently vacant and historically was the location of a City water tank, which was abandoned and removed from the site.

General Plan and Zoning Designation

The subject property has a General Plan Land Use Designation of *Low/Medium Density* and a zoning designation of *R-1 Single-family residential, E-3 Single-family estate, E-4 Single-family estate.*

Application/Project Request:

The project involves approval for two discretionary permits:

1. Tentative Tract Map No. 84681 to subdivide land to create 41 residential condominium homes.
2. Development Plan Review for approval of the project's development plans.

Summary of Recommendation:

Staff recommends the approval of the project as it is consistent with applicable development standards for the *R-1 Single-family residential*, *E-3 Single-family estate*, *E-4 Single-family estate* zones, the City's General Plan, and State law provisions for affordable housing density bonuses and regulatory concessions.

FISCAL IMPACT

There is no fiscal impact for this project, and the applicant has paid all fees associated with processing the requested land entitlements. Beyond the City's review, if the residential homes are approved the development would provide one time revenue to the City in the form of building and development impact fees. In the long term, the development would also provide increased property tax revenue.

ENVIRONMENTAL DETERMINATION

The City of Glendora, as lead agency, is responsible for preparing environmental documentation in accordance with the California Environmental Quality Act (CEQA) to determine if approval of the discretionary actions requested and subsequent development would have a significant impact on the environment. A Notice of Exemption (NOE) - Categorical Exemption has been prepared (Attachment B) for this project pursuant to §15332 of the CEQA guidelines, as this is an in-fill development project meeting the requirements of that section.

Prepared By	Yalini Siva, Senior Planner
Concurs With	Mike Davis, Planning Commission Chair
Reviewed By	Jeff Kugel, Community Development Director
Certified to Availability of Funds	Kyle Johnson, Finance Director/City Treasurer
Approved By	Adam Raymond, City Manager
Legal Review	Danny Aleshire, City Attorney
CEQA Review	Jeff Kugel, Community Development Director

Attachments

A. Draft Resolution.pdf
B. CEQA Notice of Exemption (NOE).pdf
C. Project Analysis Memo.pdf
D. Traffic Study.pdf
E. Project Plans.pdf
F. Public Hearing Notice.pdf
G. Presentation Slides.pdf

RESOLUTION NO. CC 2025-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA APPROVING TENTATIVE TRACT MAP NO. 84681 FOR THE SUBDIVISION OF LAND TO CREATE 41 RESIDENTIAL UNITS AND DEVELOPMENT PLAN REVIEW APPLICATION FOR THE CONSTRUCTION OF HOMES ON CERTAIN PROPERTY LOCATED AT 263 S. SAN JOSE DRIVE (APN 8655-007-900, 8655-007-901, 8655-007-902 AND 8655-021-900), LOCATED AT THE TERMINUS OF SAN JOSE DRIVE AND WOODLAND LANE, GLENDORA, CALIFORNIA (PROJECT FILE NO. PLN24-0045)

THE CITY COUNCIL
City of Glendora, California

WHEREAS, the California Subdivision Map Act (codified at California Government Code, Title 7, Division 2, commencing with §66410) establishes the legal framework regarding the division of land; and

WHEREAS, Glendora Municipal Code (GMC) section 21.02.040 establishes procedures for the review of development applications proposed through a Development Plan Review (DPR) application; and

WHEREAS, the properties at 263 S. San Jose Drive (APN #s 8655-007-900, 8655-007-901, 8655-007-902 AND 8655-021-900), Glendora, California, are located in an established neighborhood of residential type uses; and

WHEREAS, GMC §21.02.040 provides that the purpose of a DPR is to establish procedures "*whereby development plans can be reviewed to ensure orderly development, aesthetic design, safe and harmonious placement and to:*

1. *Prevent or minimize adverse impacts on property in the vicinity;*
2. *Implement the general plan and applicable specific plans;*
3. *Protect the public health, safety and welfare;*
4. *Site structures and other improvements in a manner that is in harmony with the terrain and existing developments in the vicinity;*
5. *Encourage and promote energy-efficient design.";* and

WHEREAS, GMC section 21.02.040(G) provides that the reviewing body (in this case, the City Council) may impose such conditions as it deems necessary to ensure that the project will meet the development standards of the zone and the purpose and intent of the DPR; and

WHEREAS, on November 27, 2024, the Olson Company (Applicant), filed an application for a Tentative Tract Map (TTM) (No. 84681) and DPR for 41 single-family, residential homes on certain property located at 263 S. San Jose Drive (APN #s 8655-007-900, 8655-007-901, 8655-007-902 AND 8655-021-900), located at the terminus of San Jose Drive and Woodland Lane, Glendora, California (Project File No. PLN24-0045); and

WHEREAS, the City of Glendora (City), as the lead agency, is responsible for preparing environmental documentation in accordance with the California Environmental Quality Act (CEQA) to determine if approval of the discretionary actions requested and subsequent development would have a significant impact on the environment; and

WHEREAS, a Notice of Exemption was prepared based on the project's eligibility for a Class 32 Categorical Exemption (Infill Development Projects) under CEQA Guidelines §15332, as the project satisfies the applicable exemption criteria, including consistency with the General Plan (Community Plan 2025) and Glendora Municipal Code; location within City limits and surrounded by urban uses; no value as a habitat for endangered, rare, or threatened species; no significant effects on traffic, noise, air quality, or water quality; and adequate utilities and public services; and

WHEREAS, pursuant to GMC section 21.03.130, "Affordable housing density bonuses and other incentives", and California Government Code Section 65915 "Density Bonusses and Other Incentives", the subject project provides seven (7) homes (15% of the total homes) to be offered and restricted to moderate income qualified buyers, under State law, pursuant to Government Code §65915. This provision allows the Applicant to request concessions, waivers, or incentives to support the inclusion of affordable housing.

WHEREAS, if the subject proposal for the subdivision and development of 41 residential homes is approved, then no further CEQA review is necessary, and a Notice of Exception (NOE) shall be submitted as the project's CEQA compliance; and

WHEREAS, a public hearing was held by the Planning Commission of the City on July 1, 2025, after due notice was given as required by law, at which time the Planning Commission recommended approval of the TTM (No. 84681) and DPR (Project File No. PLN24-0045) to the City Council; and

WHEREAS, a public hearing was held by the City Council of the City, on August 26, 2025, after due notice was given as required by law, at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Commission of the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The above recitals are true and correct and are incorporated by reference.

SECTION 2. Pursuant to State Bill 330 (SB 330), the Applicant submitted a preliminary application for the subject housing development project, seeking limited vesting rights and a streamlined review of the submitted proposal. SB 330 applies to projects consisting of only residential units (two or more); mixed use projects where at least two-thirds of the project square footage is designated for residential uses; or projects that are proposing transition or supportive housing. As a solely residential project, proposing 41 units in total, the Applicant benefits from early vesting on application fees, development standards and requirements, etc. and also benefits from overall streamlining of the project processing.

SECTION 3. The City Council hereby makes the following Findings of Fact, which are hereby incorporated in full as follows:

FINDINGS OF FACT FOR TENTATIVE TRACT MAP

1. The proposed map is consistent with applicable general and specific plans as specified in §65451 of the California Government Code.

FACT: Pursuant to Government Code Section 66473.5, the proposed TTM together with the provisions for its design and improvements are consistent with the City's General Plan Land Use Element Designation of Low/Medium Density. The proposed TTM is for a 41-unit, residential single-family home development that will provide housing ownership opportunities for the community. The proposed residential development is consistent with the allowed uses for the Single-family residential and Single-family estate (*R-1, E-3, and E-4*) zones. Finally, the project location is within urban uses.

2. The design or improvement of the proposed subdivision is consistent with applicable general and specific plans.

FACT: The proposed development of residential homes is consistent with the General Plan and complies with the applicable goals, objectives, and policies of the City's General Plan Elements. The residential development provides a diverse housing choice for future residents (Land Use Element Goal LU-7: A diverse range of housing choices; LU-10: Quality Infill Development; LU-18: Compatibility of Adjacent Uses; & LU-21: Preservation of Neighborhood Character). The subject site is located within a neighborhood with access to commercial areas and multiple transportation options (Housing Element Goal 3: Range of Housing Opportunities). The development project will use the latest energy conservation features to conserve natural resources and lower energy costs. The development project includes mitigation measures to ensure that noise and vibration will not exceed normally accepted levels (Noise Element Goal N-3: Coordinated Land Use Planning and Noise Mitigation). The development project complies with the General Plan Land Use Designation and zoning ordinance standards, with permitted deviations.

3. The site is physically suitable for the type of development and can accommodate the development standards of this title or as is otherwise required.

FACT: The site is designed and graded to be physically suitable for the 41-unit residential home development. The project site has access from Foothill Boulevard, which provides access and connections to existing public utilities. Private driveways provide adequate vehicular access (including Fire Department equipment access) throughout the site. The Fire Department has reviewed and accepted the site layout.

4. The site is physically suitable for the proposed density of development.

FACT: The proposed site is designed and graded to be physically suitable for the 41-unit, residential home development. The project density of 41 units on 5.8 acres is suitable for the Low/Medium density set forth in the General Plan.

5. **The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially injure fish or wildlife or their habitat**.

FACT: The subject site is located within an established urban neighborhood and the 41-unit residential subdivision is considered an infill project. Based on review of the proposed project's eligibility for a Class 32 Categorical Exemption (Infill Development Projects) under CEQA Guidelines §15332, the project satisfies exemption criteria, including consistency with the General Plan and GMC; location within City limits and surrounded by urban uses; no value as a habitat for endangered, rare, or threatened species; no significant effects on traffic, noise, air quality, or water quality; and adequate utilities and public services.

6. **The design of the subdivision or type of improvements is not likely to cause serious public health, safety, or welfare problems.**

FACT: The design of the subdivision and the proposed improvements will not result in public health, safety, and welfare problems. The subdivision includes private and common open space for recreational opportunities for residents. The subdivision design complies with Los Angeles County Fire Department emergency vehicle access requirements.

7. **The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.**

FACT: The subdivision will not conflict with any existing public easements and new easements will be recorded as necessary for public utilities, drainage, and other issues.

FINDINGS OF FACT FOR DEVELOPMENT PLAN REVIEW

1. The use is authorized by Development Plan Review pursuant to this title.

FACT: Pursuant to GMC § 21.02.040(B), the construction of multiple-family projects—apartments, condominiums, and cooperatives—is permitted with the approval of a Development Plan Review application; and as 41 units are proposed, Planning Commission review is required.

2. The use is consistent with the general plan and other applicable plans.

FACT: The proposed development of residential homes is consistent with the General Plan and complies with the applicable goals, objectives, and policies of the City's General Plan Elements. The residential development provides a diverse housing choice for future residents (Land Use Element Goal LU-7: A diverse range of housing choices; LU-10: Quality Infill Development; LU-18: Compatibility of Adjacent Uses; & LU-21: Preservation of Neighborhood Character). The subject site is located within a neighborhood with access to commercial areas and multiple transportation options (Housing Element Goal 3: Range of Housing Opportunities). The development project will use the latest energy conservation features to conserve natural resources and lower energy costs. The development project includes mitigation measures to ensure that noise and vibration will not exceed normally accepted levels (Noise Element Goal N-3: Coordinated Land Use Planning and Noise Mitigation). The development project complies

with the General Plan Land Use Designation and zoning ordinance standards, with permitted deviations.

3. The site can accommodate the development standards of this title or as is otherwise required.

FACT: The proposed project is located on four existing parcels located at the terminus of S. San Jose Drive and Woodland Lane, which are zoned *R-1* Single-family residential, *E-3* Single-family estate and *E-4* Single-family estate. The proposed residential project is comprised of 41 detached residential homes. The project density of 41 units is higher than the allowed maximum, as the project includes a request for a density bonus allowance pursuant to the State Density Bonus Law, the gross site density would be 7.1 dwelling units per acre, which is more than the density allowed by the *Low/Medium Density* of 3.1 – 6 dwelling units per acre. However, the density proposed by the project is allowed pursuant to the State Density Bonus Law, based upon the moderate-income units that will be restricted and sold to qualifying buyers.

4. The site is adequately served by streets, utilities, and other services, facilities, and improvements.

FACT: The site is served by services and utilities provided by Athens Waste Disposal, Los Angeles County Sanitation District, City of Glendora Water Division, Glendora Police Department, Los Angeles County Fire Department, Southern California Edison, Los Angeles County Flood Control District, and all other public and private services that accommodate the operation of a residential subdivision development. An improved water line is proposed in conjunction with the development and will serve the proposed development, in addition to the surrounding residential area.

5. The use will not adversely affect the character and integrity of the area, the utility and value of properties in the area, and the health, safety, and welfare of the public.

FACT: The proposed project will result in the construction of 41 residential homes in an established residential neighborhood. Therefore, the proposed residential project is compatible with the neighborhood. The development of the lot will not adversely affect the character and integrity of the area or the health, safety, and welfare of the public. The project will not cause any serious health, safety, or welfare problems in that its design and related construction will be performed per the requirements of all applicable codes, including zoning and building.

SECTION 4: The City Council hereby adopts the foregoing findings and approves the filing of a NOE by City staff for CEQA compliance.

SECTION 5. The City Council hereby approves the application for a TTM and DPR (Project File No. PLN24-0045) for the subdivision and development of a 41-unit residential project, as described by the report and depicted on project plans attached to the City Council Agenda Report for PLN24-0045, and after determining that the project meets the requirements of GMC §21.02.040 and the California Subdivision Map Act, subject to the following Conditions of Approval:

CONDITIONS OF APPROVAL

1. The Applicant shall sign and submit to the Planning Division a statement indicating agreement with and acceptance of the adopted Conditions of Approval prior to the issuance of grading and building permits.

2. The subject property shall be developed in substantial conformance with the project plans attached to the City Council Agenda Report for PLN24-0045, as modified by these Conditions of Approval.

3. The City shall have the right of entry to inspect the premises to verify compliance with the Conditions of Approval and the GMC.

4. The City shall retain the right and the jurisdiction to review the TTM and DPR (No. PLN24-0045) in the event the use conducted herein is modified, changed in scope, or the owner or operator seeks to expand, alter, reconfigure, or change the use. This reservation of the right of review is in addition to, and not in lieu of, the right of the City to review and revoke the TTM and DPR (Project File No. PLN24-0045) or to modify the permit for any violation of the Conditions imposed.

5. The Applicant agrees as a condition of issuance of this entitlement to indemnify, protect, defend, and hold harmless, the City, and any agency or instrumentality thereof, and its elected and appointed officials, officers, employees and agents, from and against any and all liabilities, claims, actions, causes of action, proceedings, suits, damages, judgments, liens, levies, costs and expenses of whatever nature, including reasonable attorney's fees and disbursements (collectively, "Claims") arising out of or in any way relating to the issuance of this entitlement, any actions taken by the City related to this entitlement or the environmental review conducted under the California Environmental Quality Act, Public Resources Code §21000 *et seq*., for this entitlement and related actions.

Planning

6. The Applicant shall maintain consistency with the approved architectural plans including colors and materials submitted to the Planning Division. Modification(s) of the approved building elevations, including but not limited to, changes of finished material(s) or alterations to building articulation are not permitted without prior written approval from the Community Development Director (Director). Requests shall be made in writing and include:

    a. A written and illustrative description of the proposed revision; and

    b. The reason and justification for the request.

    In approving a revision, the Director shall find that the requested modification is minor and substantially conforms with the approved architectural plans.

7. The delivery of materials and equipment and the outdoor use of equipment, hammers, and power tools shall be limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Friday, with no work allowed on Saturdays, Sundays, or Federal holidays, with the exception of interior work. Outdoor work is permitted, wherein it does not involve heavy equipment or noise-producing equipment.

8. A final wall and fence plan shall be submitted to the Planning Division for review and approval prior to the issuance of building permits. Approved walls and fences shall be installed prior to final occupancy.

9. Walls and fences shall be installed prior to final occupancy, consistent with the preliminary fence and wall plan.

10. The Applicant shall prepare Covenants, Conditions, and Restrictions (CC&Rs) for the development including articles establishing a condominium association. A copy of the draft CC&Rs shall be submitted to the Planning Division and City Attorney for review and approval prior to Final Map approval. The Applicant will be responsible for payment to cover all City staff and City Attorney time required to review said CC&Rs. A recorded copy of the approved CC&Rs shall be submitted to the Planning Division prior to final occupancy as well as final payment to cover any City costs for review. CC&Rs shall include the following requirements:

    a. The association shall maintain all common areas including private driveways, sidewalks, lighting, landscaping, irrigation, recreation equipment, fixtures, and other improvements.

    b. The association shall maintain all landscaped areas, including front yard landscaping.

    c. The association shall provide all water needed for irrigation of the common landscaped areas and for any landscaping and trees in the public right-of-way fronting the project.

    d. The association shall maintain landscaping and irrigation in the public right-of-way.

    e. The CC&Rs shall clearly identify site maintenance responsibilities.

    f. The CC&Rs shall specify that the parking and/or storage of recreational vehicles, boats, trailers (recreational or business-related) equipment, and similar such vehicles, is prohibited everywhere onsite.

    g. The CC&Rs shall require that residents use the garages provided and private driveways assigned to their respective units to park their vehicles and not for long-term storage.

    h. The CC&Rs shall not be amended without the written consent of the City of Glendora.

    i. All maintenance shall be performed to the satisfaction of a duly authorized official of the City and no public nuisances shall be created.

    j. The City shall be listed as a third-party beneficiary to the CC&Rs and should have the right to enforce the provisions of the CC&Rs including, but not limited to, the lien rights to recover costs of enforcement.

11. The Applicant is responsible for submitting forms and fees associated with the formal assignment of addresses for each residential unit. The process is initiated with the Community Development Department (Planning) and is concluded by the City Clerk's Office.

12. The project is subject to compliance with the City's Community Art Program (CAP) - Ordinance 2083 and Resolution CC 2024-04. As per the requirements outlined in GMC § 21.03.150, applicable projects are required to install approved artwork in conjunction with their project (encouraged) or pay an in-lieu contribution equal to a minimum percentage of the total building permit valuation (BPV). Specifically, this project shall adhere to the following guidelines adopted into the City's Master Fee Schedule: New residential developments consisting of 11 or more units/houses and new mixed-use with residential as the primary component - An artwork installation approved by the City or an in-lieu contribution equal to 0.25% of the BPV is required. To ensure compliance with the CAP, the Applicant shall submit a CAP application and coordinate with the City's Planning Division. Approval of CAP application is required prior to building permit issuance.

13. All mechanical equipment, including air conditioning units shall be screened from street view with landscape and physical screening barriers.

14. All plans submitted for building, grading and landscape plan checks shall show consistency in building and unit numbering.

15. The Applicant shall enter into an Affordable Housing Agreement (AHA) with the City prior to Final Map issuance of the first residential unit(s) Building Permit. The AHA is related to the Project's use of State law for concessions/incentives in exchange for inclusion of moderate-income units (total of 7 units or 15% of the residences). The Applicant is responsible for actual costs incurred by City associated with application, preparation, legal review, and processing of the AHA.

Landscaping

16. A Water Efficient Landscaping Application and MWELO compliance shall be completed and submitted to both the Planning Division (for landscape) and the Water Division (for irrigation) for review and approval prior to the issuance of building permits. The plan shall be prepared by a licensed landscape architect and shall demonstrate compliance with the Water Efficient Landscape Ordinance (Assembly Bill 1881). Approved landscaping and irrigation shall be installed prior to final occupancy. (GMC §21.03.060.)

17. Pedestrian path crossings (crosswalks) shall utilize decorative paving and should be shown on the landscape plan submitted to the Planning Division.

18. All light fixtures, including freestanding and building-mounted, shall be decorative and complementary to the architectural style of the buildings and shall be subject to approval by the Planning Division.

19. All common area landscaping shall be installed by the Applicant and maintained by the project association.

Air Quality

20. The best available control measures to minimize fugitive dust emissions shall be utilized, including but not limited to watering soils as necessary to minimize dust generation. (SCAQMD Rule No. 403.)

Building & Safety Division

21. The construction documents shall show detailed compliance with the current California Building Standards Code, including, but not limited to, the following codes:
    a. 2022 California Building Code (CBC)
    b. 2022 California Residential Code (CRC)
    c. 2022 California Electrical Code (CEC)
    d. 2022 California Mechanical Code (CMC)
    e. 2022 California Plumbing Code (CPC)
    f. 2022 California Energy Code (CEnC)
    g. 2022 California Fire Code (CFC) including LA County amendments.
    h. 2022 California Green Building Standards Code (CalGreen)
    i. Glendora Municipal Code

22. Approval from the Los Angeles County Fire Department (LACoFD) is required.

23. The Applicant shall provide a plan approved by LACoFD confirming compliance with applicable fire safety requirements, such as emergency vehicle access, fire apparatus turnaround, and water supply. Submittals to LACoFD are made online at epicla.lacounty.gov. For questions, contact LACoFD directly.

24. Park Development Fees for new development shall be applied.

25. A Certificate of Compliance from the school district is required.

26. A Geotechnical Investigation Report is required.

27. An automatic fire sprinkler system is required.

28. Where required by applicable building code, an engineered design provided by a State of California Registered Design Professional is required.

29. A demolition permit is required for the demolition of existing structure(s),if any. This requires a separate permit application and plan submittal. This demolition permit must be issued prior to the building permit.

30. Retaining walls, if any, shall be a separate submittal to the Building Division, with the walls accurately shown on a grading plan approved by the City of Glendora Engineering Division.

31. Additional submittal requirements can be found on the Residential Submittal Checklist available at https://www.cityofglendora.gov/files/assets/city/v/1/community-development/building-division/documents/submitreqsmatrixlist-singledwellingunitduplexadu_1.pdf

Water Division

32. The Applicant must submit a signed and sealed engineer's report that details a hydraulic analysis of the project's total water demands, including domestic, fire, and irrigation needs (if applicable). This analysis shall evaluate the project's impact on the existing water demand for the San Jose Drive and Woodland Lane water mains. The Applicant shall provide this report before the plan check phase.

33. With the understanding that the road infrastructure will be public and include dedicated right-of-way, a detailed Water Improvement Plan (WIP) is required for this project. This plan shall reference all applicable City construction standards, including specifications for materials (e.g., ductile iron, PVC), dimensions, depths, and installation methods. The WIP must include detail on all proposed abandonments, valves, fittings, hydrants, services, meters, vaults, and backflow prevention devices, including their respective sizes, types, and installation standards. The submittal must be complete and contain sufficient information to demonstrate full compliance with City standards for Public Works plan check approval.

34. Individual water service lines must be appropriately sized based on the specific unit plans. The Applicant is responsible for considering available water pressure, plumbing fixture counts, and any elevation changes when determining these sizes. Detailed water demand calculations will be required during the building plan check phase.

35. The Applicant shall be responsible for following all conditions noted in the issued will serve letter, dated July 8, 2024. Should the Applicant have any questions, please contact Water Division at (626) 852-4838.

Land Development Division

Final Tract Map/Site Development

36. All engineering drawings, maps, plans, reports, and studies required for the project shall be prepared by a registered civil engineer licensed in the State of California, and all surveys, maps, legal descriptions, and survey documents shall be prepared by a licensed professional land surveyor in the State of California. At time of first plan check, the Applicant shall provide a list of the Engineer(s) and Surveyor(s) of Record.

37. A final tract map is required. The final map will be reviewed for technical accuracy by the City's contract Land Surveyor. The Applicant is responsible for all such costs. A title report/subdivision report less than 3 months old is required at the time of submittal. Include copies of all underlying documents/easements of record referenced in the title report. Show all easements to remain and proposed easements on the project civil engineering drawings. Label, dimension and identify.

38. An Indemnity Agreement and a Subdivision Improvement Agreement must be signed by the Applicant prior to final map approval. The agreements must be reviewed by the Land Development Division and the City Attorney, and the final documents must be approved by the City Council. The Applicant is responsible for all fees associated with this review. Bonds for faithful performance, labor, and materials are required as part of the Subdivision

Agreement.

39. Emergency vehicle access, driveway widths and radii will be reviewed and approved by L.A. County Fire Department for accessibility. The final map must be reviewed and approved by LACFD.

40. At time of first plan check, the Applicant shall provide a Composite Utility Plan for review. The Composite Utility Plan must show proposed City and private water meters, facilities, and lines; mainline sewer lines, maintenance holes, and lateral connections; electrical; telecommunication; cable tv; and natural gas lines for the project.

41. A Site Demolition Plan prepared by a registered Civil Engineer or licensed Architect is required prior to removing any buildings, improvements, or utilities from the project site. A copy of the SWPPP that is submitted for General Construction SWPPP permit must be submitted to Public Works for review and comments.

42. Plan Check and review fees will be determined upon actual submittal of Engineering Plans, Maps, and Reports. Plans being checked by third-party consultant will be charged as per actual cost and a deposit will be required to be submitted for plan check services at time of first plan check.

Stormwater

43. This project is required to comply with Federal, State, and City Stormwater regulations including National Pollutant Discharge Elimination System Requirements and Municipal Separate Storm Sewer System (MS4) Permit requirements. Projects subject to the MS4 are to implement postconstruction low impact development (LID) storm water runoff water quality control measures as a way to reduce downstream runoff. The Applicant shall follow Section 21.03.090 of the Glendora Municipal Code to determine Applicability and Performance Criteria. An LID Report and plans for the construction of LID improvements will be required for the project and must be submitted at time of first plan check submittal. The Applicant shall follow LA County LID Standards Manual for design and format of LID Report. The soils engineer of record must review and approve the infiltration system.

44. This project requires to comply with the Storm Water Pollution Prevention Plan (SWPPP) requirement of the NPDES Construction permit. The SWPPP must be prepared by a Qualified SWPPP Developer (QSD). The approved SWPPP must be implemented by a Qualified SWPPP Practitioner (QSP) during construction. A copy of the SWPPP that is submitted for General Construction SWPPP permit must be submitted to Public Works for review and comments, if any.

Grading and Drainage

45. Rough grading and drainage and precise grading and drainage plans and required supporting documents (such as geotechnical, drainage/hydrology/LID reports/plans) must comply with any recommendations of the geotechnical engineer of record and will be submitted and reviewed according to the City's Grading Plan Checklist to Land Development Engineering. A permit from the City of Glendora and a grading bond will be required prior to the start of construction. The Applicant shall show all existing and proposed easements on the

improvement plans. The Applicant shall label, dimension and identify easement holders. The Applicant shall submit the rough grading and drainage plan at time of first plan check submittal for Land Development Engineering review. Retaining and freestanding walls may be shown on plans submitted to the Building Division for plan check and referenced on the grading plans. The Applicant shall provide top of wall, top of footing, profiles, and sections on the grading plans for proposed walls. The Applicant shall provide 6- inch concrete curb along the project frontage at the back of sidewalk on Route 66.

46. All structural BMPs for the project must be shown in detail on the grading plans. The grading plan will need to be reviewed/approved by the soils engineer. A minimum ½" per hour percolation rate must be verified by the soils engineer for the project via a percolation test for any areas where storm water is proposed to be infiltrated.

47. Glendora Municipal Code (GMC) 20.28.010 requires underground utilities in new developments. Any existing overhead utilities along the project frontage and property boundaries, where located on the Applicant's property, shall be relocated underground where feasible. The Applicant shall coordinate with utility agencies as necessary and show the existing and any relocated utilities on the composite utility plan.

48. A final geotechnical report is required with the initial plan check submittal, and it must address over-excavation and recompaction requirements. While the City does require reports be prepared following the L.A. County GMED manual, the City has not adopted their building code. Prior to approval of project Grading Plans, they shall be signed and stamped by the geotechnical engineer stating that the Grading Plan is in conformance to the geotechnical/soil engineer recommendations. As necessary, provide an update letter if the soils report is greater than one year old. The geotechnical report for this project may be peer reviewed by the City's contract consultants or LA County Public Works (GMED). The Applicant is responsible for all costs.

49. A Final Drainage Study Report is required, and it must follow the City's Hydrology & Hydraulics report format and discuss the offsite stormwater run-on flows (if any) from properties surrounding the site. The report should analyze both off site storm water run-on and on-site storm water flow. The Low Impact Development (LID) Report and Plan must also be included and follow the LA County LID Manual. Where drainage flow is directed to City streets prior to collection in an underground storm drain system, the report must show existing and proposed street hydraulic capacities in the drainage study.

50. Storm Drain Plans with profiles and details of the proposed drains, inlets, and facilities may be required. For connection to a L.A. County storm drain, reports and plans required by the County must be submitted to the City and L.A. County for plan check and permitting.

51. When grading plans are submitted for first plan check, a fee is required based on the cubic yards of earth moved. A plan check fee will be collected at the time of first submittal based on the quantity on the submittal. The Applicant shall include over excavation and re-compaction quantity in calculation of the cut and fill quantities. At the time of issuing grading permit, final plan check fees will be adjusted accordingly with additional fees paid or refunded determined by final yardage. A Grading Bond will be required.

52. Water is served by the City of Glendora. Frontage fees may apply to this project. Water improvement plans shall be prepared in accordance with City guidelines. The Applicant shall contact the Water Division at (626) 852-4838 to determine water service requirements.

53. Exact service locations are to be determined when final site plan is approved during the plan check phase, but they shall not be located in drainage features or where water could pond. Easements may be required to access the water meters and other water devices.

54. Backflow prevention shall be provided per City Standard Detail 2.30 for all applicable metered service connections, structural fire protection (i.e., sprinklers) and landscape irrigation systems. Plans shall be submitted to the Public Works Department and applicable plan check fees.

55. Installation of public and/or private water mains is required to serve the proposed development. A separate plan submittal will be required for any new or upgraded water mains, fire hydrants or fire water lines which will serve the site. That plan is a separate submittal to the Engineering Division as well as the L.A. County Fire Department for review and approval. The plan will be prepared using the City of Glendora title block and must show the connection in the public right of way and must have a signature block for the L.A. County Fire Department. A plan review fee of 5% of the engineer's estimate is due at time of first submittal. For L.A. County Fire Department requirements, please contact Fire Staff at (626) 963-5564.

56. If water easements or any other easements are required and not shown on the final tract map, the Applicant shall follow the Engineering guidelines for preparing legal descriptions and plats. The City uses an outside land surveying firm to perform the review of any documents stamped by a land surveyor which the Applicant is required to pay.

57. Fire flow tests will be required. The Applicant shall contact the Public Works Desk at (626) 914-8246 to request fire flow testing. Requirements are determined by the LA County Fire Department.

Sanitary Sewer

58. The City of Glendora owns the sewer collection system, but it is operated and maintained for the City as part of the County's Consolidated Sewer Maintenance District (CSMD). The plan check process for any sewer improvement plans will be processed by both the City of Glendora and Los Angeles County Public Works following County guidelines and requirements.

59. The treatment system for the City's sewer is owned and operated by the Los Angeles County Sanitation District No. 22. The Applicant shall contact the District to obtain a treatment will serve letter as well as pay the appropriate fees. For further information, please contact District Staff at (562) 908-4288, extension 2717.

60. On-site sewer shall be public sewer. All public sewers require a CSMD-approved format sewer improvement plan and profile. The plan check process will be processed by both the City of Glendora and Los Angeles County Public Works (CSMD). The Applicant will be responsible for all the Plan Check fees for the City and the County. Sewer acreage and frontage charges may be applicable.

Street Improvements

61. Street improvement plans are required. Street improvements for this project will include removal of unused driveway approaches; constructing new driveway approaches; constructing new concrete sidewalks, curbs, and gutters; installing street trees along the project frontage, signing/striping, and damaged or non-standard improvements and facilities must be reconstructed per City Standards.

62. A street lighting plan is required. The Applicant shall coordinate with SCE in preparation of a public street lighting plan (LS-1 System) for the project. The Applicant shall submit a street lighting plan prepared by a registered civil engineer with construction notes, standards, and details per City and SCE requirements.

63. Any and all street improvements, utility, and trench work require a permit from the City of Glendora. All City Standards are available online on the City website (cityofglendora.gov).

64. Construction temporary traffic control plans must be prepared and submitted to the Public Works Department for review/approval prior to the issuance of permits for any work in the public right of way. Manual on Uniform Traffic Control Devices (MUTCD) may be used for traffic control in non-arterial work locations.

Waste Management

65. All construction, demolition, and renovation projects within the city with a total valuation cost for the new or remodeled construction as determined by the City Building Official which are, or projected to be, greater than or equal to one hundred thousand dollars shall submit a Waste Management Plan to the Planning Department for review and approval prior to issuance of any permits in compliance with the City's Construction and Demolition Ordinance No. 1811. The approved Waste Management Plan shall be implemented upon start of demolition, grading, and construction and maintained throughout the project until issuance of a certificate of occupancy. The City may review and amend the plan as needed. Guidelines are available from the recycling coordinator (GMC 6.09).

Los Angeles County Fire Department

66. Access as noted on the Tentative and the Exhibit Maps shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 503 of the Title 32 (County of Los Angeles Fire Code), which requires an all-weather access surface to be clear to sky.

67. The Final Map shall be submitted to the Land Development Unit for review and approval prior recordation.

68. Fire hydrant improvement plans for the new required public fire hydrants shall be submitted for review and approval prior to the Final map clearance.

Term

82. The approved use and/or construction work shall commence within 24 months after the

effective date of the approval, or such other period specified as a condition of approval and shall be carried on diligently to completion. If the use or construction work has not commenced within the required time period and carried on diligently to completion, the permit shall become void; however, the Director may extend the time limit in the case of unavoidable delay. The Applicant shall submit a written request to the reviewing body or Director for a time extension at least thirty days prior to the date on which the original time limit expires. Consideration of a time extension does not require a public hearing even if a hearing was required for the original permit. (GMC §21.02.010 E.)

Enforcement

83. The Applicant shall pay the costs of any code enforcement activities, including attorney's fees, resulting from the violation of any conditions of approval or any provision of the GMC. (GMC §1.18.)

84. Any violation of the Zoning Ordinance or any entitlement granted is considered a misdemeanor punishable by a fine not to exceed one thousand dollars ($1,000.00) and/or by imprisonment in the County jail for a period not to exceed six (6) months. Each day or portion of a day during which any violation of the Zoning Ordinance occurs or continues constitutes a separate offense and shall be punishable as provided. (GMC §21.01.030 H.)

SECTION 5: The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption of this Resolution, and the same shall thereupon take effect on _____, 2025 subject to a 15 calendar-day appeal and be enforced in accordance with the terms and Conditions thereof.

PASSED, APPROVED and **ADOPTED** by the City Council of the City of Glendora this ___ day of_____, 2025.

BY:_____
DAVID FREDENDALL
Mayor

APPROVED AS TO FORM:
Aleshire & Wynder, LLP

_____
DANNY ALESHIRE
City Attorney

CERTIFICATION

I, do hereby certify that the foregoing Resolution was duly adopted by the City Council of the City of Glendora at a regular meeting held on the ___ day of _____, 2025, by the following vote:

AYES: MEMBERS:
NOES: MEMBERS:
ABSENT: MEMBERS:
ABSTAIN: MEMBERS:

Dated:

KATHLEEN R. SESSMAN
City Clerk/Communications Director

CITY OF GLENDORA

116 East Foothill Boulevard, Glendora, California 91741

NOTICE OF EXEMPTION

Project Title: PLN 24-0045

Project Location: 263 S. San Jose Drive

(AIN #s 8655-007-900, 8655-007-901, 8655-007-902 and 8655-021-900)

Project Applicant: The Olson Company

Mailing Address: 3010 Old Ranch Parkway, Suite 100, Seal Beach, CA 90740

General Plan Land Use Designation: Low/Medium Density

Zoning Designation: *R-1 Single-family residential, E-3 Single-family estate, and E-4 Single-family estate*

Project Description: The project involves a Tentative Tract Map and Development Plan Review for a 41-unit, detached, single-family residential development.

Surrounding Land Uses and Setting: Properties to the north, south, east and west are zoned *single-family estate* and *single-family residential*.

The Planning Commission recommends the following exempt status / findings:

- ☐ Ministerial (Sec. 15073)
- ☐ Declared Emergency (Sec. 15071(a))
- ☐ Emergency Project (Sec. 15071(b) and (c))
- ☒ Categorical Exemption

  Type: Class 32 Section: 15332 (In-fill Development Project)
- ☐ Statutory Exemption. Code Number: _____
- ☐ Other

Reasons why project is exempt: CEQA requires analysis of agency approvals of discretionary "Projects." A "Project," under CEQA, is defined as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment" (State CEQA Guidelines Section 15378). The proposed Project is a project under CEQA.

Staff has reviewed the Project and determined that it is categorically exempt from CEQA review pursuant to the following:

15332 (In-fill Development Project) - Class 32: This categorical exemption applies to projects that are characterized as infill development and meet specified requirements. The Project qualifies as infill development because it satisfies each of the following conditions:

a. *The project is consistent with the applicable General Plan designation, General Plan policies, and zoning designation and regulations*. The proposed TTM together with the provisions for its design and improvements are consistent with the City's General Plan Land Use Element Designation of Low/Medium Density. The development project complies with the General Plan Land Use Designation and zoning ordinance standards, with permitted deviations.

b. *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses*. The site is surrounded by existing single-family residential to the north, south, east, and west.
c. *The project site has no value, as habitat for endangered, rare, or threatened species*. The project site has no value as habitat for endangered, rare or threatened species as the surrounding areas are fully developed.
d. *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality*. The Project would not result in any of the following significant effects:
    - Noise. Noise from the Project would be subject to the noise thresholds established by ordinance, consistent with the General Plan and incorporate automatic volume control levels.
    - Air Quality. Air quality thresholds are established through the South Coast Air Quality Management District. The Project would not exceed these established thresholds.
    - Water Quality. The Project has been conditioned to comply with an applicable Water Quality Management and Best Management Practices to reduce or eliminate potential impacts from water runoff from the site, although all stormwater items are already existing and in place.
e. *The site can be adequately served by all required utilities and public services*. The Project site will be served by local utilities and services.

_____ Date: _____
Jeff Kugel, Director of Community Development

The above recommended exempt status and findings were adopted by the following body:

City of Glendora City Council on August 26, 2025

_____ Date: _____
Yalini Siva, Senior Planner (626) 914-8213

PROJECT NO. PLN24-0045—PROJECT ANALYSIS MEMORANDUM

PROJECT SUMMARY:

Applications: Various entitlements are needed in order to accomplish the proposed development; the following approvals are required:

1. *Tentative Tract Map* No. 84681 to subdivide land to create 41 residential condominium townhomes.
2. *Development Plan Review* for approval of the project's development plans.
3. *SB330* for early vesting and streamlining for housing projects, consisting of only residential units (two or more).
4. *Notice of Categorical Exemption* of the California Environmental Quality Act Guidelines.

Date of Application: November 27, 2024

Applicant: The Olson Company (Olson)

Property Owner: City of Glendora (current) / Olson (in escrow)

Property Address: 263 S. San Jose Drive, Glendora CA 91741

L.A. County Assessor Parcel/Identification Nos.: 8655-007-900, 8655-007-901, 8655-007-902 and 8655-021-900

Description of Property: The subject property is composed of four parcels located at the terminus of S. San Jose Drive and Woodland Lane, west of Big Dalton Wash, north of Route 66, south of Foothill Boulevard, east of Loraine Avenue and west of Valley Center Avenue. The site is currently vacant and historically was the location of a water tank, which was subsequently abandoned and removed from the site.

General Plan Designation: The project site has a General Plan (*Community Plan 2025*) land use designation of *Low/Medium Density.* Low/Medium Density is the most intensive designation for single-family residences and encompasses the majority of non-hillside areas throughout the City. This designation allows for the development of small detached single-family residential lots.

The site is also listed on the Housing Element Site Inventory list as a designated site allocated to the region's Regional Housing Needs Assessment (RHNA); and as such is obligated per City policies and code to develop at least 80% of the allowed maximum units per acre (17 units), which requires a total of at least 14 units to be proposed and developed.

The City's General Plan has several goals and policies that should be considered with the proposal. Staff found the following excerpts from the General Plan Housing and Land Use Elements to be relevant:

- Goal LU-5: *Expanded residential development opportunities.*

- Policy LU-5.2: *Provide for expanded infill residential opportunities in appropriately designated areas in the City.*

- Goal LU-7: *A diverse range of housing choices.*

- Policy LU-7.1: *Provide opportunities for the development of housing at a variety of affordability levels and densities that respond to the various needs of future residents.*

- Goal LU-10: *Quality infill development.*

- Policy LU-10.1: *Ensure the design and development of infill projects compliments existing development in terms of scale, character, and pedestrian quality.*

- Goal LU-18: *Compatibility of adjacent land uses.*

- Policy: LU18.1: *Ensure the preservation of a scale and character of development is sensitive to adjoining uses.*

The City's current Housing Element, includes the following:

- GOAL 3: *Provide suitable sites for housing development which can accommodate a range of housing by type, size, location, price, and tenure to accommodate the City's share of the regional housing need.*

- Policy 3.1: *Implement land use policies that allow for a range of residential densities and products, including low-density single-family uses, moderate-density townhomes, and higher-density apartments, condominiums, and units in mixed-use development.*

- *Policy 3.2: Encourage development of residential uses in strategic proximity to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.*

- *Policy 3.5 Ensure that residential development sites have appropriate and adequate services and facilities, including water, wastewater, and neighborhood infrastructure.*

- *Policy 3.6 Support the assembly of small vacant or underutilized parcels to enhance the feasibility of infill development.*

Zoning: The project site is zoned *R-1* Single-family residential, *E-3* Single-family estate and *E-4* Single-family estate. Parcel AIN 8655-007-900 is zoned *E-3* Single-family estate; parcel AIN 8655-021-900 is zoned *R-1* Single-family residential; and parcels 8655-007-901 and 8655-007-902 are zoned *E-4* Single-family estate.

Surrounding Uses: The site is surrounded entirely by existing residential homes. *Table A* below further describes the land uses for the surrounding properties:

Table A -	*Project Surroundings*		
	Existing Uses	**General Plan**	**Zoning**
North	Single-Family Residential	*Low/Medium Density*	*Single-family estate*
South	Single-Family Residential	*Low/Medium Density*	*Single-family residential*
East	Single-Family Residential	*Low/Medium Density*	*Single-family estate*
West	Single-Family Residential	*Low/Medium Density*	*Single-family estate*

PROJECT ANALYSIS:

Proposed Subdivision

The existing site is approximately 5.79 acres and would be subdivided for residential purposes (*Tentative Tract Map No. 84681*) to create a 41-unit residential home development. All will be for-sale homes, with seven (7) of them being restricted to "moderate" income qualified household buyers under State law, pursuant to Government Code Section (§)65915. This provision allows the applicant to request concessions, waivers, or incentives to support the inclusion of affordable housing.

The proposed development establishes common areas and defines individual ownerships that can be acquired and sold by future homeowners. The proposed plans are included in Attachment D.

Required findings for approval of a tentative tract map are contained within the California Subdivision Map Act and are outlined within the attached draft resolution (Attachment A).

Development Plan Review (DPR)

The applicant has requested a DPR related to the project's development plans. Pursuant to Glendora Municipal Code (GMC) §21.02.040(B), *"Projects requiring development plan review (the reviewing body is in parenthesis):…*
(2) Multiple-family projects-Apartments, condominiums and cooperatives (commission);
a. 1-10 dwelling units, 1-10 units, allow by-right (Applicants apply directly for building permits);
b. 11-25 dwelling units (director);
c. More than 25 dwelling units (commission);."

Pursuant to the GMC, the purpose of the DPR is to, "*provide procedures whereby development plans can be reviewed to ensure orderly development, aesthetic design, safe and harmonious placement and to: 1. Prevent or minimize adverse impacts on property in the vicinity; 2. Implement the general plan and applicable specific plans; 3. Protect the public health, safety and welfare; 4. Site structures and other improvements in a manner that is in harmony with the terrain and existing developments in the vicinity; 5. Encourage and promote energy-efficient design."*

Required findings for approval of a DPR are contained within GMC §21.02.040(F) and are outlined within the attached draft resolution (Attachment A).

The proposed residential project is comprised of 41 single-family, residential homes with attached garages. The proposed site is designed and will be graded to be physically suitable for the development. The project density of 41 units is higher than the allowed maximum, as the project includes a request for a density bonus allowance pursuant to State Density Bonus Law, the gross site density would be 7.1 dwelling units per acre, which is more than the density allowed by the Low/Medium Density of 3.1 – 6 dwelling units per acre.

The proposed residential development is composed of 41 detached single-family homes, located along Woodland Lane, San Jose Drive, and a private drive/fire lane adjacent to open space area. There will be three different floor plan types that include the following:

Table B	**Unit Break Down by Floor Plan Type**			
	Plan 1	**Plan 2**	**Plan 3**	**Plan 3-Alt.**
No. of Units	7	16	12	6
Bedroom Count	3	3	4	4
Bathroom Count	2	2.5	4.5	4.5
Area of 1st Floor	985 s.f.	867 s.f.	908 s.f.	912 s.f.
Area of 2nd Floor	-	1,017 s.f.	1,279 s.f.	1,251 s.f.
Total Living Area	985 s.f.	1,884 s.f.	2,188 s.f.	2,163 s.f.
Porch Area	87 s.f.	95 s.f.	122 s.f.	26 s.f
Garage Area	238 s.f. (1-car garage)	427 s.f. (2-car garage)	428 s.f. (2-car garage)	426 s.f. (2-car garage)
Storage Area	60 c.f.	90 c.f.	105 c.f.	105 c.f.

State Density Bonus Law

Concessions, Waivers, and Incentives

Government Code §65915(f)(4), (d)(2)(B), and (e)(1) regarding density bonuses, affordable units, and related concessions, waivers and incentives allows applicants to deviate from development standards and requirements of the GMC. *Table C* below illustrates these deviations, as follows:

Table C - Applicable Development Standards					
Development Feature	***E-3; E-4; R-1***	**Minimum Provided**	**Maximum Provided**	**Average Provided**	**Waiver**
Lot Area (minimum)	8,000; 8,500; 7,500 s.f.	2,491 s.f.	6,835 s.f.	3,278 s.f.	Yes
Lot Width (minimum)	70; 75; 70 feet	41 feet	62 feet	47 feet	Yes
Lot Depth (minimum)	100 feet	60 feet	122 feet	67 feet	Yes
Front Setback (minimum)	25; 25; 20 feet	3 feet	30 feet	8 feet	Yes
Interior Side Setback (min.)	4/7; 4/7; 4/5 feet	3 feet	16 feet	4 feet	Yes

Table C - Applicable Development Standards					
Development Feature	***E-3; E-4; R-1***	**Minimum Provided**	**Maximum Provided**	**Average Provided**	**Waiver**
1st and 2nd floors					
Street Side Setback (min.)	15, 15, 10 feet	6 feet	8 feet	7 feet	Yes
Rear Setback (minimum)	4/35; 4/35; 4/25 feet	6 feet	59 feet	11 feet	Yes
Building Height (maximum)	2 stories; not to exceed 25 feet	1 story; 14 feet	26.5 feet	23.9 feet	Yes
Floor Area, 2nd floor area (max)	35; 75 %	37; 0 %	100; 141 %	74; 107 %	Yes
Parking Spaces	2 spaces within a garage 79 spaces required per State law	1 garage space for 1-story units; 2 garage spaces for 2-story units	75 spaces provided in garages; 75 spaces provided in driveways		Yes

The Contemporary architectural styling for the homes with a mix of mix of two-story and single-story elevations, including varied rooflines (hipped and gabled), stucco finishes, and some with stone or wood-texture accents. All units have attached front-facing garages and each home has slightly different architectural details and colors to avoid monotony and to meet typical design diversity throughout the project site.

The applicant is also requesting waivers of certain development standards that would otherwise physically preclude the construction of the project at the proposed density. Under State law, there is no numerical limit on the number of waivers that may be granted, provided the applicant demonstrates that the waivers are necessary to achieve the density bonus. Staff has reviewed the request and determined that the proposed waivers are consistent with the provisions of the State Density Bonus Law and necessary to accommodate the project design and density.

Affordable Housing

Government Code § 65915 allows for additional density bonus units and also the listed waivers above, under affordable unit allowances. The project proposes to provide seven (7) dwelling units affordable to moderate-income households, representing 15 percent of the base unit count. Based on the site's land use designation under *Community Plan 2025*, the 5.8-acre project site permits a maximum of 35 base residential units. With the provision of affordable units, the project qualifies for a 15 percent density bonus, resulting in a total of 41 residential units.

SB 330

Pursuant to State Bill 330 (SB 330), the applicant submitted a preliminary application for the subject housing development project, seeking limited vesting rights and a streamlined review of the submitted proposal. SB 330 applies to projects consisting of only residential units (two or

more); mixed use projects where at least two-thirds of the project square footage is designated for residential uses; or projects that are proposing transition or supportive housing.

As a solely residential project, proposing 41 units in total, the applicant benefits from early vesting on application fees, development standards and requirements, etc. and also benefits from overall streamlining of the project processing.

Circulation

A traffic study was prepared to address expressed traffic concerns associated with the proposed project, including the proposed extension of Woodland Lane to connect with South San Jose Drive. The analysis included evaluation of nine intersections under the following scenarios: existing conditions; existing and proposed project; opening year (2027) without proposed project; opening year (2027) with proposed project.

Based on ITE (Institute of Transportation Engineers) generation rates, the proposed project is forecasted to generate approximately 387 daily vehicle trips, including 29 AM peak hour and 39 PM peak hour trips. All studied intersections are forecasted to operate at an acceptable Level of Service (LOS) D or better under all scenarios, with the exception of two unsignalized intersections. Alley / East Foothill Boulevard (LOS F in AM peak) and South San Jose Drive / East Foothill Boulevard (LOS E/F in both peaks).

Pursuant to the City's General Plan Circulation Element, and acceptable level of service is D. The study describes LOS D as wait times of 35-55 seconds at a signalized intersection and 25-35 seconds at an unsignalized intersection.

These intersections already operate at deficient LOS under existing conditions. However, the project does not meet Manual on Uniform Traffic Control Devices (MUTCD) traffic signal warrants, and no mitigation is recommended.

The proposed extension of Woodland Lane is expected to slightly redistribute local trips but does not significantly affect traffic operations. Existing neighborhood traffic volumes are low and the extension helps enhance connectivity without triggering adverse impacts.

The traffic study incorporates regional growth and approved or pending cumulative projects. The study applies a conservative methodology by assuming all cumulative projects are built and operational by the project opening year. No intersection improvements are required or recommended and the project is consistent with City LOS standards.

Landscaping

GMC §21.03.020(D)(5) states that: *All land not covered by structures, walkways, driveways and parking shall be landscaped and irrigated with an automatic irrigation system installed in accordance with the Uniform Plumbing Code. The plant material shall be of drought tolerant species and permanently maintained. Berms, walls and/or hedges shall be used in the required setbacks to separate parking facilities from abutting streets*. The final landscaping plan must demonstrate compliance with the California State Model Water Efficiency Ordinance (MWELO). In order to ensure compliance with these landscaping requirements, staff has included a condition

of approval requiring that a landscape review application for the final landscape plan and MWELO compliance be submitted for review and approval by City staff prior to the issuance of building permits. A conceptual landscape plan is included with the project plans (Attachment D).

Tree Preservation
Based on a certified Arborist's report, provided by the Applicant, there are currently 53 trees located throughout the project site, with varying health of these trees. Of these trees 44 are in below average or poor health, signifying a great degree of disease and/or pest infestation or structural instability and in a state of decline; or do not exhibit any signs of life. Many of the 53 trees will be removed, however 23 will be maintained on the site as these trees were specifically planned to remain as a part of the overall site plan, with these trees complementing the proposed residential units and open spaces areas.

As mentioned above, the proposed landscape plan included with the attached project plans will provide a total of 74 trees, including Coast Live oaks, Brisbane boxes, and Jacaranda trees.

Utilities
The project site has access and connections to existing public utilities, drainage, etc., including services regarding waste disposal, sanitation, water, public safety (police and fire), electricity, and flood control. An improved water line is proposed, in conjunction with the development will serve the proposed development, in addition to the surrounding residential area.

Environmental Review (CEQA – Class 32 Infill Exemption)

Based on review of the proposed project's eligibility for a Class 32 Categorical Exemption (Infill Development Projects) under CEQA Guidelines § 15332, the project satisfies exemption criteria, including consistency with the General Plan and GMC; location within City limits and surrounded by urban uses; no value as a habitat for endangered, rare, or threatened species; no significant effects on traffic, noise, air quality, or water quality; and adequate utilities and public services. Additional details regarding this exemption can be found in the attached Notice of Exemption (NOE).

Recommendation:

Approval of the City Council for the requested Tentative Tract Map No. 84681 and Development Plan Review for the development of 41 single-family residential homes on certain vacant property located at the terminus of S. San Jose Drive and Woodland Lane (File# PLN24-0045). The project meets necessary requirements (City or State, where applicable) and will provide needed housing units to the City.

WOODLAND RESIDENTIAL PROJECT
TRAFFIC STUDY

City of Glendora, CA

Prepared for

THE OLSON COMPANY

3010 OLD RANCH PARKWAY, SUITE 100

SEAL BEACH, CA 90740

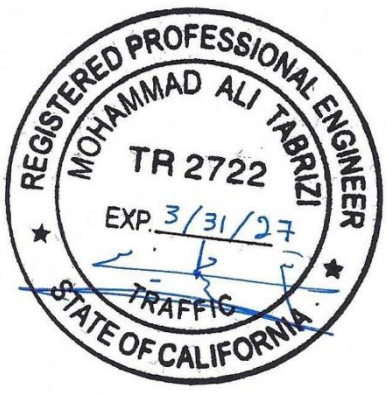
Prepared by

ENGINEERING, INC.

MAT ENGINEERING INC.
17192 MURPHY AVENUE, IRVINE, CALIFORNIA 92623

CONTACT: ALEX TABRIZI, PE, TE ■ 949.344.1828 ■ at@matengineering.com

Alex Tabrizi, PE, TE



May 11, 2025

Project & Doc No. 0012-2024-07

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APPENDICES

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FORECAST EXISTING WITH PROJECT CONDITIONS

FORECAST OPENING YEAR WITHOUT PROJECT CONDITIONS

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1.0 INTRODUCTION & PROJECT DESCRIPTION

1.1 Purpose of Report & Study Objectives

This study analyzes forecast traffic conditions associated with the proposed Woodland Residential Project (Project) in the City of Glendora.

The study evaluates the traffic and level of service operations for the proposed project in accordance with the scope of work previously prepared by MAT Engineering, Inc., and reviewed and approved by City staff.

1.2 Site Location & Project Description

The project site is generally located south of East Woodland Lane and west of South San Jose Drive in the City of Glendora. The site is currently vacant.

The proposed project consists of construction and operation of 41 dwelling units of single family detached residential use. The proposed project also includes extension of Woodland Avenue at its easterly terminus to connect to San Jose Drive to the east of the project site.

The project is planned to open in 2027.

Exhibit A shows the project location. **Exhibit B** shows the proposed site plan.

1.3 Study Area & Analysis Scenarios

The study area has been identified based discussions with City during the scoping process and consists of the following study intersections:

1. South Loraine Avenue / East Foothill Boulevard (Signalized);
2. South Loraine Road / East Carroll Avenue (Unsignalized);
3. South Loraine Road / Steffen Street (Signalized);
4. South Loraine Road / State Route 66 (Signalized);

5. Alley / East Foothill Boulevard (Unsignalized);

6. South Treanor Avenue / East Foothill Boulevard (Unsignalized);

7. South San Jose Drive / East Foothill Boulevard (Unsignalized);

8. South Valley Center Avenue / East Foothill Boulevard (Signalized); and

9. South San Jose Drive / Woodland Lane (Future Unsignalized).

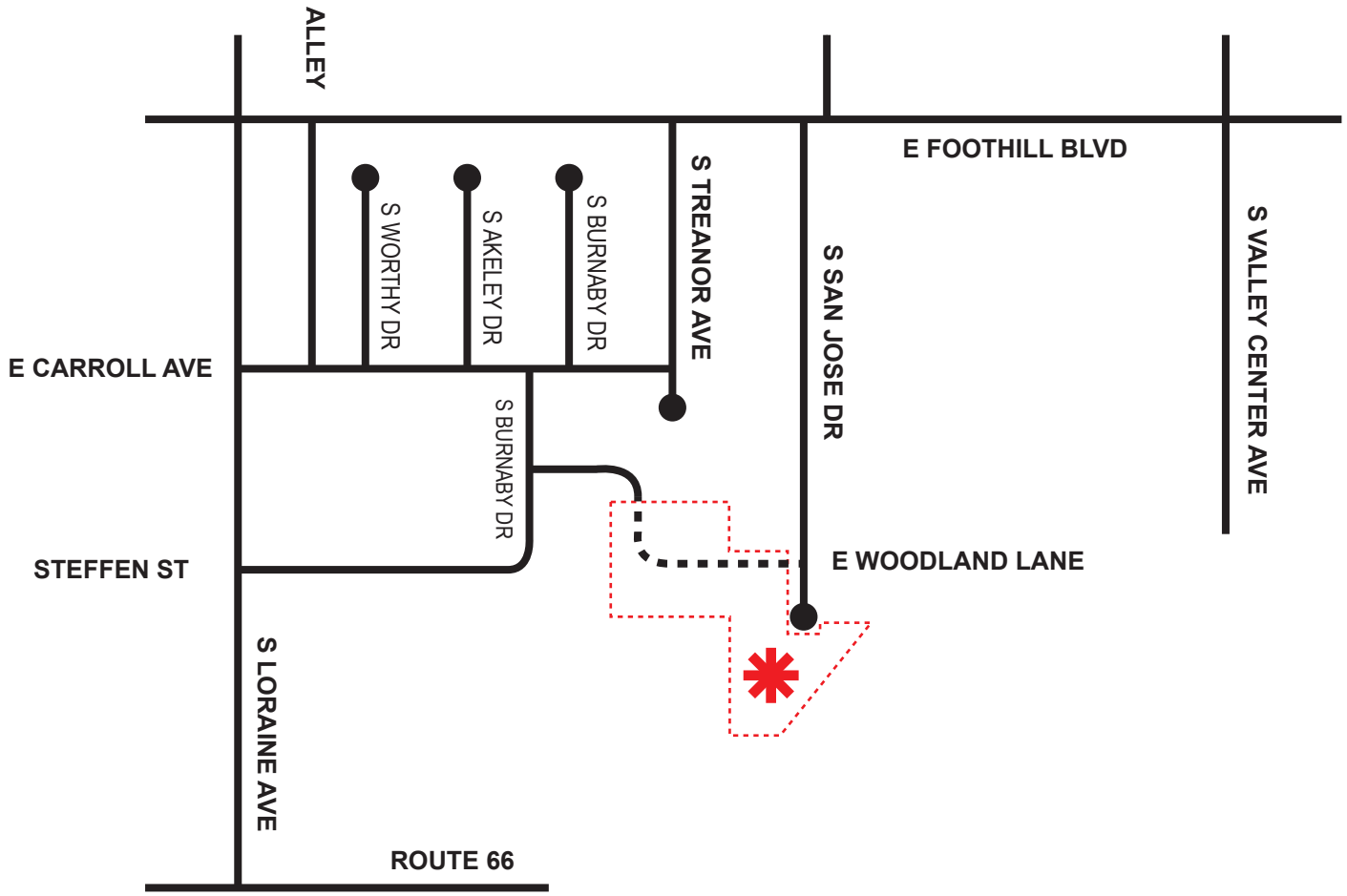
Exhibit C shows the study intersection locations.

Consistent with the approved scope of work, the level of service analysis evaluates the following scenarios for weekday peak hour (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) conditions:

- Existing Conditions;
- Forecast Existing With Project Conditions;
- Forecast Opening Year Without Project Conditions (Existing + Ambient Growth + Cumulative Projects); and
- Forecast Opening Year With Project Conditions (Existing + Ambient Growth + Cumulative Projects + Project).

Existing Conditions and Forecast Opening Year Without Project Conditions analysis scenarios assume existing roadway conditions (no extension of Woodland Lane).

Forecast Existing With Project Conditions and Forecast Opening Year With Project Conditions analysis scenarios assume the extension of Woodland Lane.



Legend:

Site Location

Site Boundary

Future Roadway Extension

Cul-de-Sac

Not to Scale

ENGINEERING, INC.

Project Location

Exhibit A

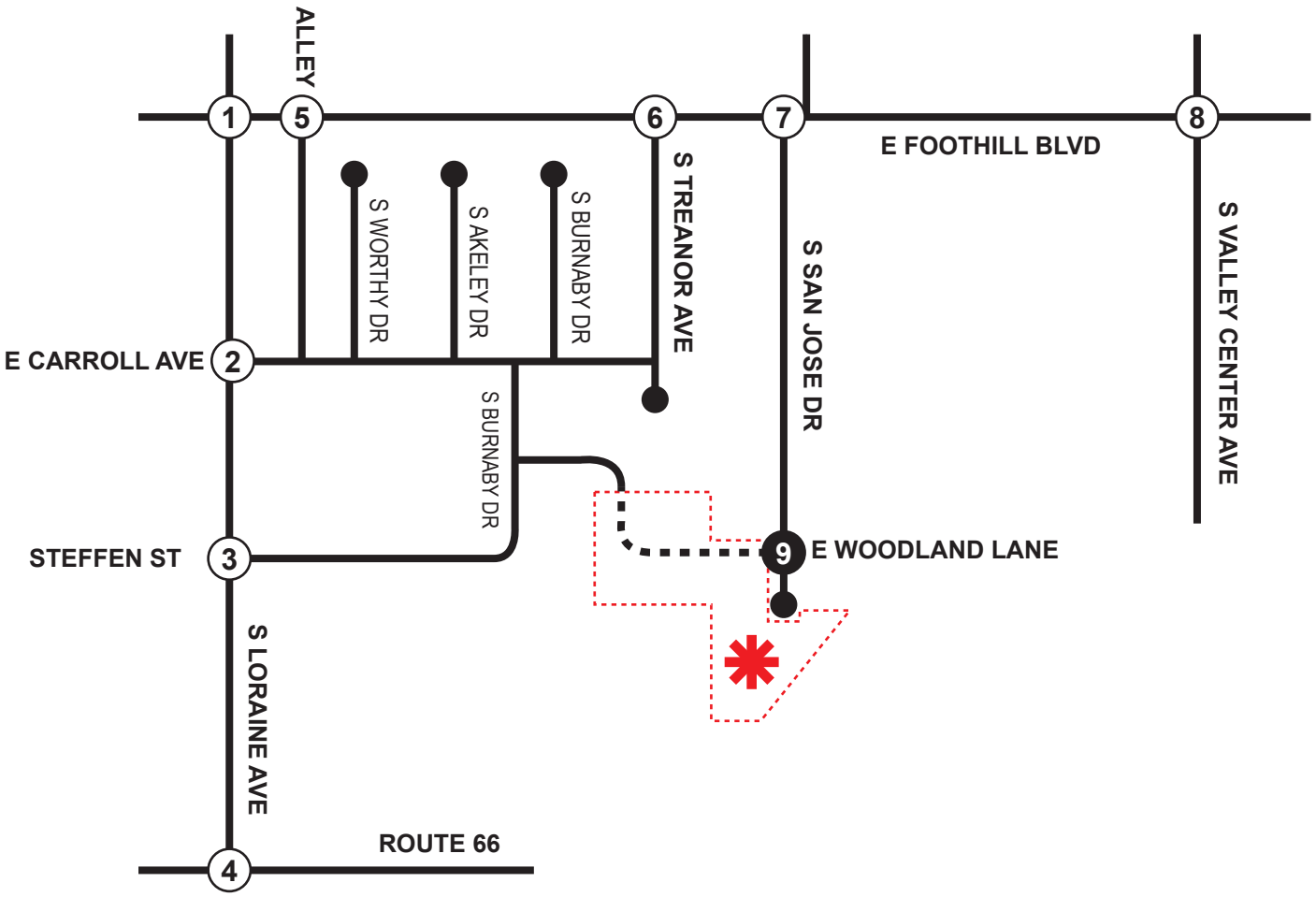


Not to Scale

ENGINEERING, INC.

Site Plan

Exhibit B



Legend:

- Site Location
- Site Boundary
- Study Intersection (XX)
- Future Roadway Extension
- Cul-de-Sac
- Future Study Intersection (XX)

Not to Scale

ENGINEERING, INC.

Study Intersections

Exhibit C

2.0 ANALYSIS METHODOLOGIES, PERFORMANCE CRITERIA & THRESHOLDS

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report in accordance with the City of Glendora requirements.

This section also discusses the agency-established applicable performance criteria and thresholds of level of service operation for the study facilities.

2.1 Intersection Peak Hour Level of Service Analysis Methodology

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection.

The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

- LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.

- LOS C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

- LOS D represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

- LOS E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

- LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

2.2 Study Intersection Methodology: HCM

The methodology used to assess the operation of the study area intersections in the City of Glendora is the Highway Capacity Manual (HCM) methodology.

The Highway Capacity Manual (HCM) defines level of service (LOS) as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

For intersections with stop control on the minor street only, the calculation of LOS is dependent on the occurrence of gaps in the traffic flow of the main street, and the LOS is determined based on the worst individual movement or movements sharing a single lane of the stop-controlled movement.

The Highway Capacity Manual 6th Edition (HCM 6) methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding ranges of stopped delay experienced per vehicle for intersections.

Table 1 shows the LOS criteria for intersections based on the HCM methodology.

Table 1
HCM Level of Service

Level of Service	Signalized (delay in seconds)	Unsignalized (delay in seconds)
A	0.00 - 10.00	0.00 - 10.00
B	10.10 - 20.00	10.01 - 15.00
C	20.10 - 35.00	15.01 - 25.00
D	35.10 - 55.00	25.01 - 35.00
E	55.10 - 80.00	35.01 - 50.00
F	>80.00	>50.00

2.3 Level of Service Performance Criteria

The acceptable LOS for the City of Glendora is LOS D or better.

2.4 Level of Service Thresholds for Requiring Improvements

For **signalized** study intersections, improvements will be recommended if the project causes the peak hour level of service operation of a study intersection to deteriorate to LOS E or F, improvements will be identified to achieve acceptable LOS (LOS D or better).

For **unsignalized** study intersections, improvements will be recommended if traffic signal warrants are satisfied and the project causes the peak hour level of service operation of a study intersection to deteriorate to LOS E or F, improvements will be identified to achieve acceptable LOS (LOS D or better).

3.0 EXISTING TRAFFIC VOLUMES & CIRCULATION SYSTEM

This section provides a discussion of existing study area conditions and traffic volumes.

3.1 Existing Traffic Controls & Intersection Geometrics

Exhibit D identifies the existing roadway conditions for the study area. The number of through traffic lanes for existing roadways and the existing intersection controls are identified.

3.2 Existing Traffic Volumes

Existing Conditions intersection level of service calculations are based upon manual AM and PM peak hour turning movement counts taken in April 2025 during typical conditions when schools were in session. The AM peak hour traffic volumes were determined by counting the two-hour period between 7:00 AM and 9:00 AM. Similarly, the PM peak hour traffic volumes were identified by counting the two-hour period between 4:00 PM and 6:00 PM.

Exhibit E shows the existing traffic volumes at the study intersections. Detailed traffic count worksheets are included in **Appendix A**.

3.3 Adjusted Existing Traffic Volumes to Account for East Woodland Lane Extension

This section discusses the adjustments to existing traffic volumes to account for implementation of the East Woodland Lane roadway extension.

Currently, since South San Jose Drive does not connect to East Woodland Lane, the residents located in the southern portion of San Jose Drive can only take access from the intersection of South San Jose Drive / East Foothill Boulevard.

Under existing conditions, the larger residential neighborhood in the area takes access via the following roadways:

- East Carroll Avenue;
- Steffen Street;
- Alley;

- South Treanor Avenue; and
- South San Jose Drive.

With Implementation of the proposed project and the extension of East Woodland Lane, vehicles will be able to access South San Jose Drive via South Loraine Avenue and also other intersections along East Foothill Boulevard. Hence, some shift of the existing traffic volumes can be expected with implementation of the proposed roadway extension.

The magnitude of the trips that will be shifted to other study intersections has been determined through study of the existing AM peak hour and PM peak hour turning movement volumes collected at the study intersections. Through review of the current traffic patterns from the study intersection peak hour traffic counts, engineering judgement and manual redistribution have been utilized to determine the number of trips shifted and the intersection peak hour traffic volumes after implementation of the East Woodland Lane roadway extension.

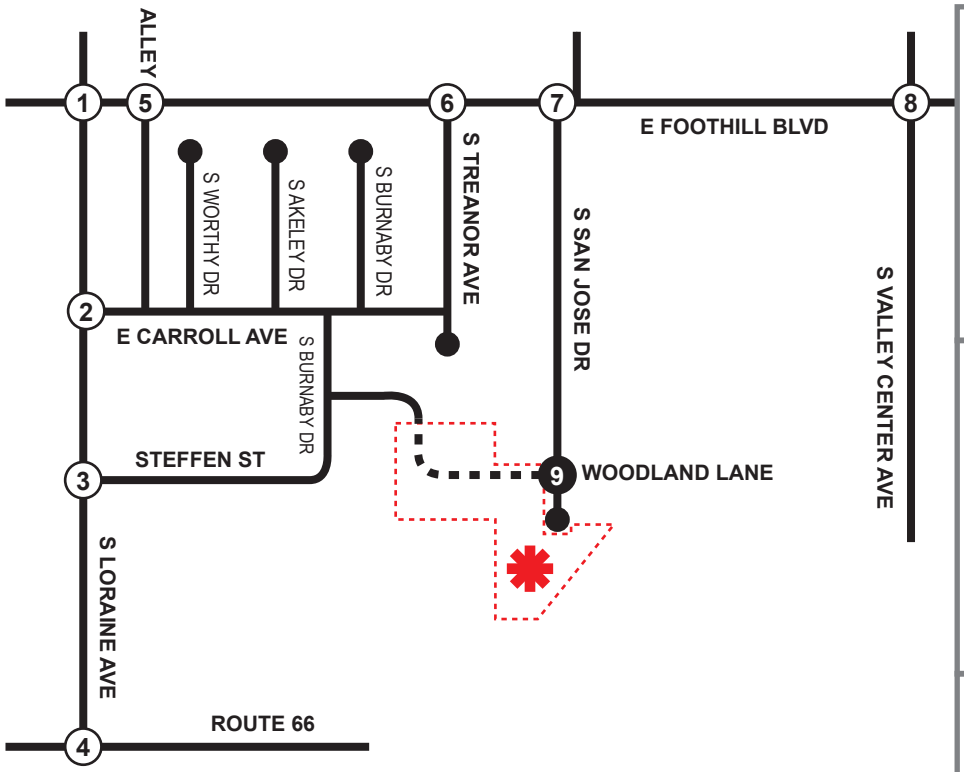
Utilizing the collected existing traffic counts shown in **Exhibit E, Table 2** shows a summary of the existing traffic volumes entering and exiting the larger residential neighborhood via these roadways during the AM and PM peak hours. As shown in **Table 2** and also **Exhibit E**, based on the collected traffic counts, the magnitude of traffic entering and exiting the residential neighborhood via East Carroll Avenue, Steffen Street, Alley, South Treanor Avenue and South San Jose Drive can be considered insignificant.

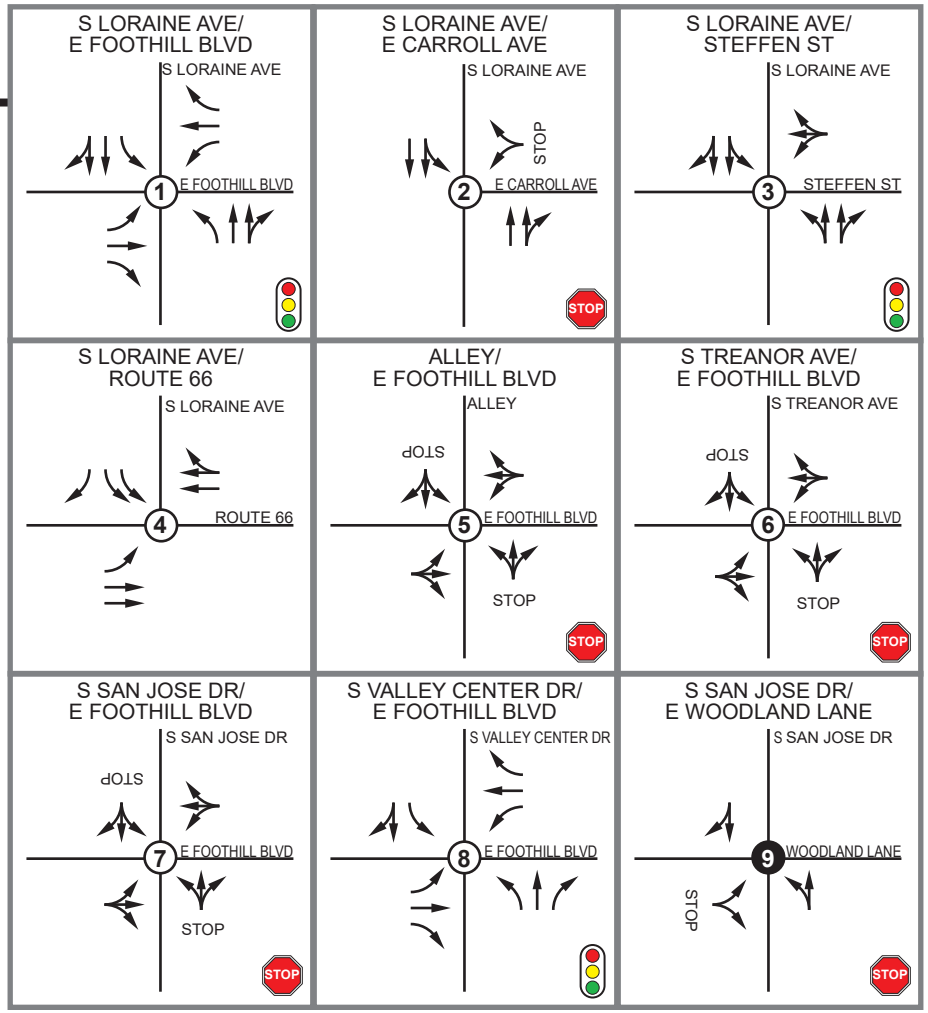
Table 2
Existing Peak Hour Traffic Volumes Entering and Exiting the Neighborhood

Neighborhood Access Location (Roadway)	AM Peak Hour			PM Peak Hour		
	Inbound (Entering the Neighborhood)	Outbound (Exiting the Neighborhood)	Total	Inbound (Entering the Neighborhood)	Outbound (Exiting the Neighborhood)	Total
East Carroll Avenue	31	37	68	39	14	53
Steffen Street	9	16	25	14	17	31
Alley	3	1	4	0	0	0
South Treanor Avenue	15	18	33	7	14	21
South San Jose Drive	7	14	21	17	8	25
Total	**65**	**86**	**151**	**77**	**53**	**130**

Hence, the new roadway extension for Woodland Lane is not expected to result in a substantial or very noticeable shift or change in traffic patterns and volumes, since the existing traffic volumes are low to begin with.

Exhibit F shows the adjusted existing traffic volumes for the study area, assuming implementation of the Woodland Lane extension. The traffic volumes shown in **Exhibit F** serve as the basis for all of the "with project" analysis scenarios evaluated as part of this traffic study.





Legend:

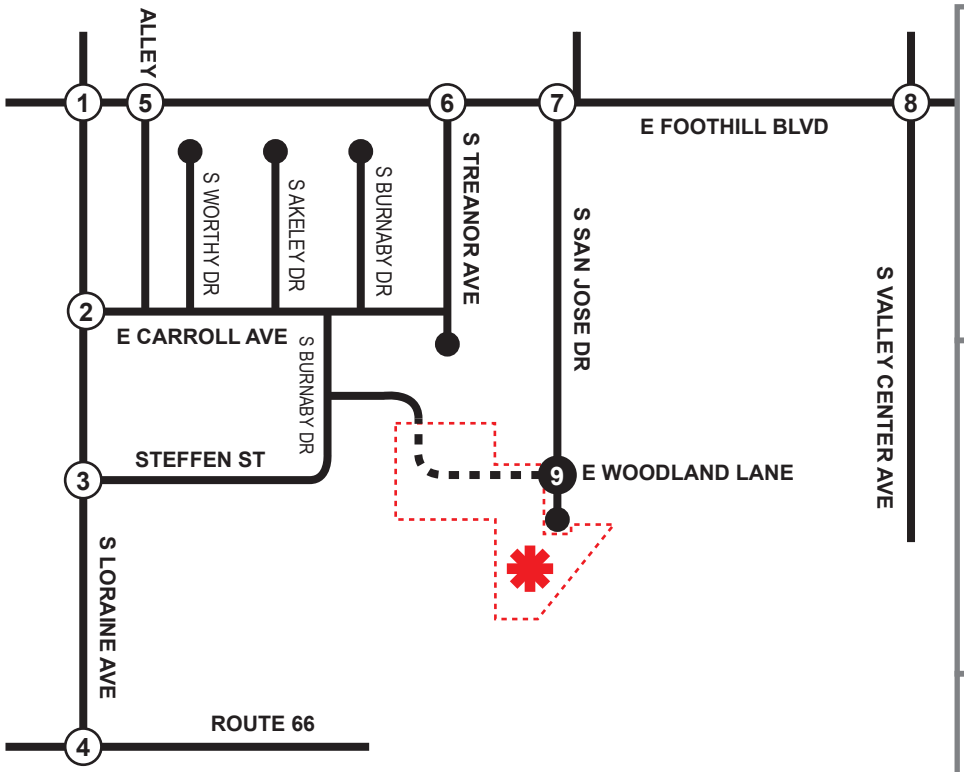
- Site Location
- Site Boundary
- Study Intersection
- Future Roadway Extension
- Cul-de-Sac
- Future Study Intersection
- Existing Lane
- Signalized Intersection
- STOP Stop-Controlled Approach
- Unsignalized (Stop-Controlled) Intersection

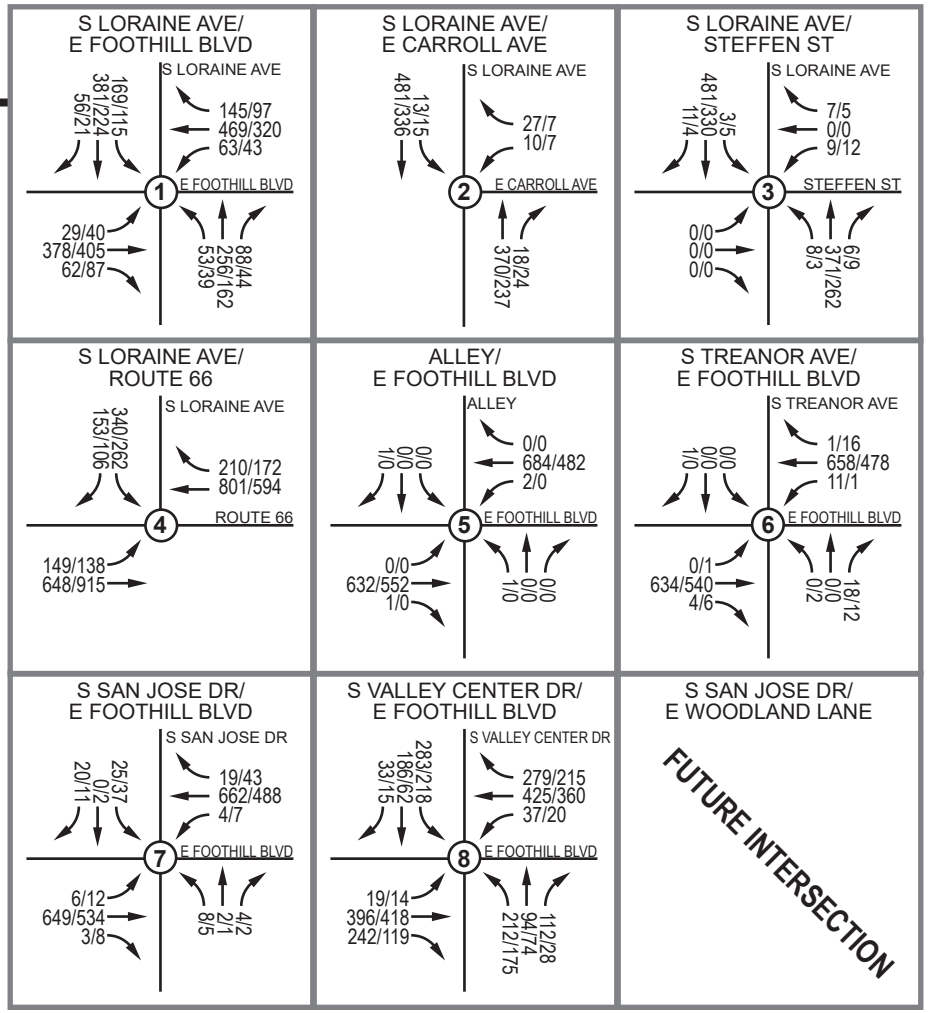
Not to Scale

ENGINEERING, INC.

Study Intersection Geometry

Exhibit D





Legend:

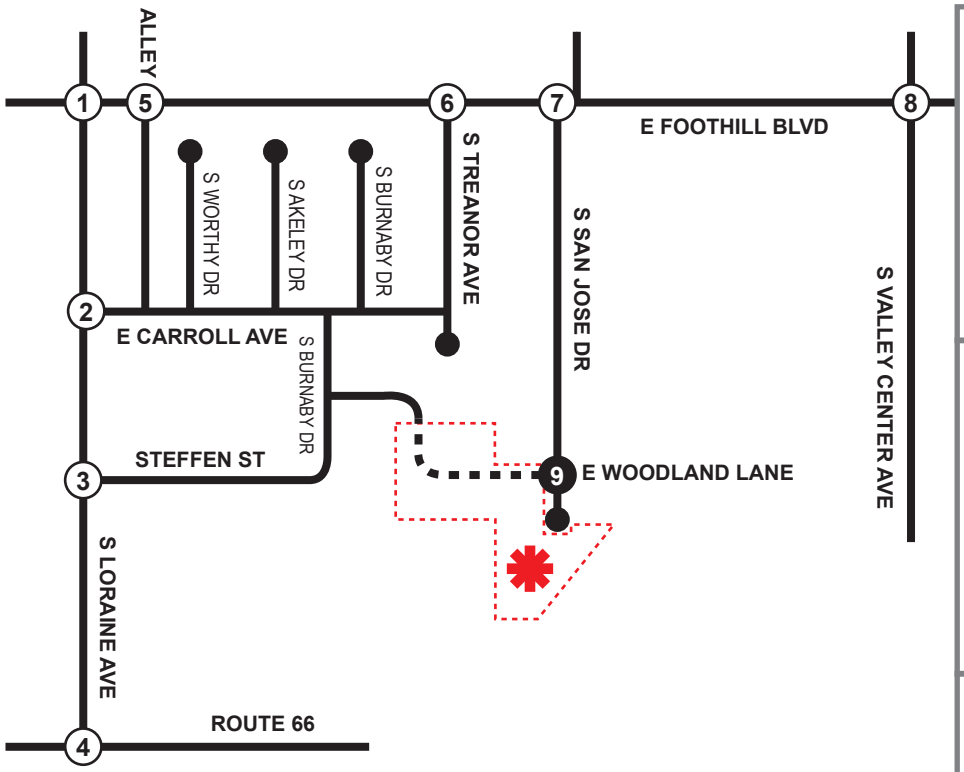
- Site Location
- Site Boundary
- Study Intersection
- Future Roadway Extension
- Cul-de-Sac
- Future Study Intersection
- XX/XX AM/PM Peak Hour Intersection Volume

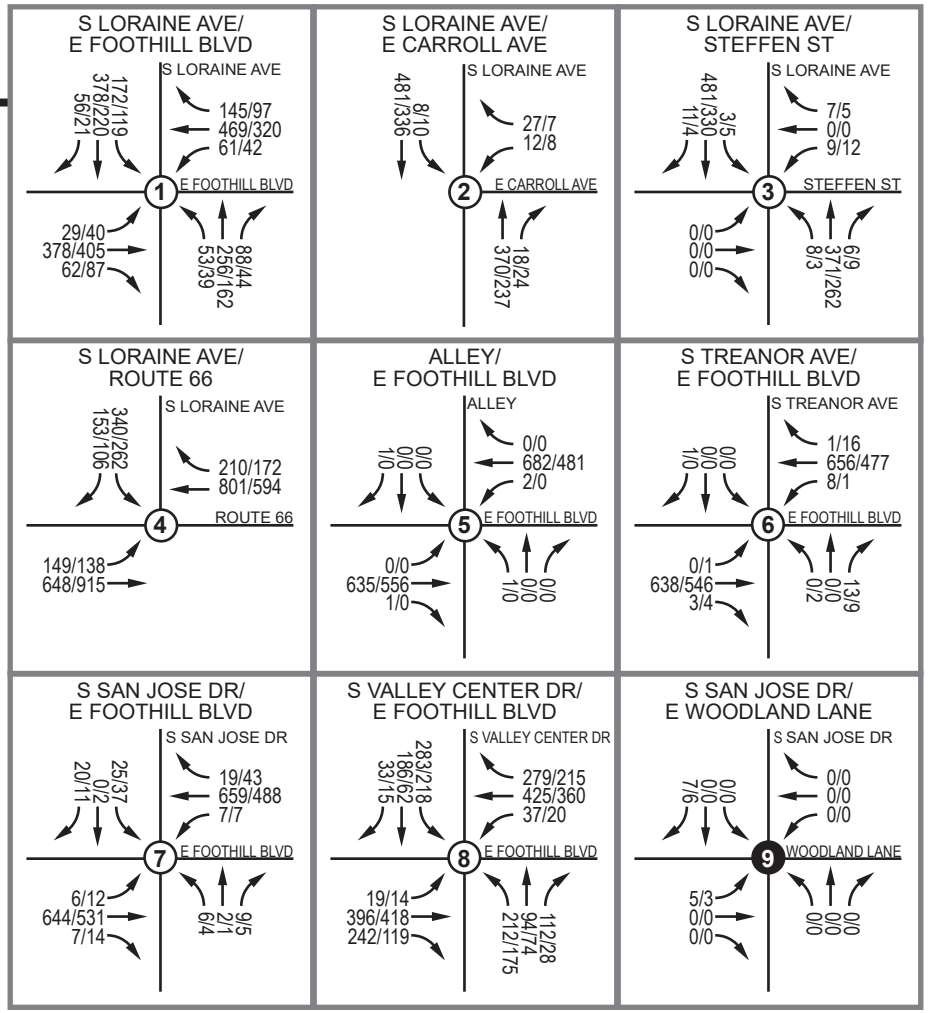
Not to Scale

ENGINEERING, INC.

Existing Conditions Traffic Volumes

Exhibit E





Legend:

Site Location

Site Boundary

Study Intersection

Future Roadway Extension

Cul-de-Sac

Future Study Intersection

XX/XX AM/PM Peak Hour Intersection Volume

Project Daily Trips on Roadway Segment (Inbound & Outbound Combined)

Not to Scale

ENGINEERING, INC.

Adjusted Existing Conditions Traffic Volumes (With Woodland Lane Extension)

Woodland Residential Project, City of Glendora, California / 0012-2024-07

MAY/2025

Exhibit F

4.0 PROJECT TRIPS & STUDY AREA TRAFFIC VOLUMES

This section provides a discussion on methodologies utilized to derive future traffic volumes for the study area.

4.1 Project Trip Generation

Trip generation represents the amount of trips attracted and produced by a land use.

The trip generation for the project is based upon the specific land uses that have been planned for this project and has been determined utilizing the Institute of Transportation Engineers (ITE) trip generation rates which is an industry standard for calculating trips associated with land uses.

Table 3 shows the trip ITE trip generation rates for the proposed project.

Table 3
Proposed Project ITE Trip Generation Rates

Land Use	ITE Code	Units	Peak Hour						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Single Family Detached Residential	210	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43

Notes:

Source: 2021 ITE 11th Edition Trip Generation Manual; DU = Dwelling Units.

Utilizing the ITE trip generation rates from **Table 3**, **Table 4** shows a summary of the trip generation for the proposed project.

Table 4
Proposed Project Trip Generation Summary

Land Use	Quantity	Units	ITE Code	Peak Hour						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Single Family Detached Residential	41	DU	210	7	22	29	24	15	39	387

Notes: Trip Generation Source: 2021 ITE 11th Edition Trip Generation Manual; DU = Dwelling Units.

As shown in **Table 4**, utilizing the ITE trips rates, the proposed project is forecast to generate approximately 387 daily trips which include approximately 29 AM peak hour trips and approximately 39 PM peak hour trips.

4.2 Project Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. The project trip distribution assumes implementation of the Woodland Lane extension.

Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment and recreational opportunities, and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses, and highways within the community and existing traffic volumes.

Exhibit G-1 shows the project forecast trip distribution for outbound trips. **Exhibit G-2** shows the project forecast trip distribution for inbound trips.

4.3 Project Traffic Volumes

The assignment of traffic from the project site to the adjoining roadway system has been based upon the project's trip generation, trip distribution, and proposed arterial highway and local street systems that this traffic study assumes would be in place by the time of initial occupancy of the site. **Exhibit H** shows the project traffic volumes.

4.4 Background Traffic

Project opening year (2027) background traffic volumes are derived by applying an annual growth rate of 1.0 percent per year to the existing (2025) traffic volumes.

4.4.1 Cumulative Projects

Information on cumulative projects in the vicinity of the study area has been provided by City of Glendora staff for inclusion in this analysis.

Exhibit I shows the location of the approved and pending projects. **Table 5** shows the trip generation of the approved and pending projects based on corresponding ITE trip generation rates.

Table 5
Cumulative Projects Trip Generation Summary

Approved/Pending Project & Land Use	Quantity	Units	ITE Code	Peak Hour						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
1. 1728 Bonnie Cove										
Multi-Family Residential (Low-Rise)	5	DU	220	1	1	2	2	1	3	34
2. 1237 Bonnie Cove Avenue										
Single Family Residential	30	DU	210	5	16	21	18	10	28	283
3. 501 West Route 66										
Single Family Residential	8	DU	210	1	5	6	5	3	8	75
Office	1.004	TSF	710	1	1	2	0	1	1	11
Total				2	6	8	5	4	9	86
4. 723 East Route 66										
Multi-Family Residential (Low-Rise)	39	DU	220	4	12	16	12	8	20	263
5. 334 East Lemon Avenue										
Multi-Family Residential (Low-Rise)	4	DU	220	0	2	2	1	1	2	27
6. La Colina (West of Barranca & North of Foothill Boulevard)										
Single Family Residential	121	DU	210	22	63	85	71	43	114	1,141
7. 1861 Route 66										
Medical Office	6.232	TSF	720	15	4	19	7	17	24	224
8. 531 Arrow Highway										
Multi-Family Residential (Low-Rise)	33	DU	220	3	10	13	11	6	17	222
9. 950 Silent Ranch Road										
Single Family Residential	12	DU	210	2	6	8	7	4	11	113
10. 210 South Grand Avenue										
Medical Office	20.292	TSF	720	50	13	63	24	56	80	731
11. 1201-1215 East Arrow Highway										
Multi-Family Residential (Low-Rise)	46	DU	220	5	13	18	15	8	23	310
12. 630 West Foothill Boulevard										
Medical Office Building	9.745	TSF	720	24	6	30	11	27	38	351
13. 400 North Glendora / 101 E Whitcomb Avenue										
Church	9.287	TSF	560	2	1	3	2	3	5	71
14. 1717 South Grand Avenue										
Car Wash	5.000	TSF	948	36	35	71	36	35	71	710

Approved/Pending Project & Land Use	Quantity	Units	ITE Code	Peak Hour						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
15. 1121 East Arrow Highway										
Multi-Family Residential (Low-Rise)	19	DU	220	2	6	8	6	4	10	128
16. 1749 Valley Center										
Multi-Family Residential (Low-Rise)	8	DU	220	1	2	3	3	1	4	54
17. 131 East Foothill Boulevard										
Multi-Family Residential (Low-Rise)	3	DU	220	0	1	1	1	1	2	20
18. 220 East Bennett										
Multi-Family Residential (Low-Rise)	5	DU	220	1	1	2	2	1	3	34
19. 1134 Barranca Avenue										
Multi-Family Residential (Low-Rise)	163	DU	220	16	49	65	52	31	83	1,099
20. 631-657 East Arrow Highway										
Multi-Family Residential (Low-Rise)	46	DU	220	5	13	18	15	8	23	310
21. SW Corner of Sunflower & Gladstone										
Multi-Family Residential (Low-Rise)	81	DU	220	8	24	32	26	15	41	546
22. 1706 East Route 66										
Multi-Family Residential (Low-Rise)	45	DU	220	5	13	18	14	9	23	303
23. 363 West Route 66										
Multi-Family Residential (Low-Rise)	24	DU	220	2	8	10	8	4	12	162
24. Leodora - Just West of Grand										
Multi-Family Residential (Low-Rise)	29	DU	220	3	9	12	9	6	15	195
Total Approved/Pending Projects				***214***	***314***	***528***	***358***	***303***	***661***	***7,417***

Notes: Trip Generation Source: 2021 ITE 11th Edition Trip Generation Manual; DU = Dwelling Units; TSF = Thousand Square Feet

Cumulative projects traffic volumes at the study intersections are shown in **Exhibit J**.

In reality, some of the approved and pending projects may change in scope and/or may not be open and generating trips by the opening year (2027) of the proposed project. In addition, many of the pending and approved projects will be subject to a variety of mitigation measures associated with those projects. However, those mitigation measures have not been taken into account in this analysis, resulting in a conservative analysis.

4.5 Forecast Existing With Project Conditions Traffic Volumes

Forecast Existing With Project Conditions assumes the extension of Woodland Lane and the resulting shift in traffic patterns.

Forecast Existing With Project Conditions traffic volumes consist of the summation of the Adjusted Existing traffic volumes shown in **Exhibit F** and the project traffic volumes shown in **Exhibit H**.

Forecast Existing With Project Conditions traffic volumes are shown in **Exhibit K**.

4.6 Forecast Opening Year Without Project Conditions Traffic Volumes

Forecast Opening Year Without Project Conditions does not assume the extension of Woodland Lane.

Forecast Opening Year Without Project Conditions traffic volumes consist of existing traffic volumes shown in **Exhibit E** after application of an annual growth rate of 1.0 percent per year over a two-year period plus the traffic generated by the cumulative projects as shown in **Exhibit J**.

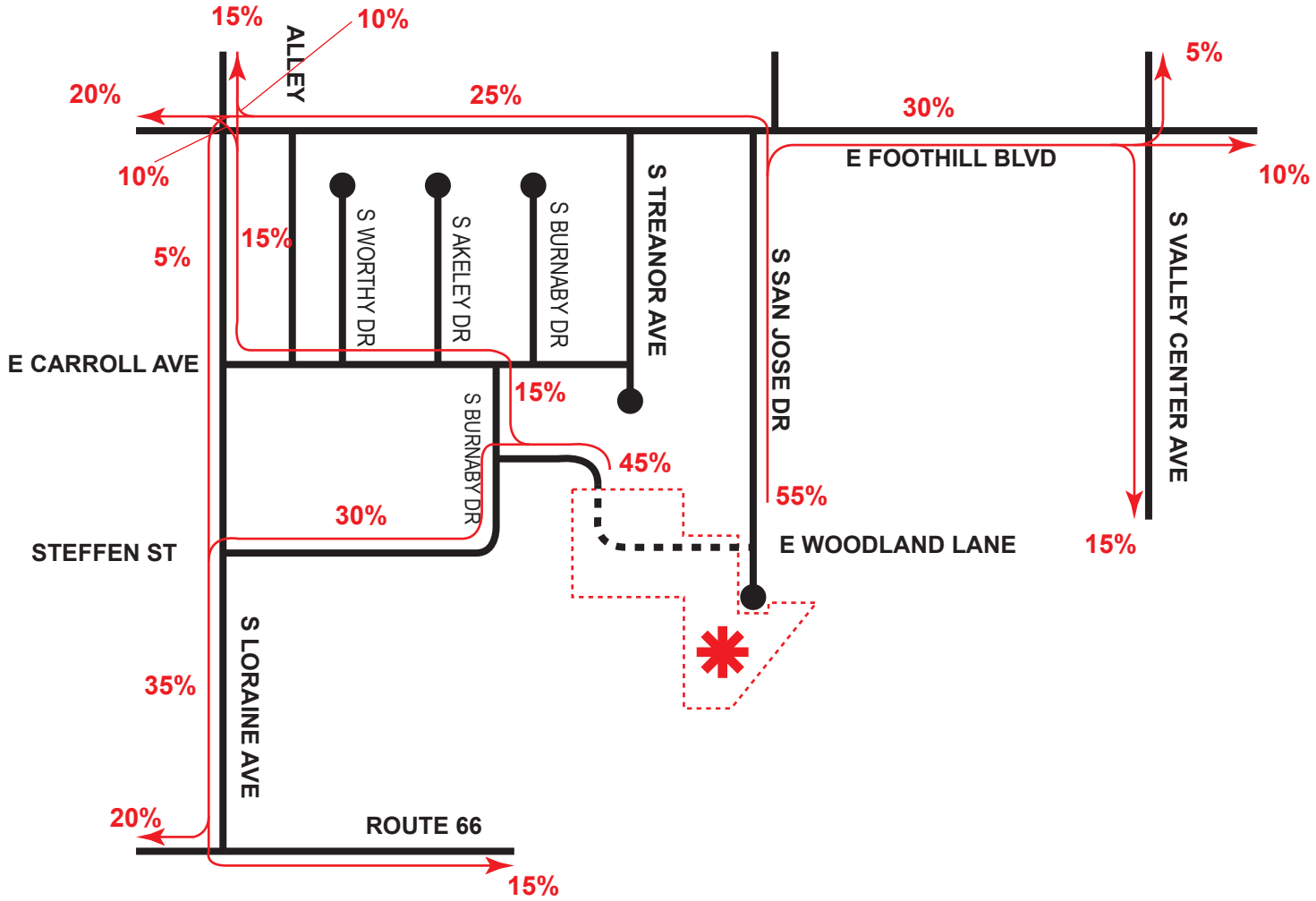
Forecast Opening Year Without Project Conditions traffic volumes are shown in **Exhibit L**.

4.7 Forecast Opening Year With Project Conditions Traffic Volumes

Forecast Opening Year With Project Conditions assumes the extension of Woodland Lane and the resulting shift in traffic patterns.

Forecast Opening Year With Project Conditions traffic volumes consist of Adjusted Existing traffic volumes shown in **Exhibit F** after application of an annual growth rate of 1.0 percent per year over a two-year period plus the traffic generated by the cumulative projects as shown in **Exhibit J** plus the project traffic volumes shown in **Exhibit H.**

Forecast Opening Year With Project Conditions traffic volumes are shown in **Exhibit M**.



Legend:

Site Location

Site Boundary

XX% Percent Trip Distribution

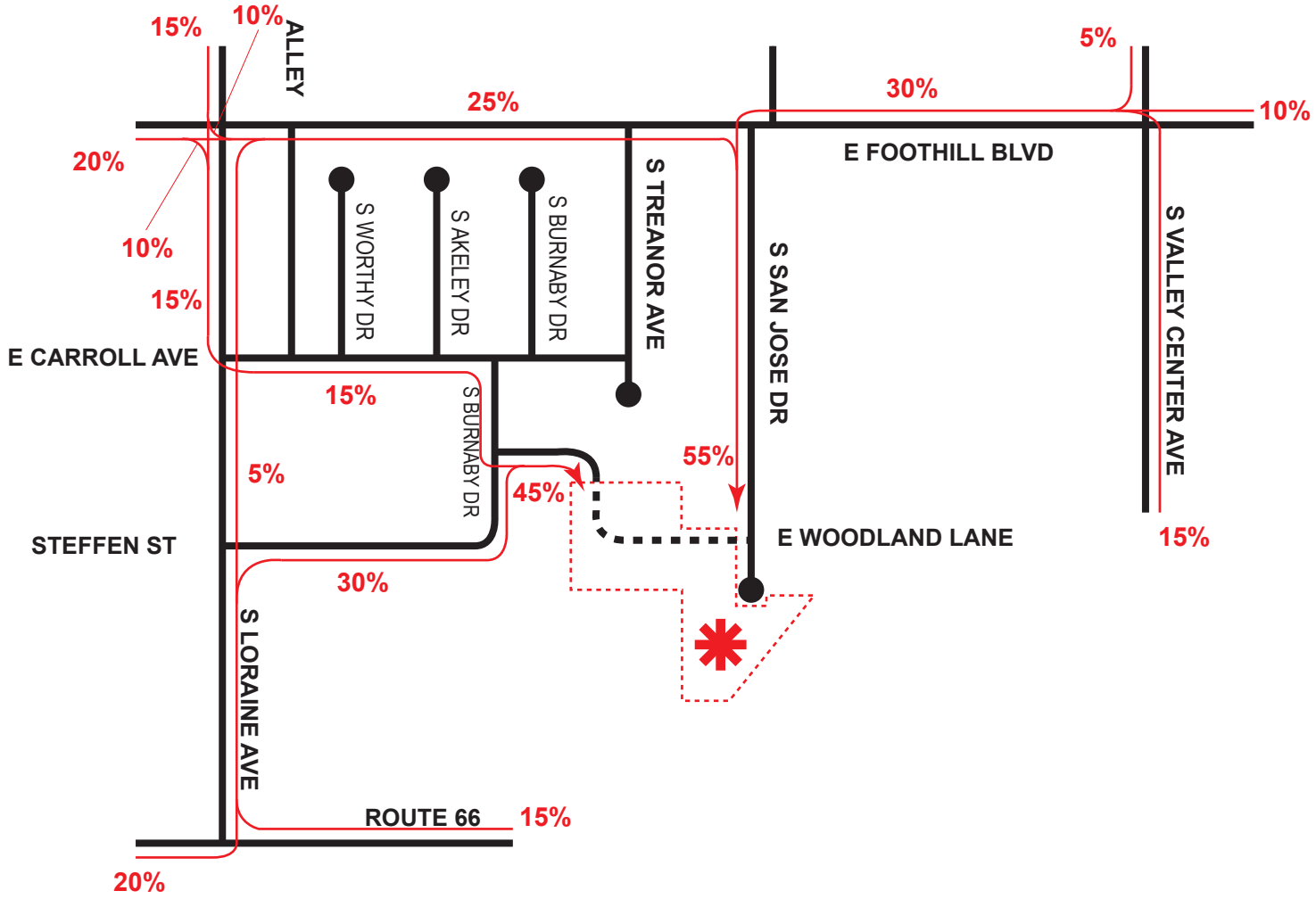
Future Roadway Extension

Cul-de-Sac

Not to Scale

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Project Forecast Percent Trip Distribution (Outbound)



Legend:

Site Location

Site Boundary

XX% Percent Trip Distribution

Future Roadway Extension

Cul-de-Sac

Not to Scale

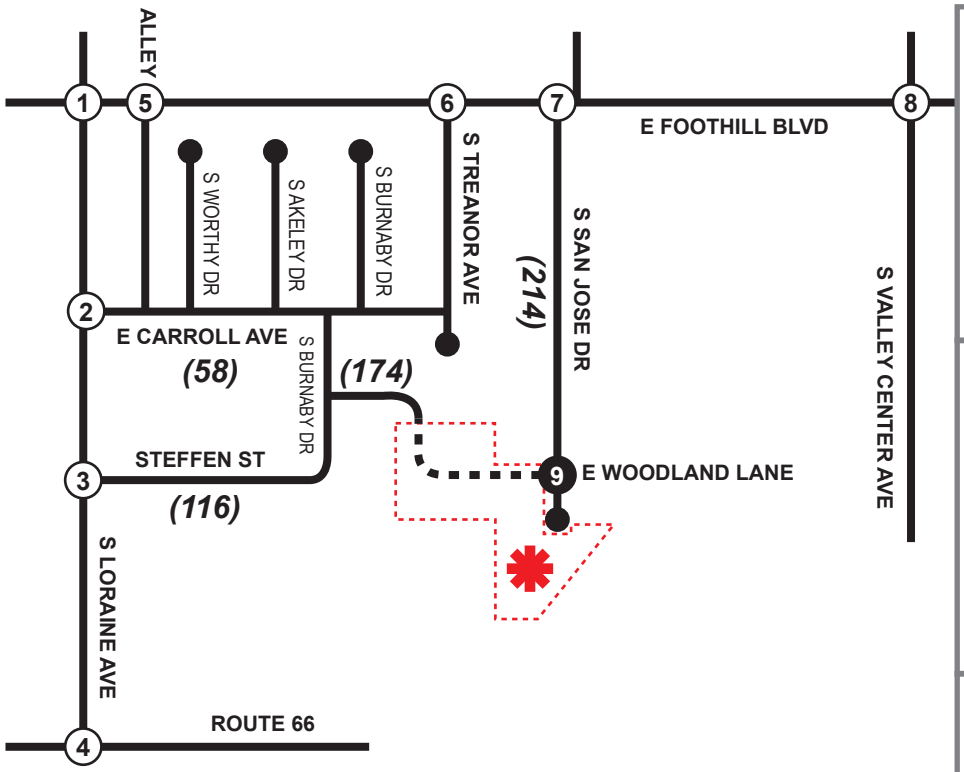
ENGINEERING, INC.

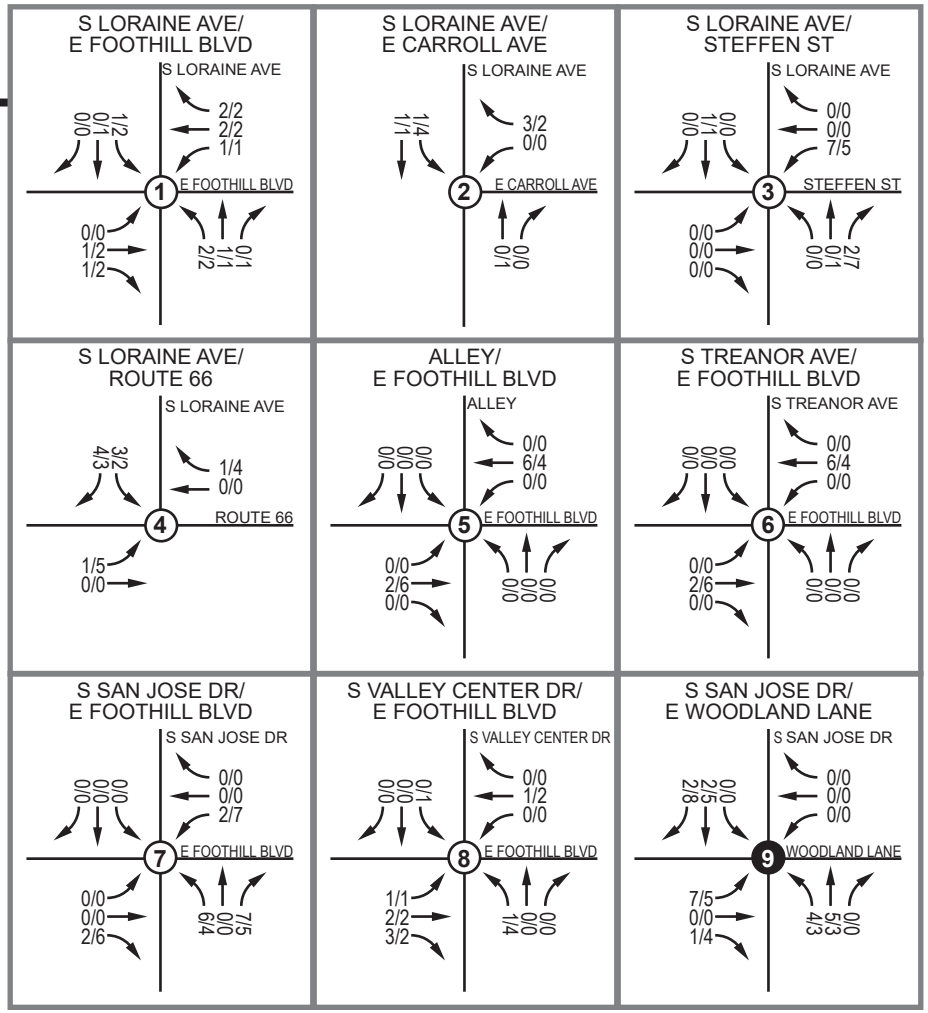
Project Forecast Percent Trip Distribution (Inbound)

Woodland Residential Project, City of Glendora, California / 0012-2024-07

MAY/2025

Exhibit G-2





Legend:

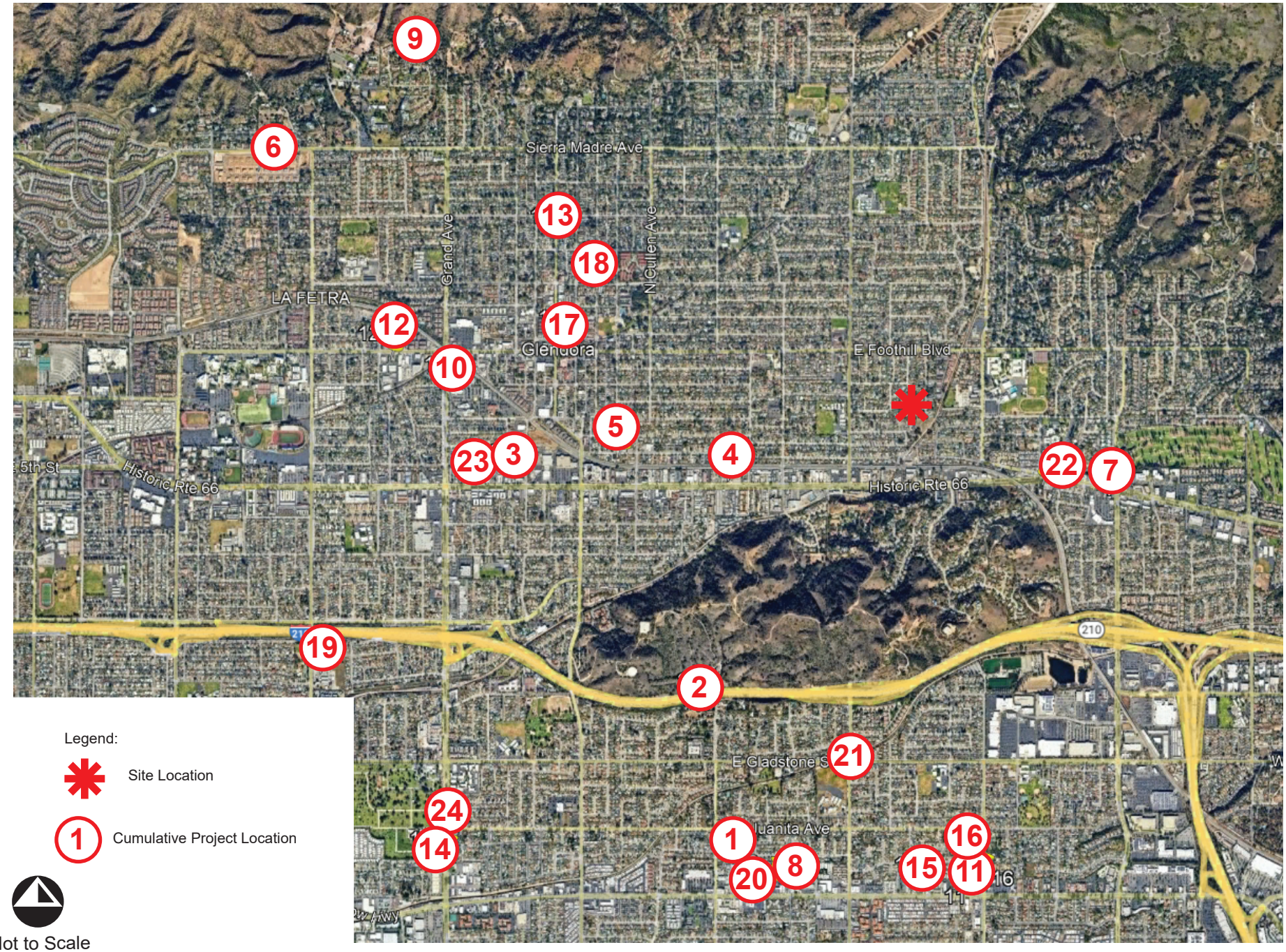
- Site Location
- Site Boundary
- Study Intersection
- Future Roadway Extension
- Cul-de-Sac
- Future Study Intersection
- XX/XX AM/PM Peak Hour Intersection Volume
- *(XX)* Project Daily Trips on Roadway Segment (Inbound & Outbound Combined)

Not to Scale

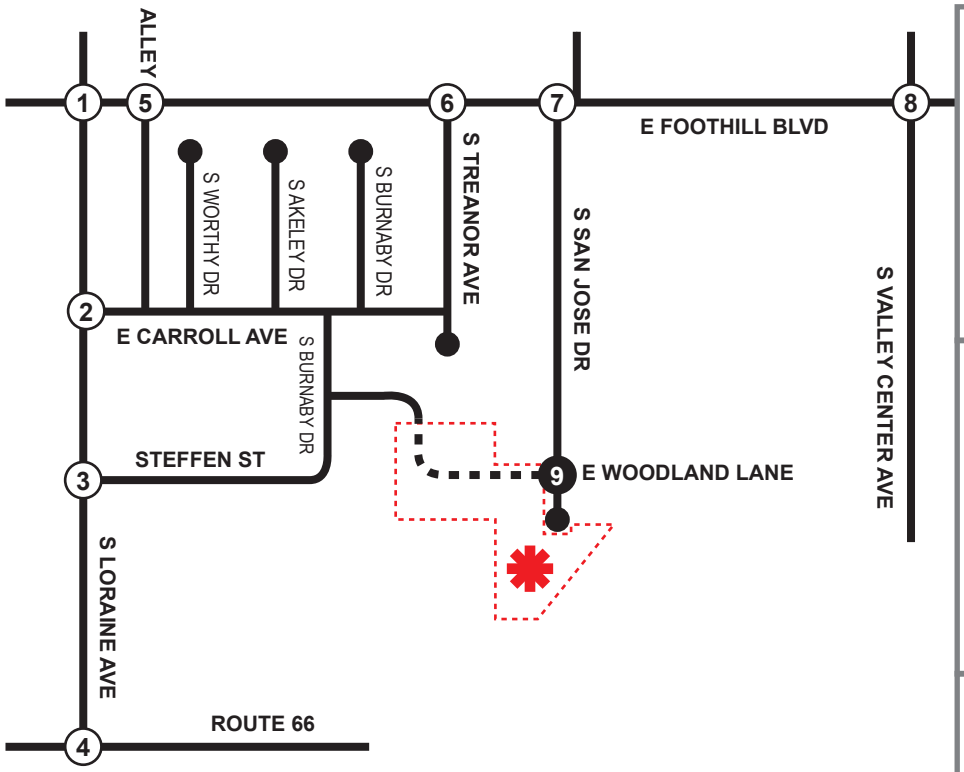
ENGINEERING, INC.

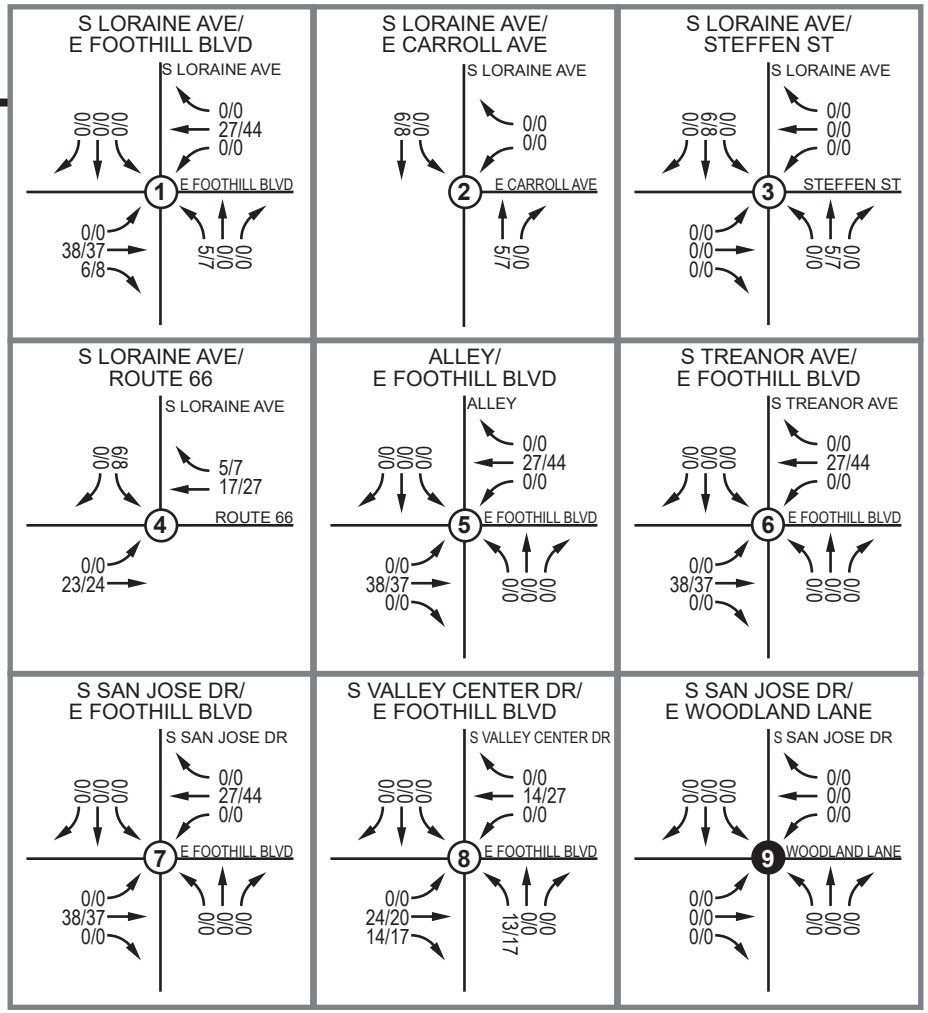
Project Traffic Volumes

Exhibit H



Cumulative Projects Location Map





Legend:

Site Location

Site Boundary

Study Intersection

Future Roadway Extension

Cul-de-Sac

Future Study Intersection

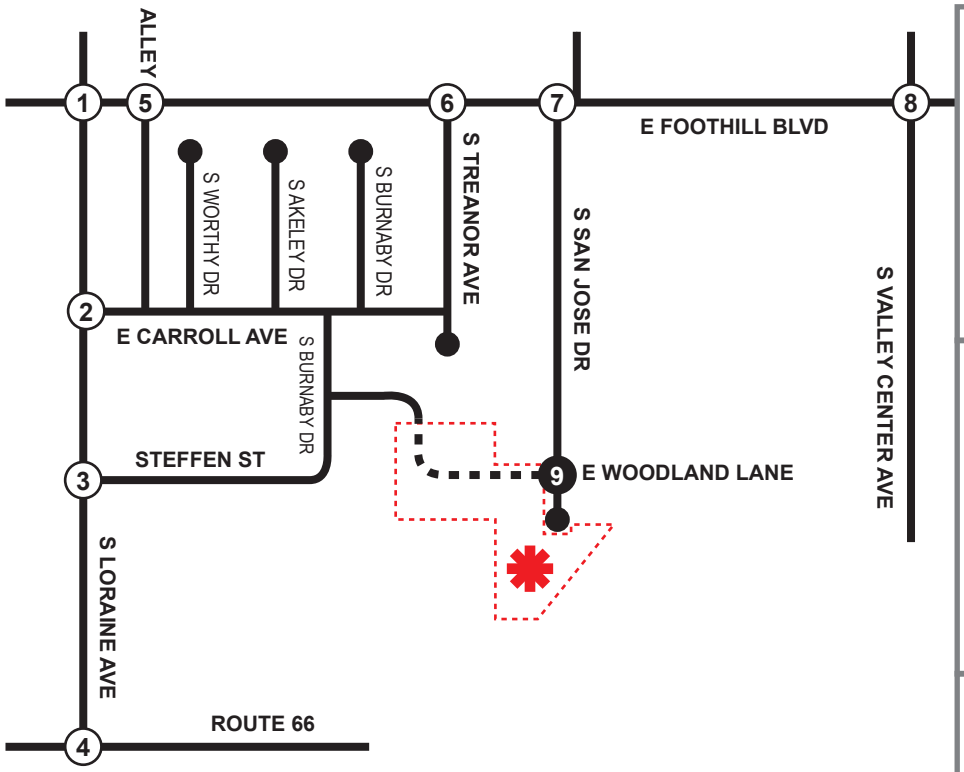
XX/XX AM/PM Peak Hour Intersection Volume

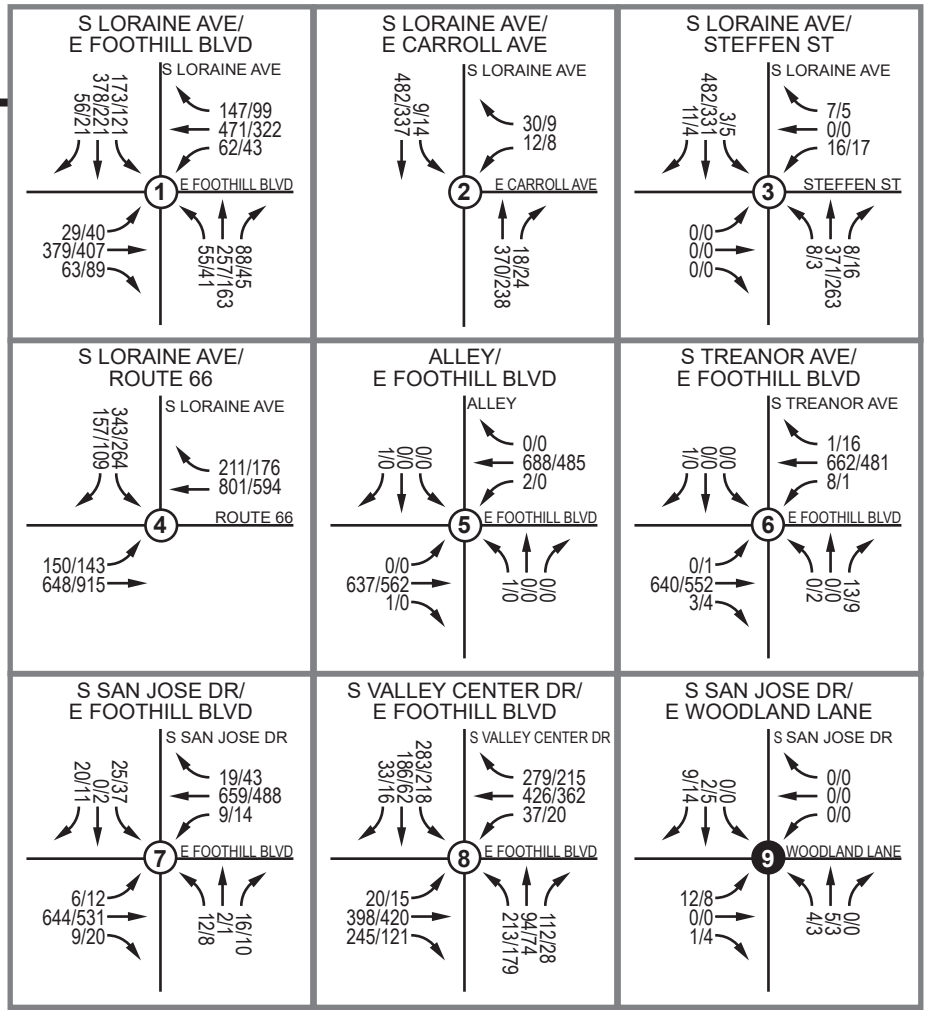
Project Daily Trips on Roadway Segment (Inbound & Outbound Combined)

Not to Scale

ENGINEERING, INC.

Cumulative Projects Traffic Volumes





Legend:

Site Location

Site Boundary

Study Intersection

Future Roadway Extension

Cul-de-Sac

Future Study Intersection

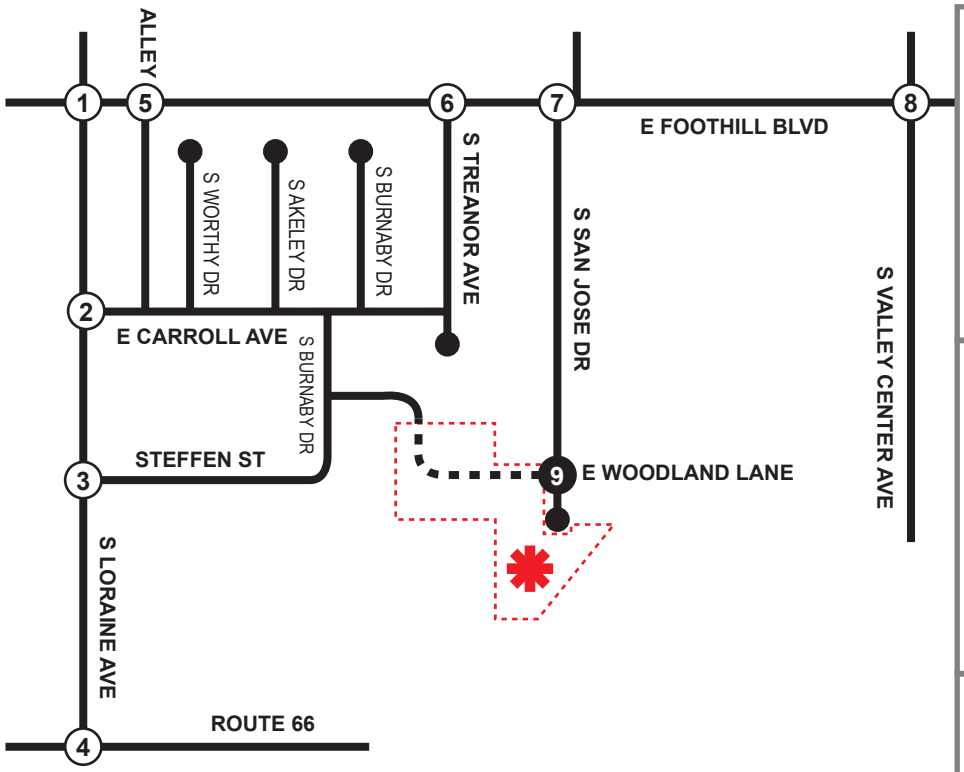
XX/XX AM/PM Peak Hour Intersection Volume

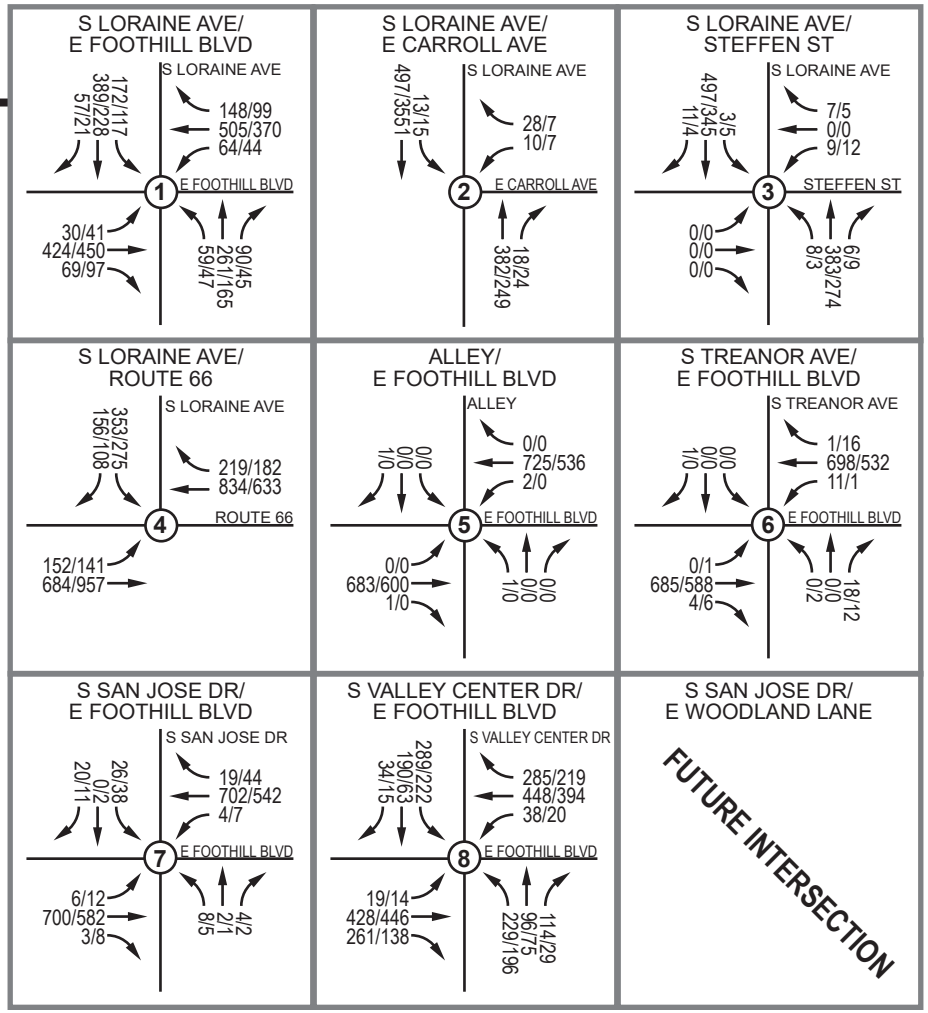
Project Daily Trips on Roadway Segment (Inbound & Outbound Combined)

Not to Scale

ENGINEERING, INC.

Forecast Existing With Project Conditions Traffic Volumes





Legend:

Site Location

Site Boundary

Study Intersection

Future Roadway Extension

Cul-de-Sac

Future Study Intersection

XX/XX AM/PM Peak Hour Intersection Volume

Project Daily Trips on Roadway Segment (Inbound & Outbound Combined)

Not to Scale

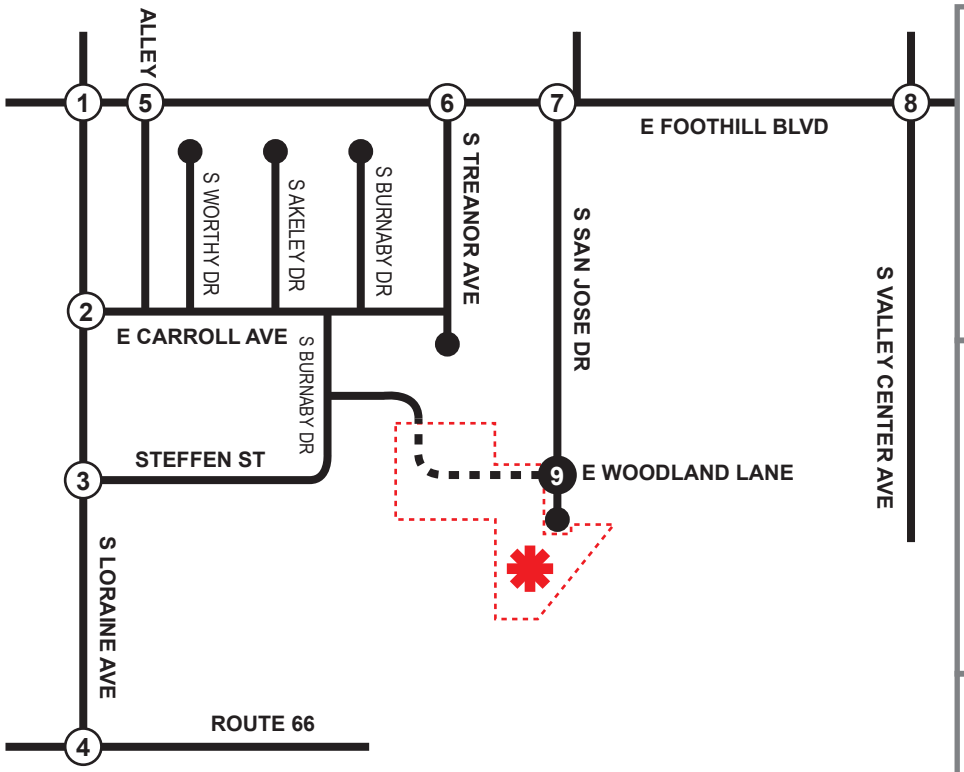
ENGINEERING, INC.

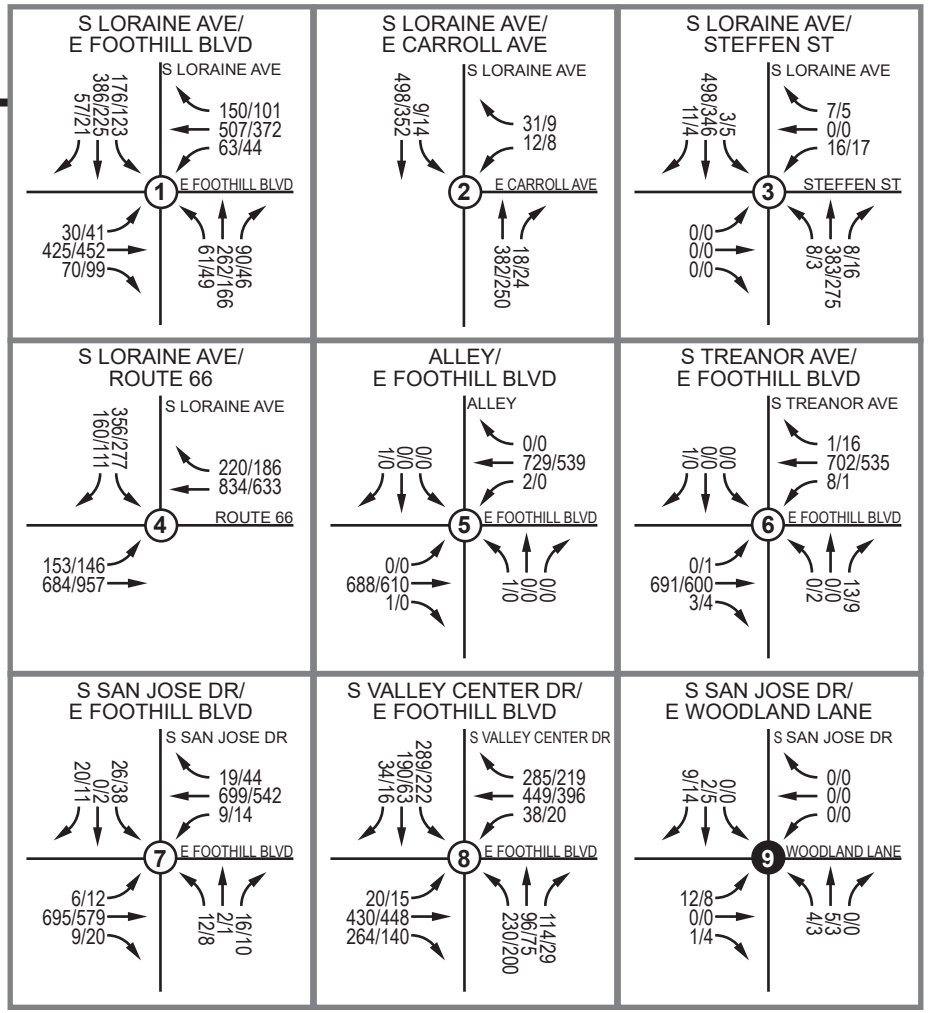
Forecast Opening Year Without Project Conditions Traffic Volumes

Woodland Residential Project, City of Glendora, California / 0012-2024-07

MAY/2025

Exhibit L





Legend:

Site Location

Site Boundary

Study Intersection

Future Roadway Extension

Cul-de-Sac

Future Study Intersection

XX/XX AM/PM Peak Hour Intersection Volume

Project Daily Trips on Roadway Segment (Inbound & Outbound Combined)

Not to Scale

ENGINEERING, INC.

Forecast Opening Year With Project Conditions Traffic Volumes

5.0 MUTCD TRAFFIC SIGNAL WARRANT ANALYSIS

An evaluation of the peak hour traffic signal warrant in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) guidelines and criteria has been performed for the unsignalized study intersections to determine if installation of a traffic signal is warranted at these intersections.

Table 6 shows a summary of the MUTCD peak hour traffic signal warrant analysis for the unsignalized study intersections. Detailed MUTCD worksheets are contained in **Appendix B**.

Table 6
MUTCD Peak Hour Traffic Signal Warrant Analysis Summary

Study Intersection	Traffic Signal Warrant Satisfied for Analysis Scenario?							
	Existing Conditions		Existing With Project Conditions		Opening Year Without Project Conditions		Opening Year With Project Conditions	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
2. S. Loraine Ave / E. Carroll Ave	No	No	No	No	No	No	No	No
5. Alley / E. Foothill Blvd	No	No	No	No	No	No	No	No
6. S. Treanor Ave / E. Foothill Blvd	No	No	No	No	No	No	No	No
7. S. San Jose Dr / E. Foothill Blvd	No	No	No	No	No	No	No	No
9. S. San Jose Drive / Woodland Lane	N/A	N/A	No	No	N/A	N/A	No	No

Notes:

N/A = Not Applicable (intersection will be constructed as part of project)

As shown in **Table 6**, based on the conducted analysis, none of the unsignalized study intersections satisfy the MUTCD peak hour traffic signal warrants for any of the analysis scenarios evaluated as part of this study.

6.0 LEVEL OF SERVICE ANALYSIS

This section provides a discussion on the study intersection peak hour level of service analysis and findings for the study intersections.

6.1 Existing Conditions Level of Service

The Existing Conditions level of service analysis assumes existing roadway conditions (no extension of Woodland Lane).

Existing Conditions Level of Service (LOS) calculations for the study intersections are shown in **Table 7** and are based upon the Existing Conditions peak hour turning movement volumes shown in **Exhibit E** and the existing geometry shown in **Exhibit D**.

Table 7
Existing Conditions - Study Intersection Peak Hour LOS Analysis Summary

#	Study Intersection (North-South / East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Existing Conditions			
					AM Peak Hour		PM Peak Hour	
					Delay	LOS	Delay	LOS
1	S. Loraine Ave / E. Foothill Blvd	TS	HCM	D	20.1	C	15.3	B
2	S. Loraine Ave / E. Carroll Ave	CSS	HCM	D	12.2	B	11.0	B
3	S. Loraine Ave / Steffen St	TS	HCM	D	2.2	A	2.3	A
4	S. Loraine Ave / Route 66	TS	HCM	D	25.7	C	17.2	B
5	Alley / E. Foothill Blvd	CSS	HCM	D	**57.4**	**F**	0.0	A
6	S. Treanor Ave / E. Foothill Blvd	CSS	HCM	D	15.5	C	14.9	A
7	S. San Jose Dr / E. Foothill Blvd	CSS	HCM	D	**72.9**	**F**	**35.8**	**E**
8	S. Valley Center Avenue / E. Foothill Blvd	TS	HCM	D	25.9	C	21.7	C
9	S. San Jose Drive / Woodland Lane	CSS	HCM	D	N/A	N/A	N/A	N/A

Notes:

Intersection Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.

TS = Traffic Signal; CSS = Cross-Street Stop; N/A = Not Applicable (intersection will be constructed as part of project);

Deficient operation shown in **bold.**

As shown in **Table 7**, the study area intersections currently operate at an acceptable level of service (LOS D or better) during the peak hours for Existing Conditions, with the exception of the following study intersections which operate at a deficient LOS (LOS E or F) during one or more of the peak hours:

- Int 5 – Alley / East Foothill Boulevard (AM Peak hour only); and

- Int 7 – South San Jose Drive / East Foothill Boulevard (both AM peak hour and PM peak hour).

It should be noted, as previously shown in Chapter 5.0 of this report, these two unsignalized study intersections do not satisfy the MUTCD peak hour traffic signal warrants for any of the analysis scenarios evaluated as part of this study. The deficient operation at these intersections is related to the very few number of vehicles that are entering or exiting these two minor roadways from the main roadway of East Foothill Boulevard which need to wait for gaps in the traffic flow to be able to enter and exit the neighborhood. Otherwise, the traffic on East Foothill Boulevard has no impedance and is free flow with minimum delay and acceptable operations.

To achieve an acceptable level of service at these study intersections, installation of a traffic signal would be required, which as shown in Chapter 5.0 of this report, is not warranted. Additionally, regardless of the traffic signal warrant results, generally, it is not recommended to install a traffic signal and stop the flow of traffic on East Foothill Boulevard just to serve the very few vehicles trying to enter or exit the neighborhood.

Detailed level of service analysis sheets are contained in **Appendix C**.

6.2 Forecast Existing With Project Conditions Level of Service

Forecast Existing With Project Conditions assumes the extension of Woodland Lane and the resulting shift in traffic patterns.

Forecast Existing With Project Conditions Level of Service (LOS) calculations for the study intersections are shown in **Table 8** and are based upon the Forecast Existing With Project Conditions peak hour turning movement volumes shown in **Exhibit K** and the study intersection geometry shown in **Exhibit D**.

Table 8
Forecast Existing With Project Conditions
Study Intersection Peak Hour LOS Analysis Summary

#	Study Intersection (North-South / East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Existing Conditions				Forecast Existing With Project Conditions				Change		Requires Improvement?	
					AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	AM	PM
					ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS				
1	S. Loraine Ave / E. Foothill Blvd	TS	HCM	D	20.1	C	15.3	B	20.2	C	15.3	B	0.1	0.0	NO	NO
2	S. Loraine Ave / E. Carroll Ave	CSS	HCM	D	12.2	B	11.0	B	12.3	B	10.9	B	0.1	-0.1	NO	NO
3	S. Loraine Ave / Steffen St	TS	HCM	D	2.2	A	2.3	A	2.4	A	2.5	A	0.2	0.2	NO	NO
4	S. Loraine Ave / Route 66	TS	HCM	D	25.7	C	17.2	B	25.8	C	17.4	B	0.1	0.2	NO	NO
5	Alley / E. Foothill Blvd	CSS	HCM	D	**57.4**	**F**	0.0	A	**59.0**	**F**	0.0	A	1.6	0.0	NO	NO
6	S. Treanor Ave / E. Foothill Blvd	CSS	HCM	D	15.5	C	14.9	A	15.4	C	15.6	C	-0.1	0.7	NO	NO
7	S. San Jose Dr / E. Foothill Blvd	CSS	HCM	D	**72.9**	**F**	**35.8**	**E**	**80.6**	**F**	**39.0**	**E**	7.7	3.2	NO	NO
8	S. Valley Center Avenue / E. Foothill Blvd	TS	HCM	D	25.9	C	21.7	C	26.0	C	21.8	C	0.1	0.1	NO	NO
9	S. San Jose Drive / Woodland Lane	CSS	HCM	D	N/A	N/A	N/A	N/A	8.6	A	8.6	A	N/A	N/A	NO	NO

Notes:

Intersection Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.

TS = Traffic Signal; CSS = Cross-Street Stop; N/A = Not Applicable (intersection will be constructed as part of project);

Deficient operation shown in **bold.**

As shown in **Table 8**, the study area intersections are forecast to continue to operate at an acceptable level of service (LOS D or better) during the peak hours for Forecast Existing With Project Conditions, with the exception of the following study intersections which are forecast to continue to operate at a deficient LOS (LOS E or F) during one or more of the peak hours:

- Int 5 – Alley / East Foothill Boulevard (AM Peak hour only); and
- Int 7 – South San Jose Drive / East Foothill Boulevard (both AM peak hour and PM peak hour).

It should be noted, as previously shown in Chapter 5.0 of this report, these two unsignalized study intersections do not satisfy the MUTCD peak hour traffic signal warrants for any of the analysis

scenarios evaluated as part of this study. The deficient operation at these intersections, is related to the very few number of vehicles that are entering or exiting these two minor roadways from the main roadway of East Foothill Boulevard which need to wait for gaps in the traffic flow to be able to enter and exit the neighborhood. Otherwise, the traffic on East Foothill Boulevard has no impedance and is free flow with minimum delay and acceptable operations.

To achieve an acceptable level of service at these study intersections, installation of a traffic signal would be required, which as shown in Chapter 5.0 of this report, is not warranted. Additionally, regardless of the traffic signal warrant results, generally, it is not recommended to install a traffic signal and stop the flow of traffic on East Foothill Boulevard just to serve the very few vehicles trying to enter or exit the neighborhood.

As also shown in **Table 8**:

- The extension of Woodland Lane and the implementation of the residential project is expected to not result in any substantial changes to the level of service operations at the study intersections or any new level of service deficiencies for Forecast Existing With Project Conditions.

- Based on the City of Glendora adopted and established thresholds, the proposed project is not required to contribute to any level of service improvements at the study intersections for Forecast Existing With Project Conditions.

Detailed level of service analysis sheets are contained in **Appendix C**.

6.3 Forecast Opening Year Without Project Conditions Level of Service

Forecast Opening Year Without Project Conditions level of service analysis assumes existing roadway conditions (no extension of Woodland Lane).

Forecast Opening Year Without Project Conditions Level of Service (LOS) calculations for the study intersections are shown in **Table 9** and are based upon the Forecast Opening Year Without Project Conditions peak hour turning movement volumes shown in **Exhibit L** and the existing geometry shown in **Exhibit D**.

Table 9
Forecast Opening Year Without Project Conditions
Study Intersection Peak Hour LOS Analysis Summary

#	Study Intersection (North-South / East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Forecast Opening Year Without Project Conditions			
					AM Peak Hour		PM Peak Hour	
					Delay	LOS	Delay	LOS
1	S. Loraine Ave / E. Foothill Blvd	TS	HCM	D	22.0	C	16.2	B
2	S. Loraine Ave / E. Carroll Ave	CSS	HCM	D	12.4	B	11.1	B
3	S. Loraine Ave / Steffen St	TS	HCM	D	2.2	A	2.2	A
4	S. Loraine Ave / Route 66	TS	HCM	D	28.2	C	18.2	B
5	Alley / E. Foothill Blvd	CSS	HCM	D	**69.6**	**F**	0.0	A
6	S. Treanor Ave / E. Foothill Blvd	CSS	HCM	D	16.6	C	16.1	C
7	S. San Jose Dr / E. Foothill Blvd	CSS	HCM	D	**103.9**	**F**	**46.6**	**E**
8	S. Valley Center Avenue / E. Foothill Blvd	TS	HCM	D	27.5	C	23.3	C
9	S. San Jose Drive / Woodland Lane	CSS	HCM	D	N/A	N/A	N/A	N/A

Notes:

Intersection Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.

TS = Traffic Signal; CSS = Cross-Street Stop; N/A = Not Applicable (intersection will be constructed as part of project);

Deficient operation shown in **bold.**

As shown in **Table 9**, the study area intersections are forecast to continue to operate at an acceptable level of service (LOS D or better) during the peak hours for Forecast Opening Year Without Project Conditions, with the exception of the following study intersections which are forecast to continue to operate at a deficient LOS (LOS E or F) during one or more of the peak hours:

- Int 5 – Alley / East Foothill Boulevard (AM Peak hour only); and
- Int 7 – South San Jose Drive / East Foothill Boulevard (both AM peak hour and PM peak hour).

It should be noted, as previously shown in Chapter 5.0 of this report, these two unsignalized study intersections do not satisfy the MUTCD peak hour traffic signal warrants for any of the analysis

scenarios evaluated as part of this study. The deficient operation at these intersections, is related to the very few number of vehicles that are entering or exiting these two minor roadways from the main roadway of East Foothill Boulevard which need to wait for gaps in the traffic flow to be able to enter and exit the neighborhood. Otherwise, the traffic on East Foothill Boulevard has no impedance and is free flow with minimum delay and acceptable operations.

To achieve acceptable level of service at these study intersections, installation of a traffic signal would be required, which as shown in Chapter 5.0 of this report, is not warranted. Additionally, regardless of the traffic signal warrant results, generally, it is not recommended to install a traffic signal and stop the flow of traffic on East Foothill Boulevard just to serve the very few vehicles trying to enter or exit the neighborhood.

Detailed level of service analysis sheets are contained in **Appendix C**.

6.4 Forecast Opening Year With Project Conditions Level of Service

Forecast Opening Year With Project Conditions assumes the extension of Woodland Lane and the resulting shift in traffic patterns.

Forecast Opening Year With Project Conditions Level of Service (LOS) calculations for the study intersections are shown in **Table 10** and are based upon the Forecast Opening Year With Project Conditions peak hour turning movement volumes shown in **Exhibit M** and the study intersection geometry shown in **Exhibit D**.

Table 10
Forecast Opening Year With Project Conditions
Study Intersection Peak Hour LOS Analysis Summary

#	Study Intersection (North-South / East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Forecast Opening Year Without Project Conditions				Forecast Opening Year With Project Conditions				Change		Requires Improvement?	
					AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	AM	PM
					ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS				
1	S. Loraine Ave / E. Foothill Blvd	TS	HCM	D	22.0	C	16.2	B	22.0	C	16.3	B	0.0	0.1	NO	NO
2	S. Loraine Ave / E. Carroll Ave	CSS	HCM	D	12.4	B	11.1	B	12.5	B	11.0	B	0.1	-0.1	NO	NO
3	S. Loraine Ave / Steffen St	TS	HCM	D	2.2	A	2.2	A	2.4	A	2.5	A	0.2	0.3	NO	NO
4	S. Loraine Ave / Route 66	TS	HCM	D	28.2	C	18.2	B	28.4	C	18.5	B	0.2	0.3	NO	NO
5	Alley / E. Foothill Blvd	CSS	HCM	D	**69.6**	**F**	0.0	A	**70.8**	**F**	0.0	A	1.2	0.0	NO	NO
6	S. Treanor Ave / E. Foothill Blvd	CSS	HCM	D	16.6	C	16.1	C	16.4	C	17.0	C	-0.2	0.9	NO	NO
7	S. San Jose Dr / E. Foothill Blvd	CSS	HCM	D	**103.9**	**F**	**46.6**	**E**	**118.9**	**F**	**51.3**	**F**	15.0	4.7	NO	NO
8	S. Valley Center Avenue / E. Foothill Blvd	TS	HCM	D	27.5	C	23.3	C	27.7	C	23.4	C	0.2	0.1	NO	NO
9	S. San Jose Drive / Woodland Lane	CSS	HCM	D	N/A	N/A	N/A	N/A	8.6	A	8.6	A	N/A	N/A	NO	NO

Notes:

Intersection Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.

TS = Traffic Signal; CSS = Cross-Street Stop; N/A = Not Applicable (intersection will be constructed as part of project);

Deficient operation shown in **bold**

As shown in **Table 10**, the study area intersections are forecast to continue to operate at an acceptable level of service (LOS D or better) during the peak hours for Forecast Opening Year With Project Conditions, with the exception of the following study intersections which are forecast to continue to operate at a deficient LOS (LOS E or F) during one or more of the peak hours:

- Int 5 – Alley / East Foothill Boulevard (AM Peak hour only); and
- Int 7 – South San Jose Drive / East Foothill Boulevard (both AM peak hour and PM peak hour).

It should be noted, as previously shown in Chapter 5.0 of this report, these two unsignalized study intersections do not satisfy the MUTCD peak hour traffic signal warrants for any of the analysis scenarios evaluated as part of this study. The deficient operation at these intersections, is related to the very few number of vehicles that are entering or exiting these two minor roadway from the main roadway of East Foothill Boulevard which need to wait for gaps in the traffic flow to be able to enter and exit the neighborhood. Otherwise, the traffic on East Foothill Boulevard has no impedance and is free flow with minimum delay and acceptable operations.

To achieve acceptable level of service at these study intersections, installation of a traffic signal would be required, which as shown in Chapter 5.0 of this report, is not warranted. Additionally, regardless of the traffic signal warrant results, generally, it is not recommended to install a traffic signal and stop the flow of traffic on East Foothill Boulevard just to serve the very few vehicles trying to enter or exit the neighborhood.

As also shown in **Table 10**:

- The extension of Woodland Lane and the implementation of the residential project is expected to not result in any substantial changes to the level of service operations at the study intersections or any new level of service deficiencies for Forecast Opening Year With Project Conditions.

- Based on the City of Glendora adopted and established thresholds, the proposed project is not required to contribute to any level of service improvements at the study intersections for Forecast Opening Year With Project Conditions.

Detailed level of service analysis sheets are contained in **Appendix C**.

7.0 QUALITATIVE ANALYSIS OF OTHER ELEMENTS

As requested by the City, the traffic study also includes a qualitative discussion and analysis of the following elements:

1. How will the interconnection of South San Jose Drive and East Woodland Lane change traffic patterns?

2. How would the traffic impacts differ if Woodland Lane and South San Jose Drive were not interconnected?

3. What is trip generation impact to East Woodland Lane?

4. What is trip generation impact to South San Jose Drive?

5. Potential for cut through traffic from existing homes on East Woodland Lane and South San Jose Drive.

6. What are the implications of the proposed bulb-outs for traffic and pedestrian safety?

7. Under existing conditions, East Woodland Lane terminates without a cul-de-sac. Would the extension provide a better design with through connection?

This section provides a qualitative analysis and discussion of these items.

1. How will the interconnection of South San Jose Drive and East Woodland Lane change traffic patterns

Currently, residents located in the southern portion of San Jose Drive can only take access from the intersection of South San Jose Drive / East Foothill Boulevard. Under current conditions, the residential neighborhood in the area takes access via the following roadways:

- East Carroll Avenue;
- Steffen Street;
- Alley;
- South Treanor Avenue; and

- South San Jose Drive.

With Implementation of the proposed project and the roadway extension of East Woodland Lane, vehicles will be able to access South San Jose Drive via South Loraine Avenue and also other intersections along East Foothill Boulevard. Hence, some shift of the existing traffic volumes can be expected with implementation of the proposed roadway extension.

The magnitude of the trips that will be shifted to other study intersections has been determined through study of the existing AM peak hour and PM peak hour turning movement volumes collected at the study intersections. Through review of the current traffic patterns from the study intersection peak hour traffic counts, engineering judgement and manual redistribution has been utilized to determine the number of trips shifted and the intersection peak hour traffic volumes after implementation of the East Woodland Lane roadway extension.

As shown in **Exhibit E**, based on the collected traffic counts, the magnitude of traffic entering and exiting the residential neighborhood via East Carroll Avenue, Steffen Street, Alley, South Treanor Avenue and South San Jose Drive can be considered insignificant. Hence, the new roadway extension for Woodland Lane is not expected to result in a substantial or very noticeable shift or change in traffic patterns and volumes, since the existing traffic volumes are low to begin with.

Exhibit F shows the adjusted existing traffic volumes for the study area, assuming implementation of the Woodland Lane extension. The traffic volumes shown in **Exhibit F** serve as the basis for all of the "with project" analysis scenarios evaluated as part of this traffic study

Based on the level of service analysis conducted as part of this traffic study:

- The extension of Woodland Lane and the implementation of the residential project is expected to not result in any substantial changes to the level of service operations at the study intersections or any new level of service deficiencies when compared to the existing conditions (without the roadway extension).

- Based on the City of Glendora adopted and established thresholds, the proposed project is not required to contribute to any level of service improvements at the study intersections.

2. How would the traffic impacts differ if Woodland Lane and South San Jose Drive were not interconnected

With Implementation of the proposed project and the roadway extension of East Woodland Lane, vehicles will be able to access South San Jose Drive via South Loraine Avenue and also other

intersections along East Foothill Boulevard. Hence, some shift of the existing traffic volumes can be expected with implementation of the proposed roadway extension.

The magnitude of the trips that will be shifted to other study intersections has been determined through study of the existing AM peak hour and PM peak hour turning movement volumes collected at the study intersections. Through review of the current traffic patterns from the study intersection peak hour traffic counts, engineering judgement and manual redistribution has been utilized to determine the number of trips shifted and the intersection peak hour traffic volumes after implementation of the East Woodland Lane roadway extension.

As shown in **Exhibit E**, based on the collected traffic counts, the magnitude of traffic entering and exiting the residential neighborhood via East Carroll Avenue, Steffen Street, Alley, South Treanor Avenue and South San Jose Drive can be considered insignificant. Hence, the new roadway extension for Woodland Lane is not expected to result in a substantial or very noticeable shift or change in traffic patterns and volumes, since the existing traffic volumes are low to begin with.

With the extension and new connection, the project trips as well as existing trips are better disbursed through other minor roadways along East Foothill Boulevard and South Loraine Avenue.

3. What is trip generation impact to East Woodland Lane

Exhibit F shows the Adjusted Existing Conditions traffic volumes at the intersection of South San Jose Drive / East Woodland Lane. This exhibit shows how the existing traffic would flow through this intersection and East Woodland Lane.

Exhibit H shows the project-added traffic volumes at the intersection of South San Jose Drive / East Woodland Lane. This exhibit shows how the project traffic would flow through this intersection and East Woodland Lane.

Exhibit M shows the Forecast Opening Year With Project Conditions traffic volumes at the intersection of South San Jose Drive / East Woodland Lane. This exhibit shows how all the combined existing and future traffic would flow through this intersection and East Woodland Lane.

As shown in these exhibits, the added traffic to East Woodland Lane is not substantial.

4. What is trip generation impact to South San Jose Drive

Exhibit F shows the Adjusted Existing Conditions traffic volumes at the intersection of South San Jose Drive / East Woodland Lane. This exhibit shows how the existing traffic would flow through this intersection and South San Jose Drive.

Exhibit H shows the project-added traffic volumes at the intersection of South San Jose Drive / East Woodland Lane. This exhibit shows how the project traffic would flow through this intersection and South San Jose Drive.

Exhibit M shows the Forecast Opening Year With Project Conditions traffic volumes at the intersection of South San Jose Drive / East Woodland Lane. This exhibit shows how all the combined existing and future traffic would flow through this intersection and South San Jose Drive.

As shown in these exhibits, the added traffic to South San Jose Drive is not substantial.

5. Potential for cut through traffic from existing homes on East Woodland Lane and South San Jose Drive.

The potential for cut through traffic is not expected to be significant for the following reasons:

- As shown in **Exhibit E**, based on the collected traffic counts, the magnitude of traffic entering and exiting the residential neighborhood via East Carroll Avenue, Steffen Street, Alley, South Treanor Avenue and South San Jose Drive can be considered insignificant. Hence, the new roadway extension for Woodland Lane is not expected to result in a substantial or very noticeable shift or change in traffic patterns and volumes, since the existing traffic volumes are low to begin with.

- Both East Foothill Boulevard and South Loraine Avenue are not expected to experience heavy delays for motorist based on the level of service analysis conducted as part of this traffic study. Hence, the need to cut through the neighborhood is minimized. Generally, cut through traffic is more likely when the major roadways are experiencing heavy delays.

- The roadway extension is designed to not be a straight roadway. It is designed with curvature which combined with the alignment of East Carroll Avenue, Steffen Street, would not provide a direct route of access between East Foothill Boulevard and South Loraine Avenue.

6. What are the implications of the proposed bulb-outs for traffic and pedestrian safety

Bulbouts, also known as curb extensions, offer several benefits but need to be designed appropriately to minimize some of its potential disadvantages.

Bulbouts can generally result in improved pedestrian safety, increased visibility, and reduced vehicle speeds. However, they can also present some challenges, such as potential for increased

driver conflict, reduced space for cyclists and large vehicles, and concerns about cost and maintenance.

The following are general advantages and benefits of having bulbouts:

- ***Increased Pedestrian Safety:*** Bulbouts shorten pedestrian crossing distances, improve visibility between pedestrians and drivers, and encourage slower turning speeds, all of which contribute to reduced pedestrian accidents.

- ***Improved Visibility:*** By extending the sidewalk into the street, bulbouts enhance the visibility of pedestrians to drivers, making it easier for drivers to see pedestrians.

- ***Reduced Vehicle Speeds:*** Bulbouts visually narrow roadways and reduce turning radii, encouraging drivers to slow down.

- ***Enhanced Public Space:*** Bulbouts can create additional space for street furniture, plantings, and other amenities, improving the overall streetscape.

Bulbouts can also result in a few disadvantages that can be minimized when designed appropriately:

- **Increased Driver Conflict:** Some drivers may feel that bulbouts force them to take wider turns, potentially leading to more accidents, especially with large vehicles.

- **Reduced Space for Cyclists:** Bulbouts can reduce the available space for cyclists, potentially forcing them into the path of vehicles.

- **Potential for Collisions:** If bulbouts are not properly designed or installed, they can create blind spots for drivers or pose a hazard to vehicles.

- **Impact on Drainage:** Bulbouts can affect drainage patterns, potentially leading to flooding or other problems.

7. Under existing conditions, East Woodland Lane terminates without a cul-de-sac. Would the extension provide a better design with through connection

Based on the level of service analysis conducted as part of this traffic study:

- The extension of Woodland Lane and the implementation of the residential project is expected to not result in any substantial changes to the level of service operations at the

study intersections or any new level of service deficiencies when compared to the existing conditions (without the roadway extension).

- Based on the City of Glendora adopted and established thresholds, the proposed project is not required to contribute to any level of service improvements at the study intersections.

However, without the Woodland Lane extension, all of the project traffic would enter and exit via South San Jose Drive. With the extension and new connection, the project trips as well as existing trips are better disbursed through other minor roadways along East Foothill Boulevard and South Loraine Avenue.

Also, based on the Los Angels County Fire:

- **LA County Fire Code 503.2.5 Dead Ends** Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

  Under current conditions, an approved turn-around is not provided at South San Jose Drive. Adding a through connection would bring South San Jose Drive into compliance with Los Angeles County Fire code. South San Jose Drive also does not have a 96' diameter turn-around at its southern terminus, as required by code.

- **LA County Fire Code 503.1.2 Additional Access** The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

  The new connection would improve access for the residents in the neighborhood as well as the project.

8.0 FINDINGS & CONCLUSIONS

8.1 Project Trip Generation Summary

Utilizing the ITE trips rates, the proposed project is forecast to generate approximately 387 daily trips which include approximately 29 AM peak hour trips and approximately 39 PM peak hour trips.

8.2 MUTCD Traffic Signal Warrant Analysis Summary

An evaluation of the peak hour traffic signal warrant in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) guidelines and criteria has been performed for the unsignalized study intersections to determine if installation of a traffic signal is warranted at these intersections.

Based on the conducted analysis, none of the unsignalized study intersections satisfy the MUTCD peak hour traffic signal warrants for any of the analysis scenarios evaluated as part of this study.

8.3 LOS Analysis Summary

Existing Conditions

the study area intersections currently operate at an acceptable level of service (LOS D or better) during the peak hours for Existing Conditions, with the exception of the following study intersections which operate at a deficient LOS (LOS E or F) during one or more of the peak hours:

- Int 5 – Alley / East Foothill Boulevard (AM Peak hour only); and
- Int 7 – South San Jose Drive / East Foothill Boulevard (both AM peak hour and PM peak hour).

It should be noted, as previously shown in Chapter 5.0 of this report, these two unsignalized study intersections do not satisfy the MUTCD peak hour traffic signal warrants for any of the analysis scenarios evaluated as part of this study. The deficient operation at these intersections, is related to the very few number of vehicles that are entering or exiting these two minor roadway from the main roadway of East Foothill Boulevard which need to wait for gaps in the traffic flow to be able to enter and exit the neighborhood. Otherwise, the traffic on East Foothill Boulevard has no impedance and is free flow with minimum delay and acceptable operations.

To achieve acceptable level of service at these study intersections, installation of a traffic signal would be required, which as shown in Chapter 5.0 of this report, is not warranted. Additionally, regardless of the traffic signal warrant results, generally, it is not recommended to install a traffic signal and stop the flow of traffic on East Foothill Boulevard just to serve the very few vehicles trying to enter or exit the neighborhood.

Forecast Existing With Project Conditions

The study area intersections are forecast to continue to operate at an acceptable level of service (LOS D or better) during the peak hours for Forecast Existing With Project Conditions, with the exception of the following study intersections which are forecast to continue to operate at a deficient LOS (LOS E or F) during one or more of the peak hours:

- Int 5 – Alley / East Foothill Boulevard (AM Peak hour only); and

- Int 7 – South San Jose Drive / East Foothill Boulevard (both AM peak hour and PM peak hour).

It should be noted, as previously shown in Chapter 5.0 of this report, these two unsignalized study intersections do not satisfy the MUTCD peak hour traffic signal warrants for any of the analysis scenarios evaluated as part of this study. The deficient operation at these intersections, is related to the very few number of vehicles that are entering or exiting these two minor roadway from the main roadway of East Foothill Boulevard which need to wait for gaps in the traffic flow to be able to enter and exit the neighborhood. Otherwise, the traffic on East Foothill Boulevard has no impedance and is free flow with minimum delay and acceptable operations.

To achieve acceptable level of service at these study intersections, installation of a traffic signal would be required, which as shown in Chapter 5.0 of this report, is not warranted. Additionally, regardless of the traffic signal warrant results, generally, it is not recommended to install a traffic signal and stop the flow of traffic on East Foothill Boulevard just to serve the very few vehicles trying to enter or exit the neighborhood.

As also shown in **Table 8**:

- The extension of Woodland Lane and the implementation of the residential project is expected to not result in any substantial changes to the level of service operations at the study intersections or any new level of service deficiencies for Forecast Existing With Project Conditions.

- Based on the City of Glendora adopted and established thresholds, the proposed project is not required to contribute to any level of service improvements at the study intersections for Forecast Existing With Project Conditions.

Forecast Opening Year Without Project Conditions

The study area intersections are forecast to continue to operate at an acceptable level of service (LOS D or better) during the peak hours for Forecast Opening Year Without Project Conditions, with the exception of the following study intersections which are forecast to continue to operate at a deficient LOS (LOS E or F) during one or more of the peak hours:

- Int 5 – Alley / East Foothill Boulevard (AM Peak hour only); and

- Int 7 – South San Jose Drive / East Foothill Boulevard (both AM peak hour and PM peak hour).

It should be noted, as previously shown in Chapter 5.0 of this report, these two unsignalized study intersections do not satisfy the MUTCD peak hour traffic signal warrants for any of the analysis scenarios evaluated as part of this study. The deficient operation at these intersections, is related to the very few number of vehicles that are entering or exiting these two minor roadway from the main roadway of East Foothill Boulevard which need to wait for gaps in the traffic flow to be able to enter and exit the neighborhood. Otherwise, the traffic on East Foothill Boulevard has no impedance and is free flow with minimum delay and acceptable operations.

To achieve acceptable level of service at these study intersections, installation of a traffic signal would be required, which as shown in Chapter 5.0 of this report, is not warranted. Additionally, regardless of the traffic signal warrant results, generally, it is not recommended to install a traffic signal and stop the flow of traffic on East Foothill Boulevard just to serve the very few vehicles trying to enter or exit the neighborhood.

Forecast Opening Year With Project Conditions

The study area intersections are forecast to continue to operate at an acceptable level of service (LOS D or better) during the peak hours for Forecast Opening Year With Project Conditions, with the exception of the following study intersections which are forecast to continue to operate at a deficient LOS (LOS E or F) during one or more of the peak hours:

- Int 5 – Alley / East Foothill Boulevard (AM Peak hour only); and

- Int 7 – South San Jose Drive / East Foothill Boulevard (both AM peak hour and PM peak hour).

It should be noted, as previously shown in Chapter 5.0 of this report, these two unsignalized study intersections do not satisfy the MUTCD peak hour traffic signal warrants for any of the analysis scenarios evaluated as part of this study. The deficient operation at these intersections, is related to the very few number of vehicles that are entering or exiting these two minor roadway from the main roadway of East Foothill Boulevard which need to wait for gaps in the traffic flow to be able to enter and exit the neighborhood. Otherwise, the traffic on East Foothill Boulevard has no impedance and is free flow with minimum delay and acceptable operations.

To achieve acceptable level of service at these study intersections, installation of a traffic signal would be required, which as shown in Chapter 5.0 of this report, is not warranted. Additionally, regardless of the traffic signal warrant results, generally, it is not recommended to install a traffic signal and stop the flow of traffic on East Foothill Boulevard just to serve the very few vehicles trying to enter or exit the neighborhood.

As also shown in **Table 10**:

- The extension of Woodland Lane and the implementation of the residential project is expected to not result in any substantial changes to the level of service operations at the study intersections or any new level of service deficiencies for Forecast Opening Year With Project Conditions.

- Based on the City of Glendora adopted and established thresholds, the proposed project is not required to contribute to any level of service improvements at the study intersections for Forecast Opening Year With Project Conditions.

8.4 Qualitative Analysis Summary

1. How will the interconnection of South San Jose Drive and East Woodland Lane change traffic patterns

Currently, residents located in the southern portion of San Jose Drive can only take access from the intersection of South San Jose Drive / East Foothill Boulevard. Under current conditions, the residential neighborhood in the area takes access via the following roadways:

- East Carroll Avenue;

- Steffen Street;

- Alley;
- South Treanor Avenue; and
- South San Jose Drive.

With Implementation of the proposed project and the roadway extension of East Woodland Lane, vehicles will be able to access South San Jose Drive via South Loraine Avenue and also other intersections along East Foothill Boulevard. Hence, some shift of the existing traffic volumes can be expected with implementation of the proposed roadway extension.

The magnitude of the trips that will be shifted to other study intersections has been determined through study of the existing AM peak hour and PM peak hour turning movement volumes collected at the study intersections. Through review of the current traffic patterns from the study intersection peak hour traffic counts, engineering judgement and manual redistribution has been utilized to determine the number of trips shifted and the intersection peak hour traffic volumes after implementation of the East Woodland Lane roadway extension.

As shown in **Exhibit E**, based on the collected traffic counts, the magnitude of traffic entering and exiting the residential neighborhood via East Carroll Avenue, Steffen Street, Alley, South Treanor Avenue and South San Jose Drive can be considered insignificant. Hence, the new roadway extension for Woodland Lane is not expected to result in a substantial or very noticeable shift or change in traffic patterns and volumes, since the existing traffic volumes are low to begin with.

Exhibit F shows the adjusted existing traffic volumes for the study area, assuming implementation of the Woodland Lane extension. The traffic volumes shown in **Exhibit F** serve as the basis for all of the "with project" analysis scenarios evaluated as part of this traffic study

Based on the level of service analysis conducted as part of this traffic study:

- The extension of Woodland Lane and the implementation of the residential project is expected to not result in any substantial changes to the level of service operations at the study intersections or any new level of service deficiencies when compared to the existing conditions (without the roadway extension).

- Based on the City of Glendora adopted and established thresholds, the proposed project is not required to contribute to any level of service improvements at the study intersections.

2. How would the traffic impacts differ if Woodland Lane and South San Jose Drive were not interconnected

With Implementation of the proposed project and the roadway extension of East Woodland Lane, vehicles will be able to access South San Jose Drive via South Loraine Avenue and also other intersections along East Foothill Boulevard. Hence, some shift of the existing traffic volumes can be expected with implementation of the proposed roadway extension.

The magnitude of the trips that will be shifted to other study intersections has been determined through study of the existing AM peak hour and PM peak hour turning movement volumes collected at the study intersections. Through review of the current traffic patterns from the study intersection peak hour traffic counts, engineering judgement and manual redistribution has been utilized to determine the number of trips shifted and the intersection peak hour traffic volumes after implementation of the East Woodland Lane roadway extension.

As shown in **Exhibit E**, based on the collected traffic counts, the magnitude of traffic entering and exiting the residential neighborhood via East Carroll Avenue, Steffen Street, Alley, South Treanor Avenue and South San Jose Drive can be considered insignificant. Hence, the new roadway extension for Woodland Lane is not expected to result in a substantial or very noticeable shift or change in traffic patterns and volumes, since the existing traffic volumes are low to begin with.

With the extension and new connection, the project trips as well as existing trips are better disbursed through other minor roadways along East Foothill Boulevard and South Loraine Avenue.

3. What is trip generation impact to East Woodland Lane

Exhibit F shows the Adjusted Existing Conditions traffic volumes at the intersection of South San Jose Drive / East Woodland Lane. This exhibit shows how the existing traffic would flow through this intersection and East Woodland Lane.

Exhibit H shows the project-added traffic volumes at the intersection of South San Jose Drive / East Woodland Lane. This exhibit shows how the project traffic would flow through this intersection and East Woodland Lane.

Exhibit M shows the Forecast Opening Year With Project Conditions traffic volumes at the intersection of South San Jose Drive / East Woodland Lane. This exhibit shows how all the combined existing and future traffic would flow through this intersection and East Woodland Lane.

As shown in these exhibits, the added traffic to East Woodland Lane is not substantial.

4. What is trip generation impact to South San Jose Drive

Exhibit F shows the Adjusted Existing Conditions traffic volumes at the intersection of South San Jose Drive / East Woodland Lane. This exhibit shows how the existing traffic would flow through this intersection and South San Jose Drive.

Exhibit H shows the project-added traffic volumes at the intersection of South San Jose Drive / East Woodland Lane. This exhibit shows how the project traffic would flow through this intersection and South San Jose Drive.

Exhibit M shows the Forecast Opening Year With Project Conditions traffic volumes at the intersection of South San Jose Drive / East Woodland Lane. This exhibit shows how all the combined existing and future traffic would flow through this intersection and South San Jose Drive.

As shown in these exhibits, the added traffic to South San Jose Drive is not substantial.

5. Potential for cut through traffic from existing homes on East Woodland Lane and South San Jose Drive.

The potential for cut through traffic is not expected to be significant for the following reasons:

- As shown in **Exhibit E**, based on the collected traffic counts, the magnitude of traffic entering and exiting the residential neighborhood via East Carroll Avenue, Steffen Street, Alley, South Treanor Avenue and South San Jose Drive can be considered insignificant. Hence, the new roadway extension for Woodland Lane is not expected to result in a substantial or very noticeable shift or change in traffic patterns and volumes, since the existing traffic volumes are low to begin with.

- Both East Foothill Boulevard and South Loraine Avenue are not expected to experience heavy delays for motorist based on the level of service analysis conducted as part of this traffic study. Hence, the need to cut through the neighborhood is minimized. Generally, cut through traffic is more likely when the major roadways are experiencing heavy delays.

- The roadway extension is designed to not be a straight roadway. It is designed with curvature which combined with the alignment of East Carroll Avenue, Steffen Street, would not provide a direct route of access between East Foothill Boulevard and South Loraine Avenue.

6. What are the implications of the proposed bulb-outs for traffic and pedestrian safety

Bulbouts, also known as curb extensions, offer several benefits but need to be designed appropriately to minimize some of its potential disadvantages.

Bulbouts can generally result in improved pedestrian safety, increased visibility, and reduced vehicle speeds. However, they can also present some challenges, such as potential for increased driver conflict, reduced space for cyclists and large vehicles, and concerns about cost and maintenance.

The following are general advantages and benefits of having bulbouts:

- ***Increased Pedestrian Safety:*** Bulbouts shorten pedestrian crossing distances, improve visibility between pedestrians and drivers, and encourage slower turning speeds, all of which contribute to reduced pedestrian accidents.

- ***Improved Visibility:*** By extending the sidewalk into the street, bulbouts enhance the visibility of pedestrians to drivers, making it easier for drivers to see pedestrians.

- ***Reduced Vehicle Speeds:*** Bulbouts visually narrow roadways and reduce turning radii, encouraging drivers to slow down.

- ***Enhanced Public Space:*** Bulbouts can create additional space for street furniture, plantings, and other amenities, improving the overall streetscape.

Bulbouts can also result in a few disadvantages that can be minimized when designed appropriately:

- **Increased Driver Conflict:** Some drivers may feel that bulbouts force them to take wider turns, potentially leading to more accidents, especially with large vehicles.

- **Reduced Space for Cyclists:** Bulbouts can reduce the available space for cyclists, potentially forcing them into the path of vehicles.

- **Potential for Collisions:** If bulbouts are not properly designed or installed, they can create blind spots for drivers or pose a hazard to vehicles.

- **Impact on Drainage:** Bulbouts can affect drainage patterns, potentially leading to flooding or other problems.

7. Under existing conditions, East Woodland Lane terminates without a cul-de-sac. Would the extension provide a better design with through connection

Based on the level of service analysis conducted as part of this traffic study:

- The extension of Woodland Lane and the implementation of the residential project is expected to not result in any substantial changes to the level of service operations at the study intersections or any new level of service deficiencies when compared to the existing conditions (without the roadway extension).

- Based on the City of Glendora adopted and established thresholds, the proposed project is not required to contribute to any level of service improvements at the study intersections.

However, without the Woodland Lane extension, all of the project traffic would enter and exit via South San Jose Drive. With the extension and new connection, the project trips as well as existing trips are better disbursed through other minor roadways along East Foothill Boulevard and South Loraine Avenue.

Also, based on the Los Angels County Fire:

- **LA County Fire Code 503.2.5 Dead Ends** Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

  Under current conditions, an approved turn-around is not provided at South San Jose Drive. Adding a through connection would bring South San Jose Drive into compliance with Los Angeles County Fire code. South San Jose Drive also does not have a 96' diameter turn-around at its southern terminus, as required by code.

- **LA County Fire Code 503.1.2 Additional Access** The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

  The new connection would improve access for the residents in the neighborhood as well as the project.

APPENDIX A:
Existing Traffic Count Data

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

City of Glendora
N/S: S Loraine Avenue
E/W: E Foothill Boulevard
Weather: Clear

File Name : 01_GDE_Lor_Foot AM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 1

Groups Printed- Total Volume

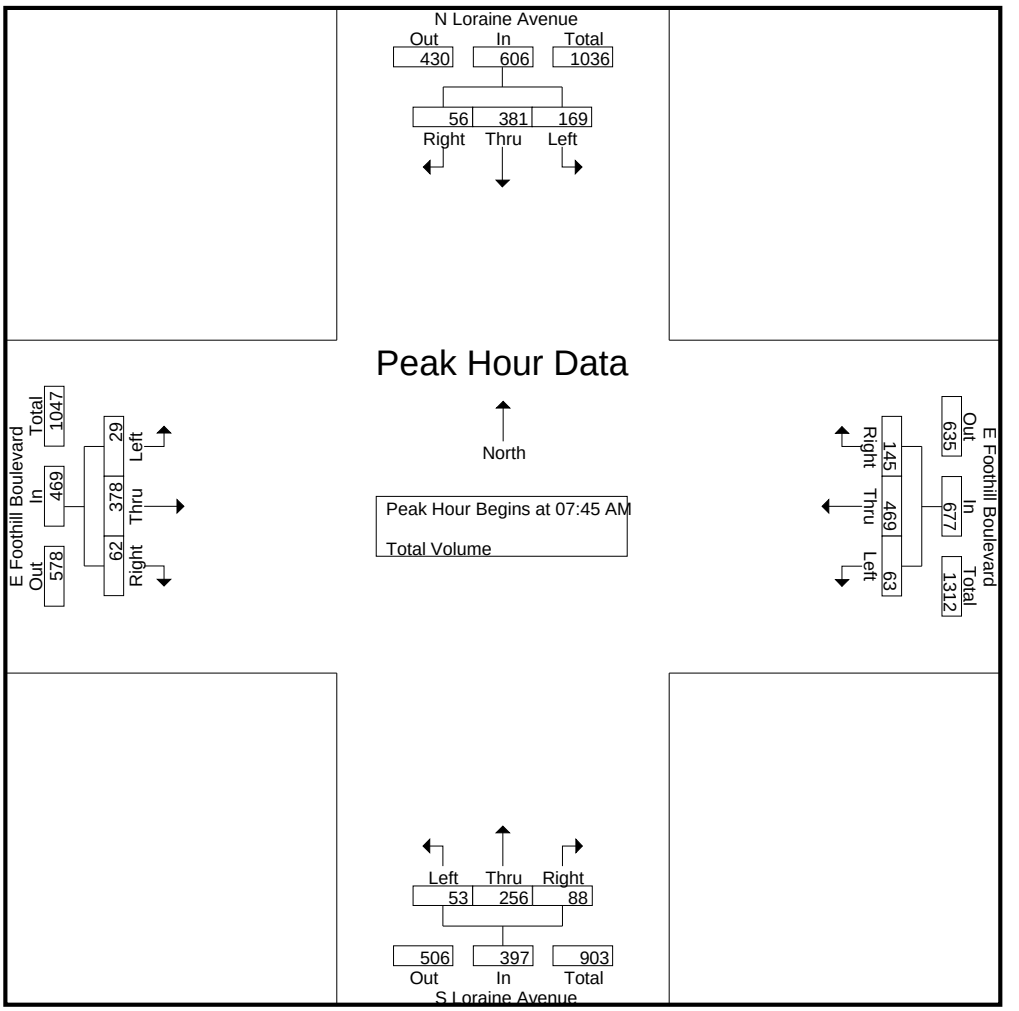
	N Loraine Avenue Southbound				E Foothill Boulevard Westbound				S Loraine Avenue Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	44	8	70	9	96	21	126	13	28	7	48	2	53	7	62	306
07:15 AM	16	41	8	65	2	67	11	80	10	20	1	31	3	26	10	39	215
07:30 AM	10	52	7	69	4	90	23	117	15	36	9	60	4	50	16	70	316
07:45 AM	18	58	18	94	7	101	38	146	19	85	11	115	5	70	13	88	443
Total	62	195	41	298	22	354	93	469	57	169	28	254	14	199	46	259	1280
08:00 AM	42	132	23	197	14	119	54	187	11	95	24	130	17	115	12	144	658
08:15 AM	85	118	9	212	23	124	26	173	11	47	36	94	2	125	15	142	621
08:30 AM	24	73	6	103	19	125	27	171	12	29	17	58	5	68	22	95	427
08:45 AM	14	46	4	64	11	76	12	99	6	18	4	28	3	35	3	41	232
Total	165	369	42	576	67	444	119	630	40	189	81	310	27	343	52	422	1938
Grand Total	227	564	83	874	89	798	212	1099	97	358	109	564	41	542	98	681	3218
Apprch %	26	64.5	9.5		8.1	72.6	19.3		17.2	63.5	19.3		6	79.6	14.4		
Total %	7.1	17.5	2.6	27.2	2.8	24.8	6.6	34.2	3	11.1	3.4	17.5	1.3	16.8	3	21.2	

	N Loraine Avenue Southbound				E Foothill Boulevard Westbound				S Loraine Avenue Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	18	58	18	94	7	101	38	146	**19**	85	11	115	5	70	13	88	443
08:00 AM	42	**132**	**23**	197	14	119	**54**	**187**	11	**95**	24	**130**	**17**	115	12	**144**	**658**
08:15 AM	**85**	118	9	**212**	**23**	124	26	173	11	47	**36**	94	2	**125**	15	142	621
08:30 AM	24	73	6	103	19	**125**	27	171	12	29	17	58	5	68	**22**	95	427
Total Volume	169	381	56	606	63	469	145	677	53	256	88	397	29	378	62	469	2149
% App. Total	27.9	62.9	9.2		9.3	69.3	21.4		13.4	64.5	22.2		6.2	80.6	13.2		
PHF	.497	.722	.609	.715	.685	.938	.671	.905	.697	.674	.611	.763	.426	.756	.705	.814	.816

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

City of Glendora
N/S: S Loraine Avenue
E/W: E Foothill Boulevard
Weather: Clear

File Name : 01_GDE_Lor_Foot AM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 2



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

	07:45 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	18	58	18	94	7	101	38	146	15	36	9	60	5	70	13	88
+15 mins.	42	**132**	**23**	197	14	119	**54**	**187**	**19**	85	11	115	**17**	115	12	**144**
+30 mins.	**85**	118	9	**212**	**23**	124	26	173	11	**95**	24	**130**	2	**125**	15	142
+45 mins.	24	73	6	103	19	**125**	27	171	11	47	**36**	94	5	68	**22**	95
Total Volume	169	381	56	606	63	469	145	677	56	263	80	399	29	378	62	469
% App. Total	27.9	62.9	9.2		9.3	69.3	21.4		14	65.9	20.1		6.2	80.6	13.2	
PHF	.497	.722	.609	.715	.685	.938	.671	.905	.737	.692	.556	.767	.426	.756	.705	.814

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City of Glendora
N/S: S Loraine Avenue
E/W: E Foothill Boulevard
Weather: Clear

File Name : 01_GDE_Lor_Foot PM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 1

Groups Printed- Total Volume

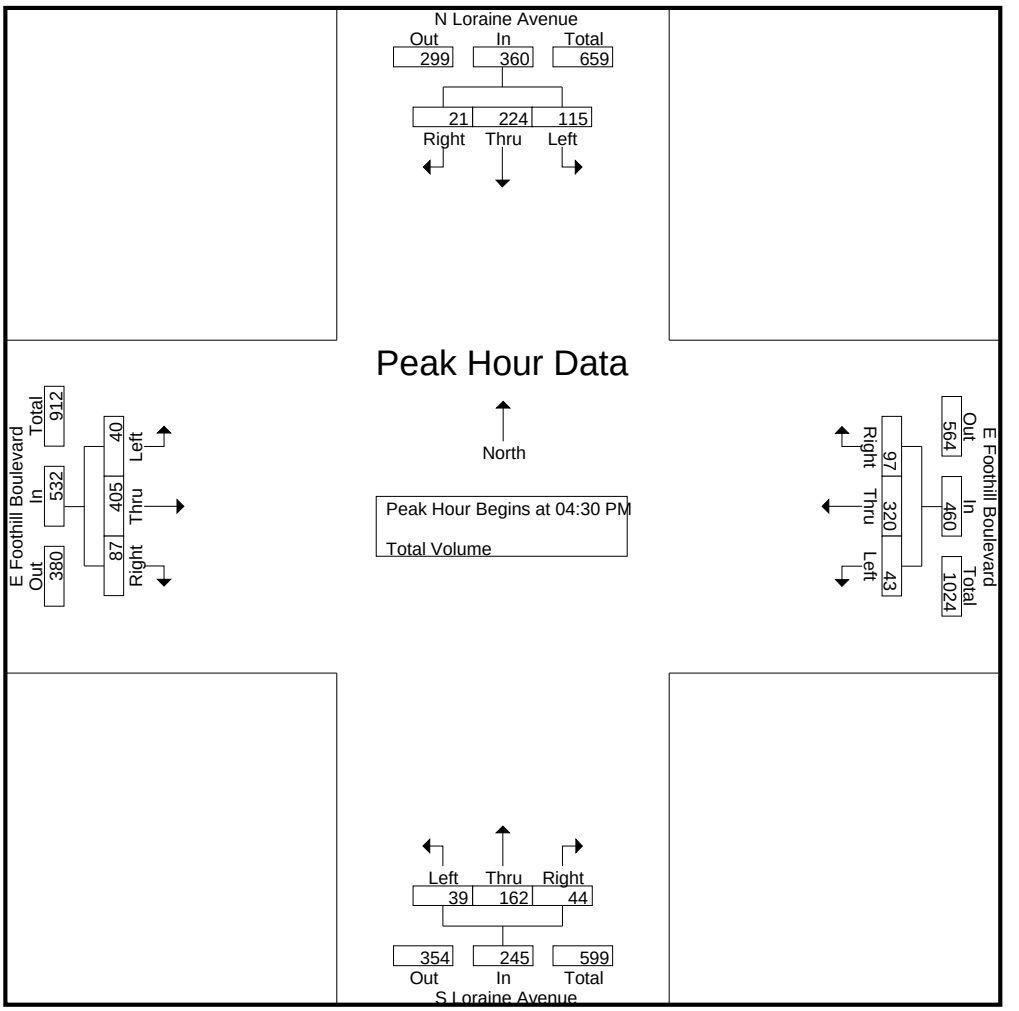
	N Loraine Avenue Southbound				E Foothill Boulevard Westbound				S Loraine Avenue Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	19	60	7	86	9	95	32	136	14	40	9	63	8	87	18	113	398
04:15 PM	21	50	12	83	4	75	23	102	14	35	5	54	3	67	21	91	330
04:30 PM	23	66	7	96	15	64	30	109	11	43	7	61	13	88	23	124	390
04:45 PM	19	55	6	80	5	69	19	93	8	47	11	66	10	88	13	111	350
Total	82	231	32	345	33	303	104	440	47	165	32	244	34	330	75	439	1468
05:00 PM	43	58	4	105	14	89	24	127	11	45	17	73	9	91	32	132	437
05:15 PM	30	45	4	79	9	98	24	131	9	27	9	45	8	138	19	165	420
05:30 PM	27	51	12	90	5	72	33	110	9	43	16	68	13	78	15	106	374
05:45 PM	18	44	8	70	5	88	25	118	11	38	13	62	8	76	20	104	354
Total	118	198	28	344	33	347	106	486	40	153	55	248	38	383	86	507	1585
Grand Total	200	429	60	689	66	650	210	926	87	318	87	492	72	713	161	946	3053
Apprch %	29	62.3	8.7		7.1	70.2	22.7		17.7	64.6	17.7		7.6	75.4	17		
Total %	6.6	14.1	2	22.6	2.2	21.3	6.9	30.3	2.8	10.4	2.8	16.1	2.4	23.4	5.3	31	

	N Loraine Avenue Southbound				E Foothill Boulevard Westbound				S Loraine Avenue Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	23	**66**	**7**	96	**15**	64	**30**	109	**11**	43	7	61	**13**	88	23	124	390
04:45 PM	19	55	6	80	5	69	19	93	8	**47**	11	66	10	88	13	111	350
05:00 PM	**43**	58	4	**105**	14	89	24	127	11	45	**17**	**73**	9	91	**32**	132	**437**
05:15 PM	30	45	4	79	9	**98**	24	**131**	9	27	9	45	8	**138**	19	**165**	420
Total Volume	115	224	21	360	43	320	97	460	39	162	44	245	40	405	87	532	1597
% App. Total	31.9	62.2	5.8		9.3	69.6	21.1		15.9	66.1	18		7.5	76.1	16.4		
PHF	.669	.848	.750	.857	.717	.816	.808	.878	.886	.862	.647	.839	.769	.734	.680	.806	.914

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City of Glendora
N/S: S Loraine Avenue
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Weather: Clear

File Name : 01_GDE_Lor_Foot PM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 2



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

	04:15 PM				05:00 PM				04:15 PM				04:30 PM			
+0 mins.	21	50	**12**	83	**14**	89	24	127	**14**	35	5	54	**13**	88	23	124
+15 mins.	23	**66**	7	96	9	**98**	24	**131**	11	43	7	61	10	88	13	111
+30 mins.	19	55	6	80	5	72	**33**	110	8	**47**	11	66	9	91	**32**	132
+45 mins.	**43**	58	4	**105**	5	88	25	118	11	45	**17**	**73**	8	**138**	19	**165**
Total Volume	106	229	29	364	33	347	106	486	44	170	40	254	40	405	87	532
% App. Total	29.1	62.9	8		6.8	71.4	21.8		17.3	66.9	15.7		7.5	76.1	16.4	
PHF	.616	.867	.604	.867	.589	.885	.803	.927	.786	.904	.588	.870	.769	.734	.680	.806

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City of Glendora
N/S: S Loraine Avenue
E/W: E Carroll Avenue
Weather: Clear

File Name : 02_GDE_Lor_Car AM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 1

Groups Printed- Total Volume

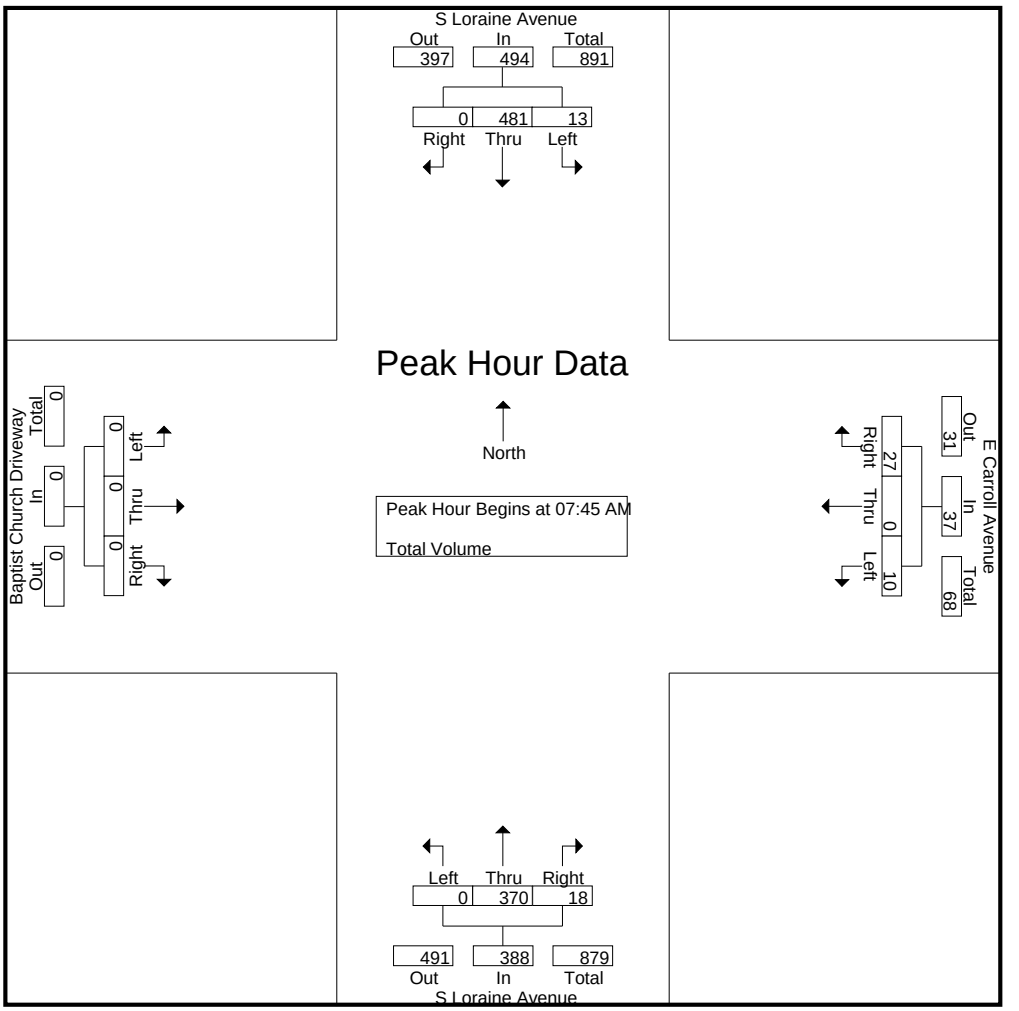
	S Loraine Avenue Southbound				E Carroll Avenue Westbound				S Loraine Avenue Northbound				Baptist Church Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	59	0	59	3	0	2	5	0	47	0	47	0	0	1	1	112
07:15 AM	1	53	0	54	2	0	3	5	0	24	2	26	0	0	0	0	85
07:30 AM	1	71	0	72	3	0	6	9	0	55	3	58	0	0	0	0	139
07:45 AM	0	71	0	71	2	0	10	12	0	116	3	119	0	0	0	0	202
Total	2	254	0	256	10	0	21	31	0	242	8	250	0	0	1	1	538
08:00 AM	4	153	0	157	1	0	11	12	0	114	3	117	0	0	0	0	286
08:15 AM	7	146	0	153	4	0	4	8	0	90	7	97	0	0	0	0	258
08:30 AM	2	111	0	113	3	0	2	5	0	50	5	55	0	0	0	0	173
08:45 AM	0	59	0	59	2	0	0	2	0	29	1	30	0	0	0	0	91
Total	13	469	0	482	10	0	17	27	0	283	16	299	0	0	0	0	808
Grand Total	15	723	0	738	20	0	38	58	0	525	24	549	0	0	1	1	1346
Apprch %	2	98	0		34.5	0	65.5		0	95.6	4.4		0	0	100		
Total %	1.1	53.7	0	54.8	1.5	0	2.8	4.3	0	39	1.8	40.8	0	0	0.1	0.1	

	S Loraine Avenue Southbound				E Carroll Avenue Westbound				S Loraine Avenue Northbound				Baptist Church Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	71	0	71	2	0	10	**12**	0	**116**	3	**119**	0	0	0	0	202
08:00 AM	4	**153**	0	**157**	1	0	**11**	12	0	114	3	117	0	0	0	0	**286**
08:15 AM	**7**	146	0	153	**4**	0	4	8	0	90	**7**	97	0	0	0	0	258
08:30 AM	2	111	0	113	3	0	2	5	0	50	5	55	0	0	0	0	173
Total Volume	13	481	0	494	10	0	27	37	0	370	18	388	0	0	0	0	919
% App. Total	2.6	97.4	0		27	0	73		0	95.4	4.6		0	0	0		
PHF	.464	.786	.000	.787	.625	.000	.614	.771	.000	.797	.643	.815	.000	.000	.000	.000	.803

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City of Glendora
N/S: S Loraine Avenue
E/W: E Carroll Avenue
Weather: Clear

File Name : 02_GDE_Lor_Car AM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 2



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

	07:45 AM				07:30 AM				07:30 AM				07:00 AM			
+0 mins.	0	71	0	71	3	0	6	9	0	55	3	58	0	0	**1**	**1**
+15 mins.	4	**153**	0	**157**	2	0	10	**12**	0	**116**	3	**119**	0	0	0	0
+30 mins.	**7**	146	0	153	1	0	**11**	12	0	114	3	117	0	0	0	0
+45 mins.	2	111	0	113	**4**	0	4	8	0	90	**7**	97	0	0	0	0
Total Volume	13	481	0	494	10	0	31	41	0	375	16	391	0	0	1	1
% App. Total	2.6	97.4	0		24.4	0	75.6		0	95.9	4.1		0	0	100	
PHF	.464	.786	.000	.787	.625	.000	.705	.854	.000	.808	.571	.821	.000	.000	.250	.250

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City of Glendora
N/S: S Loraine Avenue
E/W: E Carroll Avenue
Weather: Clear

File Name : 02_GDE_Lor_Car PM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 1

Groups Printed- Total Volume

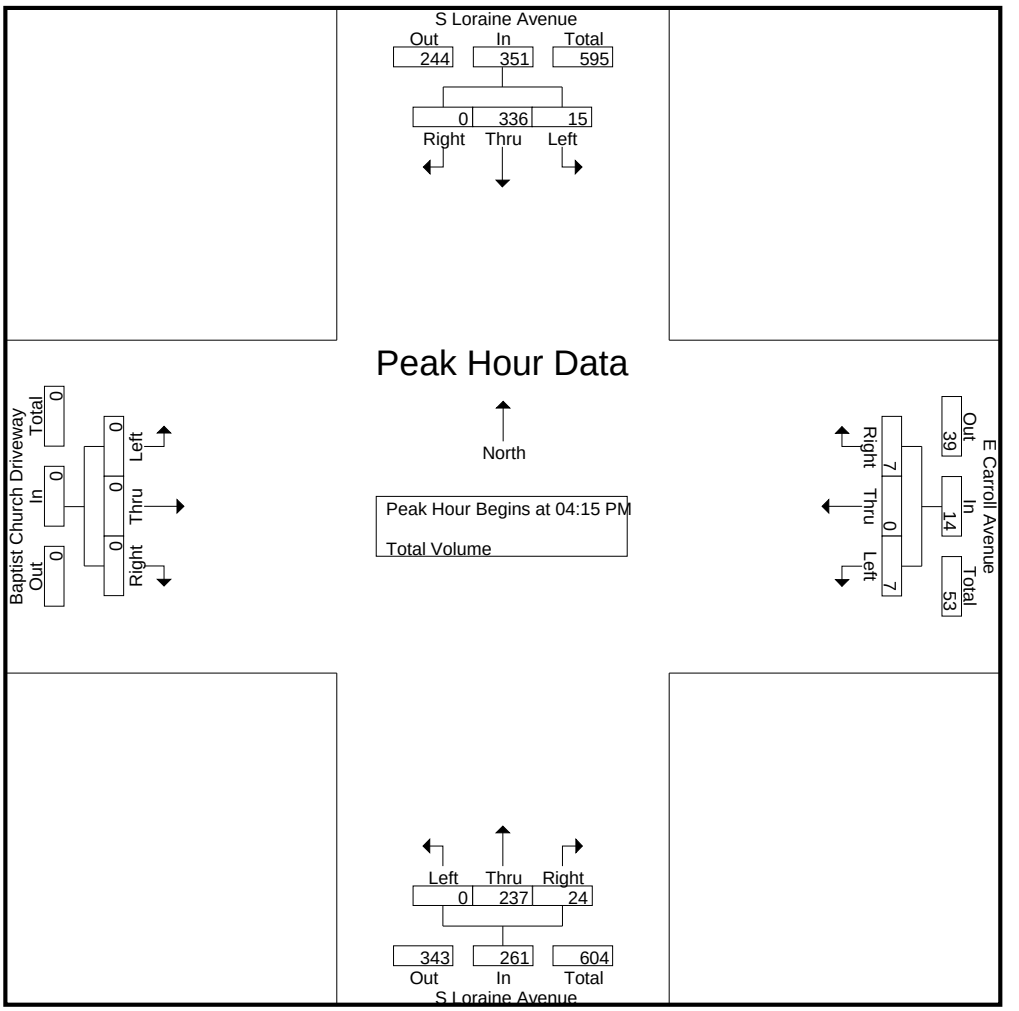
	S Loraine Avenue Southbound				E Carroll Avenue Westbound				S Loraine Avenue Northbound				Baptist Church Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	88	0	90	2	0	3	5	0	63	1	64	0	0	0	0	159
04:15 PM	3	73	0	76	2	0	2	4	0	48	6	54	0	0	0	0	134
04:30 PM	5	95	0	100	1	0	2	3	0	57	11	68	0	0	0	0	171
04:45 PM	1	72	0	73	2	0	3	5	0	61	2	63	0	0	0	0	141
Total	11	328	0	339	7	0	10	17	0	229	20	249	0	0	0	0	605
05:00 PM	6	96	0	102	2	0	0	2	0	71	5	76	0	0	0	0	180
05:15 PM	1	76	0	77	5	0	3	8	0	42	7	49	0	0	0	0	134
05:30 PM	1	66	0	67	8	0	1	9	0	67	3	70	0	0	0	0	146
05:45 PM	3	64	0	67	2	0	2	4	0	58	2	60	0	0	0	0	131
Total	11	302	0	313	17	0	6	23	0	238	17	255	0	0	0	0	591
Grand Total	22	630	0	652	24	0	16	40	0	467	37	504	0	0	0	0	1196
Apprch %	3.4	96.6	0		60	0	40		0	92.7	7.3		0	0	0		
Total %	1.8	52.7	0	54.5	2	0	1.3	3.3	0	39	3.1	42.1	0	0	0	0	

	S Loraine Avenue Southbound				E Carroll Avenue Westbound				S Loraine Avenue Northbound				Baptist Church Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	73	0	76	**2**	0	2	4	0	48	6	54	0	0	0	0	134
04:30 PM	5	95	0	100	1	0	2	3	0	57	**11**	68	0	0	0	0	171
04:45 PM	1	72	0	73	2	0	**3**	**5**	0	61	2	63	0	0	0	0	141
05:00 PM	**6**	**96**	0	**102**	2	0	0	2	0	**71**	5	**76**	0	0	0	0	**180**
Total Volume	15	336	0	351	7	0	7	14	0	237	24	261	0	0	0	0	626
% App. Total	4.3	95.7	0		50	0	50		0	90.8	9.2		0	0	0		
PHF	.625	.875	.000	.860	.875	.000	.583	.700	.000	.835	.545	.859	.000	.000	.000	.000	.869

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City of Glendora
N/S: S Loraine Avenue
E/W: E Carroll Avenue
Weather: Clear

File Name : 02_GDE_Lor_Car PM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 2



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

	04:30 PM				04:45 PM				04:15 PM				04:00 PM			
+0 mins.	5	95	0	100	2	0	**3**	5	0	48	6	54	0	0	0	0
+15 mins.	1	72	0	73	2	0	0	2	0	57	**11**	68	0	0	0	0
+30 mins.	**6**	**96**	0	**102**	5	0	3	8	0	61	2	63	0	0	0	0
+45 mins.	1	76	0	77	**8**	0	1	**9**	0	**71**	5	**76**	0	0	0	0
Total Volume	13	339	0	352	17	0	7	24	0	237	24	261	0	0	0	0
% App. Total	3.7	96.3	0		70.8	0	29.2		0	90.8	9.2		0	0	0	
PHF	.542	.883	.000	.863	.531	.000	.583	.667	.000	.835	.545	.859	.000	.000	.000	.000

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City of Glendora
N/S: S Loraine Avenue
E/W: Steffen Avenue
Weather: Clear

File Name : 03_GDE_Lor_Stef AM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 1

Groups Printed- Total Volume

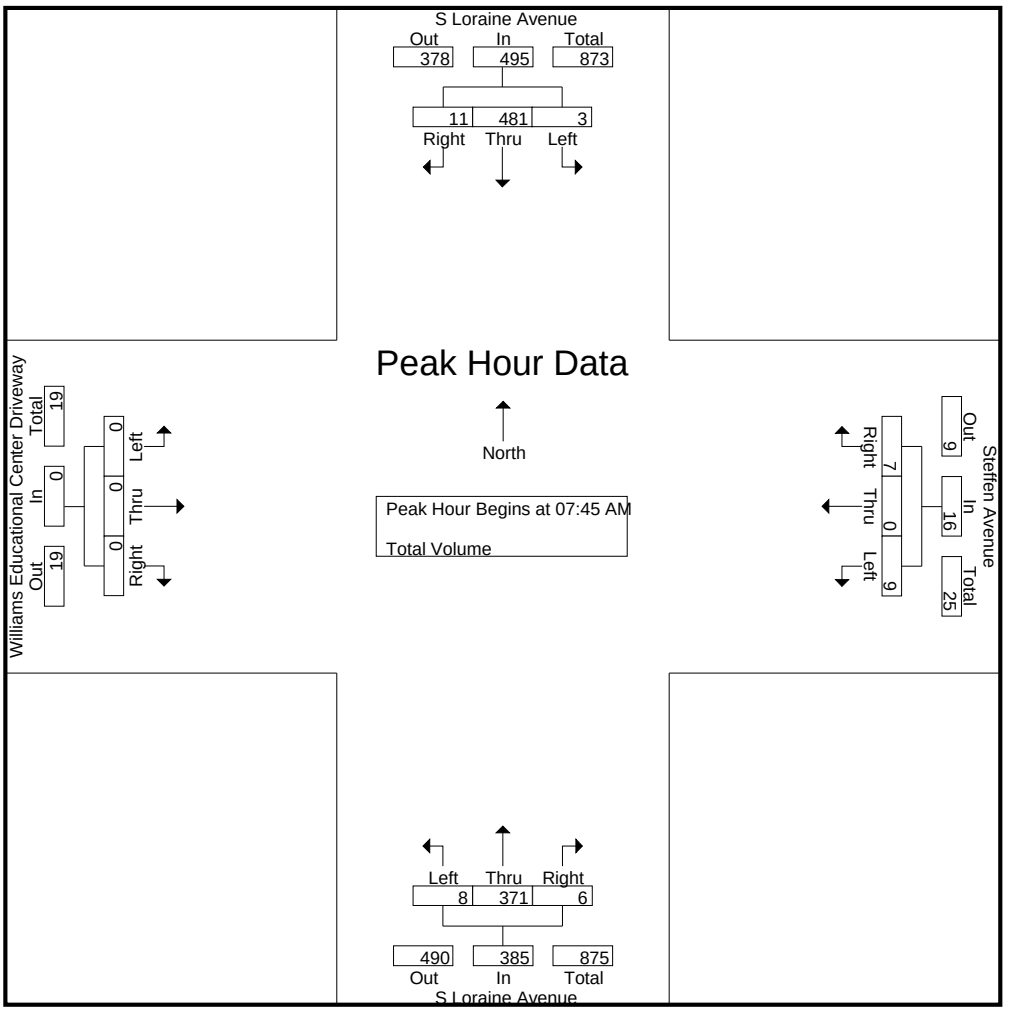
	S Loraine Avenue Southbound				Steffen Avenue Westbound				S Loraine Avenue Northbound				Williams Educational Center Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	64	0	64	2	0	0	2	4	42	0	46	0	0	0	0	112
07:15 AM	1	52	3	56	2	0	0	2	1	34	2	37	0	0	0	0	95
07:30 AM	0	74	0	74	4	0	0	4	2	52	0	54	0	0	0	0	132
07:45 AM	1	75	0	76	4	0	4	8	0	107	2	109	0	0	0	0	193
Total	2	265	3	270	12	0	4	16	7	235	4	246	0	0	0	0	532
08:00 AM	1	146	4	151	1	0	1	2	0	114	2	116	0	0	0	0	269
08:15 AM	0	145	3	148	3	0	1	4	7	94	2	103	0	0	0	0	255
08:30 AM	1	115	4	120	1	0	1	2	1	56	0	57	0	0	0	0	179
08:45 AM	0	58	1	59	3	0	0	3	3	26	1	30	0	0	0	0	92
Total	2	464	12	478	8	0	3	11	11	290	5	306	0	0	0	0	795
Grand Total	4	729	15	748	20	0	7	27	18	525	9	552	0	0	0	0	1327
Apprch %	0.5	97.5	2		74.1	0	25.9		3.3	95.1	1.6		0	0	0		
Total %	0.3	54.9	1.1	56.4	1.5	0	0.5	2	1.4	39.6	0.7	41.6	0	0	0	0	

	S Loraine Avenue Southbound				Steffen Avenue Westbound				S Loraine Avenue Northbound				Williams Educational Center Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	75	0	76	**4**	0	**4**	**8**	0	107	**2**	109	0	0	0	0	193
08:00 AM	1	**146**	**4**	**151**	1	0	1	2	0	**114**	2	**116**	0	0	0	0	**269**
08:15 AM	0	145	3	148	3	0	1	4	**7**	94	2	103	0	0	0	0	255
08:30 AM	1	115	4	120	1	0	1	2	1	56	0	57	0	0	0	0	179
Total Volume	3	481	11	495	9	0	7	16	8	371	6	385	0	0	0	0	896
% App. Total	0.6	97.2	2.2		56.2	0	43.8		2.1	96.4	1.6		0	0	0		
PHF	.750	.824	.688	.820	.563	.000	.438	.500	.286	.814	.750	.830	.000	.000	.000	.000	.833

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City of Glendora
N/S: S Loraine Avenue
E/W: Steffen Avenue
Weather: Clear

File Name : 03_GDE_Lor_Stef AM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 2



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

	07:45 AM				07:30 AM				07:45 AM				07:00 AM			
+0 mins.	**1**	75	0	76	**4**	0	0	4	0	107	**2**	109	0	0	0	0
+15 mins.	1	**146**	**4**	**151**	4	0	**4**	**8**	0	**114**	2	**116**	0	0	0	0
+30 mins.	0	145	3	148	1	0	1	2	**7**	94	2	103	0	0	0	0
+45 mins.	1	115	4	120	3	0	1	4	1	56	0	57	0	0	0	0
Total Volume	3	481	11	495	12	0	6	18	8	371	6	385	0	0	0	0
% App. Total	0.6	97.2	2.2		66.7	0	33.3		2.1	96.4	1.6		0	0	0	
PHF	.750	.824	.688	.820	.750	.000	.375	.563	.286	.814	.750	.830	.000	.000	.000	.000

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City of Glendora
N/S: S Loraine Avenue
E/W: Steffen Avenue
Weather: Clear

File Name : 03_GDE_Lor_Stef PM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 1

Groups Printed- Total Volume

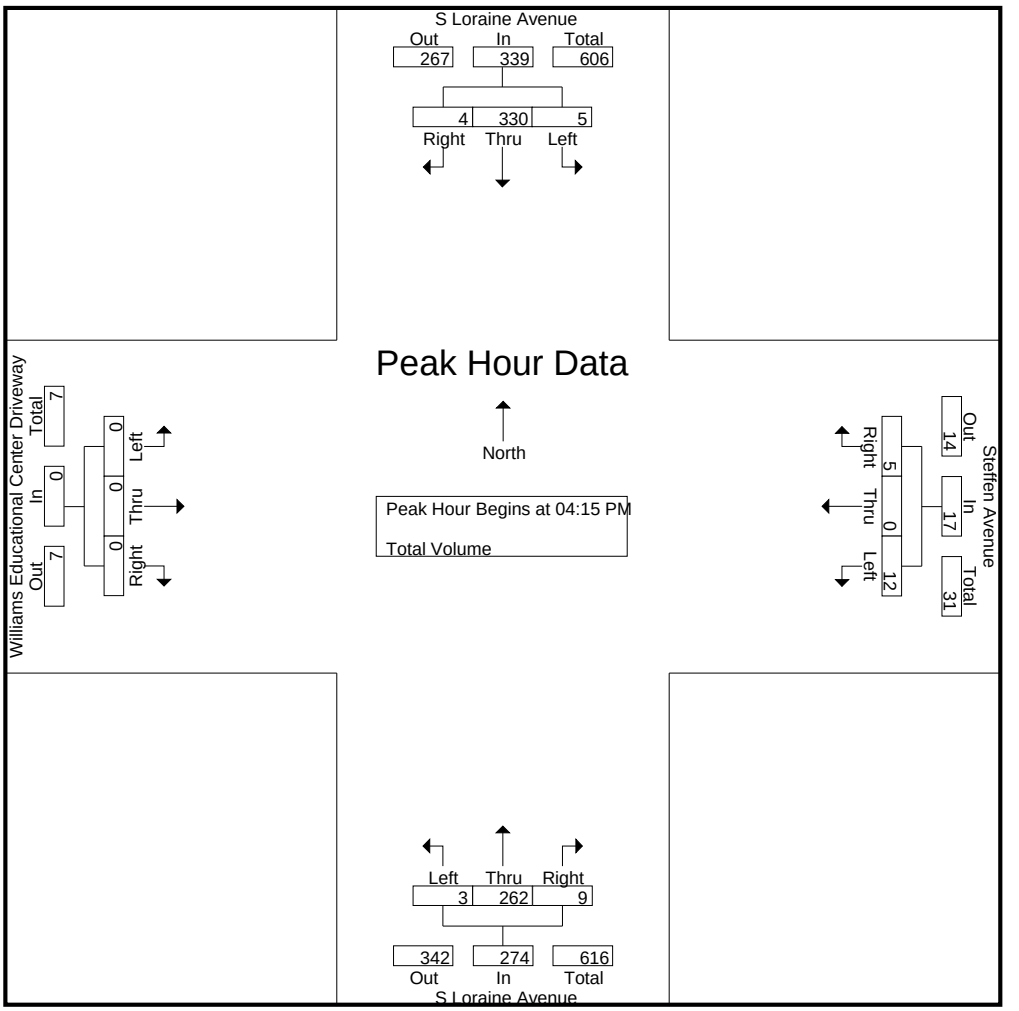
	S Loraine Avenue Southbound				Steffen Avenue Westbound				S Loraine Avenue Northbound				Williams Educational Center Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	91	0	91	1	0	1	2	1	62	1	64	0	0	0	0	157
04:15 PM	1	71	1	73	1	0	3	4	1	52	0	53	0	0	0	0	130
04:30 PM	2	91	0	93	0	0	0	0	2	72	3	77	0	0	0	0	170
04:45 PM	0	73	3	76	7	0	0	7	0	59	3	62	0	0	0	0	145
Total	3	326	4	333	9	0	4	13	4	245	7	256	0	0	0	0	602
05:00 PM	2	95	0	97	4	0	2	6	0	79	3	82	0	0	0	0	185
05:15 PM	2	74	2	78	1	0	0	1	2	48	1	51	0	0	0	0	130
05:30 PM	0	82	2	84	2	0	1	3	1	70	4	75	0	0	0	0	162
05:45 PM	3	61	2	66	3	0	1	4	0	60	4	64	0	0	0	0	134
Total	7	312	6	325	10	0	4	14	3	257	12	272	0	0	0	0	611
Grand Total	10	638	10	658	19	0	8	27	7	502	19	528	0	0	0	0	1213
Apprch %	1.5	97	1.5		70.4	0	29.6		1.3	95.1	3.6		0	0	0		
Total %	0.8	52.6	0.8	54.2	1.6	0	0.7	2.2	0.6	41.4	1.6	43.5	0	0	0	0	

	S Loraine Avenue Southbound				Steffen Avenue Westbound				S Loraine Avenue Northbound				Williams Educational Center Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	71	1	73	1	0	**3**	4	1	52	0	53	0	0	0	0	130
04:30 PM	**2**	91	0	93	0	0	0	0	**2**	72	**3**	77	0	0	0	0	170
04:45 PM	0	73	**3**	76	**7**	0	0	**7**	0	59	3	62	0	0	0	0	145
05:00 PM	2	**95**	0	**97**	4	0	2	6	0	**79**	3	**82**	0	0	0	0	**185**
Total Volume	5	330	4	339	12	0	5	17	3	262	9	274	0	0	0	0	630
% App. Total	1.5	97.3	1.2		70.6	0	29.4		1.1	95.6	3.3		0	0	0		
PHF	.625	.868	.333	.874	.429	.000	.417	.607	.375	.829	.750	.835	.000	.000	.000	.000	.851

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City of Glendora
N/S: S Loraine Avenue
E/W: Steffen Avenue
Weather: Clear

File Name : 03_GDE_Lor_Stef PM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 2



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

	04:30 PM				04:15 PM				04:15 PM				04:00 PM			
+0 mins.	**2**	91	0	93	1	0	**3**	4	1	52	0	53	0	0	0	0
+15 mins.	0	73	**3**	76	0	0	0	0	**2**	72	**3**	77	0	0	0	0
+30 mins.	2	**95**	0	**97**	**7**	0	0	**7**	0	59	3	62	0	0	0	0
+45 mins.	2	74	2	78	4	0	2	6	0	**79**	3	**82**	0	0	0	0
Total Volume	6	333	5	344	12	0	5	17	3	262	9	274	0	0	0	0
% App. Total	1.7	96.8	1.5		70.6	0	29.4		1.1	95.6	3.3		0	0	0	
PHF	.750	.876	.417	.887	.429	.000	.417	.607	.375	.829	.750	.835	.000	.000	.000	.000

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City of Glendora
N/S: S Loraine Avenue
E/W: State Route 66
Weather: Clear

File Name : 04_GDE_Lor_SR 66 AM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 1

Groups Printed- Total Volume

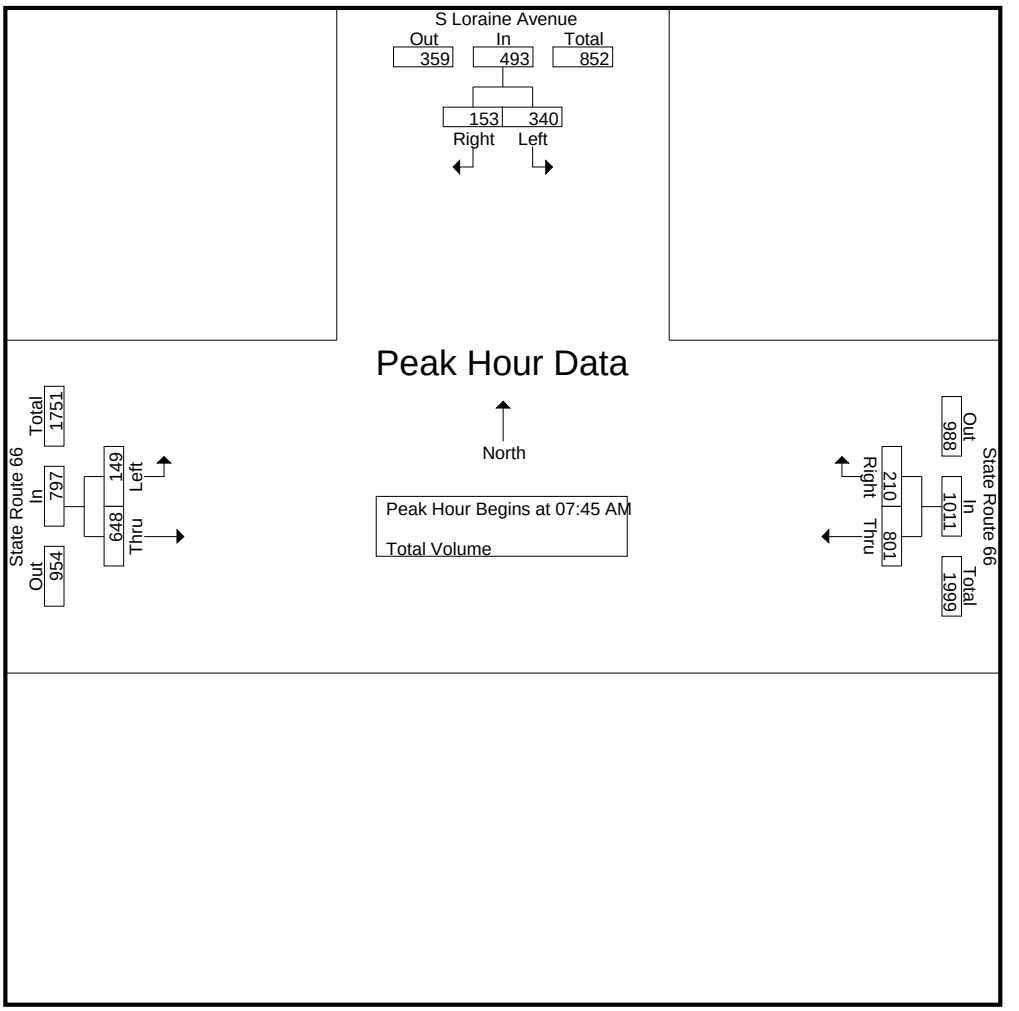
	S Loraine Avenue Southbound			State Route 66 Westbound			State Route 66 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	46	25	71	171	24	195	16	69	85	351
07:15 AM	60	10	70	169	24	193	17	93	110	373
07:30 AM	67	19	86	156	31	187	16	107	123	396
07:45 AM	68	26	94	208	70	278	34	135	169	541
Total	241	80	321	704	149	853	83	404	487	1661
08:00 AM	88	42	130	208	53	261	49	194	243	634
08:15 AM	103	35	138	198	59	257	46	176	222	617
08:30 AM	81	50	131	187	28	215	20	143	163	509
08:45 AM	47	30	77	132	23	155	10	122	132	364
Total	319	157	476	725	163	888	125	635	760	2124
Grand Total	560	237	797	1429	312	1741	208	1039	1247	3785
Apprch %	70.3	29.7		82.1	17.9		16.7	83.3		
Total %	14.8	6.3	21.1	37.8	8.2	46	5.5	27.5	32.9	

	S Loraine Avenue Southbound			State Route 66 Westbound			State Route 66 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	68	26	94	**208**	**70**	**278**	34	135	169	541
08:00 AM	88	42	130	208	53	261	**49**	**194**	**243**	**634**
08:15 AM	**103**	35	**138**	198	59	257	46	176	222	617
08:30 AM	81	**50**	131	187	28	215	20	143	163	509
Total Volume	340	153	493	801	210	1011	149	648	797	2301
% App. Total	69	31		79.2	20.8		18.7	81.3		
PHF	.825	.765	.893	.963	.750	.909	.760	.835	.820	.907

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City of Glendora
N/S: S Loraine Avenue
E/W: State Route 66
Weather: Clear

File Name : 04_GDE_Lor_SR 66 AM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 2



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

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	68	26	94	**208**	**70**	**278**	34	135	169
+15 mins.	88	42	130	208	53	261	**49**	**194**	**243**
+30 mins.	**103**	35	**138**	198	59	257	46	176	222
+45 mins.	81	**50**	131	187	28	215	20	143	163
Total Volume	340	153	493	801	210	1011	149	648	797
% App. Total	69	31		79.2	20.8		18.7	81.3	
PHF	.825	.765	.893	.963	.750	.909	.760	.835	.820

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City of Glendora
N/S: S Loraine Avenue
E/W: State Route 66
Weather: Clear

File Name : 04_GDE_Lor_SR 66 PM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 1

Groups Printed- Total Volume

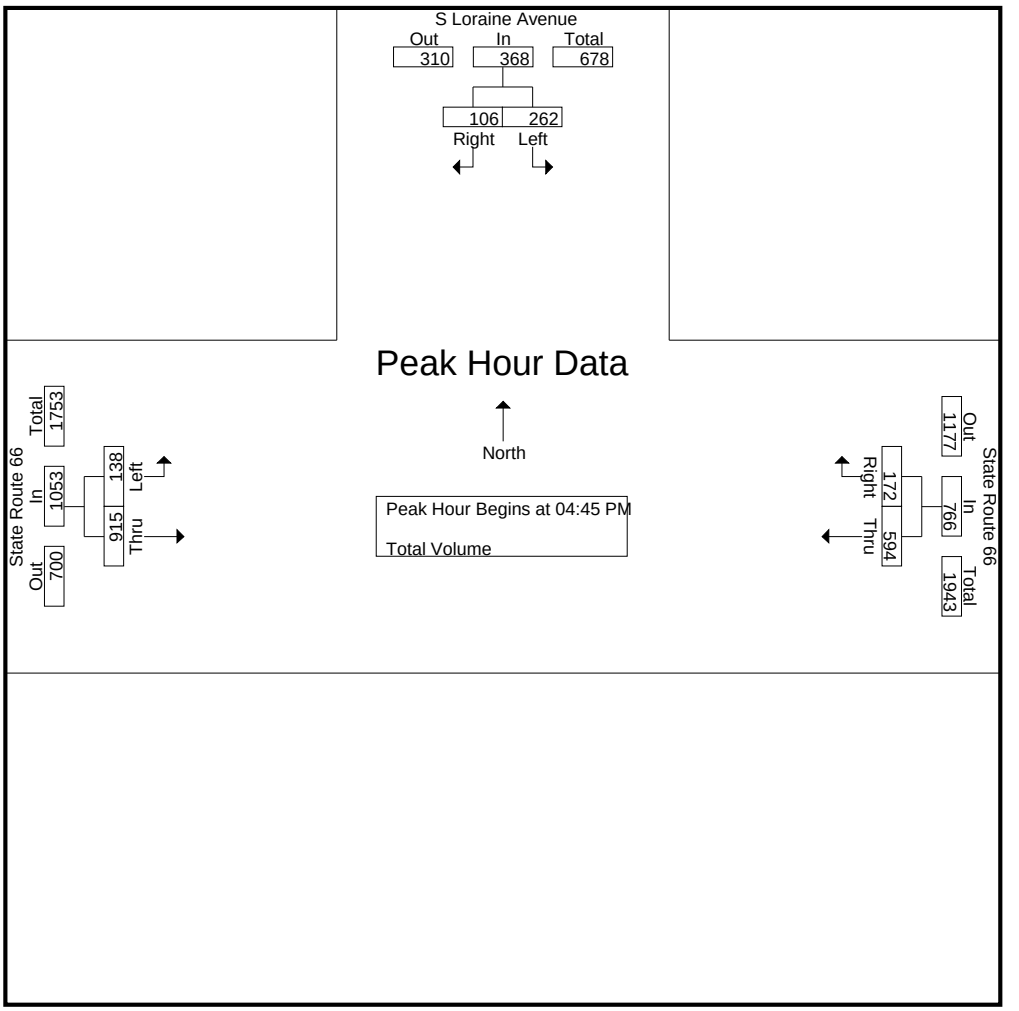
	S Loraine Avenue Southbound			State Route 66 Westbound			State Route 66 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	64	29	93	160	40	200	33	207	240	533
04:15 PM	57	25	82	160	36	196	33	217	250	528
04:30 PM	59	32	91	159	49	208	33	217	250	549
04:45 PM	68	27	95	166	32	198	36	194	230	523
Total	248	113	361	645	157	802	135	835	970	2133
05:00 PM	70	33	103	134	49	183	39	256	295	581
05:15 PM	57	22	79	141	34	175	32	246	278	532
05:30 PM	67	24	91	153	57	210	31	219	250	551
05:45 PM	53	18	71	143	38	181	26	193	219	471
Total	247	97	344	571	178	749	128	914	1042	2135
Grand Total	495	210	705	1216	335	1551	263	1749	2012	4268
Apprch %	70.2	29.8		78.4	21.6		13.1	86.9		
Total %	11.6	4.9	16.5	28.5	7.8	36.3	6.2	41	47.1	

	S Loraine Avenue Southbound			State Route 66 Westbound			State Route 66 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	68	27	95	**166**	32	198	36	194	230	523
05:00 PM	**70**	**33**	**103**	134	49	183	**39**	**256**	**295**	**581**
05:15 PM	57	22	79	141	34	175	32	246	278	532
05:30 PM	67	24	91	153	**57**	**210**	31	219	250	551
Total Volume	262	106	368	594	172	766	138	915	1053	2187
% App. Total	71.2	28.8		77.5	22.5		13.1	86.9		
PHF	.936	.803	.893	.895	.754	.912	.885	.894	.892	.941

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City of Glendora
N/S: S Loraine Avenue
E/W: State Route 66
Weather: Clear

File Name : 04_GDE_Lor_SR 66 PM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 2



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

	04:15 PM			04:00 PM			04:30 PM		
+0 mins.	57	25	82	160	40	200	33	217	250
+15 mins.	59	32	91	160	36	196	36	194	230
+30 mins.	68	27	95	159	**49**	**208**	**39**	**256**	**295**
+45 mins.	**70**	**33**	**103**	**166**	32	198	32	246	278
Total Volume	254	117	371	645	157	802	140	913	1053
% App. Total	68.5	31.5		80.4	19.6		13.3	86.7	
PHF	.907	.886	.900	.971	.801	.964	.897	.892	.892

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City of Glendora
N/S: Alley
E/W: E Foothill Boulevard
Weather: Clear

File Name : 05_GDE_All_Foot AM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 1

Groups Printed- Total Volume

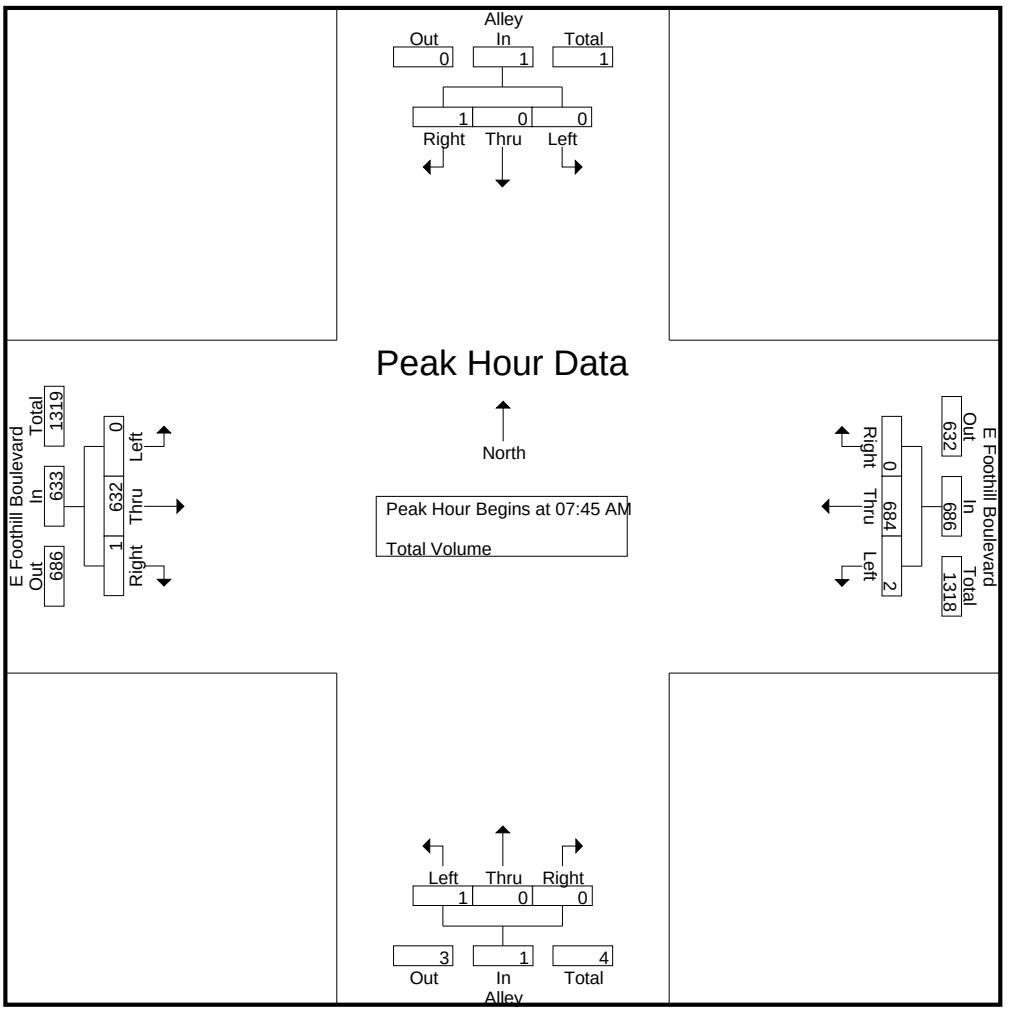
	Alley Southbound				E Foothill Boulevard Westbound				Alley Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	122	1	123	0	0	0	0	0	77	0	77	201
07:15 AM	0	0	0	0	0	98	0	98	0	0	0	0	0	52	0	52	150
07:30 AM	0	0	0	0	0	109	0	109	0	0	0	0	0	64	0	64	173
07:45 AM	0	0	0	0	1	150	0	151	0	0	0	0	0	100	0	100	251
Total	1	0	0	1	1	479	1	481	0	0	0	0	0	293	0	293	775
08:00 AM	0	0	1	1	1	191	0	192	1	0	0	1	0	180	0	180	374
08:15 AM	0	0	0	0	0	176	0	176	0	0	0	0	0	250	1	251	427
08:30 AM	0	0	0	0	0	167	0	167	0	0	0	0	0	102	0	102	269
08:45 AM	0	0	0	0	0	99	0	99	0	0	0	0	0	49	0	49	148
Total	0	0	1	1	1	633	0	634	1	0	0	1	0	581	1	582	1218
Grand Total	1	0	1	2	2	1112	1	1115	1	0	0	1	0	874	1	875	1993
Apprch %	50	0	50		0.2	99.7	0.1		100	0	0		0	99.9	0.1		
Total %	0.1	0	0.1	0.1	0.1	55.8	0.1	55.9	0.1	0	0	0.1	0	43.9	0.1	43.9	

	Alley Southbound				E Foothill Boulevard Westbound				Alley Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	**1**	150	0	151	0	0	0	0	0	100	0	100	251
08:00 AM	0	0	**1**	**1**	1	**191**	0	**192**	**1**	0	0	**1**	0	180	0	180	374
08:15 AM	0	0	0	0	0	176	0	176	0	0	0	0	0	**250**	**1**	**251**	**427**
08:30 AM	0	0	0	0	0	167	0	167	0	0	0	0	0	102	0	102	269
Total Volume	0	0	1	1	2	684	0	686	1	0	0	1	0	632	1	633	1321
% App. Total	0	0	100		0.3	99.7	0		100	0	0		0	99.8	0.2		
PHF	.000	.000	.250	.250	.500	.895	.000	.893	.250	.000	.000	.250	.000	.632	.250	.630	.773

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City of Glendora
N/S: Alley
E/W: E Foothill Boulevard
Weather: Clear

File Name : 05_GDE_All_Foot AM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 2



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

	07:00 AM				07:45 AM				07:15 AM				07:45 AM			
+0 mins.	**1**	0	0	**1**	**1**	150	0	151	0	0	0	0	0	100	0	100
+15 mins.	0	0	0	0	1	**191**	0	**192**	0	0	0	0	0	180	0	180
+30 mins.	0	0	0	0	0	176	0	176	0	0	0	0	0	**250**	**1**	**251**
+45 mins.	0	0	0	0	0	167	0	167	**1**	0	0	**1**	0	102	0	102
Total Volume	1	0	0	1	2	684	0	686	1	0	0	1	0	632	1	633
% App. Total	100	0	0		0.3	99.7	0		100	0	0		0	99.8	0.2	
PHF	.250	.000	.000	.250	.500	.895	.000	.893	.250	.000	.000	.250	.000	.632	.250	.630

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City of Glendora
N/S: Alley
E/W: E Foothill Boulevard
Weather: Clear

File Name : 05_GDE_All_Foot PM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 1

Groups Printed- Total Volume

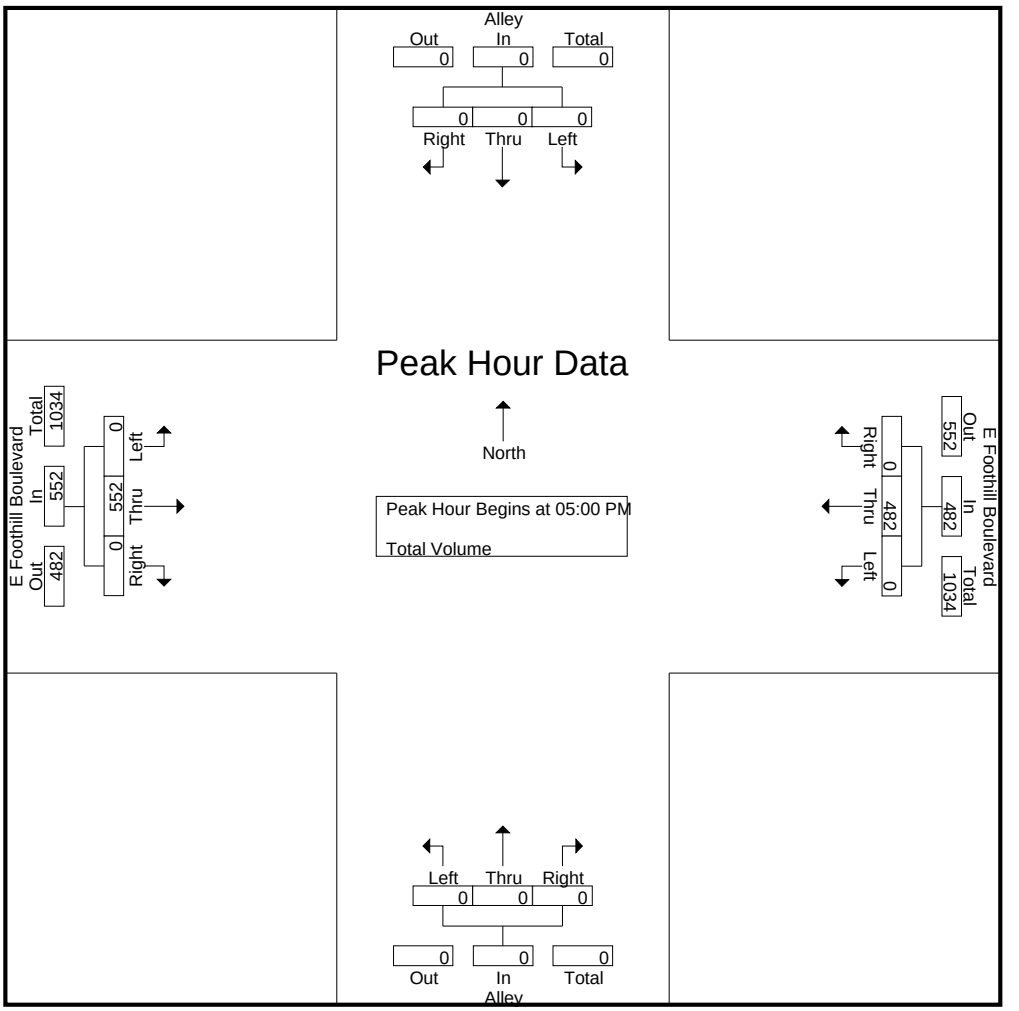
	Alley Southbound				E Foothill Boulevard Westbound				Alley Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	136	0	136	0	0	0	0	0	115	1	116	252
04:15 PM	0	0	0	0	0	109	0	109	0	0	0	0	0	96	0	96	205
04:30 PM	0	0	0	0	0	102	0	102	0	0	0	0	0	113	0	113	215
04:45 PM	0	0	0	0	0	103	0	103	0	0	0	0	0	116	0	116	219
Total	0	0	0	0	0	450	0	450	0	0	0	0	0	440	1	441	891
05:00 PM	0	0	0	0	0	120	0	120	0	0	0	0	0	147	0	147	267
05:15 PM	0	0	0	0	0	133	0	133	0	0	0	0	0	178	0	178	311
05:30 PM	0	0	0	0	0	110	0	110	0	0	0	0	0	118	0	118	228
05:45 PM	0	0	0	0	0	119	0	119	0	0	0	0	0	109	0	109	228
Total	0	0	0	0	0	482	0	482	0	0	0	0	0	552	0	552	1034
Grand Total	0	0	0	0	0	932	0	932	0	0	0	0	0	992	1	993	1925
Apprch %	0	0	0		0	100	0		0	0	0		0	99.9	0.1		
Total %	0	0	0	0	0	48.4	0	48.4	0	0	0	0	0	51.5	0.1	51.6	

	Alley Southbound				E Foothill Boulevard Westbound				Alley Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	120	0	120	0	0	0	0	0	147	0	147	267
05:15 PM	0	0	0	0	0	**133**	0	**133**	0	0	0	0	0	**178**	0	**178**	**311**
05:30 PM	0	0	0	0	0	110	0	110	0	0	0	0	0	118	0	118	228
05:45 PM	0	0	0	0	0	119	0	119	0	0	0	0	0	109	0	109	228
Total Volume	0	0	0	0	0	482	0	482	0	0	0	0	0	552	0	552	1034
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.906	.000	.906	.000	.000	.000	.000	.000	.775	.000	.775	.831

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City of Glendora
N/S: Alley
E/W: E Foothill Boulevard
Weather: Clear

File Name : 05_GDE_All_Foot PM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 2



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

	04:00 PM				05:00 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	0	0	0	120	0	120	0	0	0	0	0	116	0	116
+15 mins.	0	0	0	0	0	**133**	0	**133**	0	0	0	0	0	147	0	147
+30 mins.	0	0	0	0	0	110	0	110	0	0	0	0	0	**178**	0	**178**
+45 mins.	0	0	0	0	0	119	0	119	0	0	0	0	0	118	0	118
Total Volume	0	0	0	0	0	482	0	482	0	0	0	0	0	559	0	559
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.906	.000	.906	.000	.000	.000	.000	.000	.785	.000	.785

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City of Glendora
N/S: S Treanor Avenue
E/W: E Foothill Boulevard
Weather: Clear

File Name : 06_GDE_Tre_Foot AM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 1

Groups Printed- Total Volume

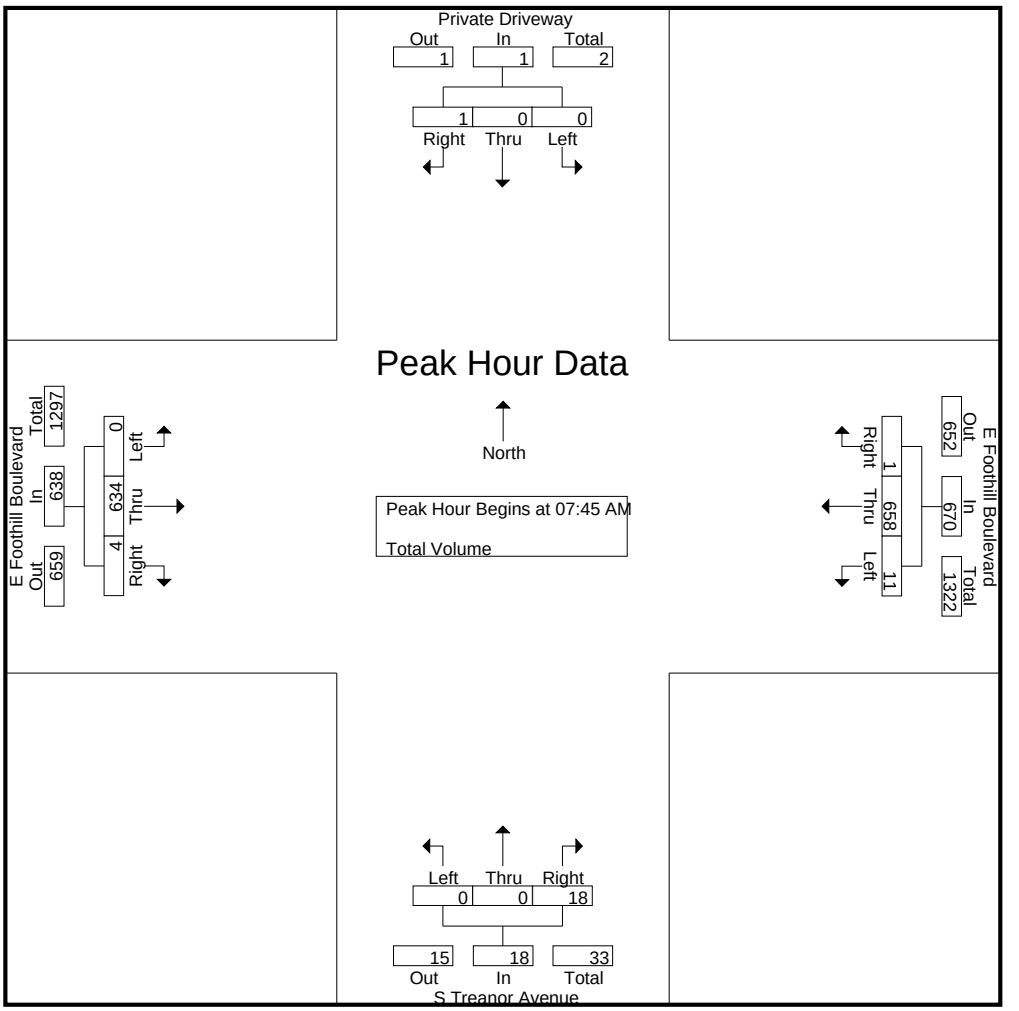
	Private Driveway Southbound				E Foothill Boulevard Westbound				S Treanor Avenue Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	3	120	0	123	1	0	0	1	0	81	0	81	205
07:15 AM	0	0	0	0	1	89	0	90	1	0	3	4	0	48	0	48	142
07:30 AM	0	0	0	0	2	112	0	114	0	0	11	11	0	75	0	75	200
07:45 AM	0	0	0	0	1	143	1	145	0	0	4	4	0	94	0	94	243
Total	0	0	0	0	7	464	1	472	2	0	18	20	0	298	0	298	790
08:00 AM	0	0	0	0	4	186	0	190	0	0	1	1	0	179	0	179	370
08:15 AM	0	0	1	1	2	169	0	171	0	0	9	9	0	250	3	253	434
08:30 AM	0	0	0	0	4	160	0	164	0	0	4	4	0	111	1	112	280
08:45 AM	0	0	0	0	0	94	1	95	1	0	0	1	0	52	0	52	148
Total	0	0	1	1	10	609	1	620	1	0	14	15	0	592	4	596	1232
Grand Total	0	0	1	1	17	1073	2	1092	3	0	32	35	0	890	4	894	2022
Apprch %	0	0	100		1.6	98.3	0.2		8.6	0	91.4		0	99.6	0.4		
Total %	0	0	0	0	0.8	53.1	0.1	54	0.1	0	1.6	1.7	0	44	0.2	44.2	

	Private Driveway Southbound				E Foothill Boulevard Westbound				S Treanor Avenue Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	1	143	**1**	145	0	0	4	4	0	94	0	94	243
08:00 AM	0	0	0	0	**4**	**186**	0	**190**	0	0	1	1	0	179	0	179	370
08:15 AM	0	0	**1**	**1**	2	169	0	171	0	0	**9**	**9**	0	**250**	**3**	**253**	**434**
08:30 AM	0	0	0	0	4	160	0	164	0	0	4	4	0	111	1	112	280
Total Volume	0	0	1	1	11	658	1	670	0	0	18	18	0	634	4	638	1327
% App. Total	0	0	100		1.6	98.2	0.1		0	0	100		0	99.4	0.6		
PHF	.000	.000	.250	.250	.688	.884	.250	.882	.000	.000	.500	.500	.000	.634	.333	.630	.764

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City of Glendora
N/S: S Treanor Avenue
E/W: E Foothill Boulevard
Weather: Clear

File Name : 06_GDE_Tre_Foot AM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 2



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

	07:30 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	0	0	0	0	1	143	**1**	145	0	0	**11**	**11**	0	94	0	94
+15 mins.	0	0	0	0	**4**	**186**	0	**190**	0	0	4	4	0	179	0	179
+30 mins.	0	0	0	0	2	169	0	171	0	0	1	1	0	**250**	**3**	**253**
+45 mins.	0	0	**1**	**1**	4	160	0	164	0	0	9	9	0	111	1	112
Total Volume	0	0	1	1	11	658	1	670	0	0	25	25	0	634	4	638
% App. Total	0	0	100		1.6	98.2	0.1		0	0	100		0	99.4	0.6	
PHF	.000	.000	.250	.250	.688	.884	.250	.882	.000	.000	.568	.568	.000	.634	.333	.630

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City of Glendora
N/S: S Treanor Avenue
E/W: E Foothill Boulevard
Weather: Clear

File Name : 06_GDE_Tre_Foot PM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 1

Groups Printed- Total Volume

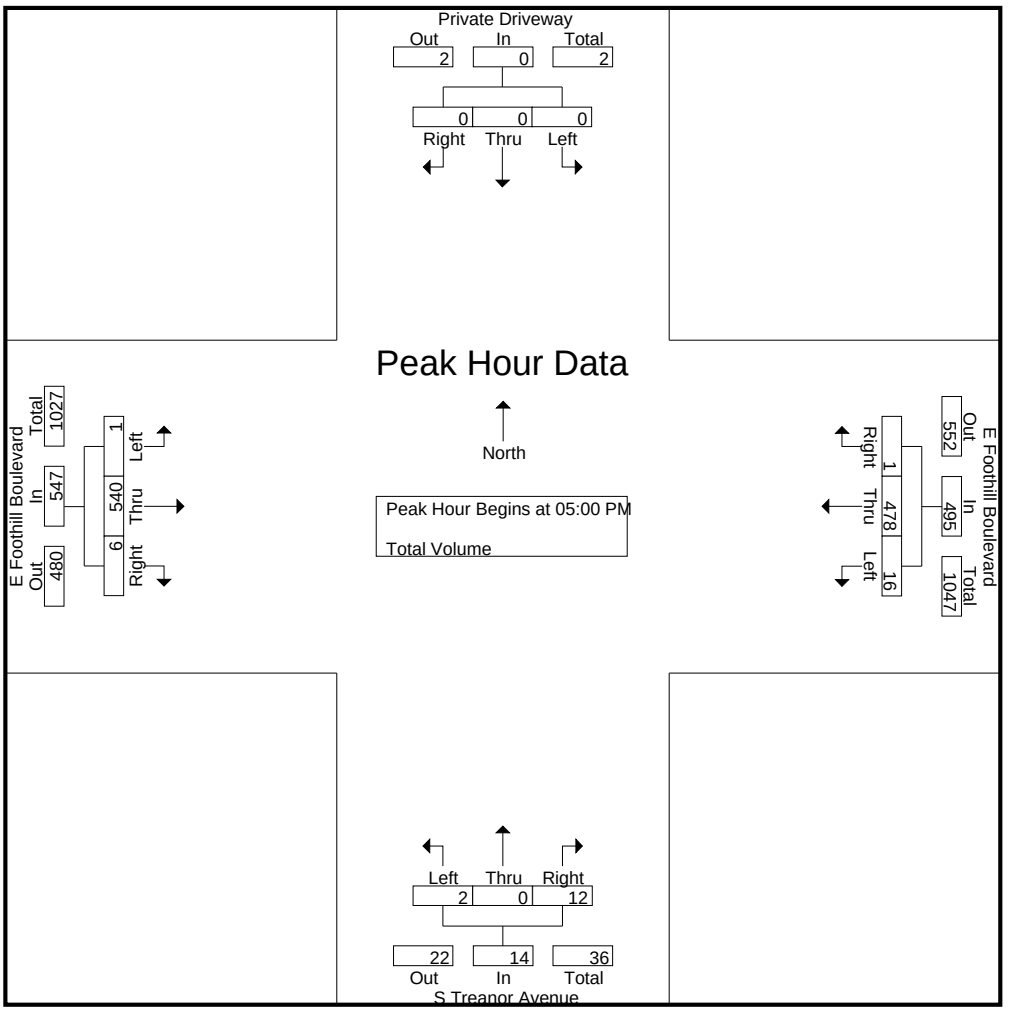
	Private Driveway Southbound				E Foothill Boulevard Westbound				S Treanor Avenue Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	2	141	0	143	0	0	5	5	0	110	1	111	259
04:15 PM	0	0	0	0	2	102	0	104	1	0	1	2	0	98	1	99	205
04:30 PM	1	0	0	1	3	98	0	101	0	0	0	0	0	108	3	111	213
04:45 PM	0	0	0	0	2	106	0	108	1	0	2	3	0	119	0	119	230
Total	1	0	0	1	9	447	0	456	2	0	8	10	0	435	5	440	907
05:00 PM	0	0	0	0	7	113	0	120	0	0	5	5	0	149	1	150	275
05:15 PM	0	0	0	0	4	128	1	133	2	0	1	3	0	166	1	167	303
05:30 PM	0	0	0	0	3	109	0	112	0	0	0	0	0	120	4	124	236
05:45 PM	0	0	0	0	2	128	0	130	0	0	6	6	1	105	0	106	242
Total	0	0	0	0	16	478	1	495	2	0	12	14	1	540	6	547	1056
Grand Total	1	0	0	1	25	925	1	951	4	0	20	24	1	975	11	987	1963
Apprch %	100	0	0		2.6	97.3	0.1		16.7	0	83.3		0.1	98.8	1.1		
Total %	0.1	0	0	0.1	1.3	47.1	0.1	48.4	0.2	0	1	1.2	0.1	49.7	0.6	50.3	

	Private Driveway Southbound				E Foothill Boulevard Westbound				S Treanor Avenue Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	**7**	113	0	120	0	0	5	5	0	149	1	150	275
05:15 PM	0	0	0	0	4	**128**	**1**	**133**	**2**	0	1	3	0	**166**	1	**167**	**303**
05:30 PM	0	0	0	0	3	109	0	112	0	0	0	0	0	120	**4**	124	236
05:45 PM	0	0	0	0	2	128	0	130	0	0	**6**	**6**	**1**	105	0	106	242
Total Volume	0	0	0	0	16	478	1	495	2	0	12	14	1	540	6	547	1056
% App. Total	0	0	0		3.2	96.6	0.2		14.3	0	85.7		0.2	98.7	1.1		
PHF	.000	.000	.000	.000	.571	.934	.250	.930	.250	.000	.500	.583	.250	.813	.375	.819	.871

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City of Glendora
N/S: S Treanor Avenue
E/W: E Foothill Boulevard
Weather: Clear

File Name : 06_GDE_Tre_Foot PM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 2



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

	04:00 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	0	0	0	0	**7**	113	0	120	0	0	5	5	0	119	0	119
+15 mins.	0	0	0	0	4	**128**	**1**	**133**	**2**	0	1	3	0	149	1	150
+30 mins.	**1**	0	0	**1**	3	109	0	112	0	0	0	0	0	**166**	1	**167**
+45 mins.	0	0	0	0	2	128	0	130	0	0	**6**	**6**	0	120	**4**	124
Total Volume	1	0	0	1	16	478	1	495	2	0	12	14	0	554	6	560
% App. Total	100	0	0		3.2	96.6	0.2		14.3	0	85.7		0	98.9	1.1	
PHF	.250	.000	.000	.250	.571	.934	.250	.930	.250	.000	.500	.583	.000	.834	.375	.838

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City of Glendora
N/S: San Jose Drive
E/W: E Foothill Boulevard
Weather: Clear

File Name : 07_GDE_SJ_Foot AM
Site Code : 23825392
Start Date : 4/15/2025
Page No : 1

Groups Printed- Total Volume

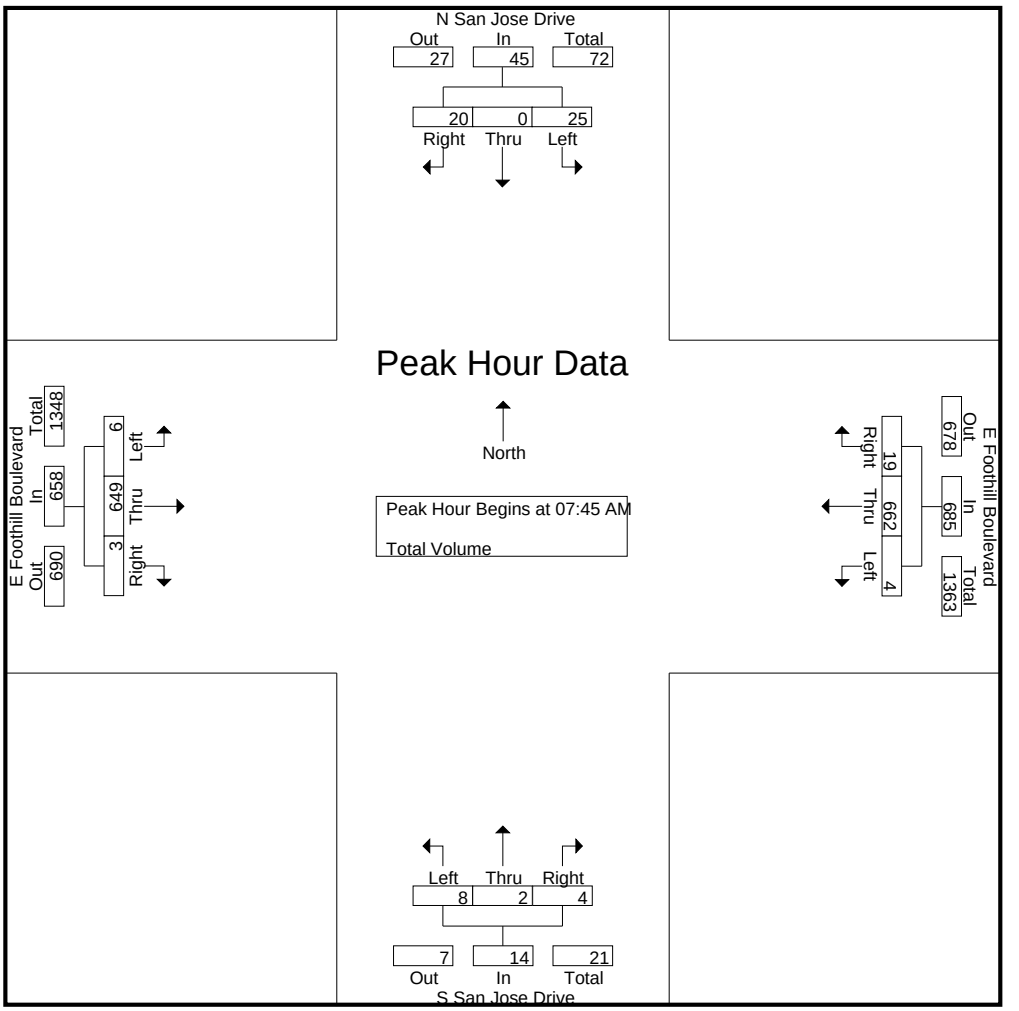
	N San Jose Drive Southbound				E Foothill Boulevard Westbound				S San Jose Drive Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	0	2	7	1	120	3	124	1	0	0	1	0	80	0	80	212
07:15 AM	6	0	1	7	0	87	3	90	3	0	1	4	0	52	0	52	153
07:30 AM	3	0	0	3	0	111	2	113	4	0	2	6	0	76	3	79	201
07:45 AM	5	0	3	8	1	146	4	151	2	0	1	3	2	102	1	105	267
Total	19	0	6	25	2	464	12	478	10	0	4	14	2	310	4	316	833
08:00 AM	7	0	6	13	1	189	6	196	1	2	1	4	2	180	0	182	395
08:15 AM	8	0	3	11	1	168	3	172	2	0	2	4	0	257	1	258	445
08:30 AM	5	0	8	13	1	159	6	166	3	0	0	3	2	110	1	113	295
08:45 AM	4	0	3	7	2	91	5	98	2	0	0	2	1	52	2	55	162
Total	24	0	20	44	5	607	20	632	8	2	3	13	5	599	4	608	1297
Grand Total	43	0	26	69	7	1071	32	1110	18	2	7	27	7	909	8	924	2130
Apprch %	62.3	0	37.7		0.6	96.5	2.9		66.7	7.4	25.9		0.8	98.4	0.9		
Total %	2	0	1.2	3.2	0.3	50.3	1.5	52.1	0.8	0.1	0.3	1.3	0.3	42.7	0.4	43.4	

	N San Jose Drive Southbound				E Foothill Boulevard Westbound				S San Jose Drive Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	0	3	8	**1**	146	4	151	2	0	1	3	**2**	102	**1**	105	267
08:00 AM	7	0	6	**13**	1	**189**	**6**	**196**	1	**2**	1	**4**	2	180	0	182	395
08:15 AM	**8**	0	3	11	1	168	3	172	2	0	**2**	4	0	**257**	1	**258**	**445**
08:30 AM	5	0	**8**	13	1	159	6	166	**3**	0	0	3	2	110	1	113	295
Total Volume	25	0	20	45	4	662	19	685	8	2	4	14	6	649	3	658	1402
% App. Total	55.6	0	44.4		0.6	96.6	2.8		57.1	14.3	28.6		0.9	98.6	0.5		
PHF	.781	.000	.625	.865	1.00	.876	.792	.874	.667	.250	.500	.875	.750	.631	.750	.638	.788

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File Name : 07_GDE_SJ_Foot AM
Site Code : 23825392
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:15 AM				07:45 AM			
+0 mins.	5	0	3	8	**1**	146	4	151	3	0	1	4	**2**	102	**1**	105
+15 mins.	7	0	6	**13**	1	**189**	**6**	**196**	**4**	0	**2**	**6**	2	180	0	182
+30 mins.	**8**	0	3	11	1	168	3	172	2	0	1	3	0	**257**	1	**258**
+45 mins.	5	0	**8**	13	1	159	6	166	1	**2**	1	4	2	110	1	113
Total Volume	25	0	20	45	4	662	19	685	10	2	5	17	6	649	3	658
% App. Total	55.6	0	44.4		0.6	96.6	2.8		58.8	11.8	29.4		0.9	98.6	0.5	
PHF	.781	.000	.625	.865	1.000	.876	.792	.874	.625	.250	.625	.708	.750	.631	.750	.638

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Groups Printed- Total Volume

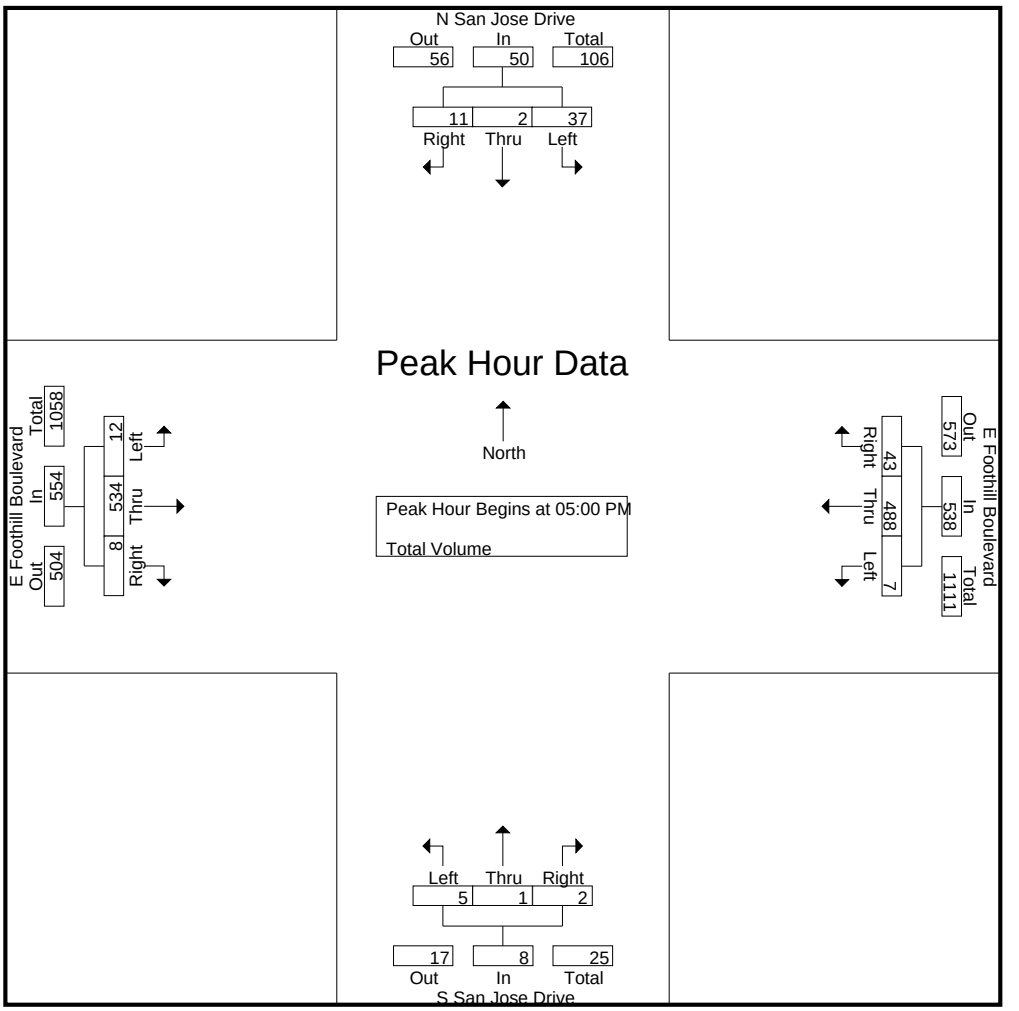
	N San Jose Drive Southbound				E Foothill Boulevard Westbound				S San Jose Drive Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	1	5	13	1	138	9	148	0	0	2	2	3	109	2	114	277
04:15 PM	5	0	6	11	5	103	8	116	0	1	4	5	2	99	0	101	233
04:30 PM	10	0	2	12	2	98	10	110	1	0	0	1	0	109	0	109	232
04:45 PM	3	1	1	5	1	104	10	115	4	0	1	5	1	120	1	122	247
Total	25	2	14	41	9	443	37	489	5	1	7	13	6	437	3	446	989
05:00 PM	11	0	4	15	3	115	9	127	3	1	0	4	1	147	2	150	296
05:15 PM	13	0	3	16	1	131	10	142	1	0	1	2	5	164	2	171	331
05:30 PM	7	1	1	9	3	113	14	130	1	0	1	2	4	115	2	121	262
05:45 PM	6	1	3	10	0	129	10	139	0	0	0	0	2	108	2	112	261
Total	37	2	11	50	7	488	43	538	5	1	2	8	12	534	8	554	1150
Grand Total	62	4	25	91	16	931	80	1027	10	2	9	21	18	971	11	1000	2139
Apprch %	68.1	4.4	27.5		1.6	90.7	7.8		47.6	9.5	42.9		1.8	97.1	1.1		
Total %	2.9	0.2	1.2	4.3	0.7	43.5	3.7	48	0.5	0.1	0.4	1	0.8	45.4	0.5	46.8	

	N San Jose Drive Southbound				E Foothill Boulevard Westbound				S San Jose Drive Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	0	**4**	15	**3**	115	9	127	**3**	**1**	0	**4**	1	147	**2**	150	296
05:15 PM	**13**	0	3	**16**	1	**131**	10	**142**	1	0	**1**	2	**5**	**164**	2	**171**	**331**
05:30 PM	7	**1**	1	9	3	113	**14**	130	1	0	1	2	4	115	2	121	262
05:45 PM	6	1	3	10	0	129	10	139	0	0	0	0	2	108	2	112	261
Total Volume	37	2	11	50	7	488	43	538	5	1	2	8	12	534	8	554	1150
% App. Total	74	4	22		1.3	90.7	8		62.5	12.5	25		2.2	96.4	1.4		
PHF	.712	.500	.688	.781	.583	.931	.768	.947	.417	.250	.500	.500	.600	.814	1.00	.810	.869

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Site Code : 23825392
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:15 PM				04:45 PM			
+0 mins.	11	0	**4**	15	**3**	115	9	127	0	**1**	**4**	**5**	1	120	1	122
+15 mins.	**13**	0	3	**16**	1	**131**	10	**142**	1	0	0	1	1	147	**2**	150
+30 mins.	7	**1**	1	9	3	113	**14**	130	**4**	0	1	5	**5**	**164**	2	**171**
+45 mins.	6	1	3	10	0	129	10	139	3	1	0	4	4	115	2	121
Total Volume	37	2	11	50	7	488	43	538	8	2	5	15	11	546	7	564
% App. Total	74	4	22		1.3	90.7	8		53.3	13.3	33.3		2	96.8	1.2	
PHF	.712	.500	.688	.781	.583	.931	.768	.947	.500	.500	.313	.750	.550	.832	.875	.825

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File Name : 08_GDE_VC_Foot AM
Site Code : 23825392
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Groups Printed- Total Volume

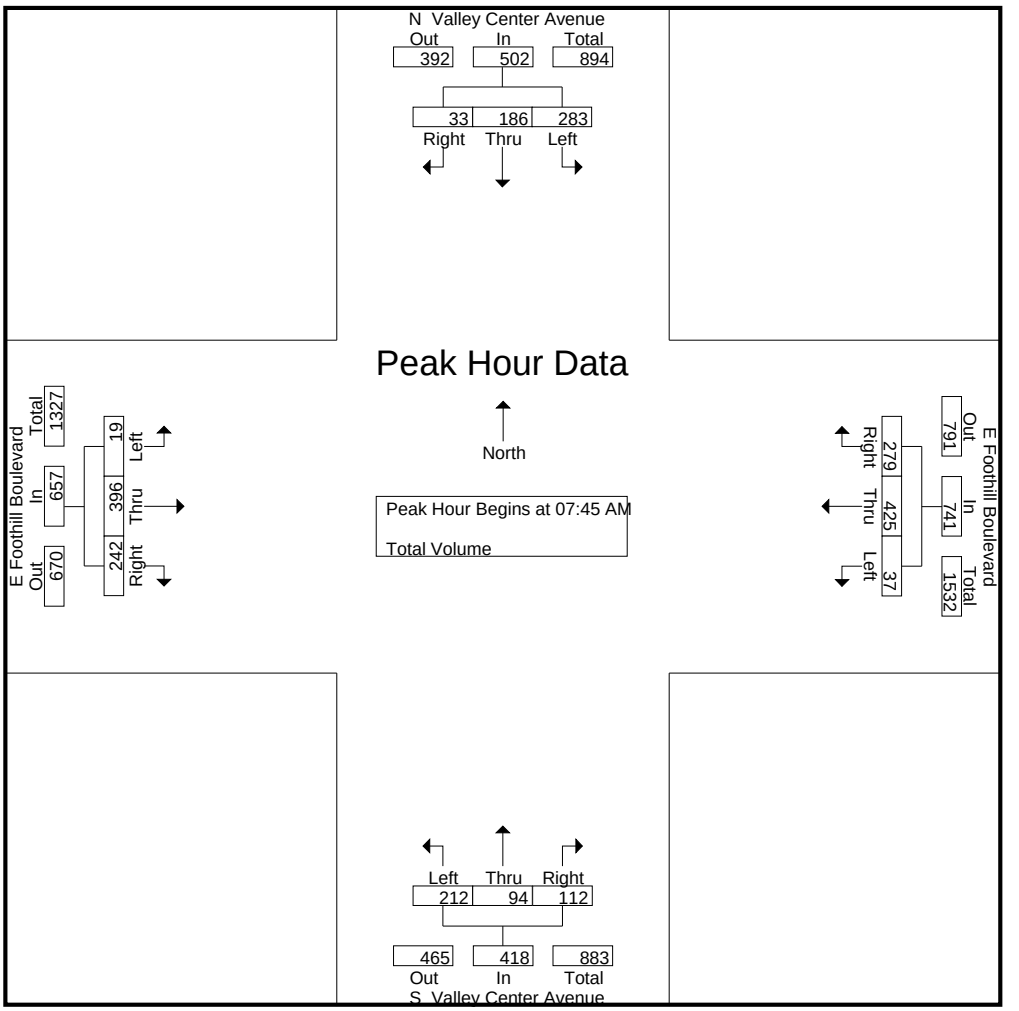
	N Valley Center Avenue Southbound				E Foothill Boulevard Westbound				S Valley Center Avenue Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	37	12	2	51	4	83	50	137	34	13	3	50	2	64	25	91	329
07:15 AM	36	6	3	45	1	68	56	125	12	14	1	27	1	47	14	62	259
07:30 AM	43	7	6	56	2	86	51	139	26	13	6	45	3	63	15	81	321
07:45 AM	51	32	3	86	5	118	80	203	31	21	13	65	4	70	35	109	463
Total	167	57	14	238	12	355	237	604	103	61	23	187	10	244	89	343	1372
08:00 AM	76	50	14	140	11	108	81	200	62	32	29	123	8	96	61	165	628
08:15 AM	93	68	10	171	9	106	63	178	60	19	36	115	3	144	107	254	718
08:30 AM	63	36	6	105	12	93	55	160	59	22	34	115	4	86	39	129	509
08:45 AM	37	7	4	48	3	71	44	118	14	4	5	23	2	43	11	56	245
Total	269	161	34	464	35	378	243	656	195	77	104	376	17	369	218	604	2100
Grand Total	436	218	48	702	47	733	480	1260	298	138	127	563	27	613	307	947	3472
Apprch %	62.1	31.1	6.8		3.7	58.2	38.1		52.9	24.5	22.6		2.9	64.7	32.4		
Total %	12.6	6.3	1.4	20.2	1.4	21.1	13.8	36.3	8.6	4	3.7	16.2	0.8	17.7	8.8	27.3	

	N Valley Center Avenue Southbound				E Foothill Boulevard Westbound				S Valley Center Avenue Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	51	32	3	86	5	**118**	80	**203**	31	21	13	65	4	70	35	109	463
08:00 AM	76	50	**14**	140	11	108	**81**	200	**62**	**32**	29	**123**	**8**	96	61	165	628
08:15 AM	**93**	**68**	10	**171**	9	106	63	178	60	19	**36**	115	3	**144**	**107**	**254**	**718**
08:30 AM	63	36	6	105	**12**	93	55	160	59	22	34	115	4	86	39	129	509
Total Volume	283	186	33	502	37	425	279	741	212	94	112	418	19	396	242	657	2318
% App. Total	56.4	37.1	6.6		5	57.4	37.7		50.7	22.5	26.8		2.9	60.3	36.8		
PHF	.761	.684	.589	.734	.771	.900	.861	.913	.855	.734	.778	.850	.594	.688	.565	.647	.807

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File Name : 08_GDE_VC_Foot AM
Site Code : 23825392
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	51	32	3	86	5	**118**	80	**203**	31	21	13	65	4	70	35	109
+15 mins.	76	50	**14**	140	11	108	**81**	200	**62**	**32**	29	**123**	**8**	96	61	165
+30 mins.	**93**	**68**	10	**171**	9	106	63	178	60	19	**36**	115	3	**144**	**107**	**254**
+45 mins.	63	36	6	105	**12**	93	55	160	59	22	34	115	4	86	39	129
Total Volume	283	186	33	502	37	425	279	741	212	94	112	418	19	396	242	657
% App. Total	56.4	37.1	6.6		5	57.4	37.7		50.7	22.5	26.8		2.9	60.3	36.8	
PHF	.761	.684	.589	.734	.771	.900	.861	.913	.855	.734	.778	.850	.594	.688	.565	.647

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Groups Printed- Total Volume

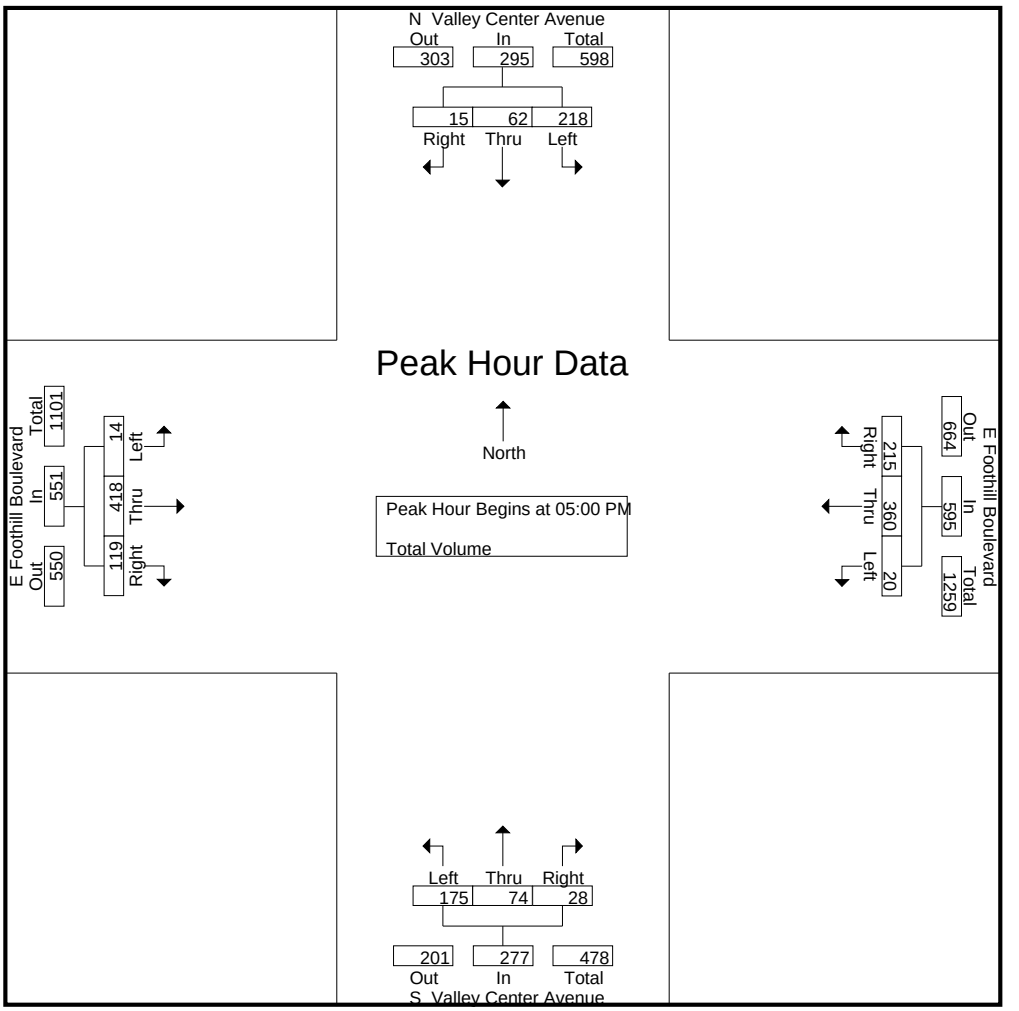
	N Valley Center Avenue Southbound				E Foothill Boulevard Westbound				S Valley Center Avenue Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	38	17	3	58	4	93	54	151	49	19	12	80	6	83	28	117	406
04:15 PM	54	10	7	71	3	88	39	130	29	8	4	41	4	87	16	107	349
04:30 PM	41	9	7	57	2	82	45	129	21	9	3	33	2	85	18	105	324
04:45 PM	41	16	1	58	3	88	54	145	26	18	5	49	2	98	29	129	381
Total	174	52	18	244	12	351	192	555	125	54	24	203	14	353	91	458	1460
05:00 PM	76	15	3	94	2	80	47	129	52	21	11	84	4	114	28	146	453
05:15 PM	45	19	5	69	5	90	59	154	47	19	9	75	4	131	38	173	471
05:30 PM	46	12	3	61	5	82	55	142	43	16	3	62	4	84	28	116	381
05:45 PM	51	16	4	71	8	108	54	170	33	18	5	56	2	89	25	116	413
Total	218	62	15	295	20	360	215	595	175	74	28	277	14	418	119	551	1718
Grand Total	392	114	33	539	32	711	407	1150	300	128	52	480	28	771	210	1009	3178
Apprch %	72.7	21.2	6.1		2.8	61.8	35.4		62.5	26.7	10.8		2.8	76.4	20.8		
Total %	12.3	3.6	1	17	1	22.4	12.8	36.2	9.4	4	1.6	15.1	0.9	24.3	6.6	31.7	

	N Valley Center Avenue Southbound				E Foothill Boulevard Westbound				S Valley Center Avenue Northbound				E Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**76**	15	3	**94**	2	80	47	129	**52**	**21**	**11**	**84**	**4**	114	28	146	453
05:15 PM	45	**19**	**5**	69	5	90	**59**	154	47	19	9	75	4	**131**	**38**	**173**	**471**
05:30 PM	46	12	3	61	5	82	55	142	43	16	3	62	4	84	28	116	381
05:45 PM	51	16	4	71	**8**	**108**	54	**170**	33	18	5	56	2	89	25	116	413
Total Volume	218	62	15	295	20	360	215	595	175	74	28	277	14	418	119	551	1718
% App. Total	73.9	21	5.1		3.4	60.5	36.1		63.2	26.7	10.1		2.5	75.9	21.6		
PHF	.717	.816	.750	.785	.625	.833	.911	.875	.841	.881	.636	.824	.875	.798	.783	.796	.912

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

	05:00 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	**76**	15	3	**94**	2	80	47	129	**52**	**21**	**11**	**84**	2	98	29	129
+15 mins.	45	**19**	**5**	69	5	90	**59**	154	47	19	9	75	**4**	114	28	146
+30 mins.	46	12	3	61	5	82	55	142	43	16	3	62	4	**131**	**38**	**173**
+45 mins.	51	16	4	71	**8**	**108**	54	**170**	33	18	5	56	4	84	28	116
Total Volume	218	62	15	295	20	360	215	595	175	74	28	277	14	427	123	564
% App. Total	73.9	21	5.1		3.4	60.5	36.1		63.2	26.7	10.1		2.5	75.7	21.8	
PHF	.717	.816	.750	.785	.625	.833	.911	.875	.841	.881	.636	.824	.875	.815	.809	.815

APPENDIX B:
MUTCD Traffic Signal Warrant Analysis Sheets

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Conditions - AM**

Major Street Name = **Alley**

Total of Both Approaches (VPH) = **1319**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

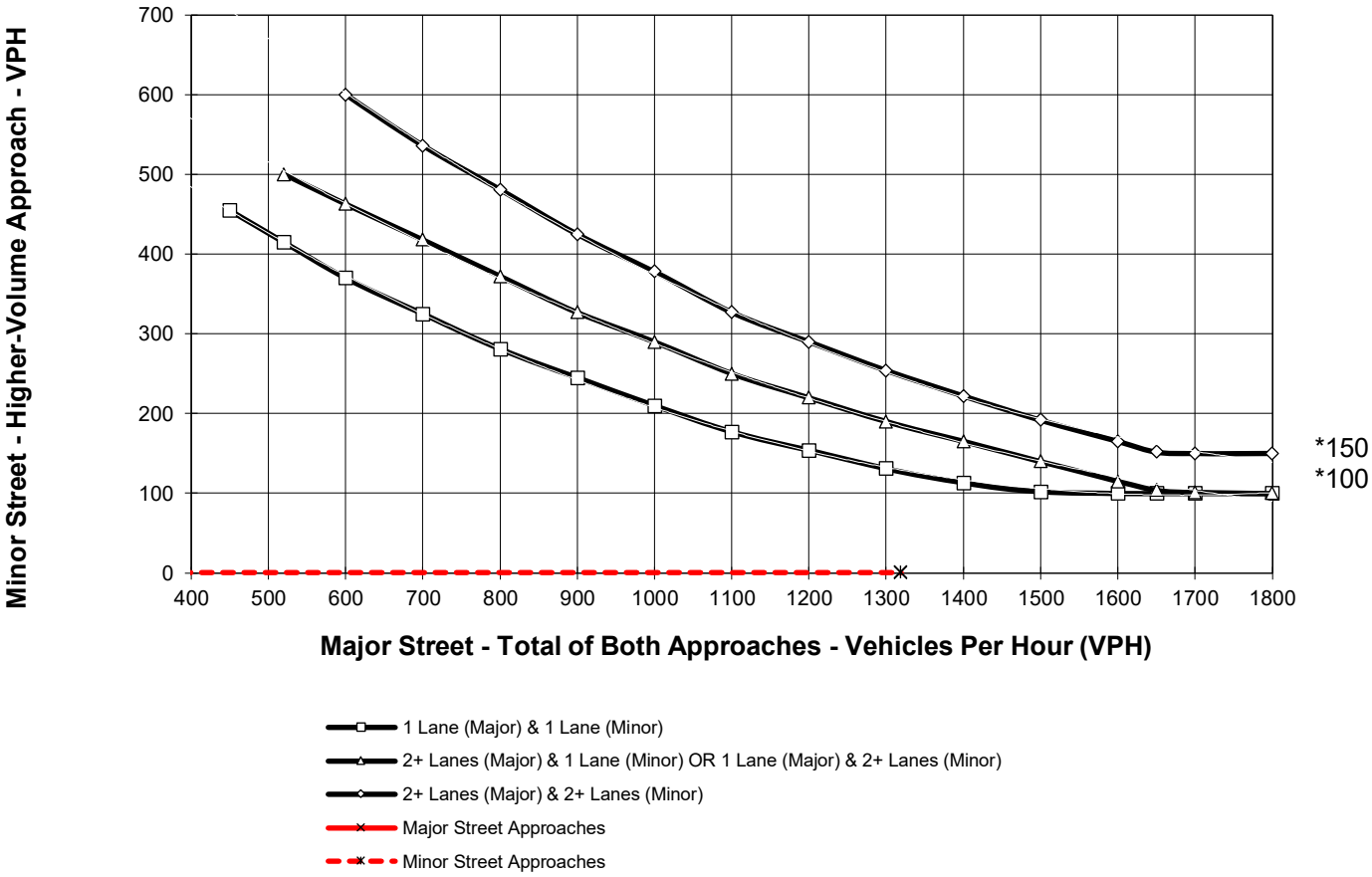
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **1**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Conditions - AM**

Major Street Name = **S. Loraine Ave**

Total of Both Approaches (VPH) = **882**

Number of Approach Lanes on Major Street = **2**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

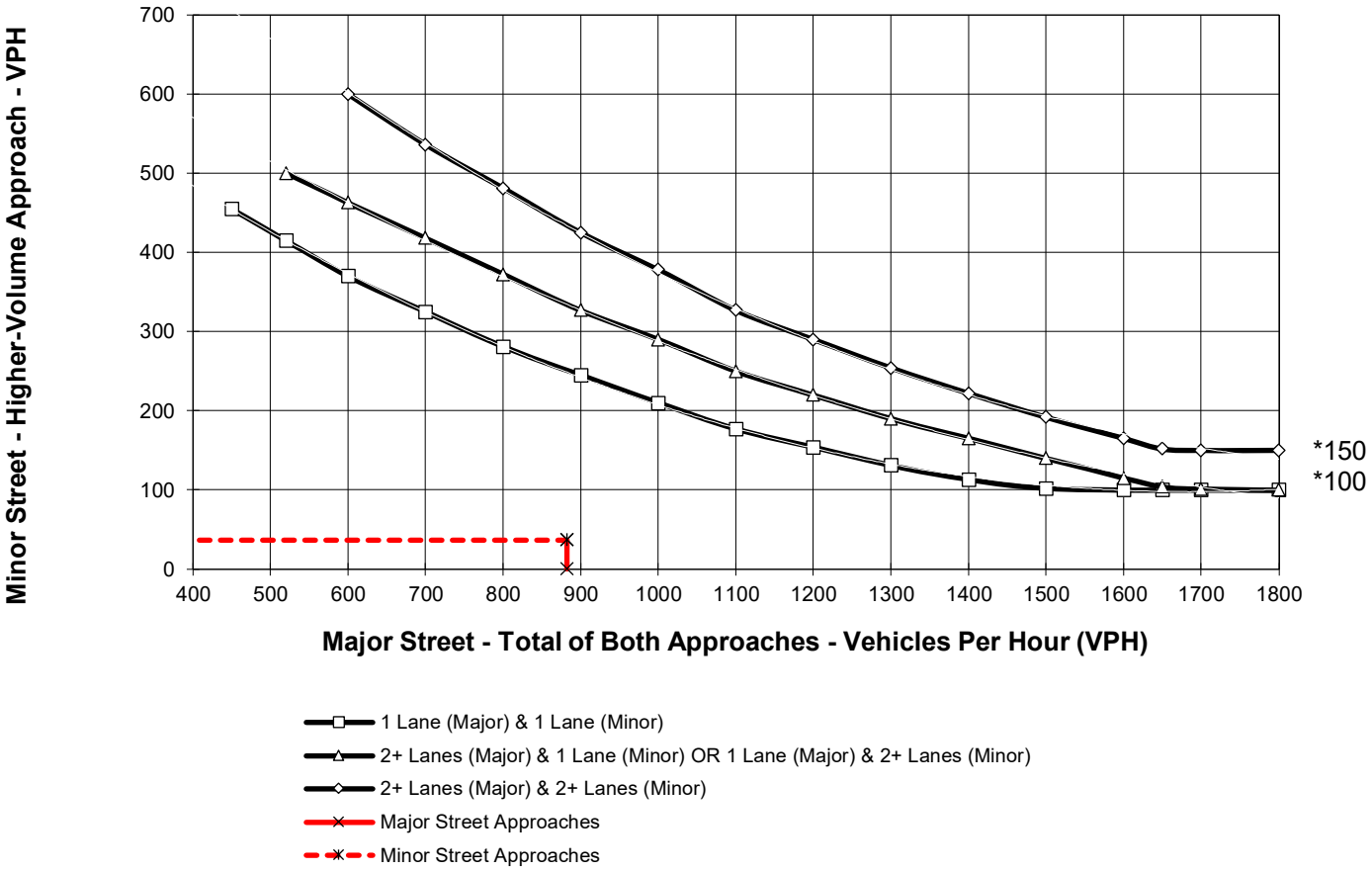
Minor Street Name = **E. Carroll Ave**

High Volume Approach (VPH) = **37**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Conditions - AM**

Major Street Name = **S. Treanor Ave**

Total of Both Approaches (VPH) = **1308**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

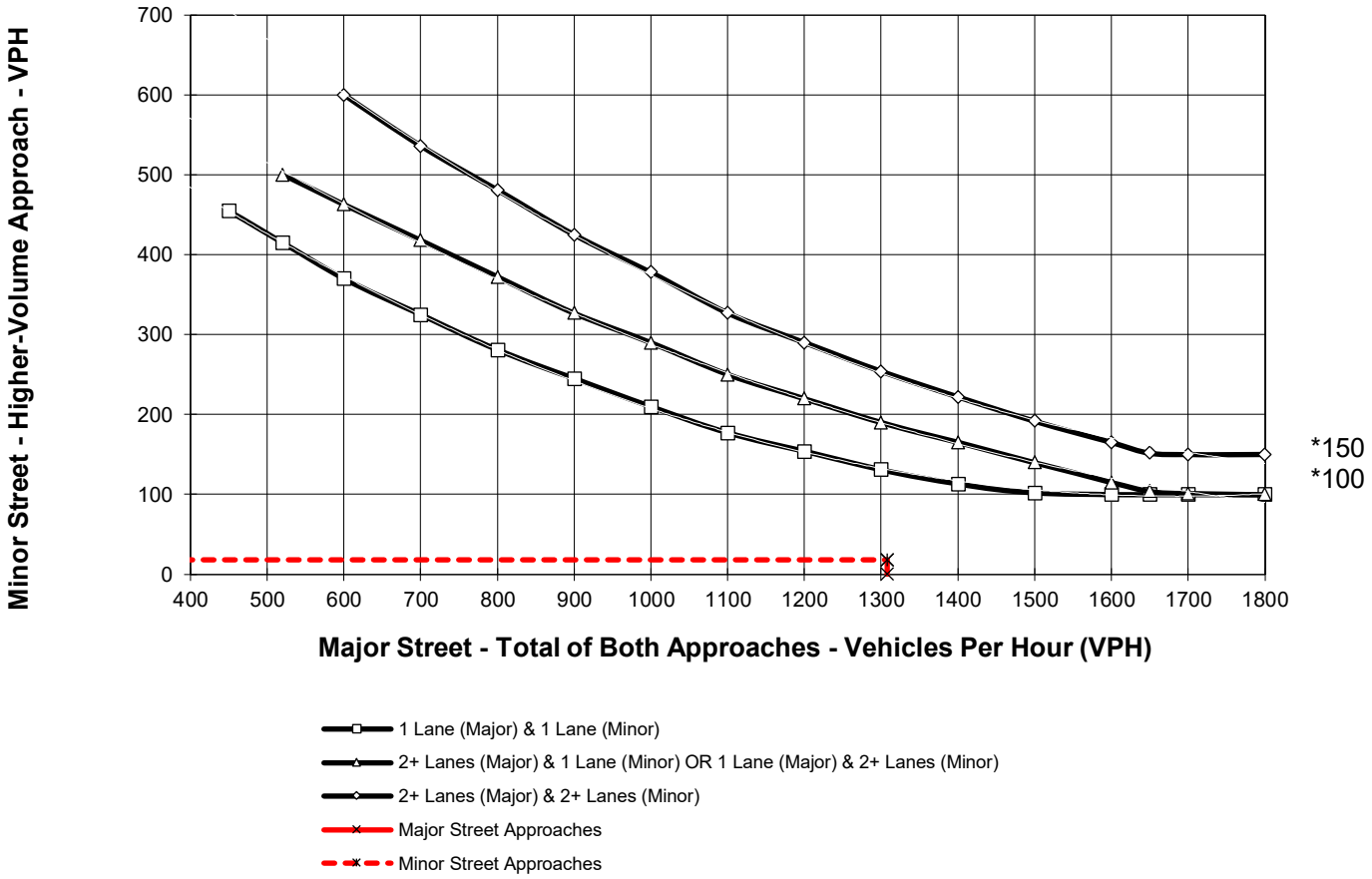
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **18**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Conditions - AM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **1343**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

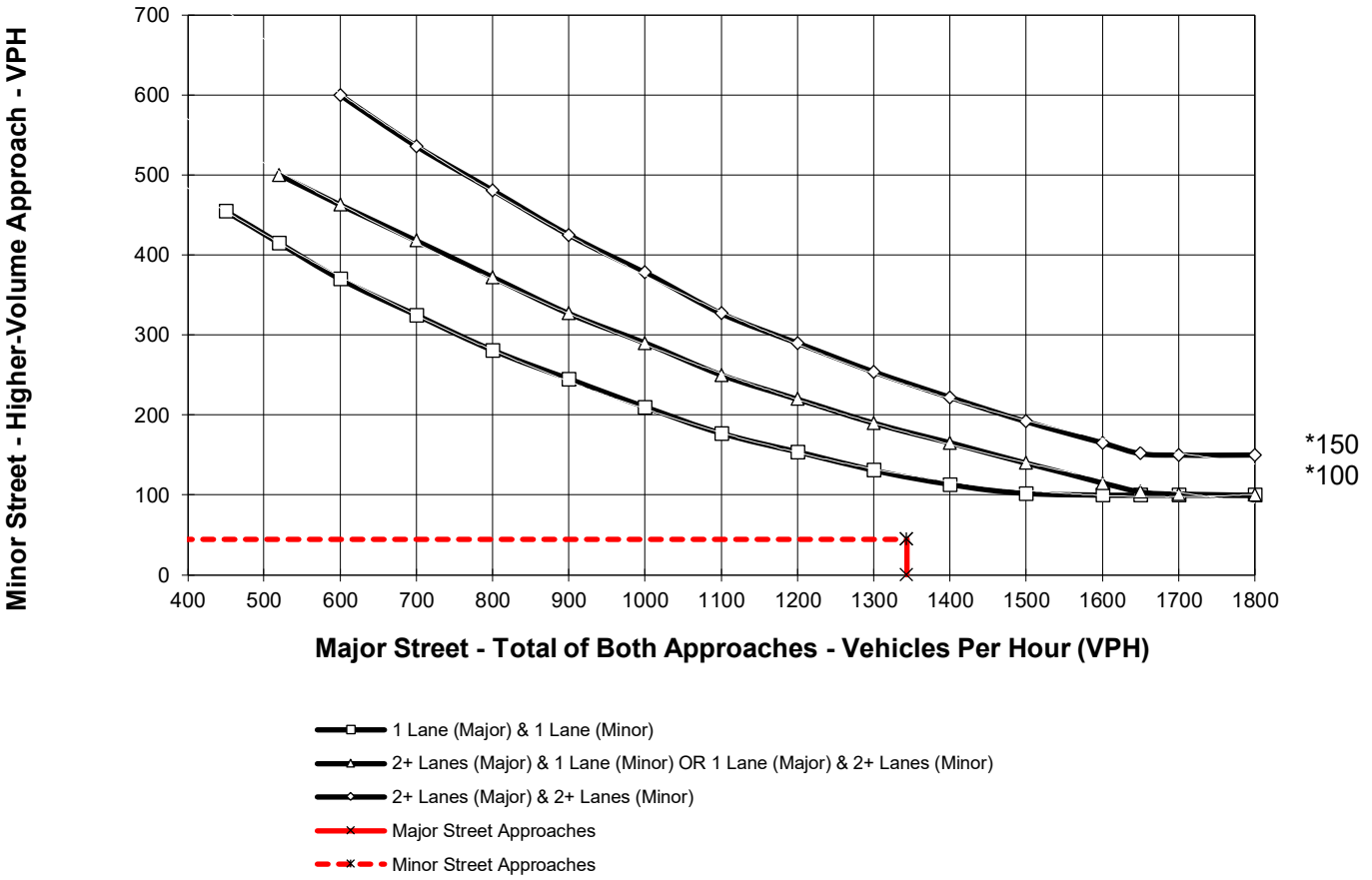
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **45**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Conditions - AM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **0**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

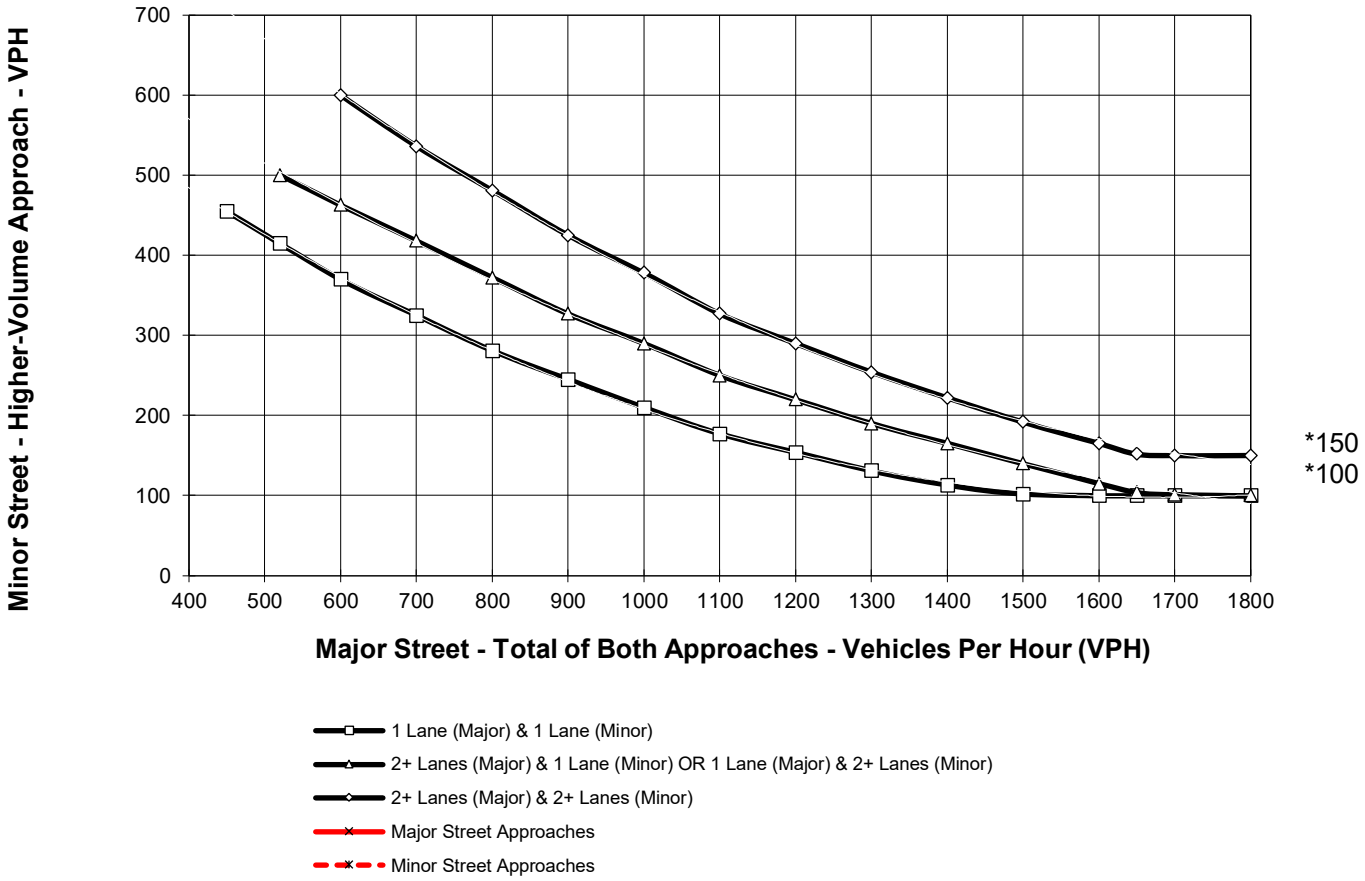
Minor Street Name = **Woodland Lane**

High Volume Approach (VPH) = **0**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Conditions - PM**

Major Street Name = **S. Loraine Ave**

Total of Both Approaches (VPH) = **612**

Number of Approach Lanes on Major Street = **2**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

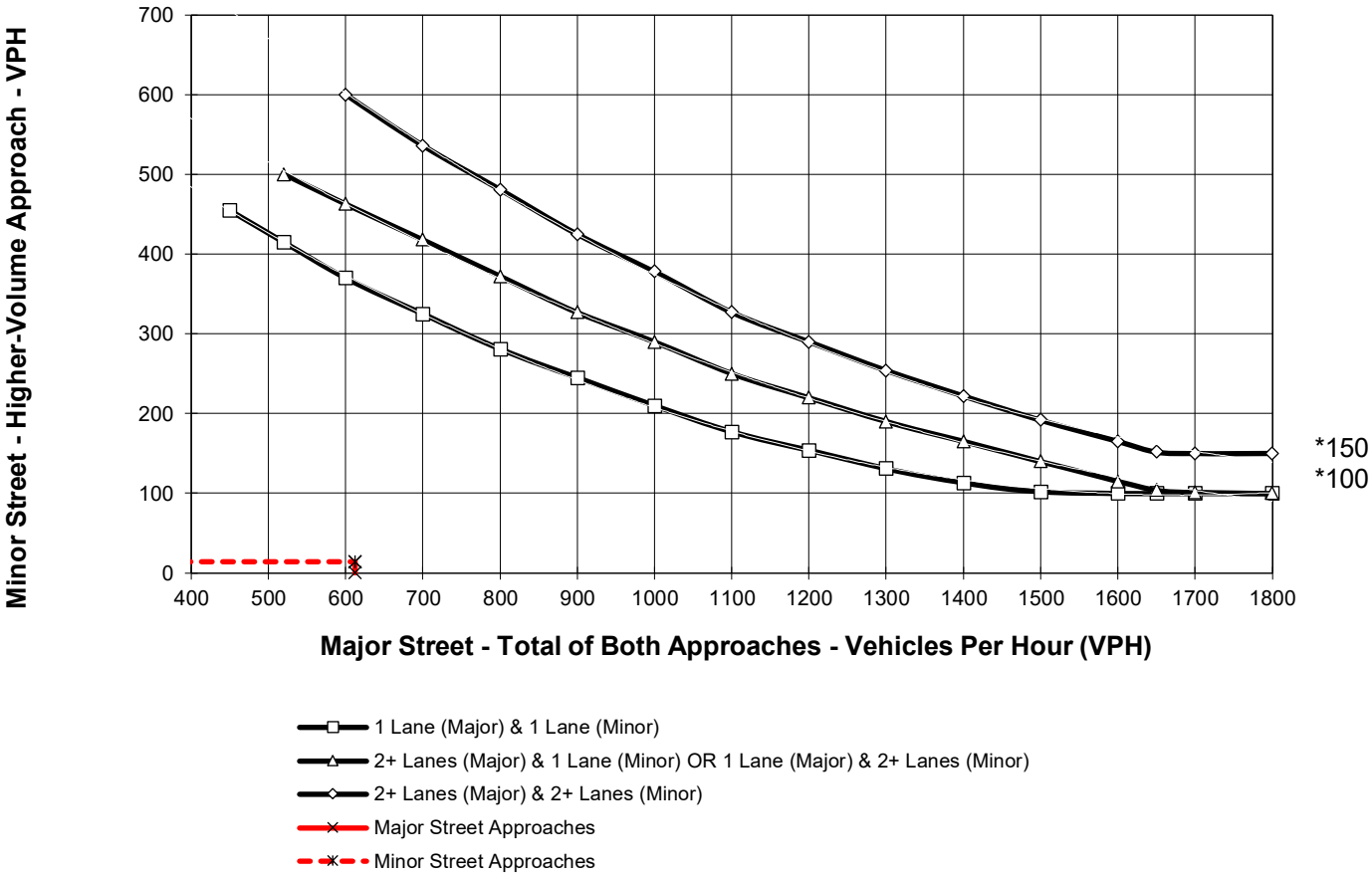
Minor Street Name = **E. Carroll Ave**

High Volume Approach (VPH) = **14**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Conditions - PM**

Major Street Name = **Alley**

Total of Both Approaches (VPH) = **1034**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

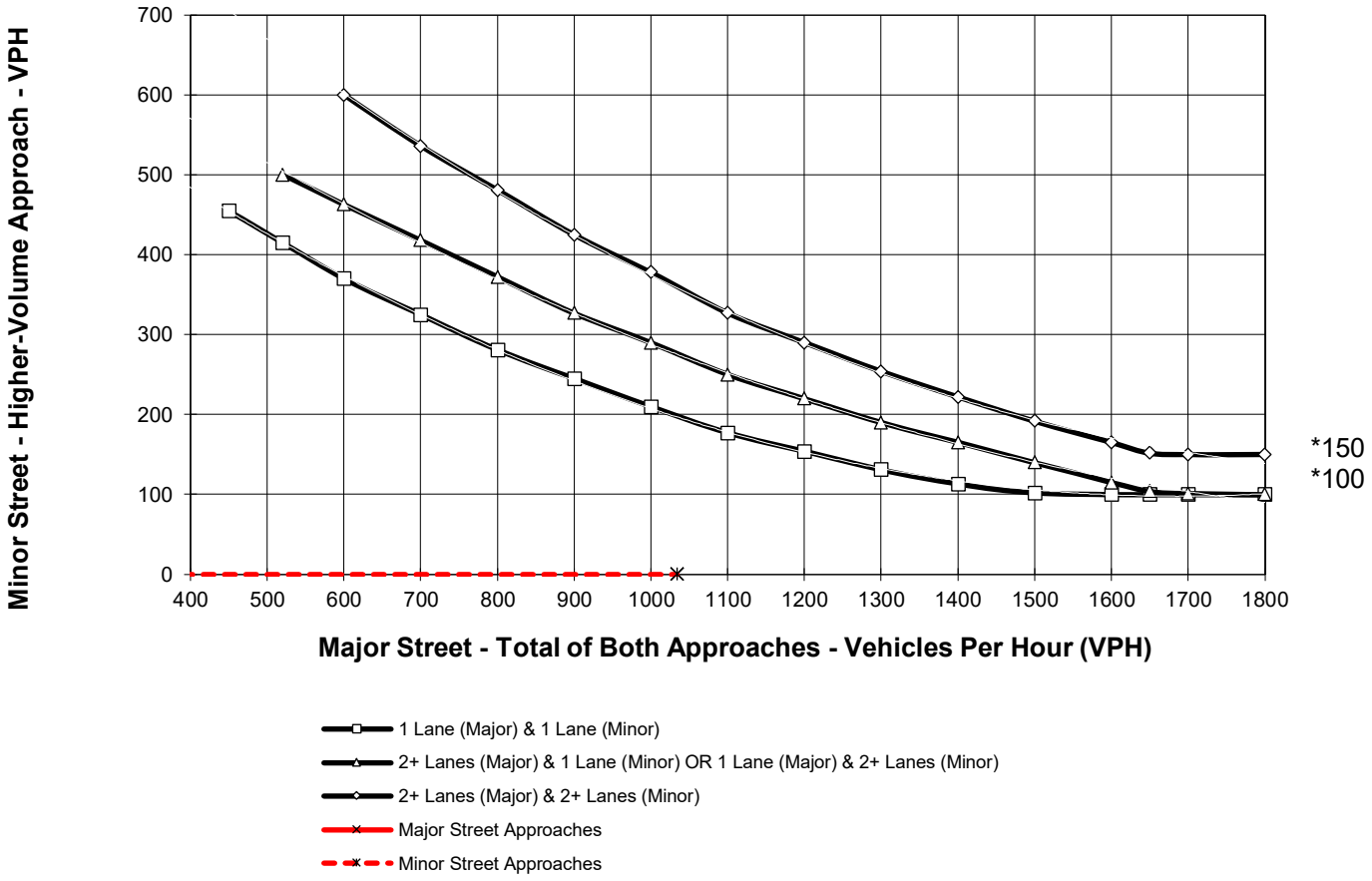
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **0**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Conditions - PM**

Major Street Name = **S. Treanor Ave**

Total of Both Approaches (VPH) = **1042**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

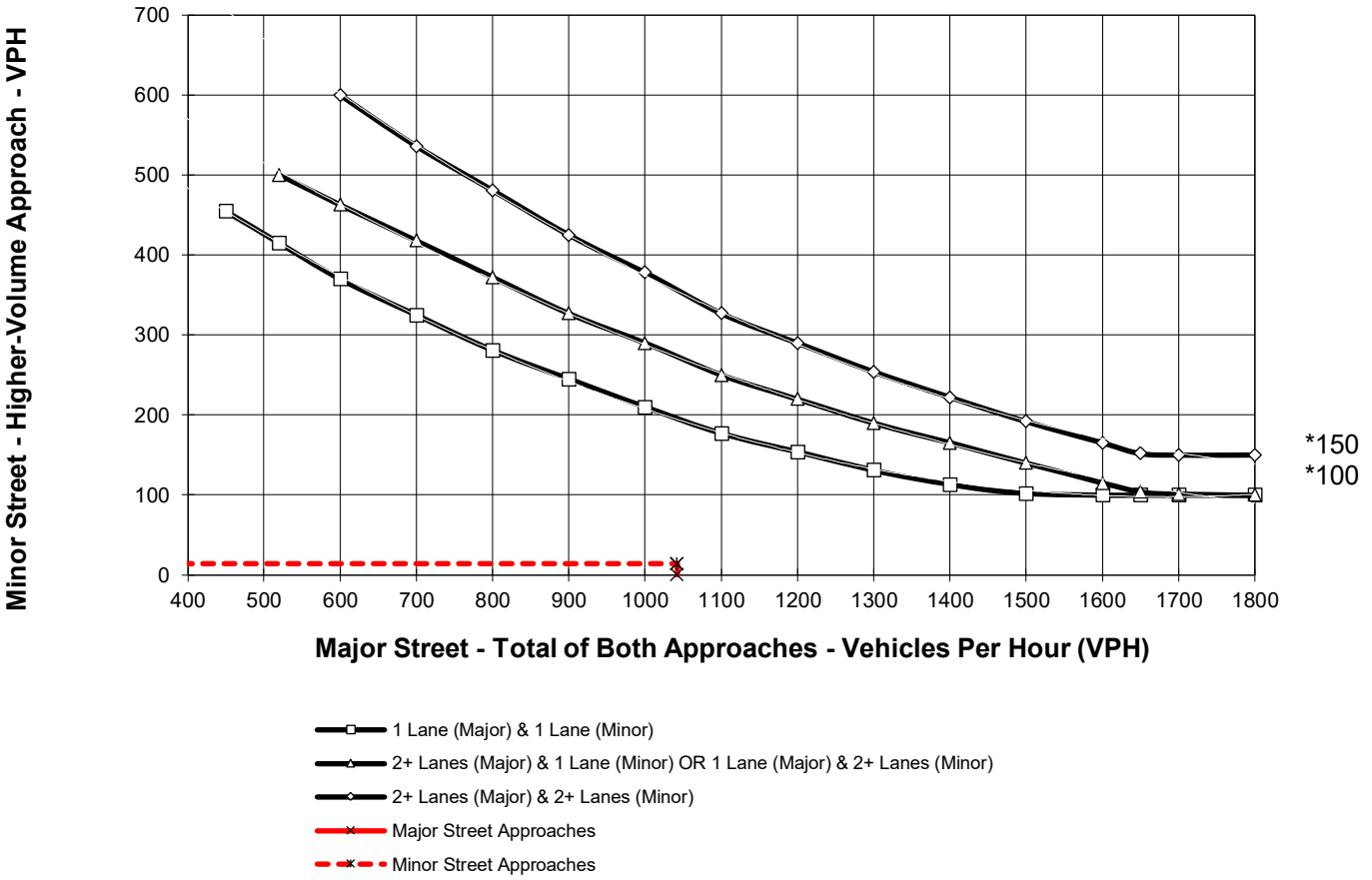
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **14**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Conditions - PM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **1092**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

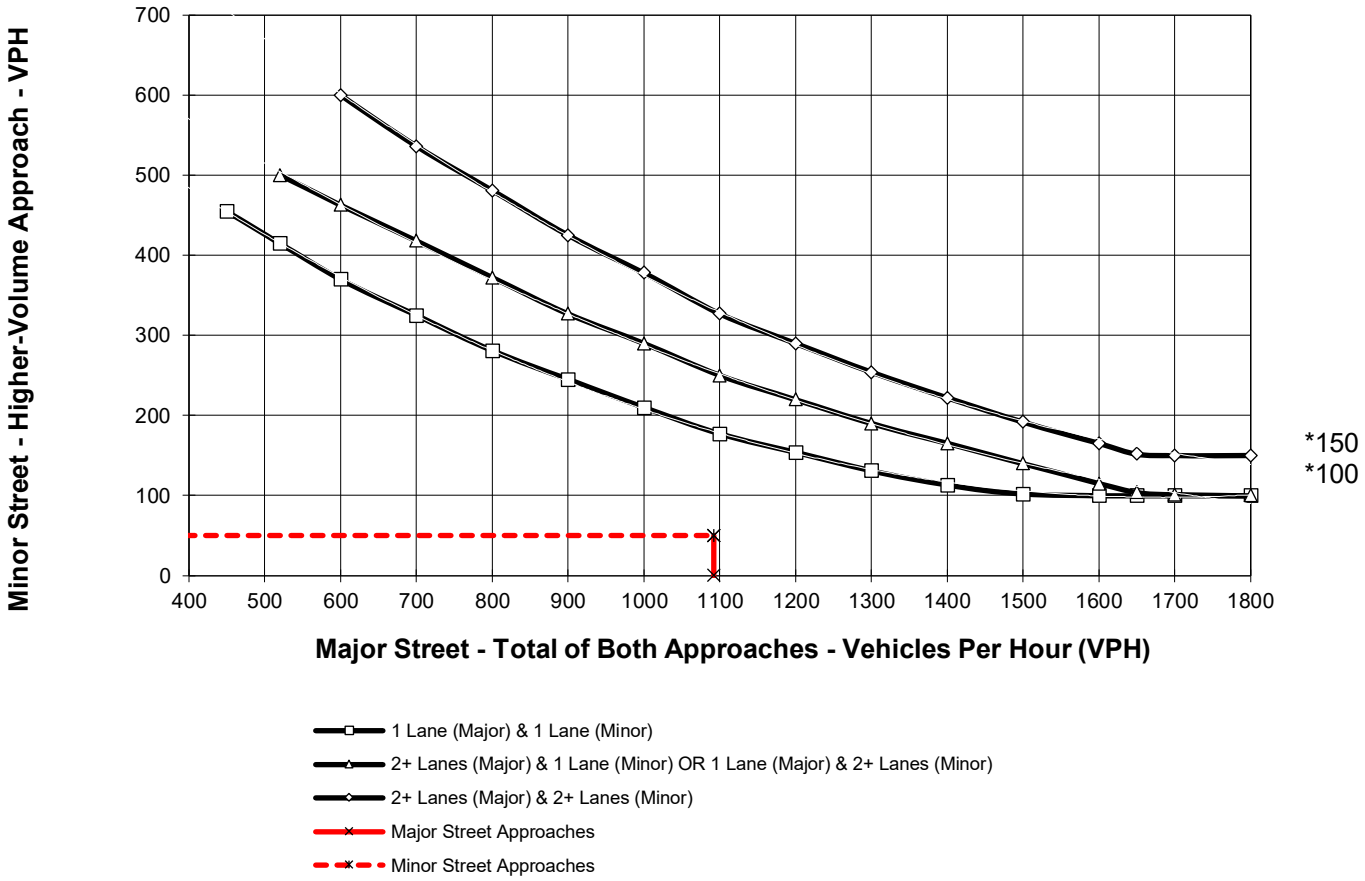
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **50**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Conditions - PM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **0**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

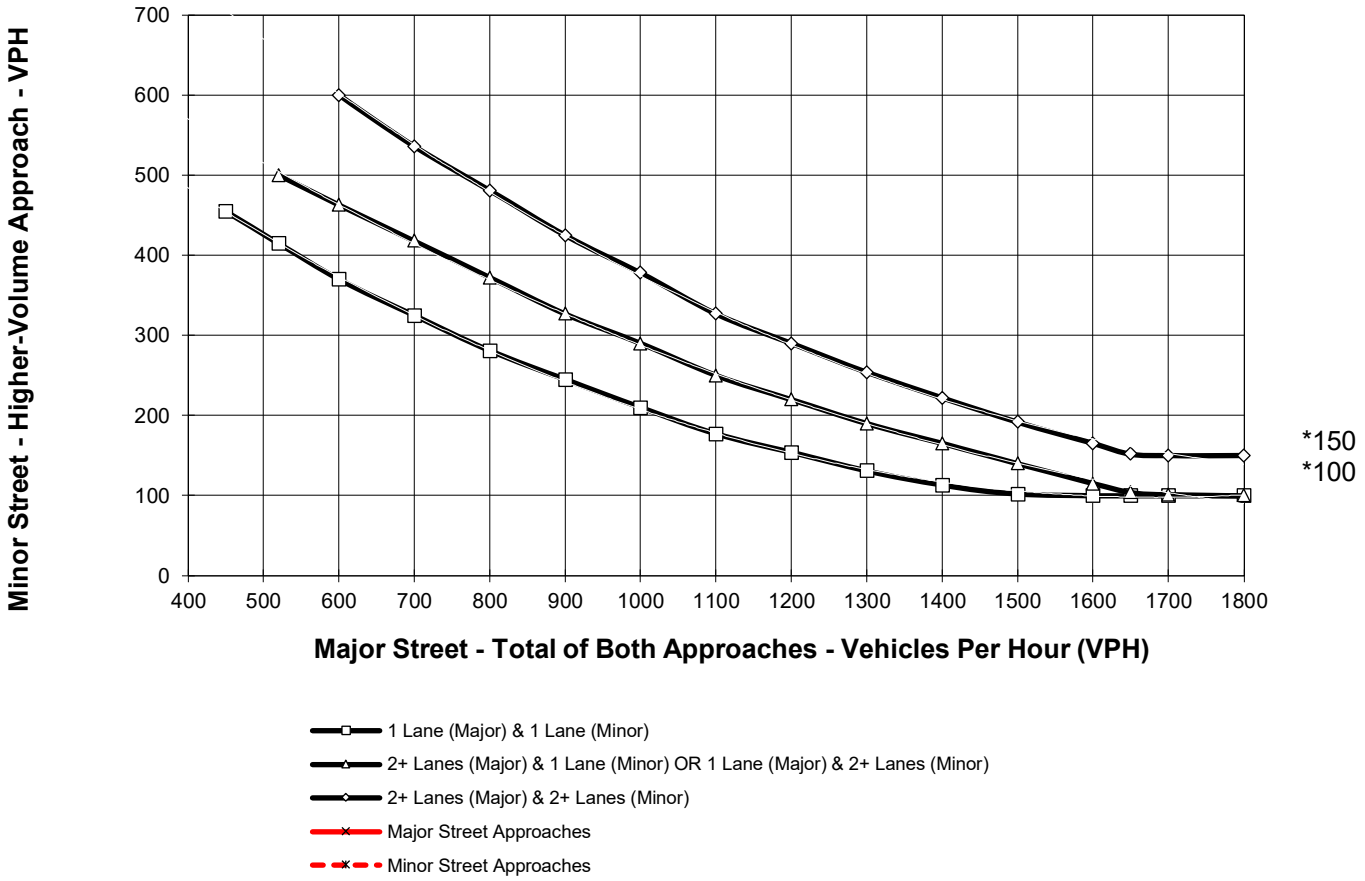
Minor Street Name = **Woodland Lane**

High Volume Approach (VPH) = **0**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Project Conditions - AM**

Major Street Name = **S. Loraine Ave**

Total of Both Approaches (VPH) = **879**

Number of Approach Lanes on Major Street = **2**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

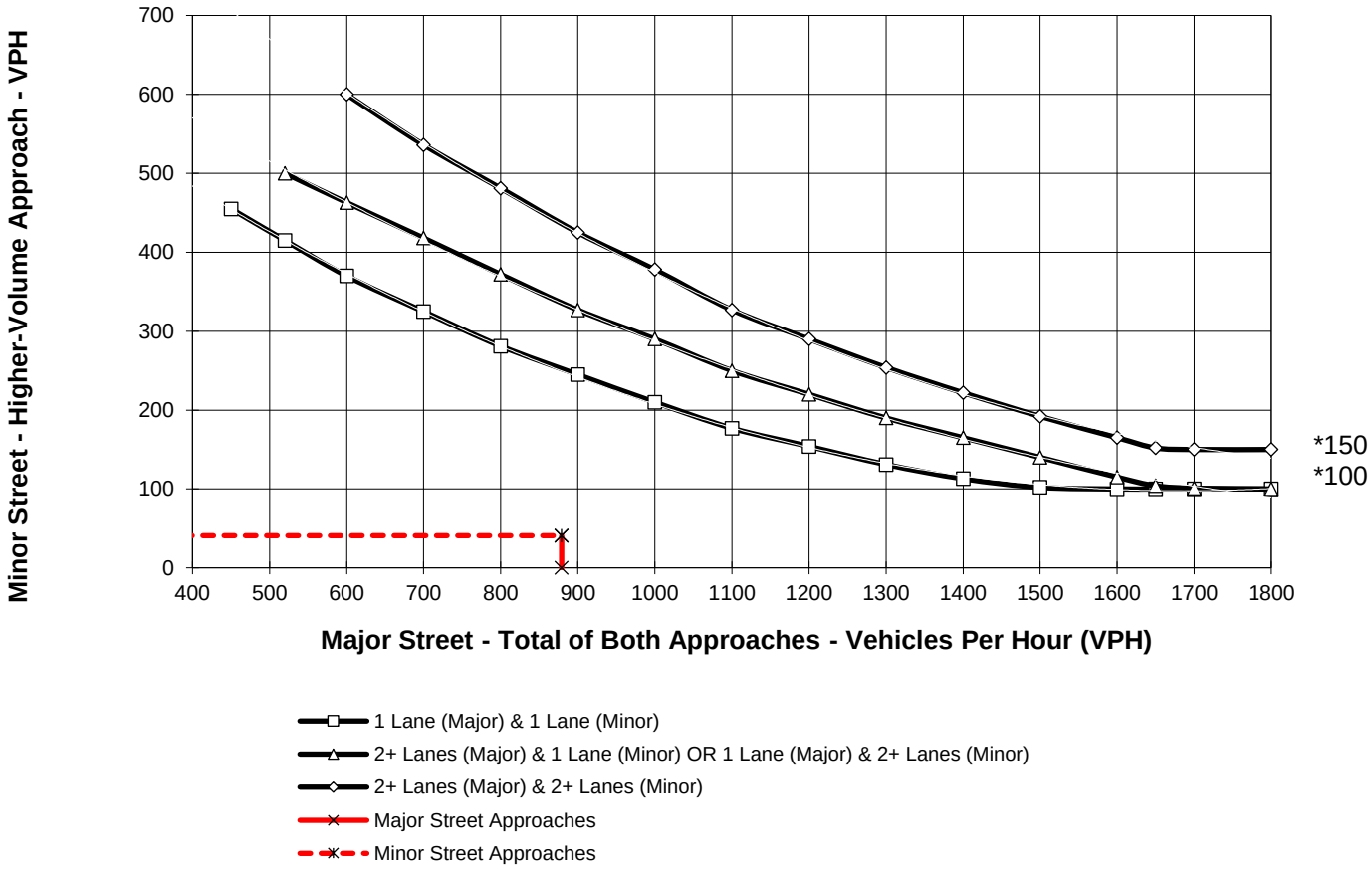
Minor Street Name = **E. Carroll Ave**

High Volume Approach (VPH) = **42**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Project Conditions - AM**

Major Street Name = **Alley**

Total of Both Approaches (VPH) = **1328**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

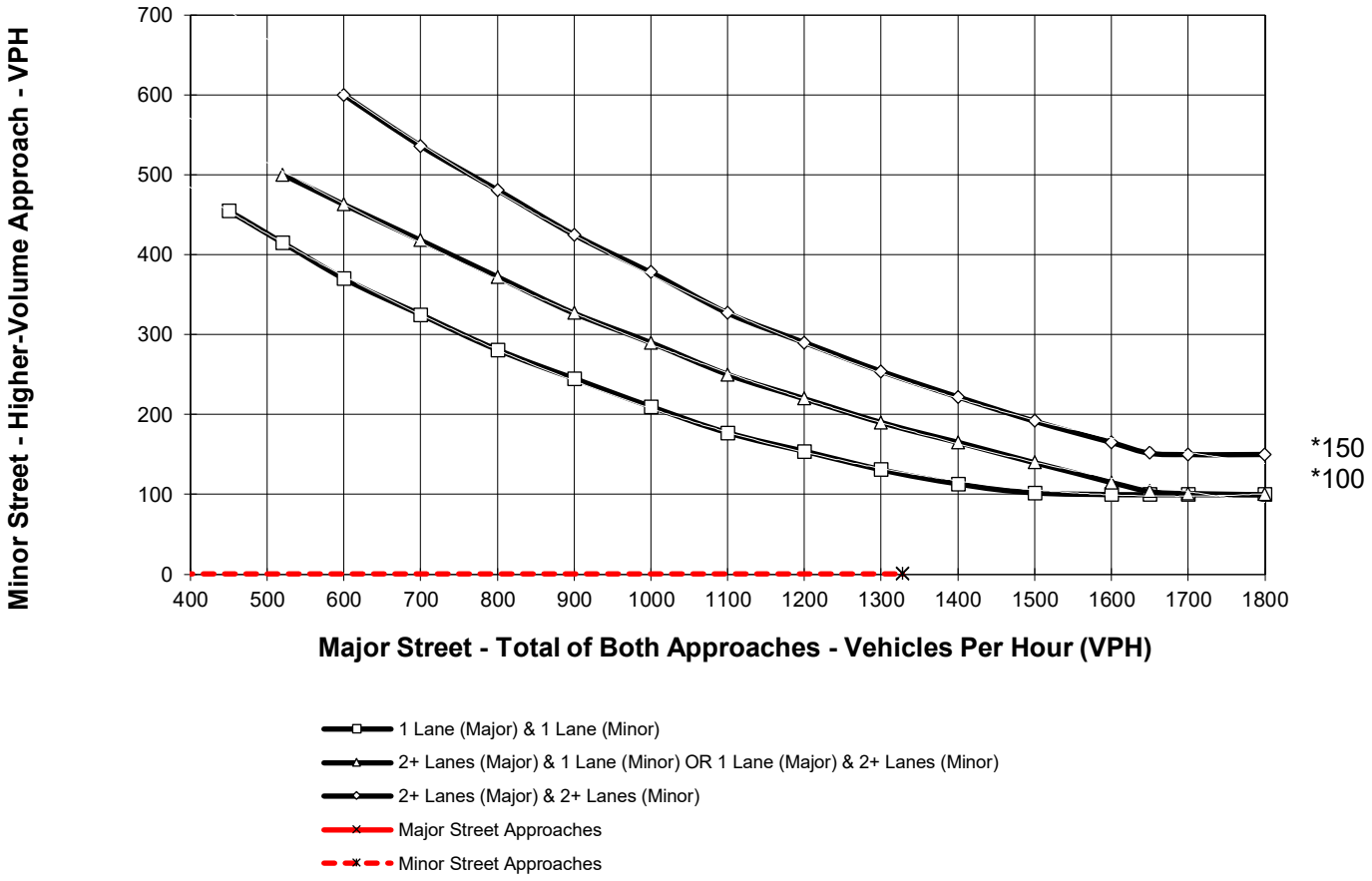
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **1**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Project Conditions - AM**

Major Street Name = **S. Treanor Ave**

Total of Both Approaches (VPH) = **1314**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

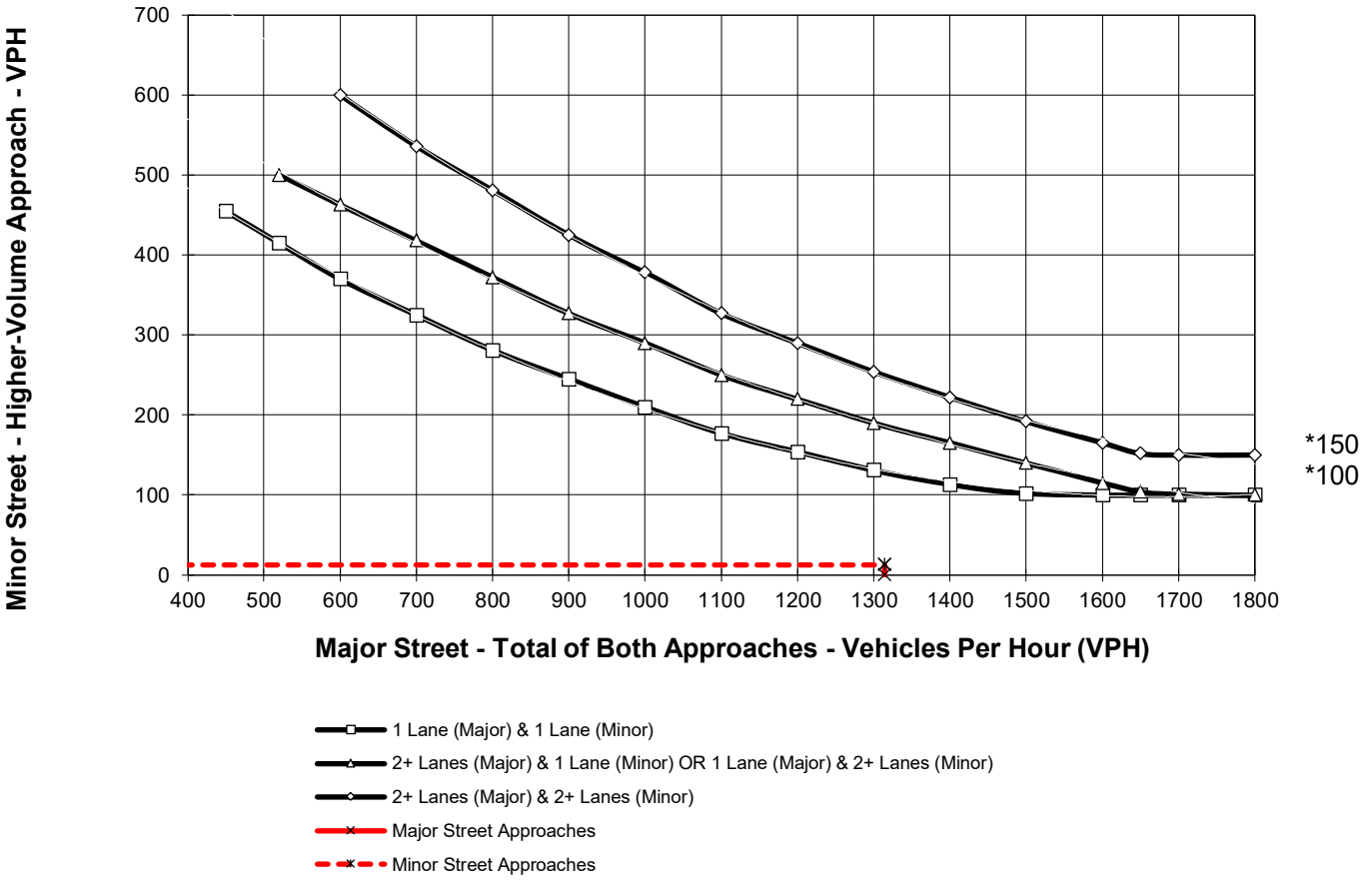
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **13**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Project Conditions - AM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **1346**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

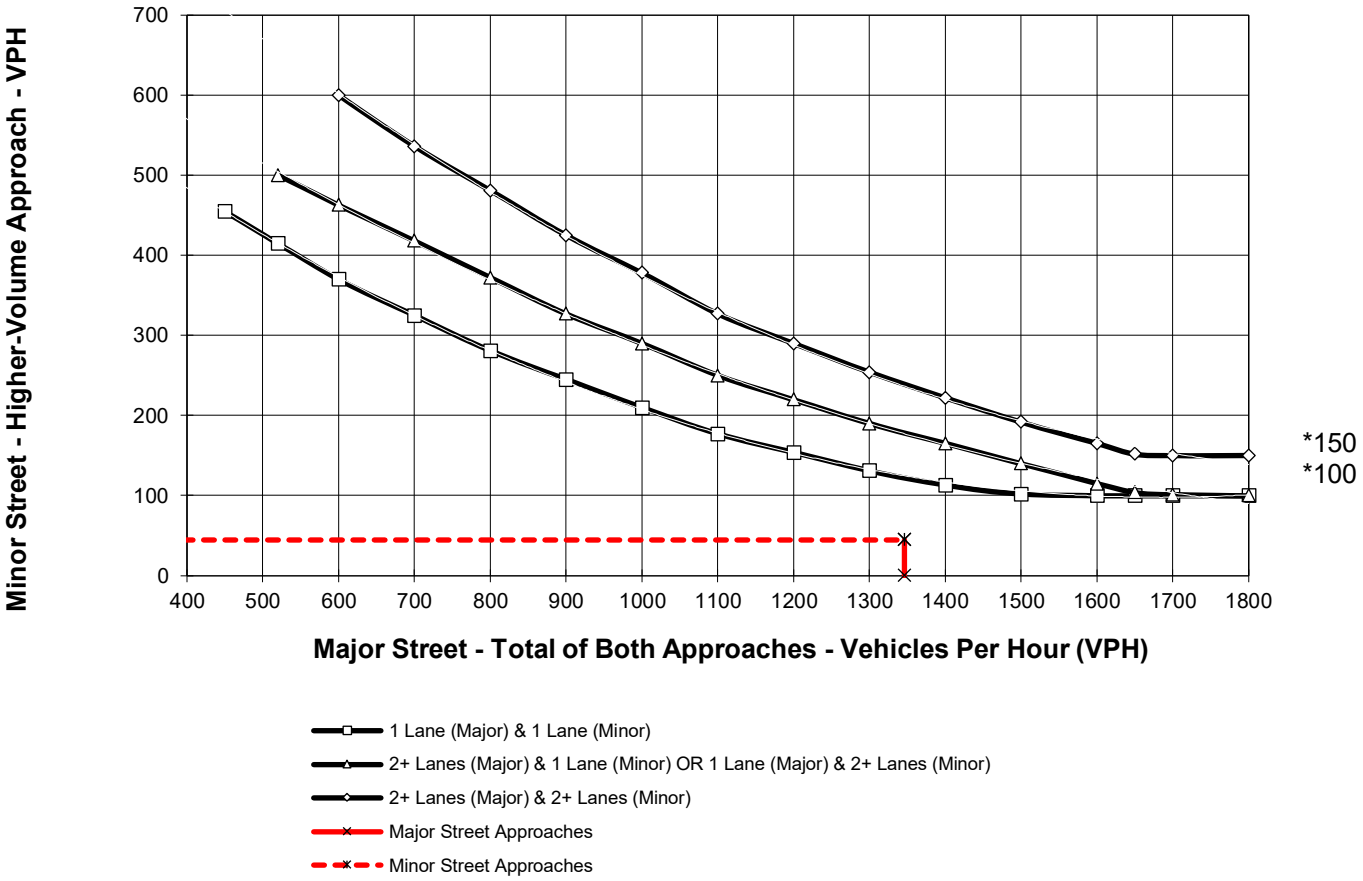
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **45**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Project Conditions - AM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **20**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

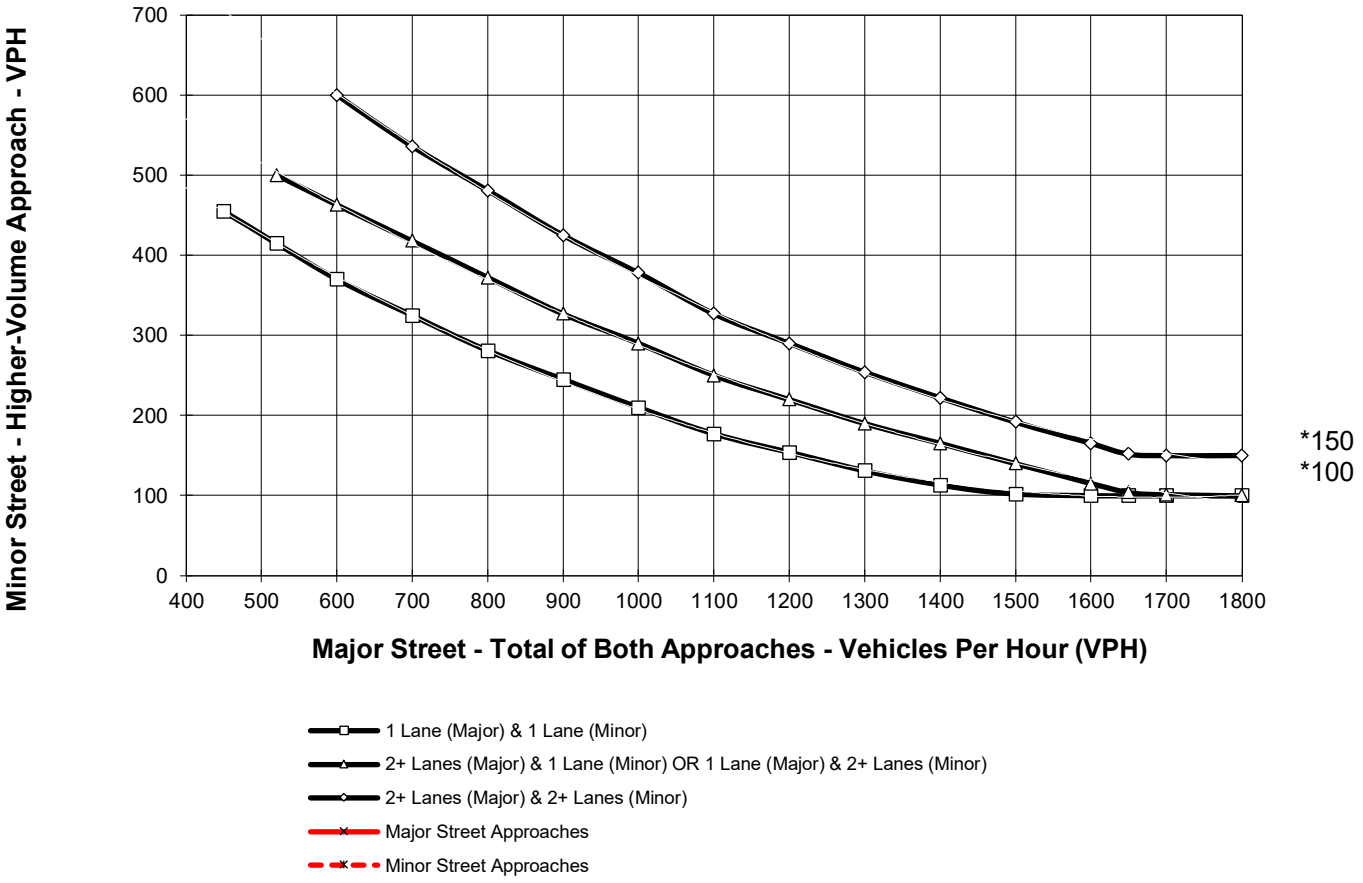
Minor Street Name = **Woodland Lane**

High Volume Approach (VPH) = **13**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Project Conditions - PM**

Major Street Name = **S. Loraine Ave**

Total of Both Approaches (VPH) = **613**

Number of Approach Lanes on Major Street = **2**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

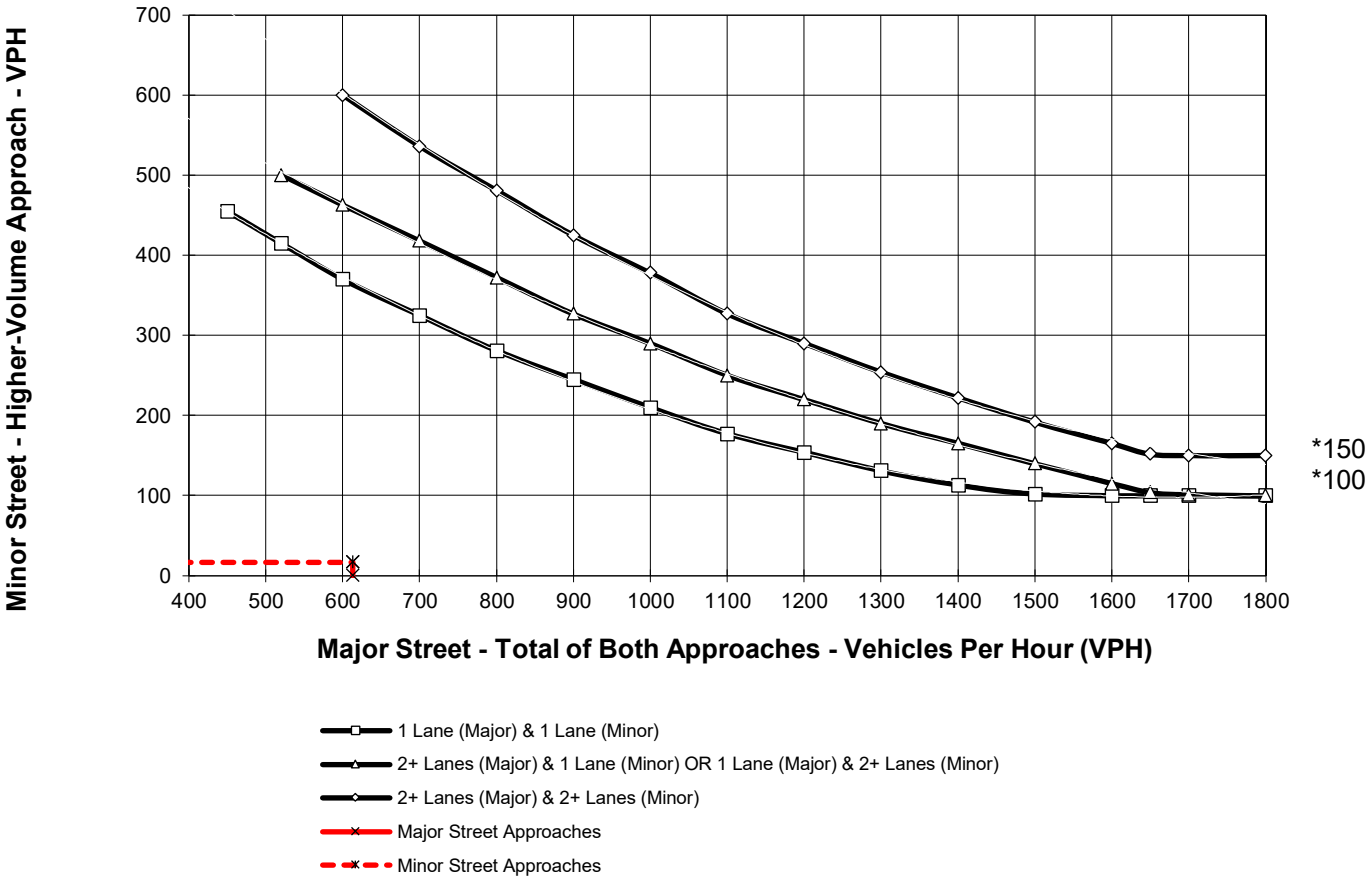
Minor Street Name = **E. Carroll Ave**

High Volume Approach (VPH) = **17**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Project Conditions - PM**

Major Street Name = **Alley**

Total of Both Approaches (VPH) = **1047**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

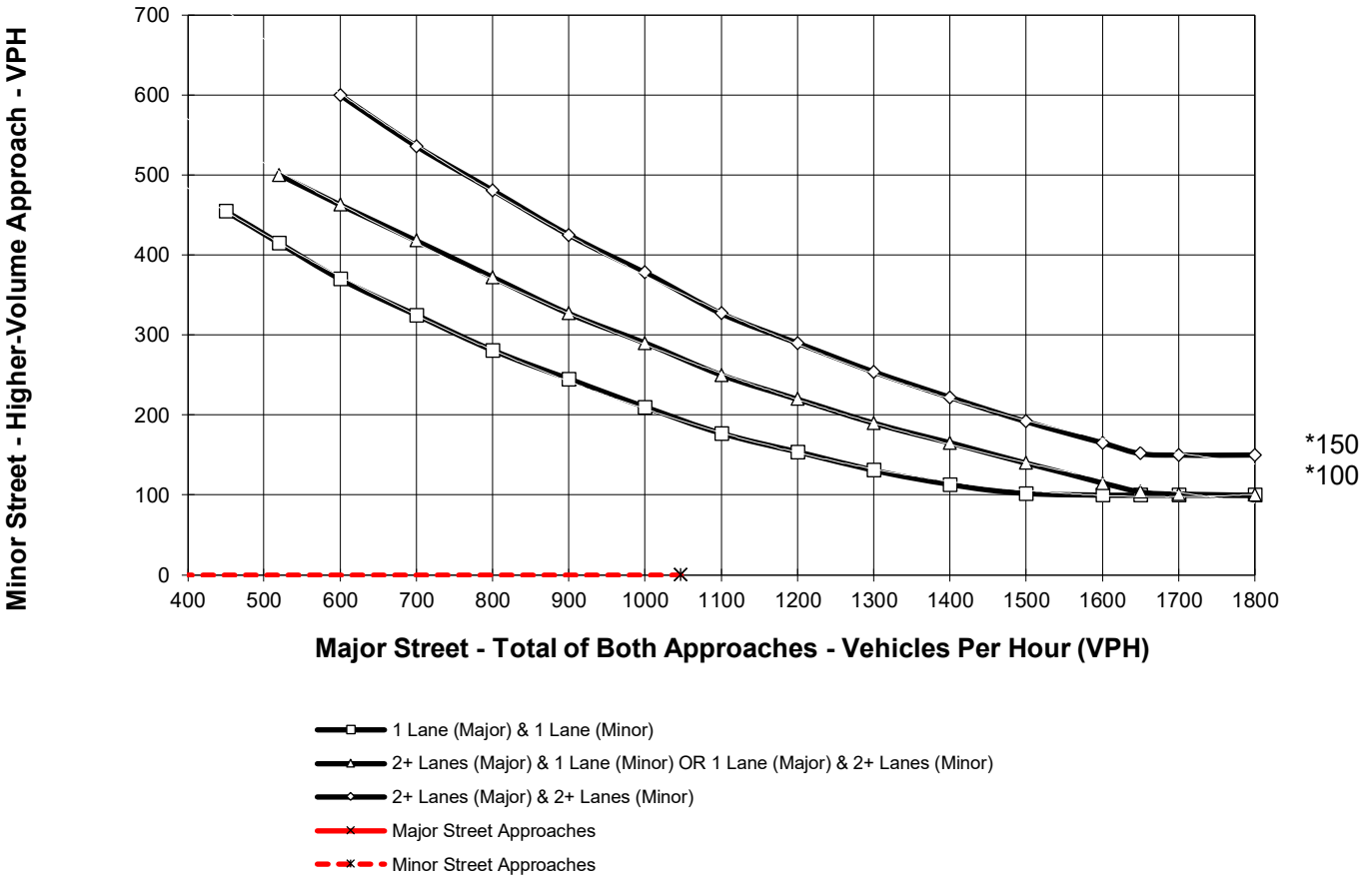
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **0**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Project Conditions - PM**

Major Street Name = **S. Treanor Ave**

Total of Both Approaches (VPH) = **1055**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

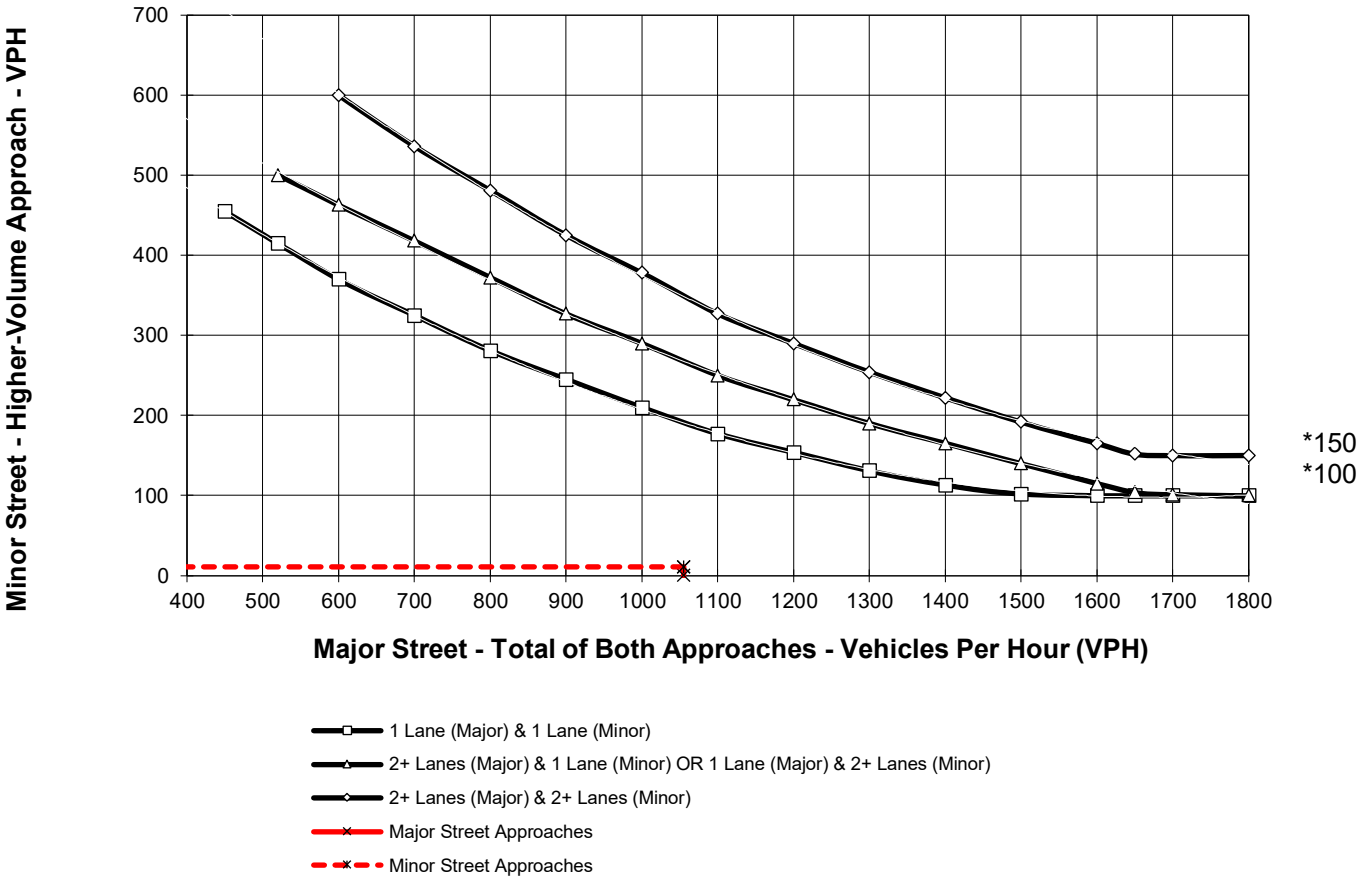
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **11**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Project Conditions - PM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **1108**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

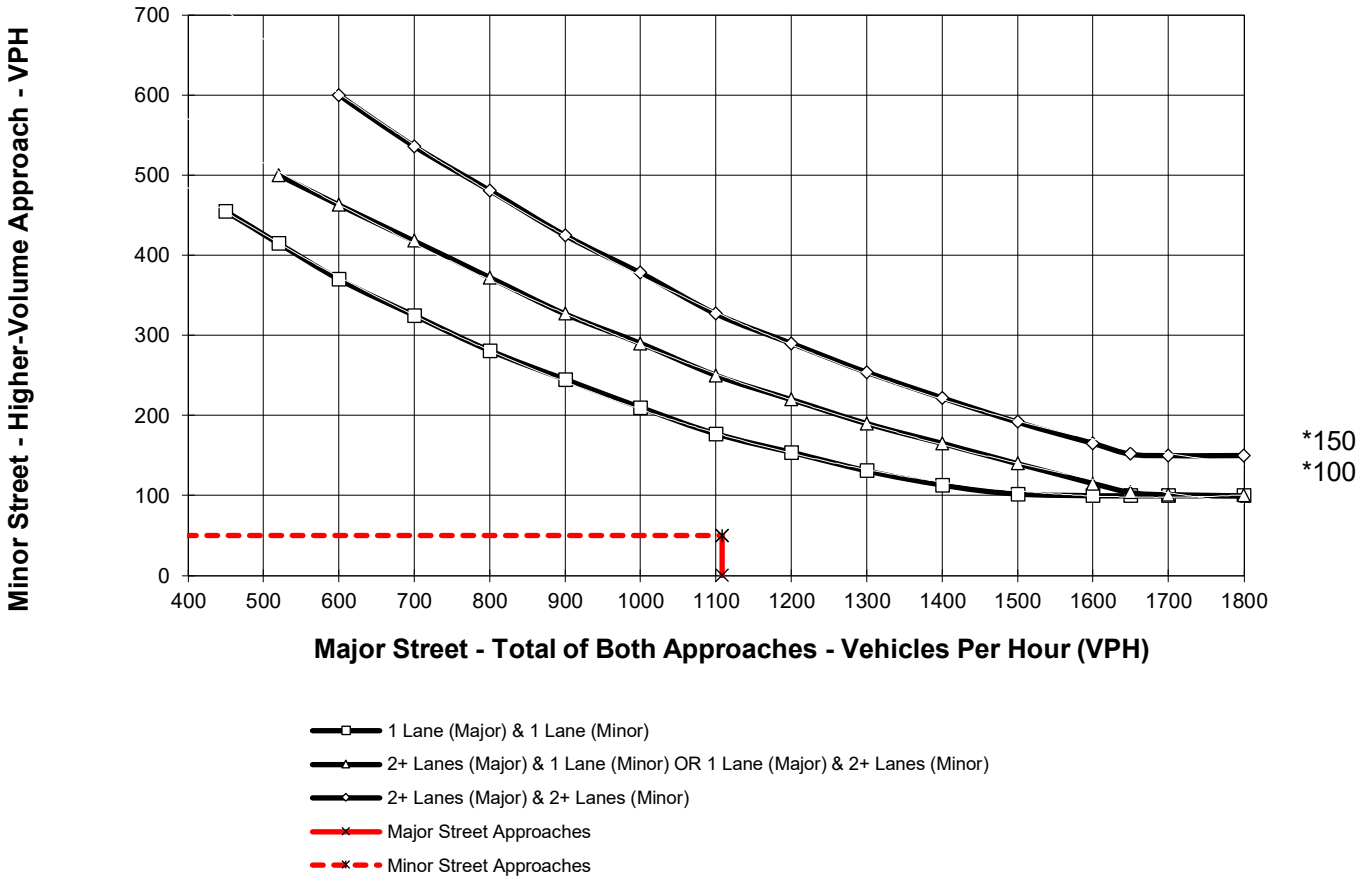
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **50**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Project Conditions - PM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **25**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

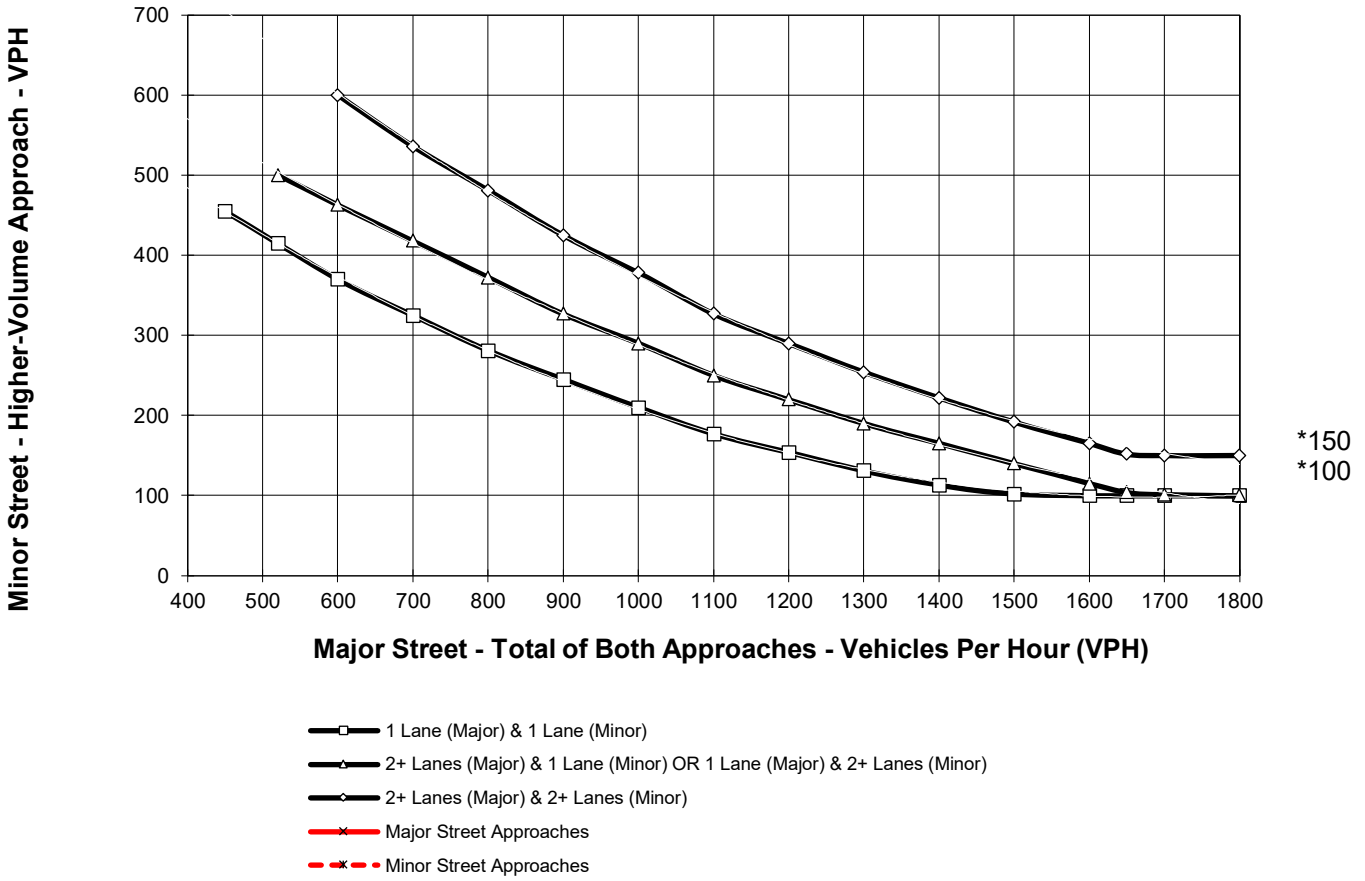
Minor Street Name = **Woodland Lane**

High Volume Approach (VPH) = **12**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year Without Project Conditions - AM**

Major Street Name = **Alley**

Total of Both Approaches (VPH) = **1411**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

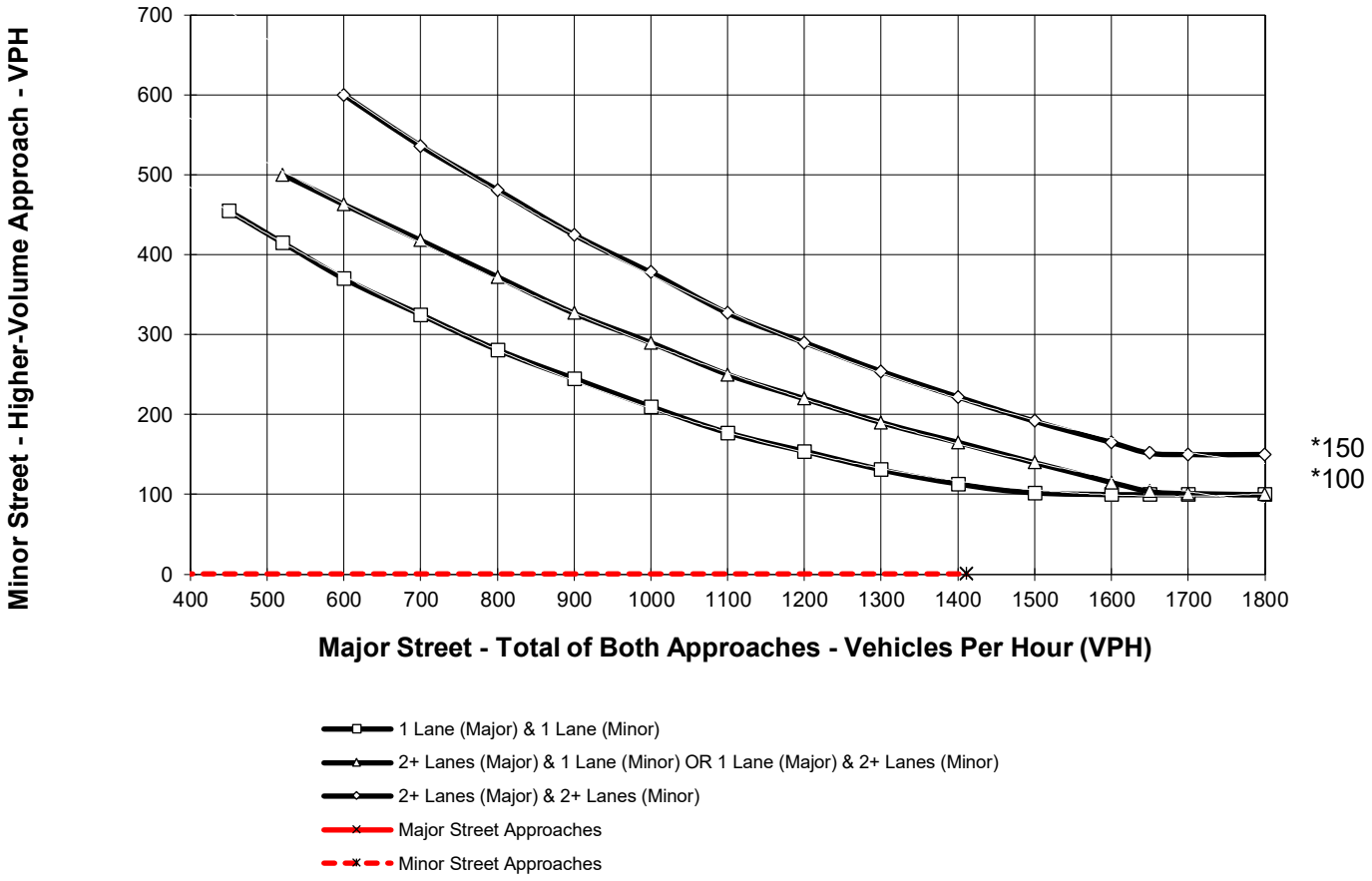
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **1**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year Without Project Conditions - AM**

Major Street Name = **S. Loraine Ave**

Total of Both Approaches (VPH) = **910**

Number of Approach Lanes on Major Street = **2**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

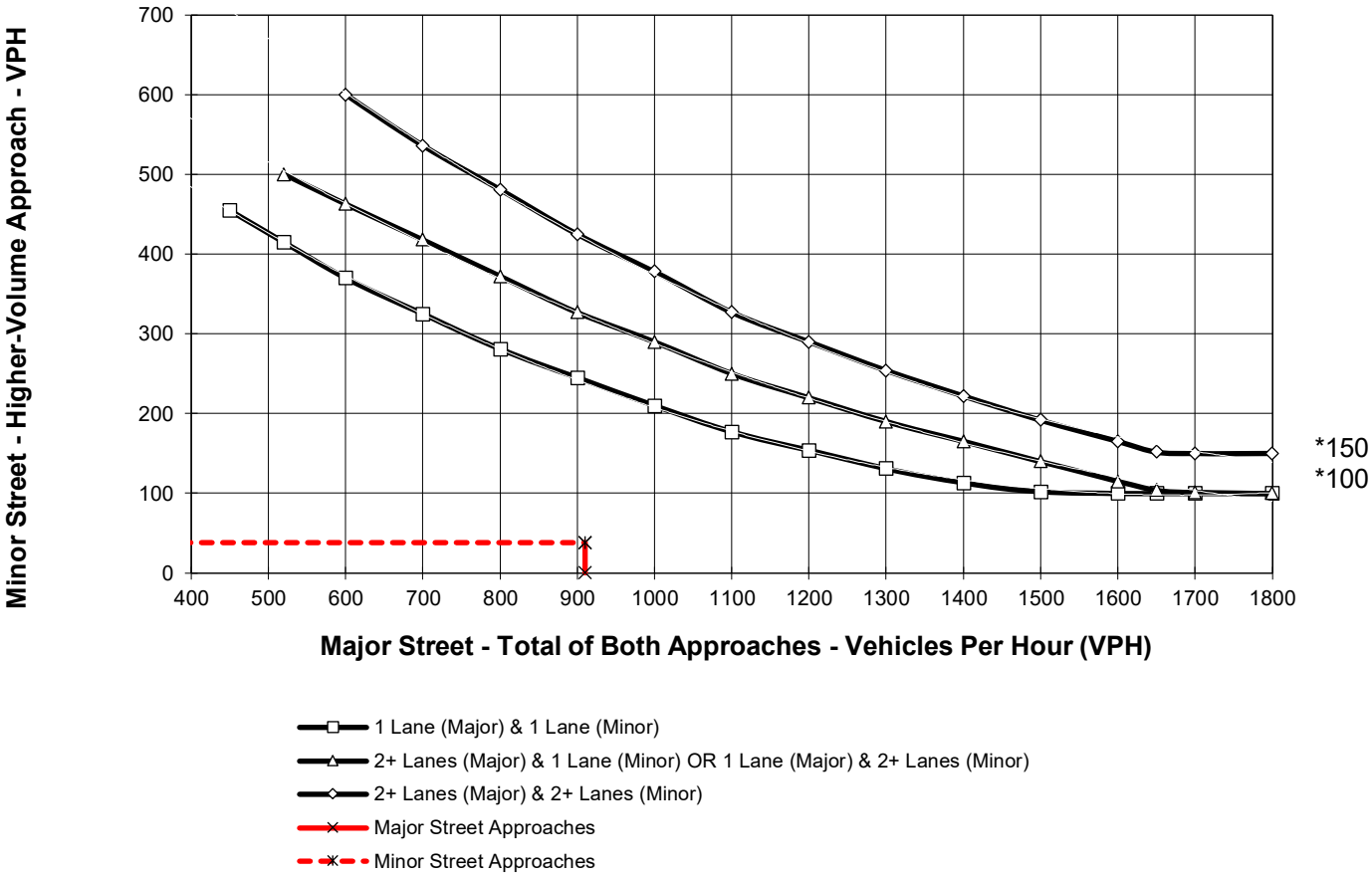
Minor Street Name = **E. Carroll Ave**

High Volume Approach (VPH) = **38**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year Without Project Conditions - AM**

Major Street Name = **S. Treanor Ave**

Total of Both Approaches (VPH) = **1399**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

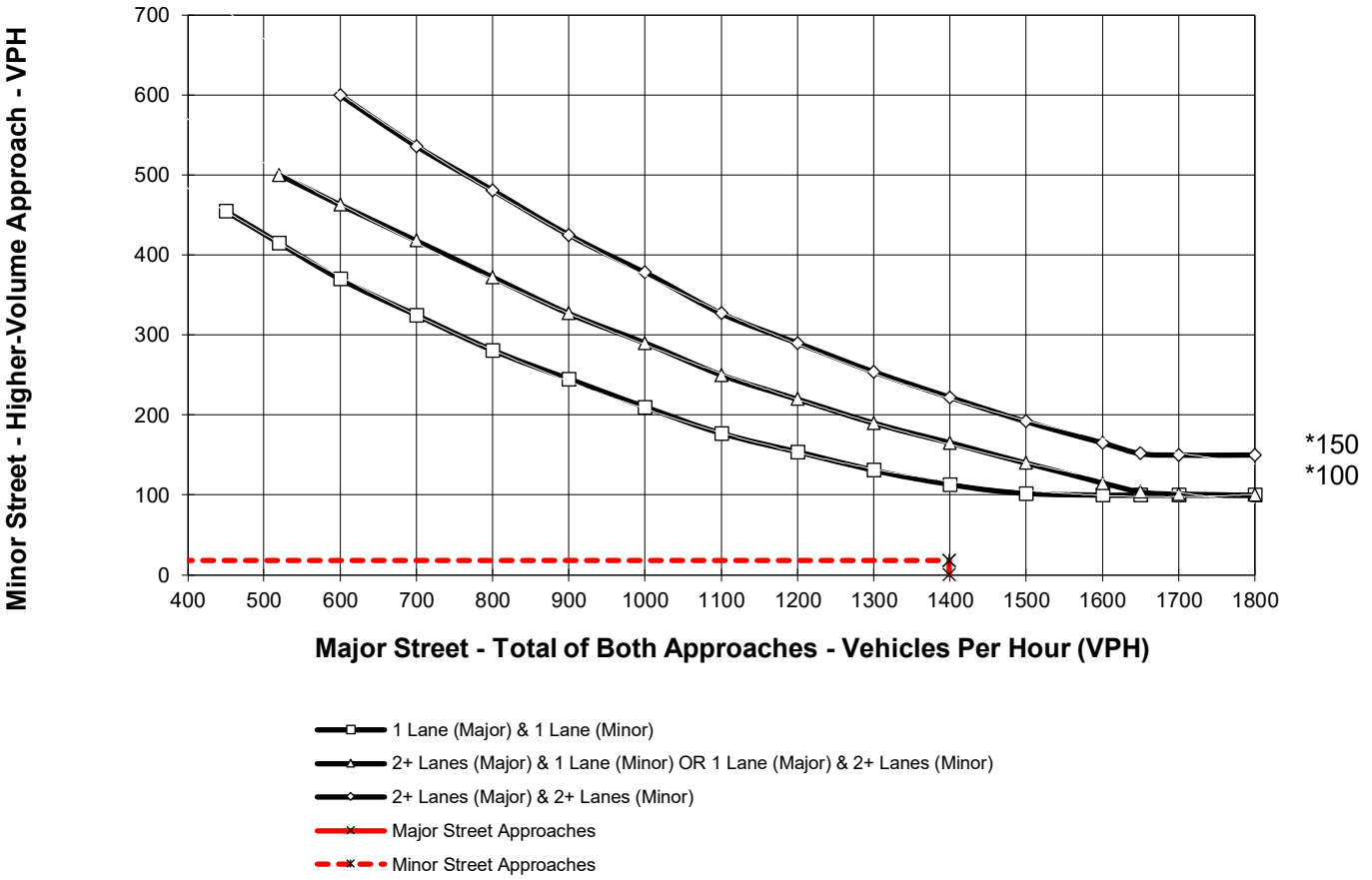
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **18**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year Without Project Conditions - AM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **1434**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

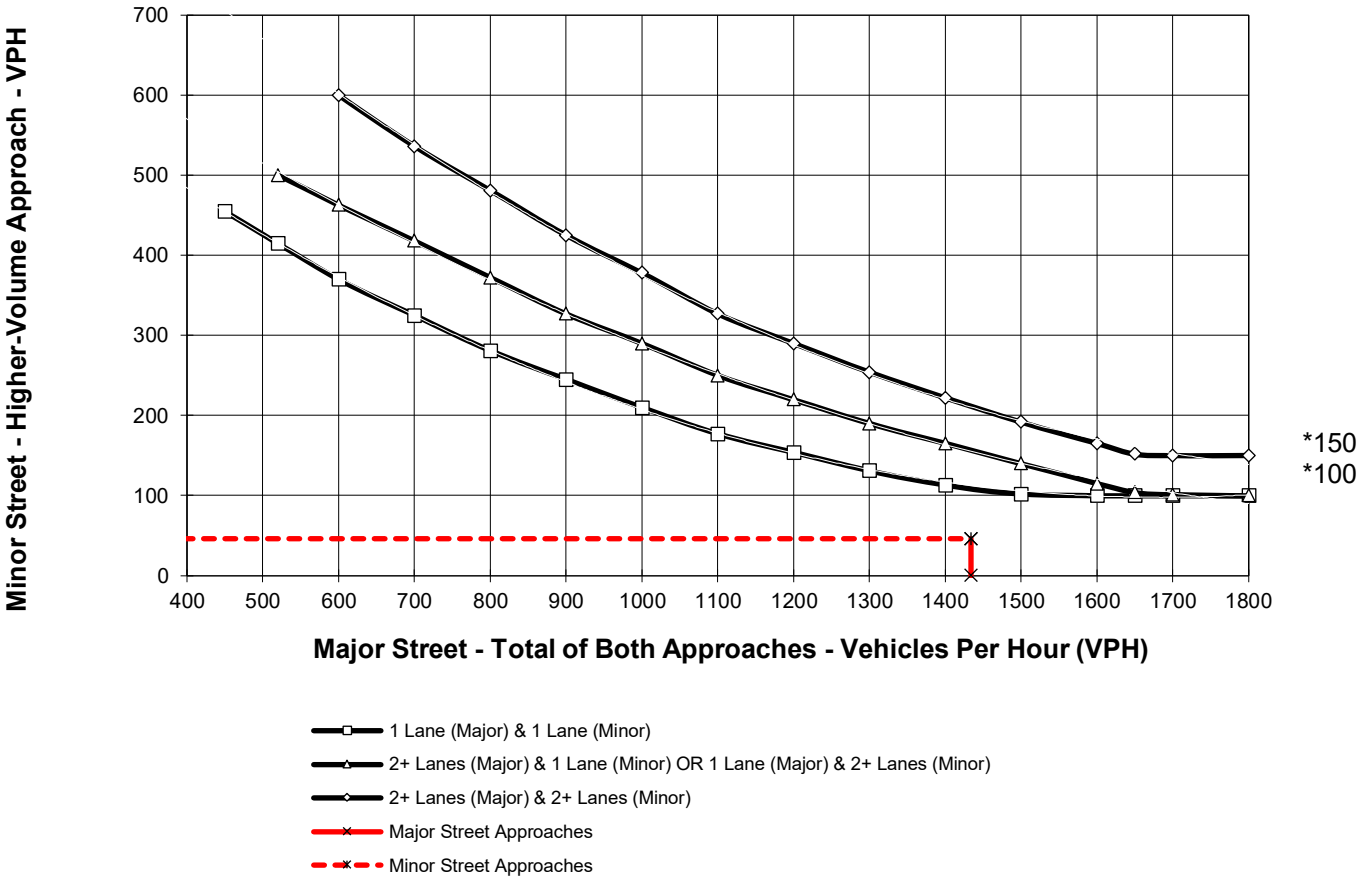
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **46**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year Without Project Conditions - AM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **0**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

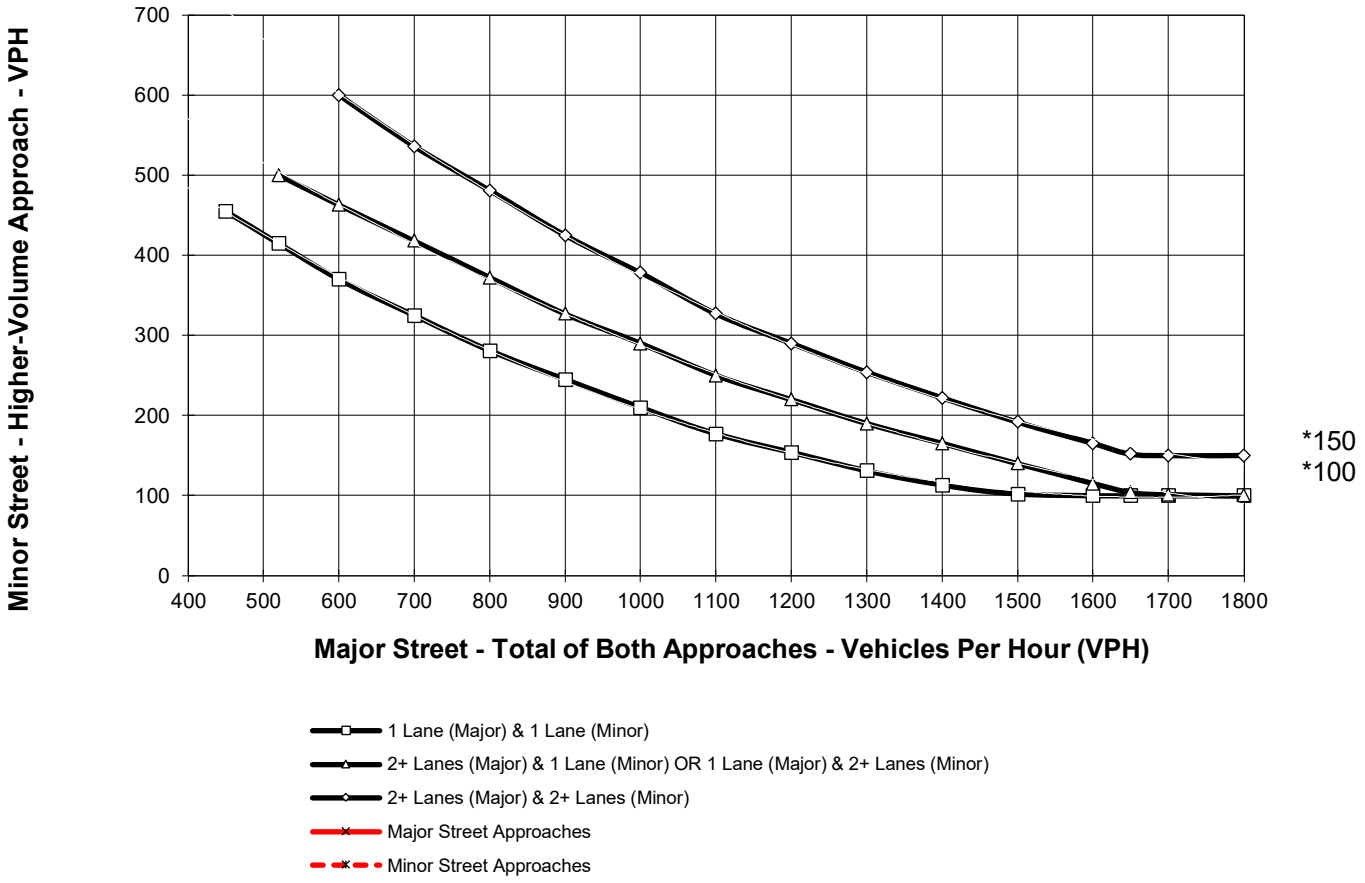
Minor Street Name = **Woodland Lane**

High Volume Approach (VPH) = **0**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year Without Project Conditions - PM**

Major Street Name = **S. Loraine Ave**

Total of Both Approaches (VPH) = **639**

Number of Approach Lanes on Major Street = **2**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

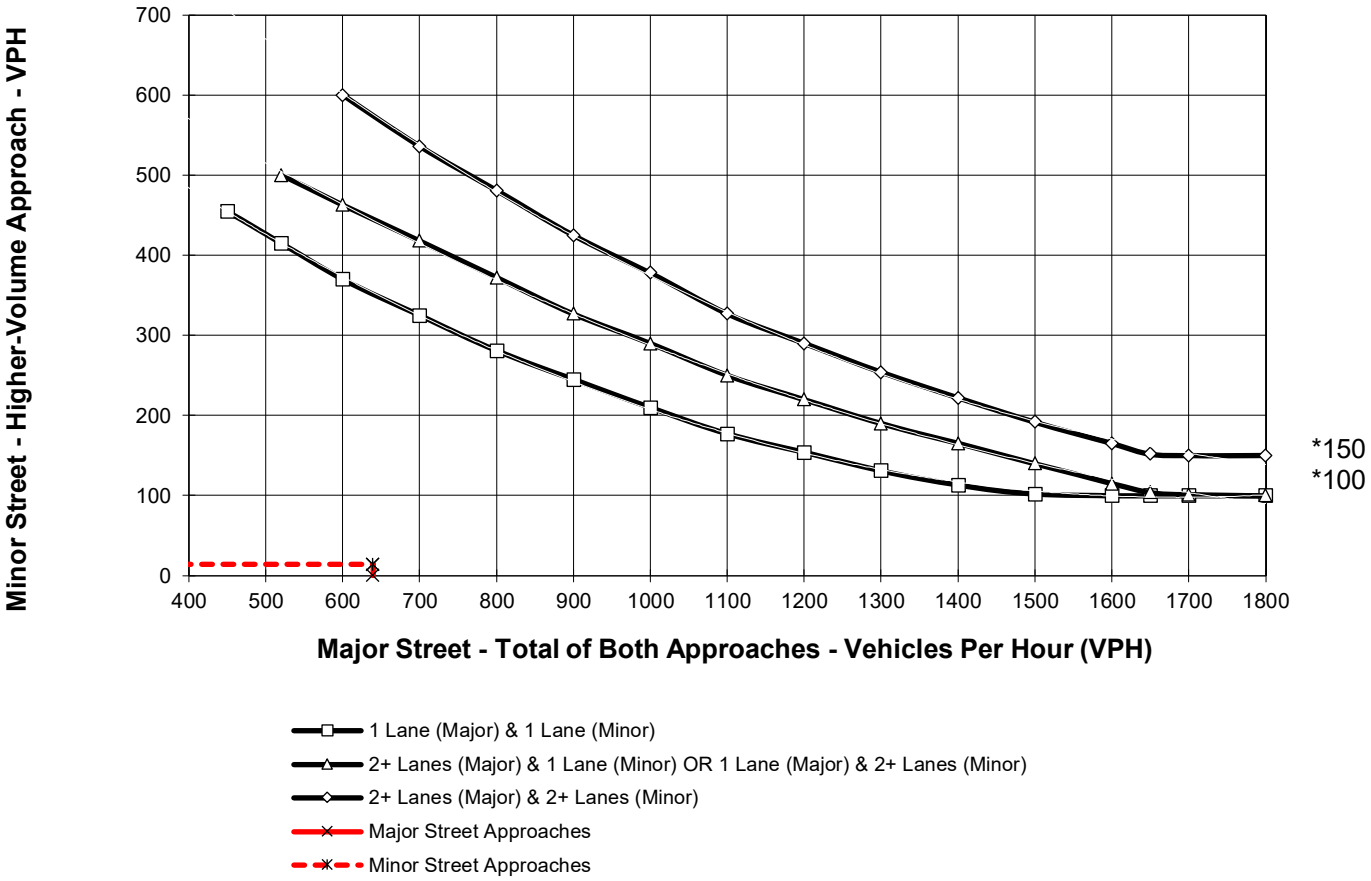
Minor Street Name = **E. Carroll Ave**

High Volume Approach (VPH) = **14**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year Without Project Conditions - PM**

Major Street Name = **Alley**

Total of Both Approaches (VPH) = **1136**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

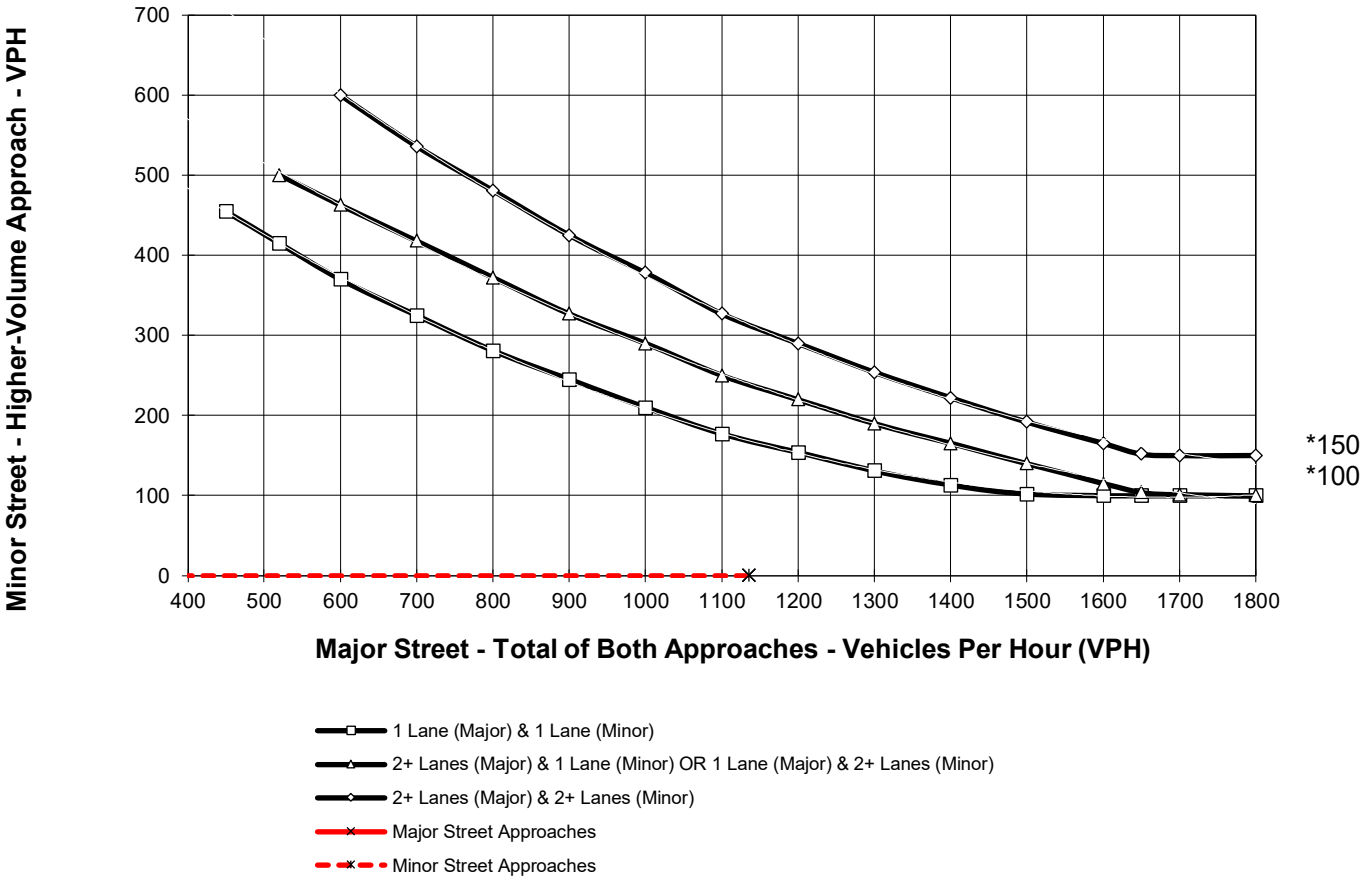
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **0**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year Without Project Conditions - PM**

Major Street Name = **S. Treanor Ave**

Total of Both Approaches (VPH) = **1144**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

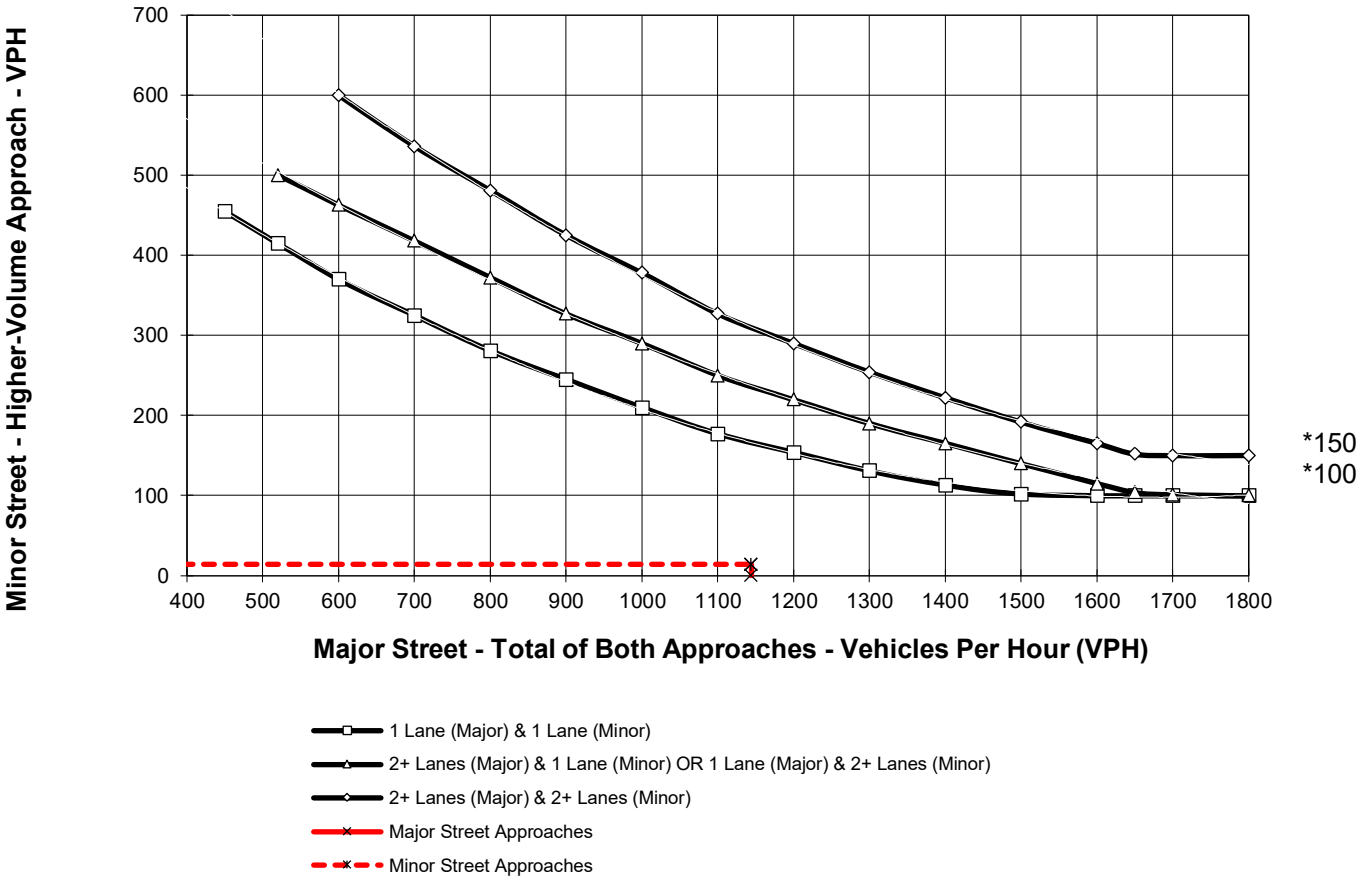
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **14**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year Without Project Conditions - PM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **1195**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

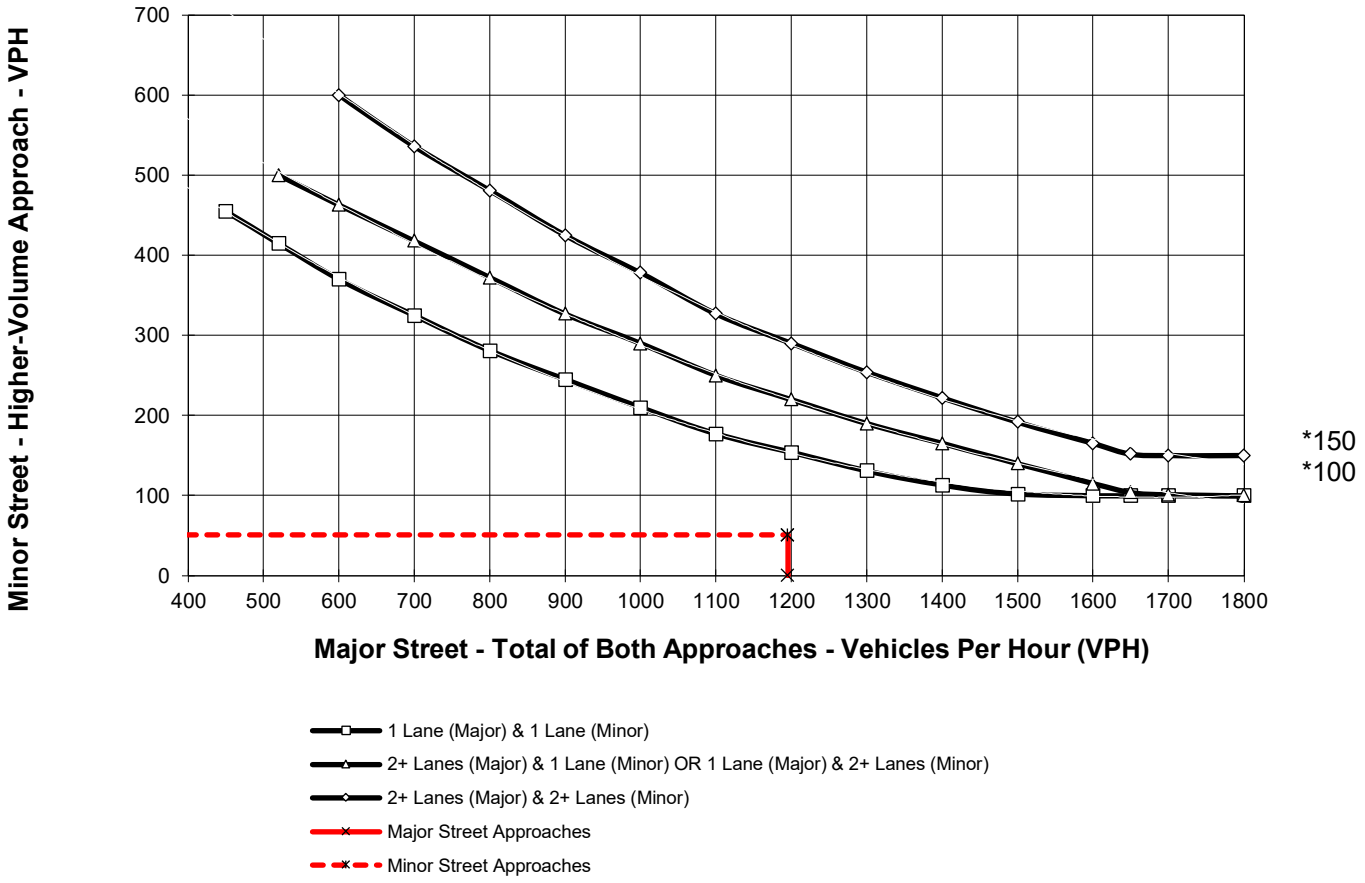
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **51**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year Without Project Conditions - PM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **0**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

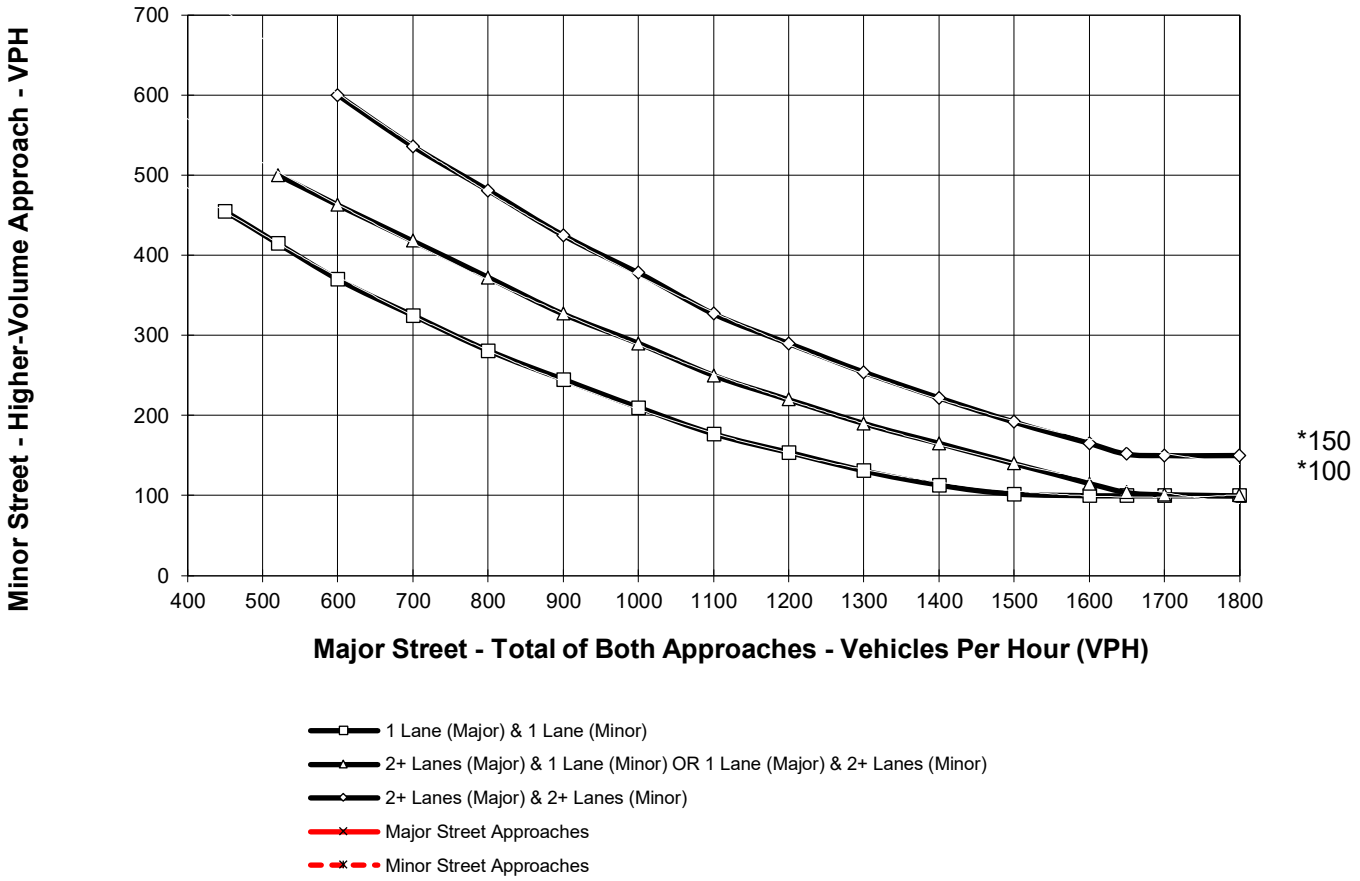
Minor Street Name = **Woodland Lane**

High Volume Approach (VPH) = **0**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year With Project Conditions - AM**

Major Street Name = **S. Loraine Ave**

Total of Both Approaches (VPH) = **907**

Number of Approach Lanes on Major Street = **2**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

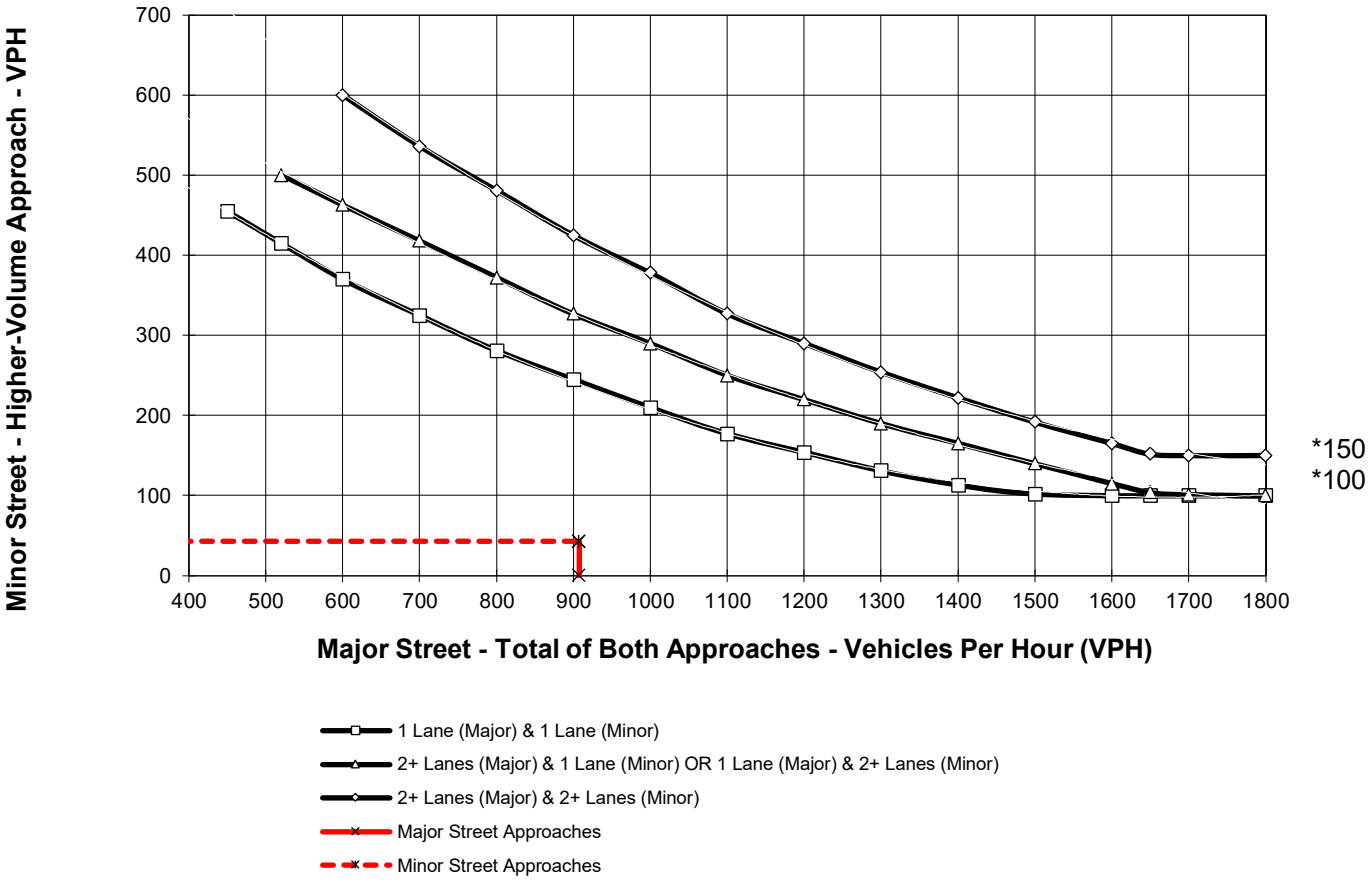
Minor Street Name = **E. Carroll Ave**

High Volume Approach (VPH) = **43**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year With Project Conditions - AM**

Major Street Name = **Alley**

Total of Both Approaches (VPH) = **1420**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

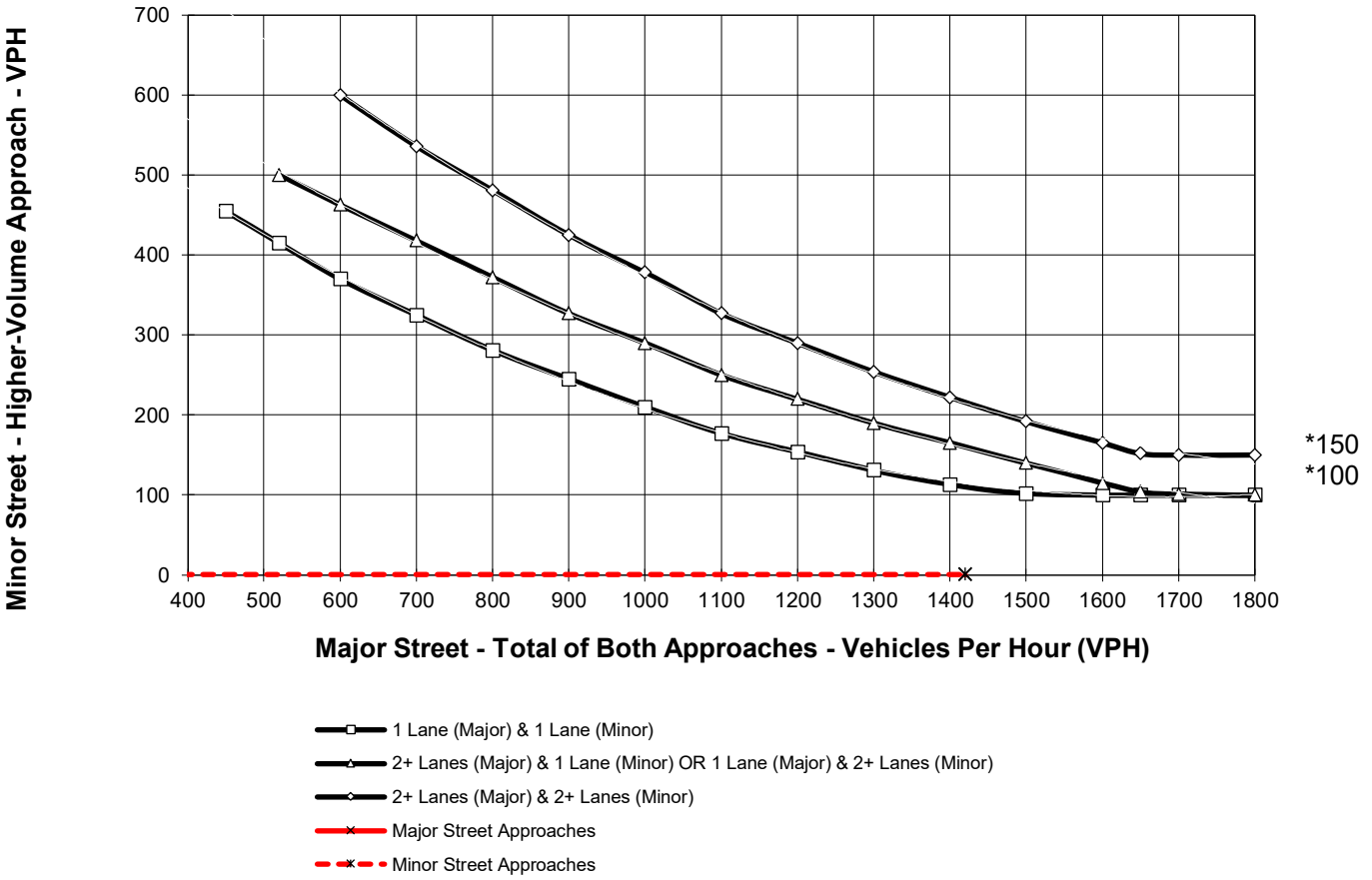
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **1**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year With Project Conditions - AM**

Major Street Name = **S. Treanor Ave**

Total of Both Approaches (VPH) = **1405**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

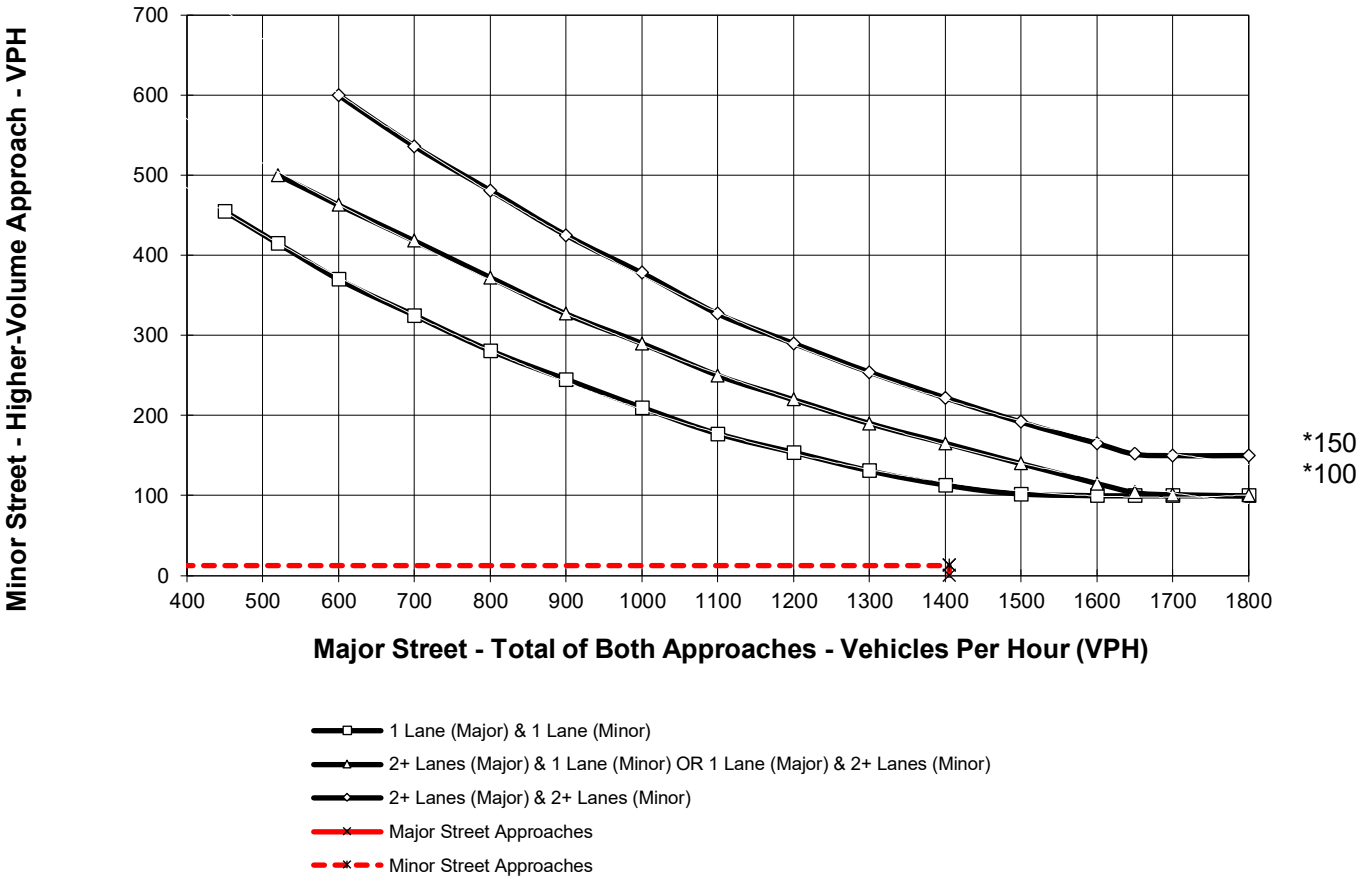
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **13**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year With Project Conditions - AM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **1437**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

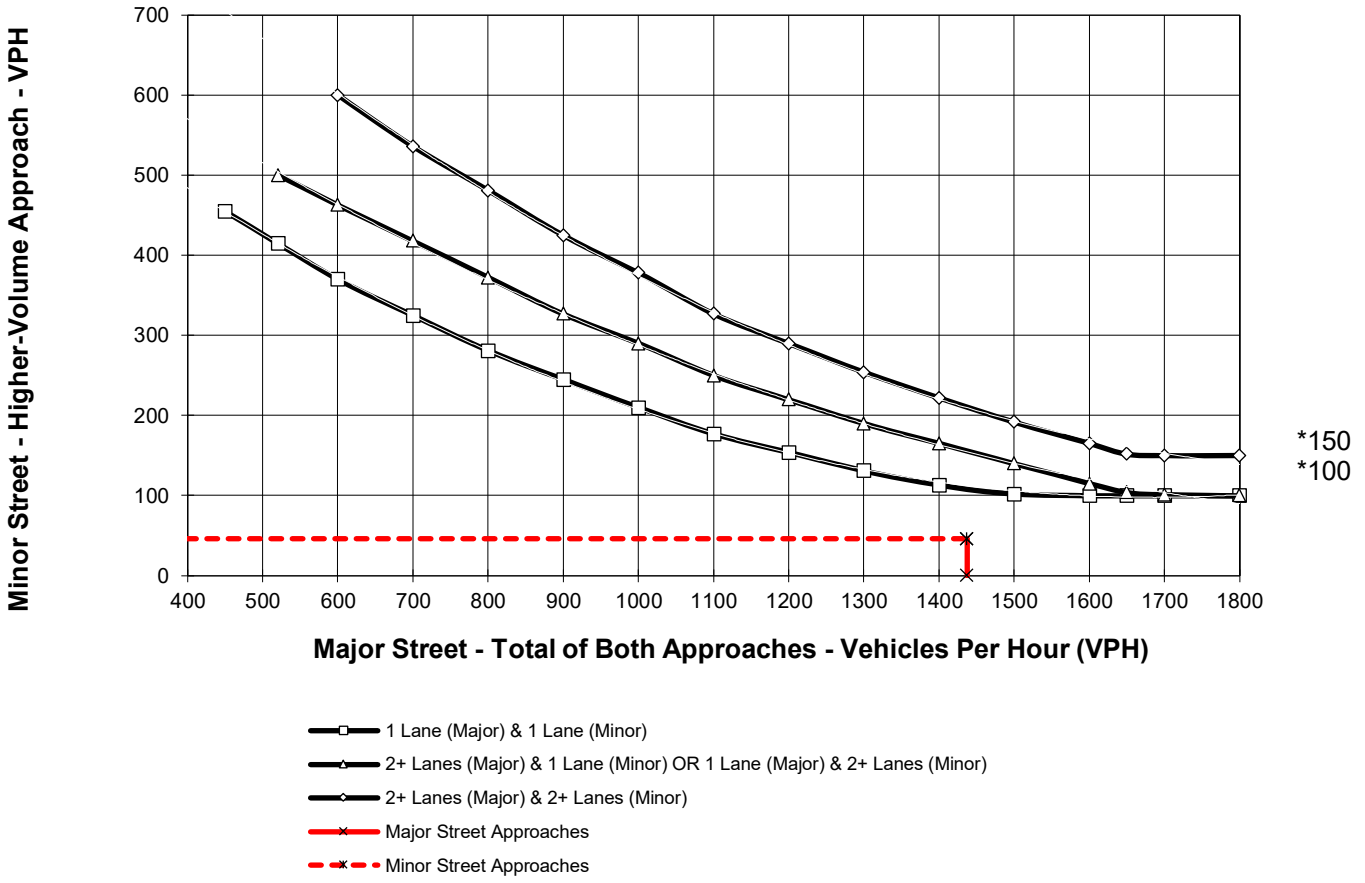
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **46**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year With Project Conditions - AM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **20**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

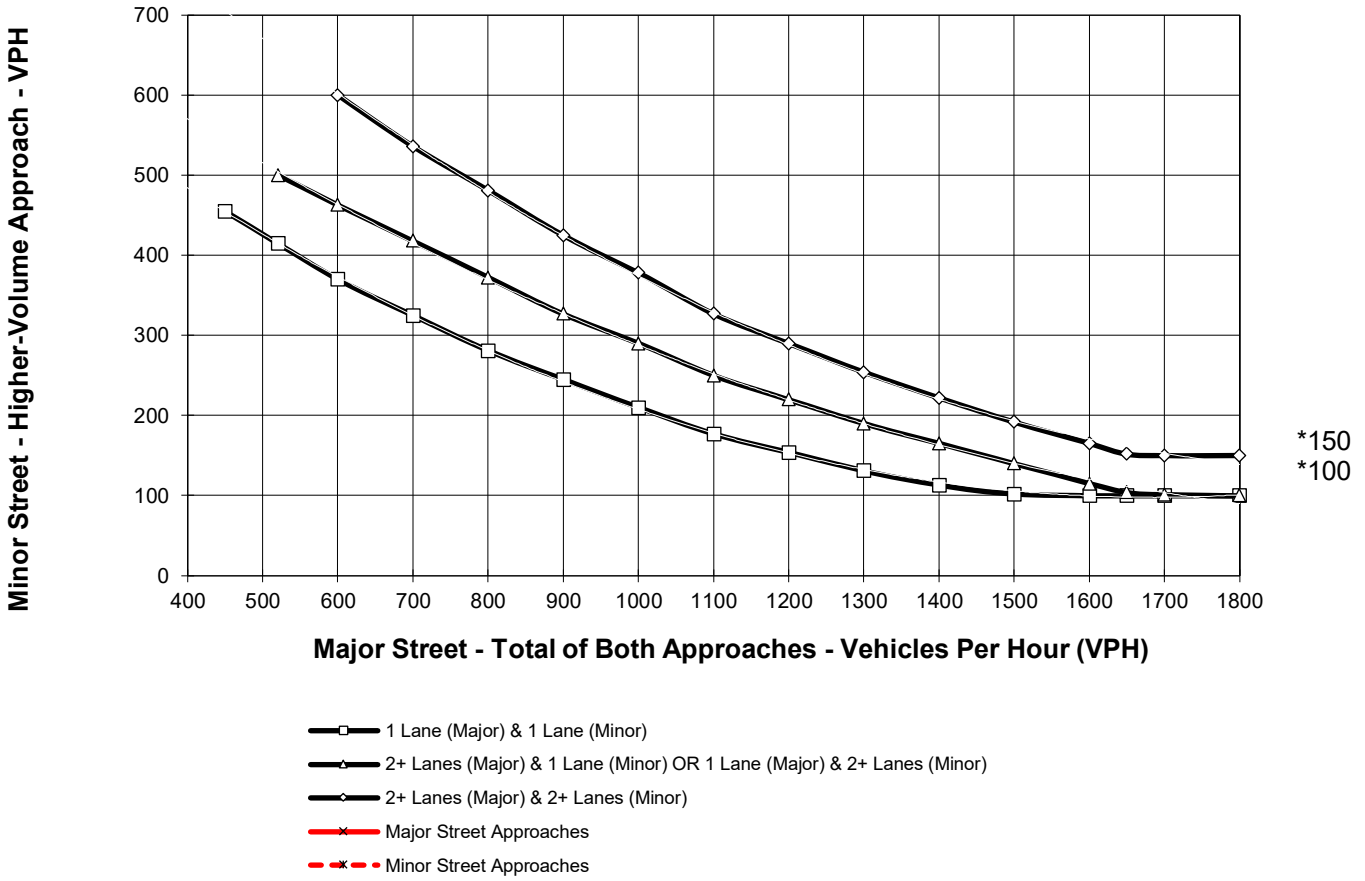
Minor Street Name = **Woodland Lane**

High Volume Approach (VPH) = **13**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year With Project Conditions - PM**

Major Street Name = **S. Loraine Ave**

Total of Both Approaches (VPH) = **640**

Number of Approach Lanes on Major Street = **2**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

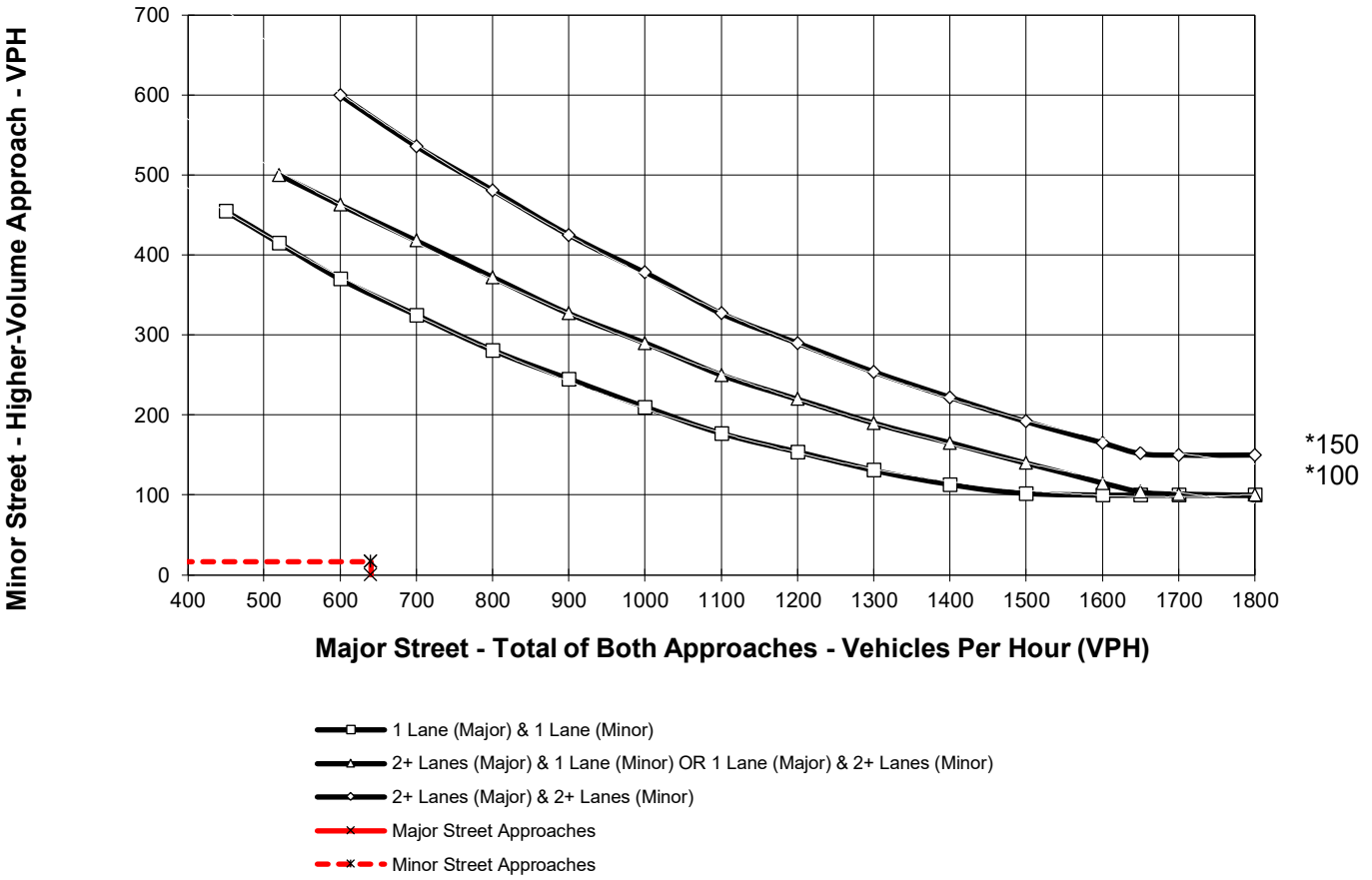
Minor Street Name = **E. Carroll Ave**

High Volume Approach (VPH) = **17**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year With Project Conditions - PM**

Major Street Name = **Alley**

Total of Both Approaches (VPH) = **1149**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

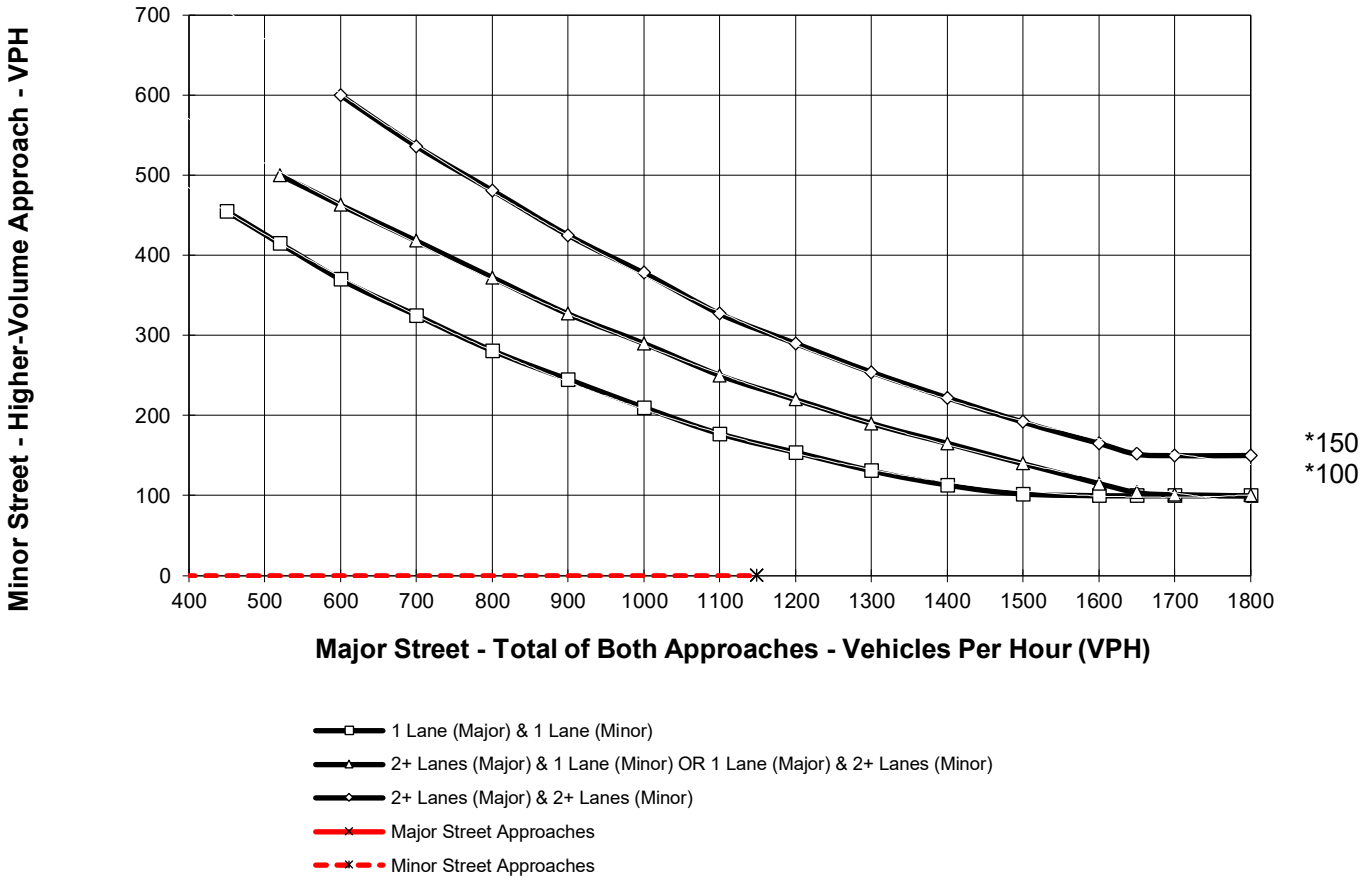
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **0**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year With Project Conditions - PM**

Major Street Name = **S. Treanor Ave**

Total of Both Approaches (VPH) = **1157**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

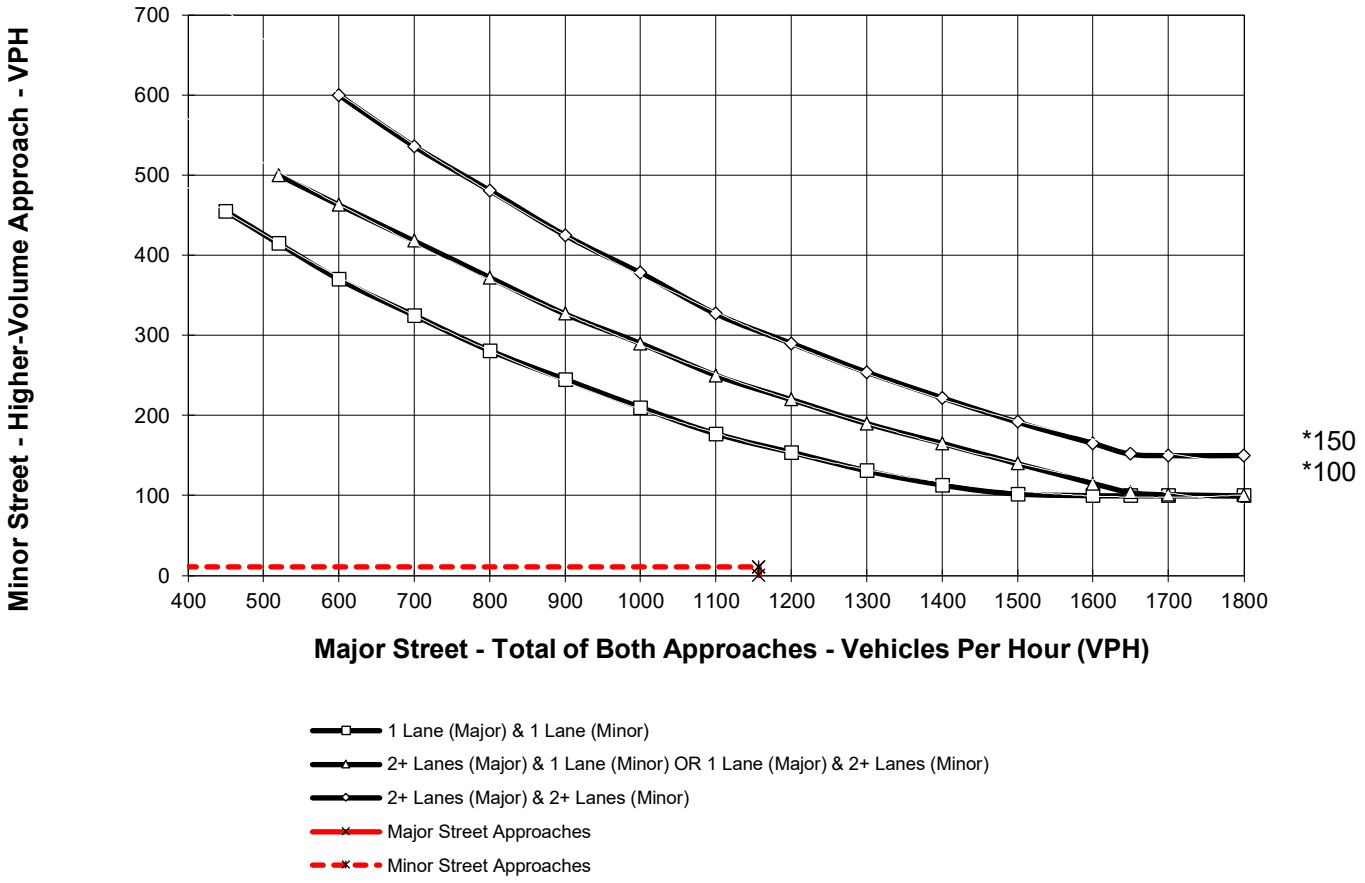
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **11**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

2014 Edition

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year With Project Conditions - PM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **1211**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

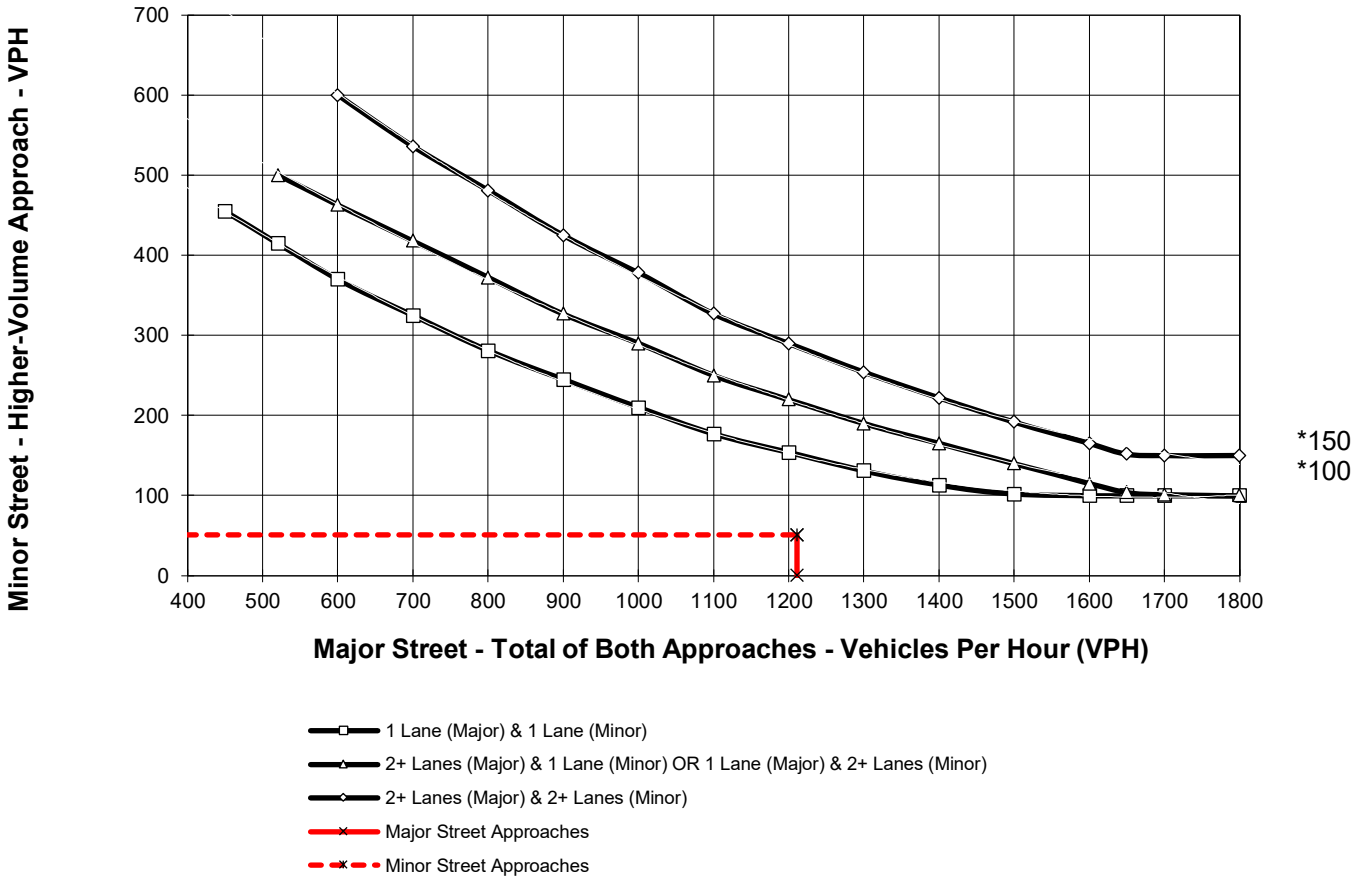
Minor Street Name = **E. Foothill Blvd**

High Volume Approach (VPH) = **51**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year With Project Conditions - PM**

Major Street Name = **S. San Jose Dr**

Total of Both Approaches (VPH) = **25**

Number of Approach Lanes on Major Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

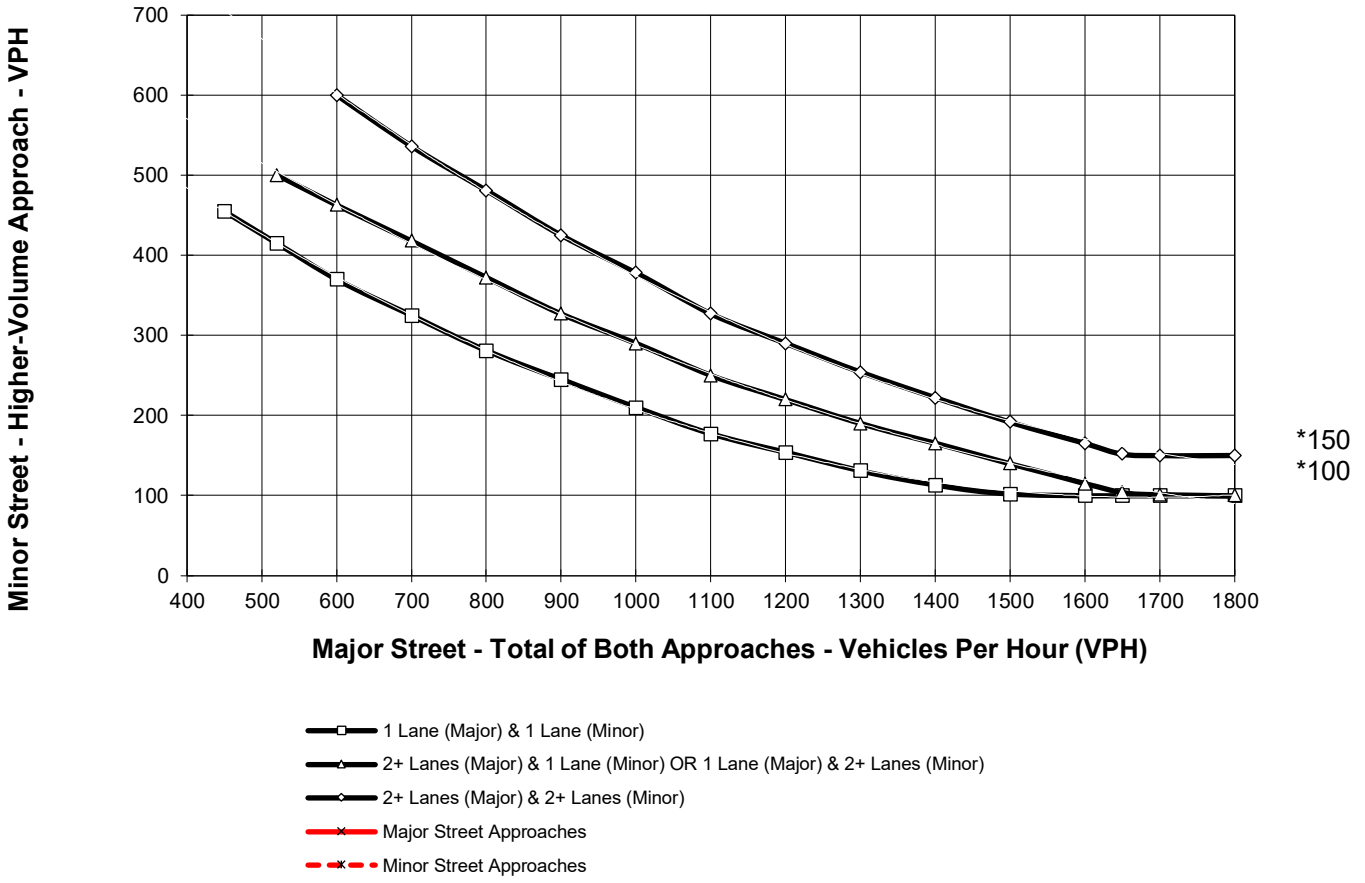
Minor Street Name = **Woodland Lane**

High Volume Approach (VPH) = **12**

Number of Approach Lanes On Minor Street = **1**

Enter 1 for 1 Lane or 2 for 2 or More Lanes

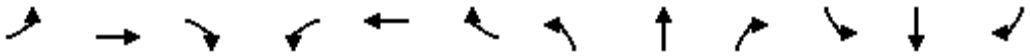
SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

APPENDIX C:
LOS Analysis Sheets

Existing Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1900	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		60	60		60	60		0	60		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.962			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	3405	0	1676	3472	0
Flt Permitted	0.950			0.950			0.398			0.483		
Satd. Flow (perm)	1676	1863	1500	1676	1863	1500	702	3405	0	852	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94			94		73			25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1565			202			630			735	
Travel Time (s)		35.6			4.6			14.3			16.7	

Intersection Summary	
Area Type:	Other

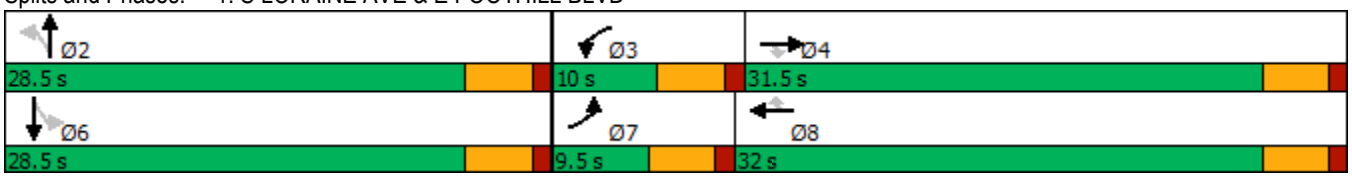
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	29	378	62	63	469	145	53	256	88	169	381	56
Future Volume (vph)	29	378	62	63	469	145	53	256	88	169	381	56
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	35	461	76	77	572	177	65	312	107	206	465	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	461	76	77	572	177	65	419	0	206	533	0

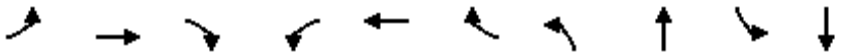
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	29	378	62	63	469	145	53	256	169	381
Future Volume (vph)	29	378	62	63	469	145	53	256	169	381
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Detector Phase	7	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	31.5	31.5	10.0	32.0	32.0	28.5	28.5	28.5	28.5
Total Split (%)	13.6%	45.0%	45.0%	14.3%	45.7%	45.7%	40.7%	40.7%	40.7%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	5.1	21.1	21.1	5.6	25.3	25.3	24.5	24.5	24.5	24.5
Actuated g/C Ratio	0.08	0.34	0.34	0.09	0.41	0.41	0.39	0.39	0.39	0.39
v/c Ratio	0.26	0.73	0.13	0.51	0.76	0.27	0.24	0.30	0.62	0.39
Control Delay	35.1	26.1	3.2	44.4	24.6	8.0	18.8	13.1	29.1	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	26.1	3.2	44.4	24.6	8.0	18.8	13.1	29.1	15.7
LOS	D	C	A	D	C	A	B	B	C	B
Approach Delay		23.6			22.9			13.8		19.4
Approach LOS		C			C			B		B

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 62.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 20.4	Intersection LOS: C
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

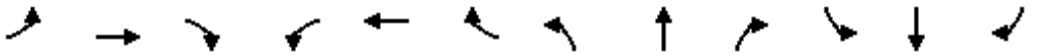
Splits and Phases: 1: S LORAINE AVE & E FOOTHILL BLVD





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	31.5	31.5	10.0	32.0	32.0	28.5	28.5	28.5	28.5
Total Split (%)	13.6%	45.0%	45.0%	14.3%	45.7%	45.7%	40.7%	40.7%	40.7%	40.7%
Maximum Green (s)	5.0	27.0	27.0	5.5	27.5	27.5	24.0	24.0	24.0	24.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0
90th %ile Green (s)	5.0	27.0	27.0	5.5	27.5	27.5	24.0	24.0	24.0	24.0
90th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR	MaxR	MaxR
70th %ile Green (s)	5.0	27.0	27.0	5.5	27.5	27.5	24.0	24.0	24.0	24.0
70th %ile Term Code	Max	Hold	Hold	Max	Max	Max	MaxR	MaxR	MaxR	MaxR
50th %ile Green (s)	0.0	21.4	21.4	5.5	31.4	31.4	24.0	24.0	24.0	24.0
50th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	MaxR	MaxR	MaxR	MaxR
30th %ile Green (s)	0.0	17.1	17.1	5.5	27.1	27.1	24.0	24.0	24.0	24.0
30th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	MaxR	MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	14.4	14.4	0.0	14.4	14.4	24.0	24.0	24.0	24.0
10th %ile Term Code	Skip	Hold	Hold	Skip	Gap	Gap	MaxR	MaxR	MaxR	MaxR

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 62.4
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 70
70th %ile Actuated Cycle: 70
50th %ile Actuated Cycle: 64.4
30th %ile Actuated Cycle: 60.1
10th %ile Actuated Cycle: 47.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	378	62	63	469	145	53	256	88	169	381	56
Future Volume (veh/h)	29	378	62	63	469	145	53	256	88	169	381	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	35	461	76	77	572	177	65	312	107	206	465	68
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	629	505	100	672	539	346	1010	340	393	1204	175
Arrive On Green	0.04	0.34	0.34	0.06	0.36	0.36	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	825	2610	879	917	3113	453
Grp Volume(v), veh/h	35	461	76	77	572	177	65	210	209	206	264	269
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	825	1777	1712	917	1777	1789
Q Serve(g_s), s	1.3	13.5	2.2	2.8	17.5	5.3	3.8	5.1	5.3	12.6	6.7	6.7
Cycle Q Clear(g_c), s	1.3	13.5	2.2	2.8	17.5	5.3	10.5	5.1	5.3	17.8	6.7	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		0.25
Lane Grp Cap(c), veh/h	62	629	505	100	672	539	346	687	662	393	687	692
V/C Ratio(X)	0.57	0.73	0.15	0.77	0.85	0.33	0.19	0.31	0.31	0.52	0.38	0.39
Avail Cap(c_a), veh/h	136	814	653	150	829	666	346	687	662	393	687	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	18.1	14.4	28.8	18.4	14.4	17.5	13.2	13.3	19.5	13.7	13.7
Incr Delay (d2), s/veh	8.0	2.5	0.1	12.9	7.1	0.4	1.2	1.2	1.2	4.9	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.7	0.7	1.4	8.1	1.7	0.8	2.1	2.1	3.0	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	20.6	14.5	41.6	25.5	14.8	18.7	14.4	14.5	24.4	15.3	15.4
LnGrp LOS	D	C	B	D	C	B	B	B	B	C	B	B
Approach Vol, veh/h		572			826			484			739	
Approach Delay, s/veh		20.8			24.7			15.0			17.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.5	8.2	25.4		28.5	6.8	26.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.0	5.5	27.0		24.0	5.0	27.5				
Max Q Clear Time (g_c+I1), s		12.5	4.8	15.5		19.8	3.3	19.5				
Green Ext Time (p_c), s		2.3	0.0	2.5		1.7	0.0	2.8				

Intersection Summary												
HCM 6th Ctrl Delay			20.1									
HCM 6th LOS			C									



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.902		0.993			
Flt Protected	0.986					0.999
Satd. Flow (prot)	1657	0	3514	0	0	3536
Flt Permitted	0.986					0.999
Satd. Flow (perm)	1657	0	3514	0	0	3536
Link Speed (mph)	30		30			30
Link Distance (ft)	867		546			630
Travel Time (s)	19.7		12.4			14.3

Intersection Summary	
Area Type:	Other



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	10	27	370	18	13	481
Future Volume (vph)	10	27	370	18	13	481
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	13	34	463	23	16	601
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	486	0	0	617

Intersection Summary

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	27	370	18	13	481
Future Vol, veh/h	10	27	370	18	13	481
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	34	463	23	16	601

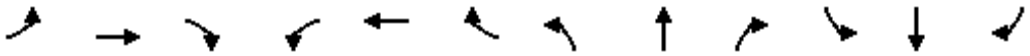
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	808	243	0	0	486	0
Stage 1	475	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	319	758	-	-	1073	-
Stage 1	592	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	312	758	-	-	1073	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	683	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	547	1073	-
HCM Lane V/C Ratio	-	-	0.085	0.015	-
HCM Control Delay (s)	-	-	12.2	8.4	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt					0.943			0.998			0.997	
Flt Protected					0.972			0.999				
Satd. Flow (prot)	0	0	0	0	1707	0	0	3529	0	0	3529	0
Flt Permitted					0.972			0.945			0.953	
Satd. Flow (perm)	0	0	0	0	1707	0	0	3338	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27			4			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		204			776			1474			546	
Travel Time (s)		4.6			17.6			33.5			12.4	

Intersection Summary	
Area Type:	Other



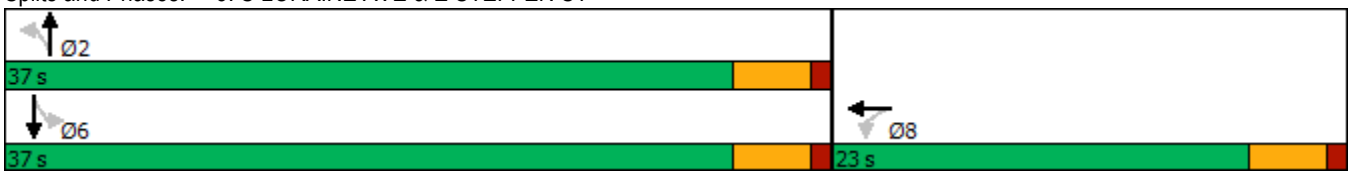
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	0	9	0	7	8	371	6	3	481	11
Future Volume (vph)	0	0	0	9	0	7	8	371	6	3	481	11
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	11	0	8	10	447	7	4	580	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	19	0	0	464	0	0	597	0

Intersection Summary

Lane Group	WBT	NBL	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	0	8	371	3	481
Future Volume (vph)	0	8	371	3	481
Turn Type	NA	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		2		6	
Detector Phase	8	2	2	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	23.0	37.0	37.0	37.0	37.0
Total Split (%)	38.3%	61.7%	61.7%	61.7%	61.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0
Total Lost Time (s)	4.5		4.5		4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Max	Max	Max	Max
Act Effct Green (s)	5.8		51.5		51.5
Actuated g/C Ratio	0.11		0.95		0.95
v/c Ratio	0.09		0.15		0.19
Control Delay	10.2		0.8		0.9
Queue Delay	0.0		0.0		0.0
Total Delay	10.2		0.8		0.9
LOS	B		A		A
Approach Delay	10.3		0.8		0.9
Approach LOS	B		A		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 54.2	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.19	
Intersection Signal Delay: 1.0	Intersection LOS: A
Intersection Capacity Utilization 27.8%	ICU Level of Service A
Analysis Period (min) 15	

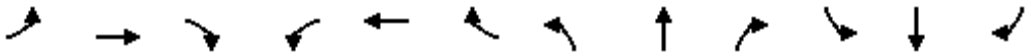
Splits and Phases: 3: S LORAINE AVE & E STEFFEN ST





Lane Group	WBT	NBL	NBT	SBL	SBT
Protected Phases	8		2		6
Permitted Phases		2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	23.0	37.0	37.0	37.0	37.0
Total Split (%)	38.3%	61.7%	61.7%	61.7%	61.7%
Maximum Green (s)	18.5	32.5	32.5	32.5	32.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0
90th %ile Green (s)	6.7	47.5	47.5	47.5	47.5
90th %ile Term Code	Gap	Dwell	Dwell	Dwell	Dwell
70th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
70th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
50th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
50th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
30th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
30th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
10th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
10th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell

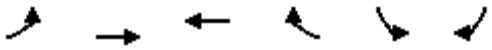
Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 54.2
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 63.2
70th %ile Actuated Cycle: 52
50th %ile Actuated Cycle: 52
30th %ile Actuated Cycle: 52
10th %ile Actuated Cycle: 52



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	9	0	7	8	371	6	3	481	11
Future Volume (veh/h)	0	0	0	9	0	7	8	371	6	3	481	11
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				11	0	8	10	447	7	4	580	13
Peak Hour Factor				0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				23	0	17	104	2646	41	89	2656	59
Arrive On Green				0.02	0.00	0.02	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h				980	0	713	21	3461	53	4	3474	77
Grp Volume(v), veh/h				19	0	0	242	0	222	313	0	284
Grp Sat Flow(s),veh/h/ln				1693	0	0	1843	0	1692	1867	0	1688
Q Serve(g_s), s				0.5	0.0	0.0	0.0	0.0	1.5	0.0	0.0	2.0
Cycle Q Clear(g_c), s				0.5	0.0	0.0	1.5	0.0	1.5	2.0	0.0	2.0
Prop In Lane				0.58		0.42	0.04		0.03	0.01		0.05
Lane Grp Cap(c), veh/h				40	0	0	1498	0	1294	1513	0	1291
V/C Ratio(X)				0.47	0.00	0.00	0.16	0.00	0.17	0.21	0.00	0.22
Avail Cap(c_a), veh/h				737	0	0	1498	0	1294	1513	0	1291
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh				20.5	0.0	0.0	1.4	0.0	1.4	1.4	0.0	1.4
Incr Delay (d2), s/veh				8.5	0.0	0.0	0.2	0.0	0.3	0.3	0.0	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.3	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.0	0.0	0.0	1.6	0.0	1.6	1.7	0.0	1.8
LnGrp LOS				C	A	A	A	A	A	A	A	A
Approach Vol, veh/h					19			464			597	
Approach Delay, s/veh					29.0			1.6			1.8	
Approach LOS					C			A			A	

Timer - Assigned Phs	2			6		8			
Phs Duration (G+Y+Rc), s	37.0			37.0		5.5			
Change Period (Y+Rc), s	4.5			4.5		4.5			
Max Green Setting (Gmax), s	32.5			32.5		18.5			
Max Q Clear Time (g_c+I1), s	3.5			4.0		2.5			
Green Ext Time (p_c), s	3.0			3.9		0.0			

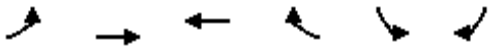
Intersection Summary		
HCM 6th Ctrl Delay	2.2	
HCM 6th LOS	A	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1800	1900	1900	1900	1700	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	150	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Ped Bike Factor						
Frt			0.969			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	3539	3429	0	3072	1500
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1676	3539	3429	0	3072	1500
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			55			168
Link Speed (mph)		30	30		30	
Link Distance (ft)		1469	3035		1474	
Travel Time (s)		33.4	69.0		33.5	

Intersection Summary	
Area Type:	Other

4: ROUTE 66 & S LORAINE AVE



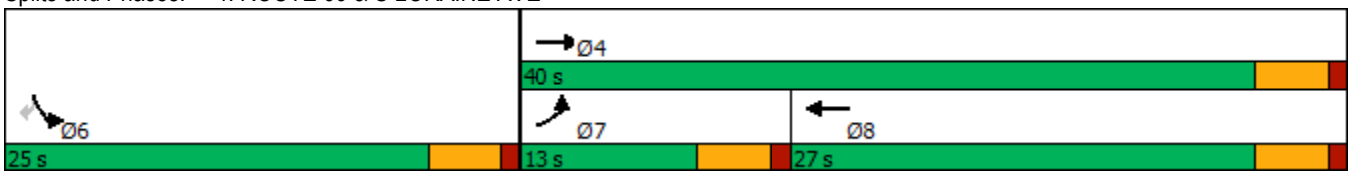
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	149	648	801	210	340	153
Future Volume (vph)	149	648	801	210	340	153
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	164	712	880	231	374	168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	164	712	1111	0	374	168

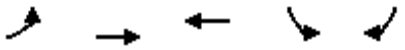
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	149	648	801	340	153
Future Volume (vph)	149	648	801	340	153
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	13.0	40.0	27.0	25.0	25.0
Total Split (%)	20.0%	61.5%	41.5%	38.5%	38.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	8.4	35.4	22.5	20.5	20.5
Actuated g/C Ratio	0.13	0.55	0.35	0.32	0.32
v/c Ratio	0.76	0.37	0.91	0.39	0.29
Control Delay	52.1	9.1	32.0	18.8	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	9.1	32.0	18.8	4.7
LOS	D	A	C	B	A
Approach Delay		17.1	32.0	14.4	
Approach LOS		B	C	B	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 64.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

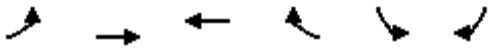
Splits and Phases: 4: ROUTE 66 & S LORAINE AVE





Lane Group	EBL	EBT	WBT	SBL	SBR
Protected Phases	7	4	8	6	
Permitted Phases					6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	13.0	40.0	27.0	25.0	25.0
Total Split (%)	20.0%	61.5%	41.5%	38.5%	38.5%
Maximum Green (s)	8.5	35.5	22.5	20.5	20.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0
90th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
90th %ile Term Code	Max	Hold	Max	MaxR	MaxR
70th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
70th %ile Term Code	Max	Hold	Max	MaxR	MaxR
50th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
50th %ile Term Code	Max	Hold	Max	MaxR	MaxR
30th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
30th %ile Term Code	Max	Hold	Max	MaxR	MaxR
10th %ile Green (s)	7.8	34.8	22.5	20.5	20.5
10th %ile Term Code	Gap	Hold	Max	MaxR	MaxR

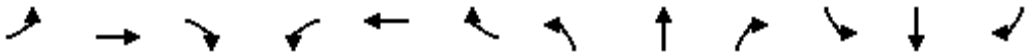
Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 64.9
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 65
70th %ile Actuated Cycle: 65
50th %ile Actuated Cycle: 65
30th %ile Actuated Cycle: 65
10th %ile Actuated Cycle: 64.3



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	149	648	801	210	340	153
Future Volume (veh/h)	149	648	801	210	340	153
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1772	1870	1870	1870	1673	1772
Adj Flow Rate, veh/h	164	712	880	231	374	168
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	202	1908	966	253	995	483
Arrive On Green	0.12	0.54	0.35	0.35	0.32	0.32
Sat Flow, veh/h	1688	3647	2879	730	3092	1502
Grp Volume(v), veh/h	164	712	561	550	374	168
Grp Sat Flow(s),veh/h/ln	1688	1777	1777	1739	1546	1502
Q Serve(g_s), s	6.0	7.4	19.2	19.2	5.9	5.4
Cycle Q Clear(g_c), s	6.0	7.4	19.2	19.2	5.9	5.4
Prop In Lane	1.00			0.42	1.00	1.00
Lane Grp Cap(c), veh/h	202	1908	616	603	995	483
V/C Ratio(X)	0.81	0.37	0.91	0.91	0.38	0.35
Avail Cap(c_a), veh/h	225	1980	627	614	995	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	8.5	19.9	19.9	16.7	16.5
Incr Delay (d2), s/veh	18.3	0.1	17.3	17.8	1.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	2.4	10.1	10.0	2.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.7	8.7	37.2	37.7	17.8	18.5
LnGrp LOS	D	A	D	D	B	B
Approach Vol, veh/h		876	1111		542	
Approach Delay, s/veh		15.6	37.4		18.0	
Approach LOS		B	D		B	

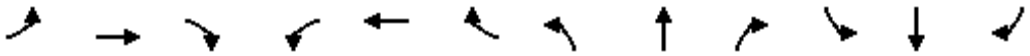
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			38.7		25.0	12.1	26.6
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			35.5		20.5	8.5	22.5
Max Q Clear Time (g_c+I1), s			9.4		7.9	8.0	21.2
Green Ext Time (p_c), s			5.3		1.6	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt											0.865	
Flt Protected								0.950				
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1770	0	0	1611	0
Flt Permitted								0.950				
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1770	0	0	1611	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		202			934			438			161	
Travel Time (s)		4.6			21.2			10.0			3.7	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	632	1	2	684	0	1	0	0	0	0	1
Future Volume (vph)	0	632	1	2	684	0	1	0	0	0	0	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	821	1	3	888	0	1	0	0	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	822	0	0	891	0	0	1	0	0	1	0

Intersection Summary

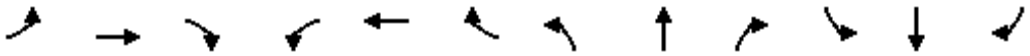
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	632	1	2	684	0	1	0	0	0	0	1
Future Vol, veh/h	0	632	1	2	684	0	1	0	0	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	821	1	3	888	0	1	0	0	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	888	0	0	822	0	0	1717	1716	822	1716	1716	888
Stage 1	-	-	-	-	-	-	822	822	-	894	894	-
Stage 2	-	-	-	-	-	-	895	894	-	822	822	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	763	-	-	807	-	-	71	90	374	71	90	343
Stage 1	-	-	-	-	-	-	368	388	-	336	360	-
Stage 2	-	-	-	-	-	-	335	360	-	368	388	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	763	-	-	807	-	-	70	89	374	71	89	343
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	89	-	71	89	-
Stage 1	-	-	-	-	-	-	368	388	-	336	357	-
Stage 2	-	-	-	-	-	-	331	357	-	368	388	-

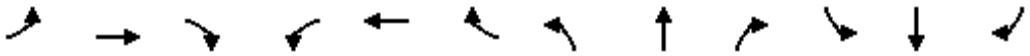
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	57.4	15.5
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	70	763	-	-	807	-	-	343
HCM Lane V/C Ratio	0.019	-	-	-	0.003	-	-	0.004
HCM Control Delay (s)	57.4	0	-	-	9.5	0	-	15.5
HCM Lane LOS	F	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999						0.865			0.865	
Flt Protected					0.999							
Satd. Flow (prot)	0	1861	0	0	1861	0	0	1611	0	0	1611	0
Flt Permitted					0.999							
Satd. Flow (perm)	0	1861	0	0	1861	0	0	1611	0	0	1611	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		934			403			732			248	
Travel Time (s)		21.2			9.2			16.6			5.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	634	4	11	658	1	0	0	18	0	0	1
Future Volume (vph)	0	634	4	11	658	1	0	0	18	0	0	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	834	5	14	866	1	0	0	24	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	839	0	0	881	0	0	24	0	0	1	0

Intersection Summary

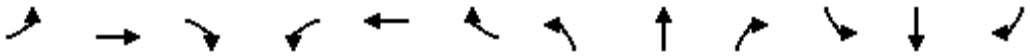
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	634	4	11	658	1	0	0	18	0	0	1
Future Vol, veh/h	0	634	4	11	658	1	0	0	18	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	834	5	14	866	1	0	0	24	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	867	0	0	839	0	0	1732	1732	837	1744	1734	867
Stage 1	-	-	-	-	-	-	837	837	-	895	895	-
Stage 2	-	-	-	-	-	-	895	895	-	849	839	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	777	-	-	796	-	-	69	88	367	68	88	352
Stage 1	-	-	-	-	-	-	361	382	-	335	359	-
Stage 2	-	-	-	-	-	-	335	359	-	356	381	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	777	-	-	796	-	-	67	85	367	62	85	352
Mov Cap-2 Maneuver	-	-	-	-	-	-	67	85	-	62	85	-
Stage 1	-	-	-	-	-	-	361	382	-	335	347	-
Stage 2	-	-	-	-	-	-	322	347	-	333	381	-

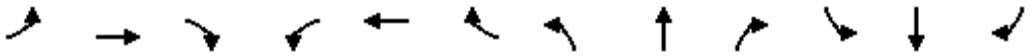
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	15.5	15.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	367	777	-	-	796	-	-	352
HCM Lane V/C Ratio	0.065	-	-	-	0.018	-	-	0.004
HCM Control Delay (s)	15.5	0	-	-	9.6	0	-	15.3
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	115		115	200		200	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.996			0.962			0.941	
Flt Protected								0.973			0.973	
Satd. Flow (prot)	0	1861	0	0	1855	0	0	1744	0	0	1706	0
Flt Permitted								0.973			0.973	
Satd. Flow (perm)	0	1861	0	0	1855	0	0	1744	0	0	1706	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		403			1048			1180			511	
Travel Time (s)		9.2			23.8			26.8			11.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	6	649	3	4	662	19	8	2	4	25	0	20
Future Volume (vph)	6	649	3	4	662	19	8	2	4	25	0	20
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	822	4	5	838	24	10	3	5	32	0	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	834	0	0	867	0	0	18	0	0	57	0

Intersection Summary

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			↰			⇕			⇕	
Traffic Vol, veh/h	6	649	3	4	662	19	8	2	4	25	0	20
Future Vol, veh/h	6	649	3	4	662	19	8	2	4	25	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	822	4	5	838	24	10	3	5	32	0	25

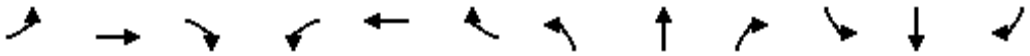
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	862	0	0	826	0	0	1713	1712	824	1704	1702	850
Stage 1	-	-	-	-	-	-	840	840	-	860	860	-
Stage 2	-	-	-	-	-	-	873	872	-	844	842	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	780	-	-	805	-	-	71	90	373	72	92	360
Stage 1	-	-	-	-	-	-	360	381	-	351	373	-
Stage 2	-	-	-	-	-	-	345	368	-	358	380	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	780	-	-	805	-	-	64	87	373	68	89	360
Mov Cap-2 Maneuver	-	-	-	-	-	-	64	87	-	68	89	-
Stage 1	-	-	-	-	-	-	353	374	-	344	369	-
Stage 2	-	-	-	-	-	-	317	364	-	344	373	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	55.9	72.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	88	780	-	-	805	-	-	106
HCM Lane V/C Ratio	0.201	0.01	-	-	0.006	-	-	0.537
HCM Control Delay (s)	55.9	9.7	0	-	9.5	0	-	72.9
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	2.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1800	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	100		100	200		200	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	1863	1500	1676	1820	0
Flt Permitted	0.189			0.201			0.447			0.672		
Satd. Flow (perm)	334	1863	1500	355	1863	1500	789	1863	1500	1186	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			210			225			143		11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1048			1602			1658			950	
Travel Time (s)		23.8			36.4			37.7			21.6	

Intersection Summary	
Area Type:	Other



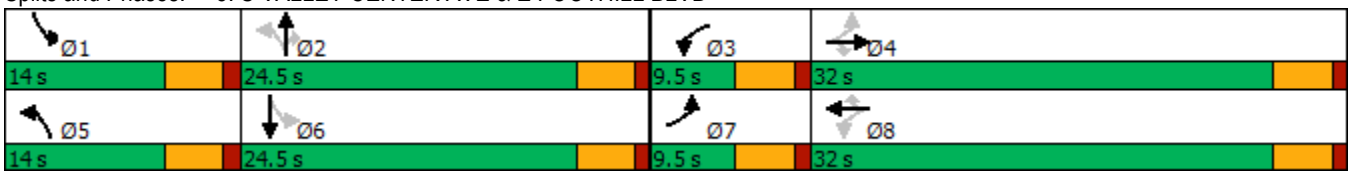
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	19	396	242	37	425	279	212	94	112	283	186	33
Future Volume (vph)	19	396	242	37	425	279	212	94	112	283	186	33
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	23	489	299	46	525	344	262	116	138	349	230	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	489	299	46	525	344	262	116	138	349	271	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	19	396	242	37	425	279	212	94	112	283	186
Future Volume (vph)	19	396	242	37	425	279	212	94	112	283	186
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	32.0	32.0	9.5	32.0	32.0	14.0	24.5	24.5	14.0	24.5
Total Split (%)	11.9%	40.0%	40.0%	11.9%	40.0%	40.0%	17.5%	30.6%	30.6%	17.5%	30.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	27.1	24.3	24.3	27.9	26.1	26.1	29.6	20.3	20.3	30.1	20.6
Actuated g/C Ratio	0.37	0.33	0.33	0.38	0.36	0.36	0.40	0.28	0.28	0.41	0.28
v/c Ratio	0.11	0.79	0.47	0.20	0.79	0.51	0.61	0.22	0.27	0.63	0.52
Control Delay	13.1	33.3	9.2	14.4	32.1	9.8	22.1	24.5	6.0	22.9	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	33.3	9.2	14.4	32.1	9.8	22.1	24.5	6.0	22.9	27.7
LOS	B	C	A	B	C	A	C	C	A	C	C
Approach Delay		23.9			22.8			18.3			25.0
Approach LOS		C			C			B			C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 73.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 22.8	Intersection LOS: C
Intersection Capacity Utilization 65.7%	ICU Level of Service C
Analysis Period (min) 15	

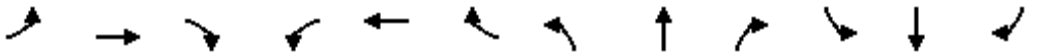
Splits and Phases: 8: S VALLEY CENTER AVE & E FOOTHILL BLVD





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	32.0	32.0	9.5	32.0	32.0	14.0	24.5	24.5	14.0	24.5
Total Split (%)	11.9%	40.0%	40.0%	11.9%	40.0%	40.0%	17.5%	30.6%	30.6%	17.5%	30.6%
Maximum Green (s)	5.0	27.5	27.5	5.0	27.5	27.5	9.5	20.0	20.0	9.5	20.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0
90th %ile Green (s)	5.0	27.5	27.5	5.0	27.5	27.5	9.5	20.0	20.0	9.5	20.0
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR
70th %ile Green (s)	5.0	27.5	27.5	5.0	27.5	27.5	9.5	20.0	20.0	9.5	20.0
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR
50th %ile Green (s)	0.0	27.5	27.5	5.0	37.0	37.0	9.5	20.0	20.0	9.5	20.0
50th %ile Term Code	Skip	Max	Max	Max	Hold	Hold	Max	MaxR	MaxR	Max	MaxR
30th %ile Green (s)	0.0	22.8	22.8	0.0	22.8	22.8	9.5	20.0	20.0	9.5	20.0
30th %ile Term Code	Skip	Hold	Hold	Skip	Gap	Gap	Max	MaxR	MaxR	Max	MaxR
10th %ile Green (s)	0.0	17.2	17.2	0.0	17.2	17.2	8.0	20.0	20.0	9.2	21.2
10th %ile Term Code	Skip	Hold	Hold	Skip	Gap	Gap	Gap	MaxR	MaxR	Gap	Hold

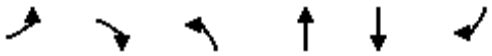
Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 73.1
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 80
70th %ile Actuated Cycle: 80
50th %ile Actuated Cycle: 80
30th %ile Actuated Cycle: 65.8
10th %ile Actuated Cycle: 59.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	396	242	37	425	279	212	94	112	283	186	33
Future Volume (veh/h)	19	396	242	37	425	279	212	94	112	283	186	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1772	1772	1870	1870
Adj Flow Rate, veh/h	23	489	299	46	525	344	262	116	138	349	230	41
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	578	464	210	608	488	471	511	411	558	423	75
Arrive On Green	0.03	0.31	0.31	0.04	0.32	0.32	0.13	0.27	0.27	0.13	0.27	0.27
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	1545	275
Grp Volume(v), veh/h	23	489	299	46	525	344	262	116	138	349	0	271
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	0	1821
Q Serve(g_s), s	0.7	17.9	12.6	1.3	19.3	14.7	8.0	3.5	5.4	9.5	0.0	9.3
Cycle Q Clear(g_c), s	0.7	17.9	12.6	1.3	19.3	14.7	8.0	3.5	5.4	9.5	0.0	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	179	578	464	210	608	488	471	511	411	558	0	498
V/C Ratio(X)	0.13	0.85	0.64	0.22	0.86	0.70	0.56	0.23	0.34	0.63	0.00	0.54
Avail Cap(c_a), veh/h	251	703	565	256	703	565	471	511	411	558	0	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	23.6	21.8	18.2	23.2	21.6	16.2	20.6	21.3	17.1	0.0	22.7
Incr Delay (d2), s/veh	0.3	8.0	1.8	0.5	9.8	3.3	1.4	1.0	2.2	2.2	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.7	4.4	0.5	9.6	5.3	3.0	1.6	2.1	4.4	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	31.7	23.6	18.7	32.9	24.9	17.6	21.6	23.5	19.3	0.0	26.9
LnGrp LOS	B	C	C	B	C	C	B	C	C	B	A	C
Approach Vol, veh/h		811			915			516			620	
Approach Delay, s/veh		28.3			29.2			20.1			22.6	
Approach LOS		C			C			C			C	

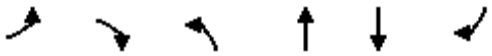
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	24.5	7.5	27.1	14.0	24.5	6.4	28.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	20.0	5.0	27.5	9.5	20.0	5.0	27.5
Max Q Clear Time (g_c+I1), s	11.5	7.4	3.3	19.9	10.0	11.3	2.7	21.3
Green Ext Time (p_c), s	0.0	0.8	0.0	2.6	0.0	1.0	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			178	1180	
Travel Time (s)	8.9			4.0	26.8	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0

Intersection Summary

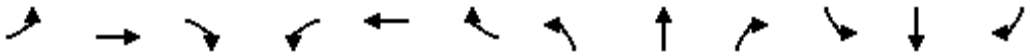
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

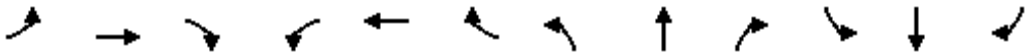
Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1900	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		60	60		60	60		0	60		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.968			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	3426	0	1676	3493	0
Flt Permitted	0.950			0.950			0.586			0.611		
Satd. Flow (perm)	1676	1863	1500	1676	1863	1500	1034	3426	0	1078	3493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		48			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1565			202			630			735	
Travel Time (s)		35.6			4.6			14.3			16.7	

Intersection Summary	
Area Type:	Other



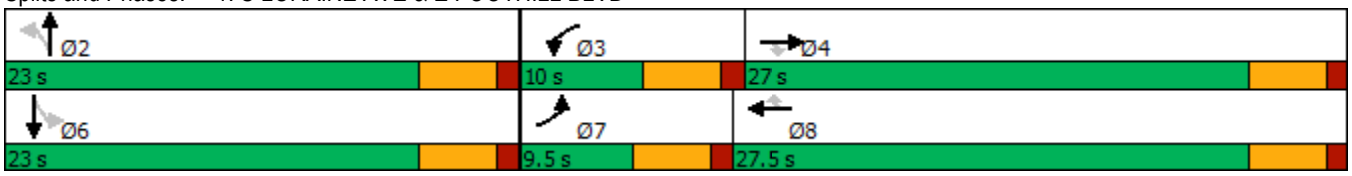
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	40	405	87	43	320	97	39	162	44	115	224	21
Future Volume (vph)	40	405	87	43	320	97	39	162	44	115	224	21
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	44	445	96	47	352	107	43	178	48	126	246	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	445	96	47	352	107	43	226	0	126	269	0

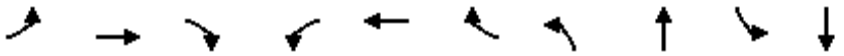
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	40	405	87	43	320	97	39	162	115	224
Future Volume (vph)	40	405	87	43	320	97	39	162	115	224
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Detector Phase	7	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	27.0	27.0	10.0	27.5	27.5	23.0	23.0	23.0	23.0
Total Split (%)	15.8%	45.0%	45.0%	16.7%	45.8%	45.8%	38.3%	38.3%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	5.2	16.9	16.9	5.7	17.1	17.1	19.2	19.2	19.2	19.2
Actuated g/C Ratio	0.11	0.35	0.35	0.12	0.35	0.35	0.39	0.39	0.39	0.39
v/c Ratio	0.25	0.69	0.16	0.24	0.54	0.18	0.11	0.16	0.30	0.19
Control Delay	28.0	20.4	3.5	27.1	16.5	3.9	14.6	10.5	16.5	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	20.4	3.5	27.1	16.5	3.9	14.6	10.5	16.5	12.2
LOS	C	C	A	C	B	A	B	B	B	B
Approach Delay		18.2			14.8			11.1		13.6
Approach LOS		B			B			B		B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 48.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 15.1	Intersection LOS: B
Intersection Capacity Utilization 53.1%	ICU Level of Service A
Analysis Period (min) 15	

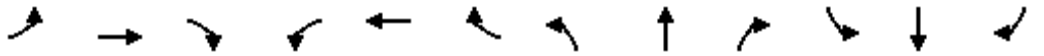
Splits and Phases: 1: S LORAINE AVE & E FOOTHILL BLVD





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	27.0	27.0	10.0	27.5	27.5	23.0	23.0	23.0	23.0
Total Split (%)	15.8%	45.0%	45.0%	16.7%	45.8%	45.8%	38.3%	38.3%	38.3%	38.3%
Maximum Green (s)	5.0	22.5	22.5	5.5	23.0	23.0	18.5	18.5	18.5	18.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0
90th %ile Green (s)	5.0	22.5	22.5	5.5	23.0	23.0	18.5	18.5	18.5	18.5
90th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR	MaxR	MaxR
70th %ile Green (s)	5.0	22.5	22.5	5.5	23.0	23.0	18.5	18.5	18.5	18.5
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	MaxR	MaxR	MaxR	MaxR
50th %ile Green (s)	0.0	19.0	19.0	0.0	19.0	19.0	18.5	18.5	18.5	18.5
50th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	MaxR	MaxR	MaxR	MaxR
30th %ile Green (s)	0.0	12.6	12.6	0.0	12.6	12.6	18.5	18.5	18.5	18.5
30th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	MaxR	MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	9.8	9.8	0.0	9.8	9.8	18.5	18.5	18.5	18.5
10th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	MaxR	MaxR	MaxR	MaxR

Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 48.8
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 60
70th %ile Actuated Cycle: 60
50th %ile Actuated Cycle: 46.5
30th %ile Actuated Cycle: 40.1
10th %ile Actuated Cycle: 37.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	405	87	43	320	97	39	162	44	115	224	21
Future Volume (veh/h)	40	405	87	43	320	97	39	162	44	115	224	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	44	445	96	47	352	107	43	178	48	126	246	23
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	567	455	81	571	458	487	1045	274	508	1233	114
Arrive On Green	0.05	0.30	0.30	0.05	0.31	0.31	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	1052	2785	731	1094	3288	305
Grp Volume(v), veh/h	44	445	96	47	352	107	43	112	114	126	132	137
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	1052	1777	1739	1094	1777	1815
Q Serve(g_s), s	1.3	10.7	2.3	1.3	7.9	2.6	1.4	2.1	2.2	4.3	2.5	2.5
Cycle Q Clear(g_c), s	1.3	10.7	2.3	1.3	7.9	2.6	3.9	2.1	2.2	6.5	2.5	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		0.17
Lane Grp Cap(c), veh/h	77	567	455	81	571	458	487	667	652	508	667	681
V/C Ratio(X)	0.57	0.79	0.21	0.58	0.62	0.23	0.09	0.17	0.18	0.25	0.20	0.20
Avail Cap(c_a), veh/h	171	853	685	188	872	700	487	667	652	508	667	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	15.7	12.8	23.0	14.7	12.8	11.7	10.3	10.3	12.5	10.4	10.4
Incr Delay (d2), s/veh	6.4	2.8	0.2	6.4	1.1	0.3	0.4	0.5	0.6	1.2	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.3	0.7	0.6	3.0	0.8	0.3	0.8	0.8	1.1	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	18.5	13.0	29.3	15.7	13.1	12.1	10.8	10.9	13.6	11.1	11.1
LnGrp LOS	C	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		585			506			269			395	
Approach Delay, s/veh		18.5			16.4			11.1			11.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	6.9	19.4		23.0	6.8	19.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.5	5.5	22.5		18.5	5.0	23.0				
Max Q Clear Time (g_c+I1), s		5.9	3.3	12.7		8.5	3.3	9.9				
Green Ext Time (p_c), s		1.1	0.0	2.2		1.5	0.0	2.0				

Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			B									



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.932		0.986			
Flt Protected	0.976					0.998
Satd. Flow (prot)	1694	0	3490	0	0	3532
Flt Permitted	0.976					0.998
Satd. Flow (perm)	1694	0	3490	0	0	3532
Link Speed (mph)	30		30			30
Link Distance (ft)	867		546			630
Travel Time (s)	19.7		12.4			14.3

Intersection Summary	
Area Type:	Other

2: S LORAINE AVE & E CARROLL AVE



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	7	7	237	24	15	336
Future Volume (vph)	7	7	237	24	15	336
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	8	8	272	28	17	386
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	300	0	0	403

Intersection Summary

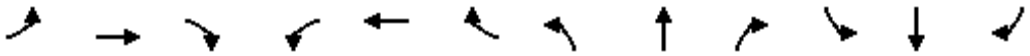
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	7	237	24	15	336
Future Vol, veh/h	7	7	237	24	15	336
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	8	272	28	17	386

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	513	150	0	0	300	0
Stage 1	286	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	491	870	-	-	1258	-
Stage 1	737	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	483	870	-	-	1258	-
Mov Cap-2 Maneuver	483	-	-	-	-	-
Stage 1	737	-	-	-	-	-
Stage 2	776	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.4
HCM LOS	B		

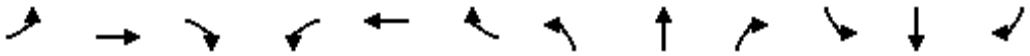
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	621	1258	-
HCM Lane V/C Ratio	-	-	0.026	0.014	-
HCM Control Delay (s)	-	-	11	7.9	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt					0.959			0.995			0.998	
Flt Protected					0.966			0.999			0.999	
Satd. Flow (prot)	0	0	0	0	1726	0	0	3518	0	0	3529	0
Flt Permitted					0.966			0.952			0.951	
Satd. Flow (perm)	0	0	0	0	1726	0	0	3352	0	0	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27			9			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		204			776			1474			546	
Travel Time (s)		4.6			17.6			33.5			12.4	

Intersection Summary	
Area Type:	Other

3: S LORAINE AVE & E STEFFEN ST



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	0	12	0	5	3	262	9	5	330	4
Future Volume (vph)	0	0	0	12	0	5	3	262	9	5	330	4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	14	0	6	4	308	11	6	388	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	20	0	0	323	0	0	399	0

Intersection Summary

Lane Group	WBT	NBL	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	0	3	262	5	330
Future Volume (vph)	0	3	262	5	330
Turn Type	NA	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		2		6	
Detector Phase	8	2	2	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	24.0	36.0	36.0	36.0	36.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0
Total Lost Time (s)	4.5		4.5		4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Max	Max	Max	Max
Act Effct Green (s)	5.8		50.5		50.5
Actuated g/C Ratio	0.11		0.95		0.95
v/c Ratio	0.09		0.10		0.13
Control Delay	10.5		0.8		0.8
Queue Delay	0.0		0.0		0.0
Total Delay	10.5		0.8		0.8
LOS	B		A		A
Approach Delay	10.5		0.8		0.8
Approach LOS	B		A		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 53.2	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.13	
Intersection Signal Delay: 1.0	Intersection LOS: A
Intersection Capacity Utilization 24.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: S LORAINE AVE & E STEFFEN ST

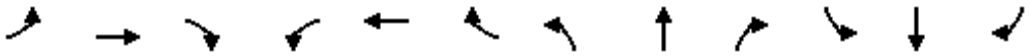


3: S LORAINE AVE & E STEFFEN ST



Lane Group	WBT	NBL	NBT	SBL	SBT
Protected Phases	8		2		6
Permitted Phases		2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	24.0	36.0	36.0	36.0	36.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%	60.0%
Maximum Green (s)	19.5	31.5	31.5	31.5	31.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0
90th %ile Green (s)	6.7	46.5	46.5	46.5	46.5
90th %ile Term Code	Gap	Dwell	Dwell	Dwell	Dwell
70th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
70th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
50th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
50th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
30th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
30th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
10th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
10th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell

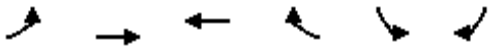
Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 53.2
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 62.2
70th %ile Actuated Cycle: 51
50th %ile Actuated Cycle: 51
30th %ile Actuated Cycle: 51
10th %ile Actuated Cycle: 51



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	12	0	5	3	262	9	5	330	4
Future Volume (veh/h)	0	0	0	12	0	5	3	262	9	5	330	4
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				14	0	6	4	308	11	6	388	5
Peak Hour Factor				0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				30	0	13	95	2591	91	98	2655	34
Arrive On Green				0.02	0.00	0.02	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h				1202	0	515	8	3416	121	11	3500	45
Grp Volume(v), veh/h				20	0	0	170	0	153	209	0	190
Grp Sat Flow(s),veh/h/ln				1718	0	0	1864	0	1680	1862	0	1694
Q Serve(g_s), s				0.5	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.3
Cycle Q Clear(g_c), s				0.5	0.0	0.0	1.0	0.0	1.0	1.3	0.0	1.3
Prop In Lane				0.70		0.30	0.02		0.07	0.03		0.03
Lane Grp Cap(c), veh/h				43	0	0	1502	0	1275	1501	0	1285
V/C Ratio(X)				0.47	0.00	0.00	0.11	0.00	0.12	0.14	0.00	0.15
Avail Cap(c_a), veh/h				806	0	0	1502	0	1275	1501	0	1285
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh				20.0	0.0	0.0	1.3	0.0	1.3	1.4	0.0	1.4
Incr Delay (d2), s/veh				7.8	0.0	0.0	0.2	0.0	0.2	0.2	0.0	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.3	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.8	0.0	0.0	1.5	0.0	1.5	1.6	0.0	1.6
LnGrp LOS				C	A	A	A	A	A	A	A	A
Approach Vol, veh/h					20			323			399	
Approach Delay, s/veh					27.8			1.5			1.6	
Approach LOS					C			A			A	

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		36.0				36.0		5.5				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		31.5				31.5		19.5				
Max Q Clear Time (g_c+I1), s		3.0				3.3		2.5				
Green Ext Time (p_c), s		1.9				2.4		0.0				

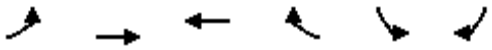
Intersection Summary												
HCM 6th Ctrl Delay			2.3									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1800	1900	1900	1900	1700	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	150	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Ped Bike Factor						
Frt			0.966			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	3539	3419	0	3072	1500
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1676	3539	3419	0	3072	1500
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			64			113
Link Speed (mph)		30	30		30	
Link Distance (ft)		1469	3035		1474	
Travel Time (s)		33.4	69.0		33.5	

Intersection Summary	
Area Type:	Other

4: ROUTE 66 & S LORAINE AVE



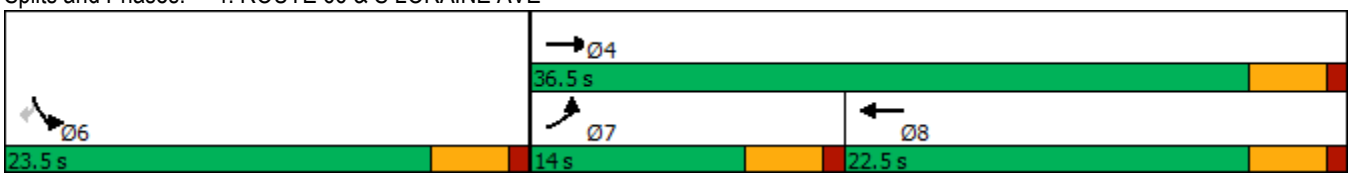
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	138	915	594	172	262	106
Future Volume (vph)	138	915	594	172	262	106
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	147	973	632	183	279	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	147	973	815	0	279	113

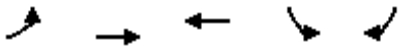
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	138	915	594	262	106
Future Volume (vph)	138	915	594	262	106
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	14.0	36.5	22.5	23.5	23.5
Total Split (%)	23.3%	60.8%	37.5%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	8.6	27.8	17.4	19.4	19.4
Actuated g/C Ratio	0.15	0.49	0.31	0.34	0.34
v/c Ratio	0.57	0.56	0.74	0.26	0.19
Control Delay	33.1	10.9	21.9	15.8	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	10.9	21.9	15.8	4.7
LOS	C	B	C	B	A
Approach Delay		13.9	21.9	12.6	
Approach LOS		B	C	B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 56.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 49.6%	ICU Level of Service A
Analysis Period (min) 15	

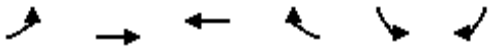
Splits and Phases: 4: ROUTE 66 & S LORAINE AVE





Lane Group	EBL	EBT	WBT	SBL	SBR
Protected Phases	7	4	8	6	
Permitted Phases					6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	14.0	36.5	22.5	23.5	23.5
Total Split (%)	23.3%	60.8%	37.5%	39.2%	39.2%
Maximum Green (s)	9.5	32.0	18.0	19.0	19.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0
90th %ile Green (s)	9.5	32.0	18.0	19.0	19.0
90th %ile Term Code	Max	Hold	Max	MaxR	MaxR
70th %ile Green (s)	9.5	32.0	18.0	19.0	19.0
70th %ile Term Code	Max	Hold	Max	MaxR	MaxR
50th %ile Green (s)	9.5	32.0	18.0	19.0	19.0
50th %ile Term Code	Max	Hold	Max	MaxR	MaxR
30th %ile Green (s)	8.8	31.1	17.8	19.0	19.0
30th %ile Term Code	Gap	Hold	Gap	MaxR	MaxR
10th %ile Green (s)	0.0	14.5	14.5	19.0	19.0
10th %ile Term Code	Skip	Gap	Hold	MaxR	MaxR

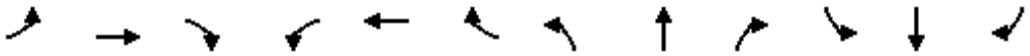
Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 56.3
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 60
70th %ile Actuated Cycle: 60
50th %ile Actuated Cycle: 60
30th %ile Actuated Cycle: 59.1
10th %ile Actuated Cycle: 42.5



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	138	915	594	172	262	106
Future Volume (veh/h)	138	915	594	172	262	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1772	1870	1870	1870	1673	1772
Adj Flow Rate, veh/h	147	973	632	183	279	113
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	186	1716	788	228	1085	527
Arrive On Green	0.11	0.48	0.29	0.29	0.35	0.35
Sat Flow, veh/h	1688	3647	2813	786	3092	1502
Grp Volume(v), veh/h	147	973	413	402	279	113
Grp Sat Flow(s),veh/h/ln	1688	1777	1777	1729	1546	1502
Q Serve(g_s), s	4.6	10.6	11.6	11.7	3.5	2.9
Cycle Q Clear(g_c), s	4.6	10.6	11.6	11.7	3.5	2.9
Prop In Lane	1.00			0.45	1.00	1.00
Lane Grp Cap(c), veh/h	186	1716	515	501	1085	527
V/C Ratio(X)	0.79	0.57	0.80	0.80	0.26	0.21
Avail Cap(c_a), veh/h	296	2100	591	575	1085	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	10.0	17.8	17.8	12.5	12.3
Incr Delay (d2), s/veh	7.4	0.3	6.9	7.2	0.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.3	5.2	5.1	1.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.9	10.3	24.7	25.0	13.1	13.3
LnGrp LOS	C	B	C	C	B	B
Approach Vol, veh/h		1120	815		392	
Approach Delay, s/veh		13.0	24.9		13.2	
Approach LOS		B	C		B	

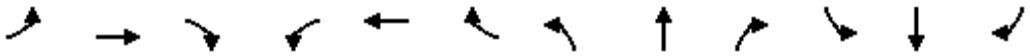
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			30.6		23.5	10.5	20.2
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			32.0		19.0	9.5	18.0
Max Q Clear Time (g_c+I1), s			12.6		5.5	6.6	13.7
Green Ext Time (p_c), s			7.0		1.2	0.1	2.0

Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		202			934			438			161	
Travel Time (s)		4.6			21.2			10.0			3.7	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	552	0	0	482	0	0	0	0	0	0	0
Future Volume (vph)	0	552	0	0	482	0	0	0	0	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	665	0	0	581	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	665	0	0	581	0	0	0	0	0	0	0

Intersection Summary

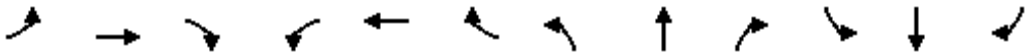
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	552	0	0	482	0	0	0	0	0	0	0
Future Vol, veh/h	0	552	0	0	482	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	665	0	0	581	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	581	0	0	665	0	0	1246	1246	665	1246	1246	581
Stage 1	-	-	-	-	-	-	665	665	-	581	581	-
Stage 2	-	-	-	-	-	-	581	581	-	665	665	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	993	-	-	924	-	-	151	174	460	151	174	514
Stage 1	-	-	-	-	-	-	449	458	-	499	500	-
Stage 2	-	-	-	-	-	-	499	500	-	449	458	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	993	-	-	924	-	-	151	174	460	151	174	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	174	-	151	174	-
Stage 1	-	-	-	-	-	-	449	458	-	499	500	-
Stage 2	-	-	-	-	-	-	499	500	-	449	458	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

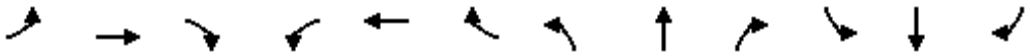
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	993	-	-	924	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.996			0.882				
Flt Protected								0.994				
Satd. Flow (prot)	0	1859	0	0	1855	0	0	1633	0	0	1863	0
Flt Permitted								0.994				
Satd. Flow (perm)	0	1859	0	0	1855	0	0	1633	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		934			403			732			248	
Travel Time (s)		21.2			9.2			16.6			5.6	

Intersection Summary	
Area Type:	Other

6: S TREANOR AVE & E FOOTHILL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	1	540	6	1	478	16	2	0	12	0	0	0
Future Volume (vph)	1	540	6	1	478	16	2	0	12	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	621	7	1	549	18	2	0	14	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	629	0	0	568	0	0	16	0	0	0	0

Intersection Summary

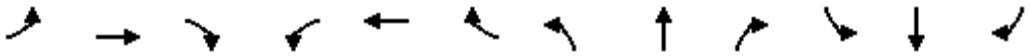
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	540	6	1	478	16	2	0	12	0	0	0
Future Vol, veh/h	1	540	6	1	478	16	2	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	621	7	1	549	18	2	0	14	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	567	0	0	628	0	0	1187	1196	625	1194	1190	558
Stage 1	-	-	-	-	-	-	627	627	-	560	560	-
Stage 2	-	-	-	-	-	-	560	569	-	634	630	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1005	-	-	954	-	-	165	186	485	163	188	529
Stage 1	-	-	-	-	-	-	471	476	-	513	511	-
Stage 2	-	-	-	-	-	-	513	506	-	467	475	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1005	-	-	954	-	-	165	185	485	158	187	529
Mov Cap-2 Maneuver	-	-	-	-	-	-	165	185	-	158	187	-
Stage 1	-	-	-	-	-	-	470	475	-	512	510	-
Stage 2	-	-	-	-	-	-	512	505	-	453	474	-

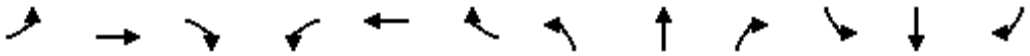
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.9	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	380	1005	-	-	954	-	-	-
HCM Lane V/C Ratio	0.042	0.001	-	-	0.001	-	-	-
HCM Control Delay (s)	14.9	8.6	0	-	8.8	0	-	0
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	115		115	200		200	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.989			0.970			0.970	
Flt Protected		0.999			0.999			0.968			0.964	
Satd. Flow (prot)	0	1857	0	0	1840	0	0	1749	0	0	1742	0
Flt Permitted		0.999			0.999			0.968			0.964	
Satd. Flow (perm)	0	1857	0	0	1840	0	0	1749	0	0	1742	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		403			1048			1180			511	
Travel Time (s)		9.2			23.8			26.8			11.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	12	534	8	7	488	43	5	1	2	37	2	11
Future Volume (vph)	12	534	8	7	488	43	5	1	2	37	2	11
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	14	614	9	8	561	49	6	1	2	43	2	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	637	0	0	618	0	0	9	0	0	58	0

Intersection Summary

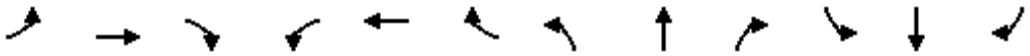
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			↰			⇕			⇕	
Traffic Vol, veh/h	12	534	8	7	488	43	5	1	2	37	2	11
Future Vol, veh/h	12	534	8	7	488	43	5	1	2	37	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	614	9	8	561	49	6	1	2	43	2	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	610	0	0	623	0	0	1256	1273	619	1250	1253	586
Stage 1	-	-	-	-	-	-	647	647	-	602	602	-
Stage 2	-	-	-	-	-	-	609	626	-	648	651	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	969	-	-	958	-	-	148	167	489	150	172	510
Stage 1	-	-	-	-	-	-	460	467	-	486	489	-
Stage 2	-	-	-	-	-	-	482	477	-	459	465	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	969	-	-	958	-	-	139	161	489	145	166	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	161	-	145	166	-
Stage 1	-	-	-	-	-	-	450	457	-	475	483	-
Stage 2	-	-	-	-	-	-	462	471	-	446	455	-

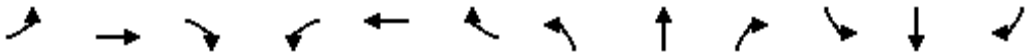
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	27	35.8
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	173	969	-	-	958	-	-	173
HCM Lane V/C Ratio	0.053	0.014	-	-	0.008	-	-	0.332
HCM Control Delay (s)	27	8.8	0	-	8.8	0	-	35.8
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	1.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1800	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	100		100	200		200	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	1863	1500	1676	1809	0
Flt Permitted	0.301			0.230			0.702			0.704		
Satd. Flow (perm)	531	1863	1500	406	1863	1500	1239	1863	1500	1242	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			231			176		16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1048			1602			1658			950	
Travel Time (s)		23.8			36.4			37.7			21.6	

Intersection Summary	
Area Type:	Other



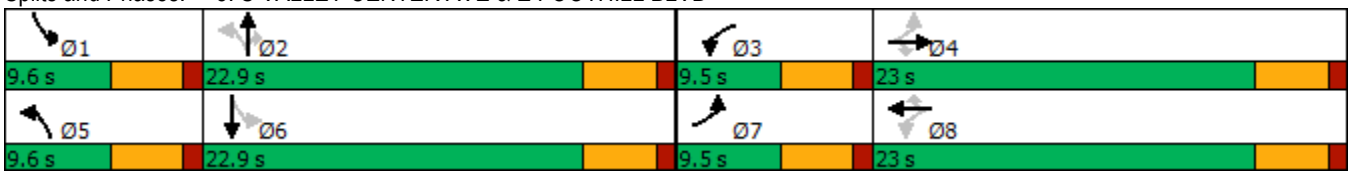
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	14	418	119	20	360	215	175	74	28	218	62	15
Future Volume (vph)	14	418	119	20	360	215	175	74	28	218	62	15
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	15	459	131	22	396	236	192	81	31	240	68	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	459	131	22	396	236	192	81	31	240	84	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	14	418	119	20	360	215	175	74	28	218	62
Future Volume (vph)	14	418	119	20	360	215	175	74	28	218	62
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	23.0	23.0	9.5	23.0	23.0	9.6	22.9	22.9	9.6	22.9
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.8%	35.2%	35.2%	14.8%	35.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	18.2	17.3	17.3	18.2	17.3	17.3	23.6	18.5	18.5	23.6	18.5
Actuated g/C Ratio	0.32	0.31	0.31	0.32	0.31	0.31	0.42	0.33	0.33	0.42	0.33
v/c Ratio	0.05	0.80	0.22	0.09	0.69	0.38	0.34	0.13	0.05	0.43	0.14
Control Delay	12.1	31.7	2.7	12.6	25.7	5.1	11.9	15.6	0.1	13.2	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	31.7	2.7	12.6	25.7	5.1	11.9	15.6	0.1	13.2	13.4
LOS	B	C	A	B	C	A	B	B	A	B	B
Approach Delay		24.9			17.8			11.7			13.3
Approach LOS		C			B			B			B

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 56.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	

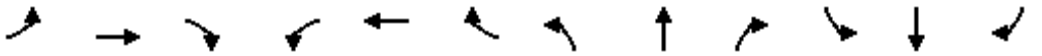
Splits and Phases: 8: S VALLEY CENTER AVE & E FOOTHILL BLVD





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	23.0	23.0	9.5	23.0	23.0	9.6	22.9	22.9	9.6	22.9
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.8%	35.2%	35.2%	14.8%	35.2%
Maximum Green (s)	5.0	18.5	18.5	5.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0
90th %ile Green (s)	5.0	18.5	18.5	5.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR
70th %ile Green (s)	0.0	18.5	18.5	0.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
70th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Max	MaxR	MaxR	Max	MaxR
50th %ile Green (s)	0.0	18.5	18.5	0.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
50th %ile Term Code	Skip	Max	Max	Skip	Hold	Hold	Max	MaxR	MaxR	Max	MaxR
30th %ile Green (s)	0.0	17.5	17.5	0.0	17.5	17.5	5.1	18.4	18.4	5.1	18.4
30th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	Max	MaxR	MaxR	Max	MaxR
10th %ile Green (s)	0.0	13.7	13.7	0.0	13.7	13.7	5.1	18.4	18.4	5.1	18.4
10th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	Max	MaxR	MaxR	Max	MaxR

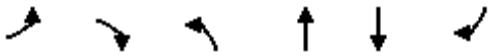
Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 56.2
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 65
70th %ile Actuated Cycle: 55.5
50th %ile Actuated Cycle: 55.5
30th %ile Actuated Cycle: 54.5
10th %ile Actuated Cycle: 50.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	418	119	20	360	215	175	74	28	218	62	15
Future Volume (veh/h)	14	418	119	20	360	215	175	74	28	218	62	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1772	1772	1870	1870
Adj Flow Rate, veh/h	15	459	131	22	396	236	192	81	31	240	68	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	526	423	201	540	433	604	575	461	599	450	106
Arrive On Green	0.02	0.28	0.28	0.03	0.29	0.29	0.09	0.31	0.31	0.09	0.31	0.31
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	1464	344
Grp Volume(v), veh/h	15	459	131	22	396	236	192	81	31	240	0	84
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	0	1808
Q Serve(g_s), s	0.4	14.0	4.1	0.5	11.4	7.9	4.7	1.9	0.9	5.1	0.0	2.0
Cycle Q Clear(g_c), s	0.4	14.0	4.1	0.5	11.4	7.9	4.7	1.9	0.9	5.1	0.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	225	526	423	201	540	433	604	575	461	599	0	556
V/C Ratio(X)	0.07	0.87	0.31	0.11	0.73	0.54	0.32	0.14	0.07	0.40	0.00	0.15
Avail Cap(c_a), veh/h	335	578	464	298	578	464	604	575	461	599	0	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	20.5	16.9	16.3	19.2	18.0	12.5	15.0	14.7	13.2	0.0	15.1
Incr Delay (d2), s/veh	0.1	12.9	0.4	0.2	4.5	1.1	0.3	0.5	0.3	0.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	7.4	1.3	0.2	5.2	2.6	1.6	0.8	0.3	2.1	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	33.4	17.4	16.5	23.7	19.1	12.8	15.5	15.0	13.6	0.0	15.6
LnGrp LOS	B	C	B	B	C	B	B	B	B	B	A	B
Approach Vol, veh/h		605			654			304			324	
Approach Delay, s/veh		29.5			21.8			13.8			14.1	
Approach LOS		C			C			B			B	

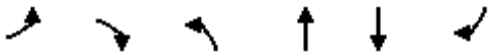
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	22.9	6.0	21.3	9.6	22.9	5.6	21.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	18.4	5.0	18.5	5.1	18.4	5.0	18.5
Max Q Clear Time (g_c+I1), s	7.1	3.9	2.5	16.0	6.7	4.0	2.4	13.4
Green Ext Time (p_c), s	0.0	0.4	0.0	0.9	0.0	0.3	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			178	1180	
Travel Time (s)	8.9			4.0	26.8	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0

Intersection Summary

Intersection	
Int Delay, s/veh	0

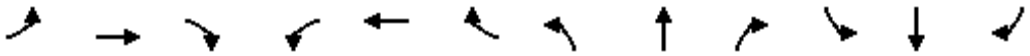
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

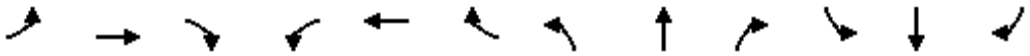
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Forecast Existing With Project Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1900	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		60	60		60	60		0	60		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.962			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	3405	0	1676	3472	0
Flt Permitted	0.950			0.950			0.401			0.482		
Satd. Flow (perm)	1676	1863	1500	1676	1863	1500	708	3405	0	851	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94			94		73			25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1565			202			630			735	
Travel Time (s)		35.6			4.6			14.3			16.7	

Intersection Summary	
Area Type:	Other



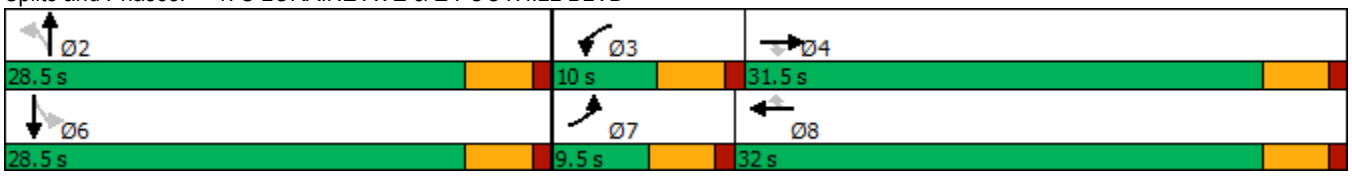
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	29	379	63	62	471	147	55	257	88	173	378	56
Future Volume (vph)	29	379	63	62	471	147	55	257	88	173	378	56
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	35	462	77	76	574	179	67	313	107	211	461	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	462	77	76	574	179	67	420	0	211	529	0

Intersection Summary

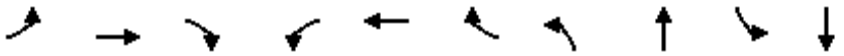
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	29	379	63	62	471	147	55	257	173	378
Future Volume (vph)	29	379	63	62	471	147	55	257	173	378
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Detector Phase	7	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	31.5	31.5	10.0	32.0	32.0	28.5	28.5	28.5	28.5
Total Split (%)	13.6%	45.0%	45.0%	14.3%	45.7%	45.7%	40.7%	40.7%	40.7%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	5.1	21.1	21.1	5.6	25.3	25.3	24.5	24.5	24.5	24.5
Actuated g/C Ratio	0.08	0.34	0.34	0.09	0.41	0.41	0.39	0.39	0.39	0.39
v/c Ratio	0.26	0.73	0.14	0.51	0.76	0.27	0.24	0.30	0.63	0.38
Control Delay	35.1	26.1	3.3	44.0	24.7	8.1	18.9	13.1	30.0	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	26.1	3.3	44.0	24.7	8.1	18.9	13.1	30.0	15.7
LOS	D	C	A	D	C	A	B	B	C	B
Approach Delay		23.6			22.9			13.9		19.7
Approach LOS		C			C			B		B

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 62.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 20.5	Intersection LOS: C
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: S LORAINE AVE & E FOOTHILL BLVD

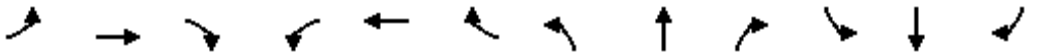


1: S LORAINE AVE & E FOOTHILL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	31.5	31.5	10.0	32.0	32.0	28.5	28.5	28.5	28.5
Total Split (%)	13.6%	45.0%	45.0%	14.3%	45.7%	45.7%	40.7%	40.7%	40.7%	40.7%
Maximum Green (s)	5.0	27.0	27.0	5.5	27.5	27.5	24.0	24.0	24.0	24.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0
90th %ile Green (s)	5.0	27.0	27.0	5.5	27.5	27.5	24.0	24.0	24.0	24.0
90th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR	MaxR	MaxR
70th %ile Green (s)	5.0	27.0	27.0	5.5	27.5	27.5	24.0	24.0	24.0	24.0
70th %ile Term Code	Max	Hold	Hold	Max	Max	Max	MaxR	MaxR	MaxR	MaxR
50th %ile Green (s)	0.0	21.5	21.5	5.5	31.5	31.5	24.0	24.0	24.0	24.0
50th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	MaxR	MaxR	MaxR	MaxR
30th %ile Green (s)	0.0	17.1	17.1	5.5	27.1	27.1	24.0	24.0	24.0	24.0
30th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	MaxR	MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	14.5	14.5	0.0	14.5	14.5	24.0	24.0	24.0	24.0
10th %ile Term Code	Skip	Hold	Hold	Skip	Gap	Gap	MaxR	MaxR	MaxR	MaxR

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 62.4
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 70
70th %ile Actuated Cycle: 70
50th %ile Actuated Cycle: 64.5
30th %ile Actuated Cycle: 60.1
10th %ile Actuated Cycle: 47.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	379	63	62	471	147	55	257	88	173	378	56
Future Volume (veh/h)	29	379	63	62	471	147	55	257	88	173	378	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	35	462	77	76	574	179	67	313	107	211	461	68
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	631	507	99	673	540	347	1009	339	392	1201	176
Arrive On Green	0.04	0.34	0.34	0.06	0.36	0.36	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	828	2613	877	916	3109	456
Grp Volume(v), veh/h	35	462	77	76	574	179	67	211	209	211	262	267
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	828	1777	1713	916	1777	1788
Q Serve(g_s), s	1.3	13.5	2.2	2.8	17.6	5.4	3.9	5.1	5.3	13.0	6.6	6.7
Cycle Q Clear(g_c), s	1.3	13.5	2.2	2.8	17.6	5.4	10.6	5.1	5.3	18.3	6.6	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		0.26
Lane Grp Cap(c), veh/h	62	631	507	99	673	540	347	686	662	392	686	691
V/C Ratio(X)	0.57	0.73	0.15	0.77	0.85	0.33	0.19	0.31	0.32	0.54	0.38	0.39
Avail Cap(c_a), veh/h	136	813	653	149	828	665	347	686	662	392	686	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	18.1	14.4	28.8	18.4	14.4	17.6	13.3	13.3	19.7	13.7	13.7
Incr Delay (d2), s/veh	8.0	2.5	0.1	12.2	7.2	0.4	1.2	1.2	1.3	5.2	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.7	0.7	1.4	8.1	1.7	0.8	2.1	2.1	3.1	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	20.6	14.5	41.0	25.6	14.8	18.8	14.4	14.6	25.0	15.3	15.4
LnGrp LOS	D	C	B	D	C	B	B	B	B	C	B	B
Approach Vol, veh/h		574			829			487			740	
Approach Delay, s/veh		20.8			24.7			15.1			18.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.5	8.2	25.5		28.5	6.8	26.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.0	5.5	27.0		24.0	5.0	27.5				
Max Q Clear Time (g_c+I1), s		12.6	4.8	15.5		20.3	3.3	19.6				
Green Ext Time (p_c), s		2.3	0.0	2.5		1.5	0.0	2.8				

Intersection Summary												
HCM 6th Ctrl Delay			20.2									
HCM 6th LOS			C									



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.903		0.993			
Flt Protected	0.986					0.999
Satd. Flow (prot)	1659	0	3514	0	0	3536
Flt Permitted	0.986					0.999
Satd. Flow (perm)	1659	0	3514	0	0	3536
Link Speed (mph)	30		30			30
Link Distance (ft)	867		546			630
Travel Time (s)	19.7		12.4			14.3

Intersection Summary	
Area Type:	Other



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	12	30	370	18	9	482
Future Volume (vph)	12	30	370	18	9	482
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	15	38	463	23	11	603
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	486	0	0	614

Intersection Summary

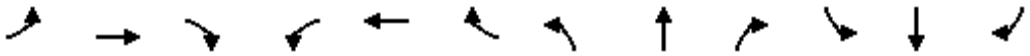
Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	30	370	18	9	482
Future Vol, veh/h	12	30	370	18	9	482
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	38	463	23	11	603

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	799	243	0	0	486	0
Stage 1	475	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	323	758	-	-	1073	-
Stage 1	592	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	318	758	-	-	1073	-
Mov Cap-2 Maneuver	318	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	694	-	-	-	-	-

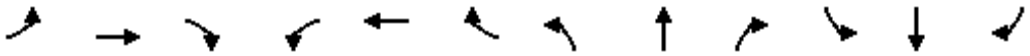
Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	543	1073	-
HCM Lane V/C Ratio	-	-	0.097	0.01	-
HCM Control Delay (s)	-	-	12.3	8.4	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt					0.960			0.997			0.997	
Flt Protected					0.966			0.999				
Satd. Flow (prot)	0	0	0	0	1727	0	0	3525	0	0	3529	0
Flt Permitted					0.966			0.945			0.953	
Satd. Flow (perm)	0	0	0	0	1727	0	0	3335	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27			6			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		204			776			1474			546	
Travel Time (s)		4.6			17.6			33.5			12.4	

Intersection Summary	
Area Type:	Other



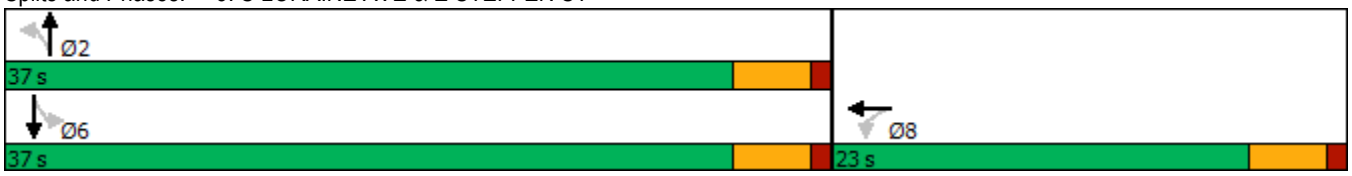
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	0	16	0	7	8	371	8	3	482	11
Future Volume (vph)	0	0	0	16	0	7	8	371	8	3	482	11
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	19	0	8	10	447	10	4	581	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	27	0	0	467	0	0	598	0

Intersection Summary

Lane Group	WBT	NBL	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	0	8	371	3	482
Future Volume (vph)	0	8	371	3	482
Turn Type	NA	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		2		6	
Detector Phase	8	2	2	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	23.0	37.0	37.0	37.0	37.0
Total Split (%)	38.3%	61.7%	61.7%	61.7%	61.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0
Total Lost Time (s)	4.5		4.5		4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Max	Max	Max	Max
Act Effct Green (s)	6.0		51.6		51.6
Actuated g/C Ratio	0.11		0.95		0.95
v/c Ratio	0.13		0.15		0.19
Control Delay	12.4		0.8		0.9
Queue Delay	0.0		0.0		0.0
Total Delay	12.4		0.8		0.9
LOS	B		A		A
Approach Delay	12.4		0.8		0.9
Approach LOS	B		A		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 54.4	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.19	
Intersection Signal Delay: 1.2	Intersection LOS: A
Intersection Capacity Utilization 27.9%	ICU Level of Service A
Analysis Period (min) 15	

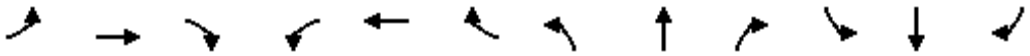
Splits and Phases: 3: S LORAINE AVE & E STEFFEN ST





Lane Group	WBT	NBL	NBT	SBL	SBT
Protected Phases	8		2		6
Permitted Phases		2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	23.0	37.0	37.0	37.0	37.0
Total Split (%)	38.3%	61.7%	61.7%	61.7%	61.7%
Maximum Green (s)	18.5	32.5	32.5	32.5	32.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0
90th %ile Green (s)	7.3	47.5	47.5	47.5	47.5
90th %ile Term Code	Gap	Dwell	Dwell	Dwell	Dwell
70th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
70th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
50th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
50th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
30th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
30th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
10th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
10th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell

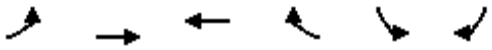
Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 54.4
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 63.8
70th %ile Actuated Cycle: 52
50th %ile Actuated Cycle: 52
30th %ile Actuated Cycle: 52
10th %ile Actuated Cycle: 52



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	16	0	7	8	371	8	3	482	11
Future Volume (veh/h)	0	0	0	16	0	7	8	371	8	3	482	11
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				19	0	8	10	447	10	4	581	13
Peak Hour Factor				0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				39	0	16	103	2604	57	88	2633	59
Arrive On Green				0.03	0.00	0.03	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h				1209	0	509	21	3435	76	4	3474	77
Grp Volume(v), veh/h				27	0	0	244	0	223	314	0	284
Grp Sat Flow(s),veh/h/ln				1718	0	0	1844	0	1688	1867	0	1688
Q Serve(g_s), s				0.7	0.0	0.0	0.0	0.0	1.6	0.0	0.0	2.1
Cycle Q Clear(g_c), s				0.7	0.0	0.0	1.6	0.0	1.6	2.1	0.0	2.1
Prop In Lane				0.70		0.30	0.04		0.04	0.01		0.05
Lane Grp Cap(c), veh/h				55	0	0	1485	0	1280	1500	0	1280
V/C Ratio(X)				0.49	0.00	0.00	0.16	0.00	0.17	0.21	0.00	0.22
Avail Cap(c_a), veh/h				741	0	0	1485	0	1280	1500	0	1280
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh				20.4	0.0	0.0	1.4	0.0	1.4	1.5	0.0	1.5
Incr Delay (d2), s/veh				6.6	0.0	0.0	0.2	0.0	0.3	0.3	0.0	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.3	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.0	0.0	0.0	1.7	0.0	1.7	1.8	0.0	1.9
LnGrp LOS				C	A	A	A	A	A	A	A	A
Approach Vol, veh/h					27			467			598	
Approach Delay, s/veh					27.0			1.7			1.9	
Approach LOS					C			A			A	

Timer - Assigned Phs	2		6		8							
Phs Duration (G+Y+Rc), s	37.0		37.0		5.9							
Change Period (Y+Rc), s	4.5		4.5		4.5							
Max Green Setting (Gmax), s	32.5		32.5		18.5							
Max Q Clear Time (g_c+I1), s	3.6		4.1		2.7							
Green Ext Time (p_c), s	3.0		3.9		0.1							

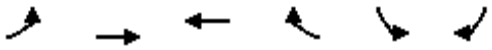
Intersection Summary		
HCM 6th Ctrl Delay	2.4	
HCM 6th LOS	A	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1800	1900	1900	1900	1700	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	150	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Ped Bike Factor						
Frt			0.969			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	3539	3429	0	3072	1500
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1676	3539	3429	0	3072	1500
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			56			173
Link Speed (mph)		30	30		30	
Link Distance (ft)		1469	3035		1474	
Travel Time (s)		33.4	69.0		33.5	

Intersection Summary	
Area Type:	Other

4: ROUTE 66 & S LORAINE AVE



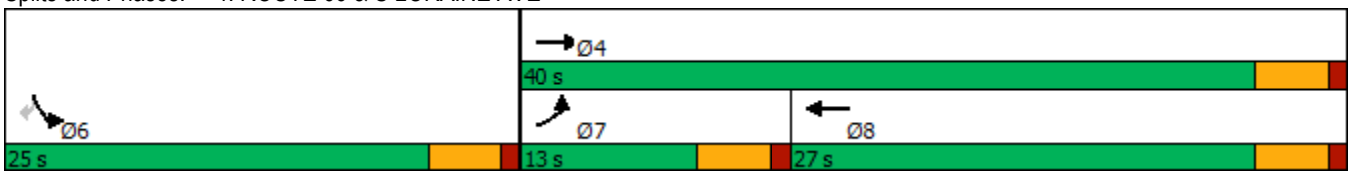
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	150	648	801	211	343	157
Future Volume (vph)	150	648	801	211	343	157
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	165	712	880	232	377	173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	712	1112	0	377	173

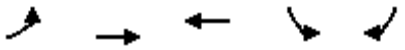
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	150	648	801	343	157
Future Volume (vph)	150	648	801	343	157
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	13.0	40.0	27.0	25.0	25.0
Total Split (%)	20.0%	61.5%	41.5%	38.5%	38.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	8.4	35.4	22.5	20.5	20.5
Actuated g/C Ratio	0.13	0.55	0.35	0.32	0.32
v/c Ratio	0.76	0.37	0.91	0.39	0.29
Control Delay	52.6	9.1	32.0	18.8	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	9.1	32.0	18.8	4.6
LOS	D	A	C	B	A
Approach Delay		17.3	32.0	14.3	
Approach LOS		B	C	B	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 64.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 59.8%	ICU Level of Service B
Analysis Period (min) 15	

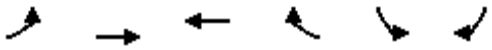
Splits and Phases: 4: ROUTE 66 & S LORAINE AVE





Lane Group	EBL	EBT	WBT	SBL	SBR
Protected Phases	7	4	8	6	
Permitted Phases					6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	13.0	40.0	27.0	25.0	25.0
Total Split (%)	20.0%	61.5%	41.5%	38.5%	38.5%
Maximum Green (s)	8.5	35.5	22.5	20.5	20.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0
90th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
90th %ile Term Code	Max	Hold	Max	MaxR	MaxR
70th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
70th %ile Term Code	Max	Hold	Max	MaxR	MaxR
50th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
50th %ile Term Code	Max	Hold	Max	MaxR	MaxR
30th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
30th %ile Term Code	Max	Hold	Max	MaxR	MaxR
10th %ile Green (s)	7.8	34.8	22.5	20.5	20.5
10th %ile Term Code	Gap	Hold	Max	MaxR	MaxR

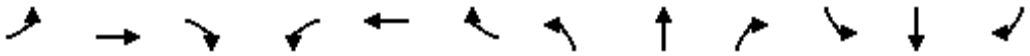
Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 64.9
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 65
70th %ile Actuated Cycle: 65
50th %ile Actuated Cycle: 65
30th %ile Actuated Cycle: 65
10th %ile Actuated Cycle: 64.3



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	648	801	211	343	157
Future Volume (veh/h)	150	648	801	211	343	157
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1772	1870	1870	1870	1673	1772
Adj Flow Rate, veh/h	165	712	880	232	377	173
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	203	1910	965	254	994	483
Arrive On Green	0.12	0.54	0.35	0.35	0.32	0.32
Sat Flow, veh/h	1688	3647	2876	733	3092	1502
Grp Volume(v), veh/h	165	712	562	550	377	173
Grp Sat Flow(s),veh/h/ln	1688	1777	1777	1738	1546	1502
Q Serve(g_s), s	6.1	7.4	19.3	19.3	6.0	5.6
Cycle Q Clear(g_c), s	6.1	7.4	19.3	19.3	6.0	5.6
Prop In Lane	1.00			0.42	1.00	1.00
Lane Grp Cap(c), veh/h	203	1910	616	603	994	483
V/C Ratio(X)	0.81	0.37	0.91	0.91	0.38	0.36
Avail Cap(c_a), veh/h	225	1978	627	613	994	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	8.5	19.9	19.9	16.7	16.6
Incr Delay (d2), s/veh	18.5	0.1	17.5	18.0	1.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	2.4	10.1	10.0	2.1	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.9	8.7	37.4	37.9	17.8	18.7
LnGrp LOS	D	A	D	D	B	B
Approach Vol, veh/h		877	1112		550	
Approach Delay, s/veh		15.7	37.6		18.1	
Approach LOS		B	D		B	

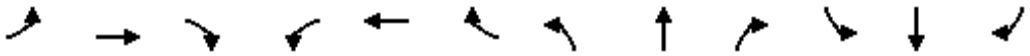
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			38.8		25.0	12.2	26.6
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			35.5		20.5	8.5	22.5
Max Q Clear Time (g_c+I1), s			9.4		8.0	8.1	21.3
Green Ext Time (p_c), s			5.3		1.6	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt											0.865	
Flt Protected								0.950				
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1770	0	0	1611	0
Flt Permitted								0.950				
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1770	0	0	1611	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		202			934			438			161	
Travel Time (s)		4.6			21.2			10.0			3.7	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	637	1	2	688	0	1	0	0	0	0	1
Future Volume (vph)	0	637	1	2	688	0	1	0	0	0	0	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	827	1	3	894	0	1	0	0	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	828	0	0	897	0	0	1	0	0	1	0

Intersection Summary

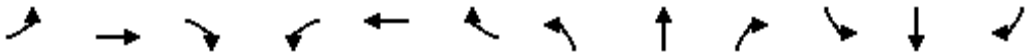
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	637	1	2	688	0	1	0	0	0	0	1
Future Vol, veh/h	0	637	1	2	688	0	1	0	0	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	827	1	3	894	0	1	0	0	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	894	0	0	828	0	0	1729	1728	828	1728	1728	894
Stage 1	-	-	-	-	-	-	828	828	-	900	900	-
Stage 2	-	-	-	-	-	-	901	900	-	828	828	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	759	-	-	803	-	-	69	88	371	70	88	340
Stage 1	-	-	-	-	-	-	365	386	-	333	357	-
Stage 2	-	-	-	-	-	-	333	357	-	365	386	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	759	-	-	803	-	-	68	87	371	70	87	340
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	87	-	70	87	-
Stage 1	-	-	-	-	-	-	365	386	-	333	355	-
Stage 2	-	-	-	-	-	-	329	355	-	365	386	-

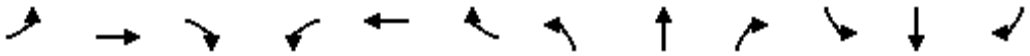
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	59	15.6
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	68	759	-	-	803	-	-	340
HCM Lane V/C Ratio	0.019	-	-	-	0.003	-	-	0.004
HCM Control Delay (s)	59	0	-	-	9.5	0	-	15.6
HCM Lane LOS	F	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999						0.865			0.865	
Flt Protected					0.999							
Satd. Flow (prot)	0	1861	0	0	1861	0	0	1611	0	0	1611	0
Flt Permitted					0.999							
Satd. Flow (perm)	0	1861	0	0	1861	0	0	1611	0	0	1611	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		934			403			732			248	
Travel Time (s)		21.2			9.2			16.6			5.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	640	3	8	662	1	0	0	13	0	0	1
Future Volume (vph)	0	640	3	8	662	1	0	0	13	0	0	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	842	4	11	871	1	0	0	17	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	846	0	0	883	0	0	17	0	0	1	0

Intersection Summary

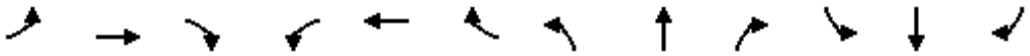
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	640	3	8	662	1	0	0	13	0	0	1
Future Vol, veh/h	0	640	3	8	662	1	0	0	13	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	842	4	11	871	1	0	0	17	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	872	0	0	846	0	0	1738	1738	844	1747	1740	872
Stage 1	-	-	-	-	-	-	844	844	-	894	894	-
Stage 2	-	-	-	-	-	-	894	894	-	853	846	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	773	-	-	791	-	-	68	87	363	67	87	350
Stage 1	-	-	-	-	-	-	358	379	-	336	360	-
Stage 2	-	-	-	-	-	-	336	360	-	354	378	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	773	-	-	791	-	-	66	85	363	63	85	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	66	85	-	63	85	-
Stage 1	-	-	-	-	-	-	358	379	-	336	350	-
Stage 2	-	-	-	-	-	-	326	350	-	337	378	-

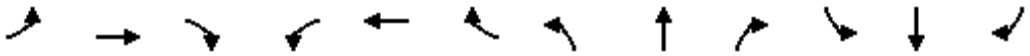
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	15.4	15.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	363	773	-	-	791	-	-	350
HCM Lane V/C Ratio	0.047	-	-	-	0.013	-	-	0.004
HCM Control Delay (s)	15.4	0	-	-	9.6	0	-	15.3
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	115		115	200		200	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.996			0.929			0.941	
Flt Protected					0.999			0.981			0.973	
Satd. Flow (prot)	0	1859	0	0	1853	0	0	1698	0	0	1706	0
Flt Permitted					0.999			0.981			0.973	
Satd. Flow (perm)	0	1859	0	0	1853	0	0	1698	0	0	1706	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		403			1048			1180			511	
Travel Time (s)		9.2			23.8			26.8			11.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	6	644	9	9	659	19	12	2	16	25	0	20
Future Volume (vph)	6	644	9	9	659	19	12	2	16	25	0	20
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	815	11	11	834	24	15	3	20	32	0	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	834	0	0	869	0	0	38	0	0	57	0

Intersection Summary

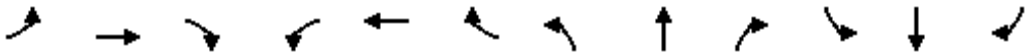
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	644	9	9	659	19	12	2	16	25	0	20
Future Vol, veh/h	6	644	9	9	659	19	12	2	16	25	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	815	11	11	834	24	15	3	20	32	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	858	0	0	826	0	0	1718	1717	821	1716	1710	846
Stage 1	-	-	-	-	-	-	837	837	-	868	868	-
Stage 2	-	-	-	-	-	-	881	880	-	848	842	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	783	-	-	805	-	-	71	90	374	71	91	362
Stage 1	-	-	-	-	-	-	361	382	-	347	370	-
Stage 2	-	-	-	-	-	-	341	365	-	356	380	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	783	-	-	805	-	-	64	86	374	63	87	362
Mov Cap-2 Maneuver	-	-	-	-	-	-	64	86	-	63	87	-
Stage 1	-	-	-	-	-	-	354	375	-	340	360	-
Stage 2	-	-	-	-	-	-	309	356	-	328	373	-

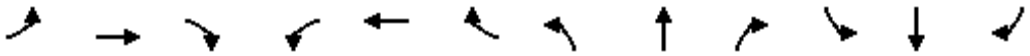
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	49.4	80.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	118	783	-	-	805	-	-	100
HCM Lane V/C Ratio	0.322	0.01	-	-	0.014	-	-	0.57
HCM Control Delay (s)	49.4	9.6	0	-	9.5	0	-	80.6
HCM Lane LOS	E	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-	-	2.7



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1800	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	100		100	200		200	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	1863	1500	1676	1820	0
Flt Permitted	0.188			0.199			0.447			0.672		
Satd. Flow (perm)	332	1863	1500	351	1863	1500	789	1863	1500	1186	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			211			224			143		11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1048			1602			1658			950	
Travel Time (s)		23.8			36.4			37.7			21.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	20	398	245	37	426	279	213	94	112	283	186	33
Future Volume (vph)	20	398	245	37	426	279	213	94	112	283	186	33
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	25	491	302	46	526	344	263	116	138	349	230	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	491	302	46	526	344	263	116	138	349	271	0

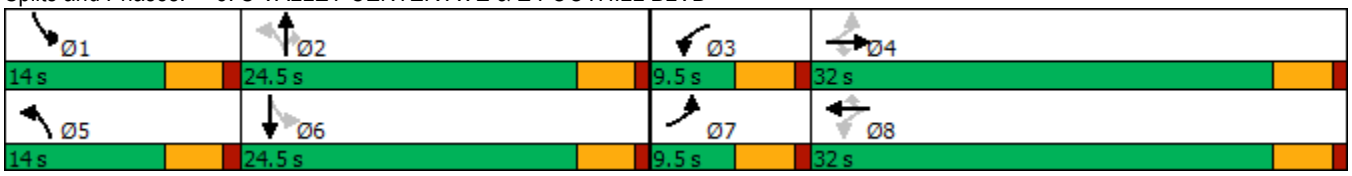
Intersection Summary

8: S VALLEY CENTER AVE & E FOOTHILL BLVD

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	20	398	245	37	426	279	213	94	112	283	186
Future Volume (vph)	20	398	245	37	426	279	213	94	112	283	186
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	32.0	32.0	9.5	32.0	32.0	14.0	24.5	24.5	14.0	24.5
Total Split (%)	11.9%	40.0%	40.0%	11.9%	40.0%	40.0%	17.5%	30.6%	30.6%	17.5%	30.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	27.2	24.4	24.4	28.0	26.1	26.1	29.6	20.3	20.3	30.2	20.6
Actuated g/C Ratio	0.37	0.33	0.33	0.38	0.36	0.36	0.40	0.28	0.28	0.41	0.28
v/c Ratio	0.12	0.79	0.47	0.20	0.79	0.51	0.61	0.22	0.27	0.63	0.52
Control Delay	13.2	33.5	9.3	14.5	32.1	9.9	22.3	24.5	6.0	22.9	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.2	33.5	9.3	14.5	32.1	9.9	22.3	24.5	6.0	22.9	27.7
LOS	B	C	A	B	C	A	C	C	A	C	C
Approach Delay		23.9			22.9			18.4			25.0
Approach LOS		C			C			B			C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 73.2	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 22.8	Intersection LOS: C
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

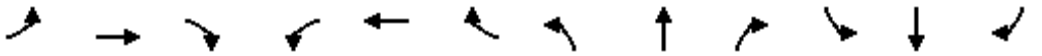
Splits and Phases: 8: S VALLEY CENTER AVE & E FOOTHILL BLVD





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	32.0	32.0	9.5	32.0	32.0	14.0	24.5	24.5	14.0	24.5
Total Split (%)	11.9%	40.0%	40.0%	11.9%	40.0%	40.0%	17.5%	30.6%	30.6%	17.5%	30.6%
Maximum Green (s)	5.0	27.5	27.5	5.0	27.5	27.5	9.5	20.0	20.0	9.5	20.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0
90th %ile Green (s)	5.0	27.5	27.5	5.0	27.5	27.5	9.5	20.0	20.0	9.5	20.0
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR
70th %ile Green (s)	5.0	27.5	27.5	5.0	27.5	27.5	9.5	20.0	20.0	9.5	20.0
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR
50th %ile Green (s)	0.0	27.5	27.5	5.0	37.0	37.0	9.5	20.0	20.0	9.5	20.0
50th %ile Term Code	Skip	Max	Max	Max	Hold	Hold	Max	MaxR	MaxR	Max	MaxR
30th %ile Green (s)	0.0	22.9	22.9	0.0	22.9	22.9	9.5	20.0	20.0	9.5	20.0
30th %ile Term Code	Skip	Hold	Hold	Skip	Gap	Gap	Max	MaxR	MaxR	Max	MaxR
10th %ile Green (s)	0.0	17.3	17.3	0.0	17.3	17.3	8.0	20.0	20.0	9.2	21.2
10th %ile Term Code	Skip	Hold	Hold	Skip	Gap	Gap	Gap	MaxR	MaxR	Gap	Hold

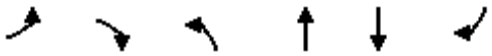
Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 73.2
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 80
70th %ile Actuated Cycle: 80
50th %ile Actuated Cycle: 80
30th %ile Actuated Cycle: 65.9
10th %ile Actuated Cycle: 60



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	398	245	37	426	279	213	94	112	283	186	33
Future Volume (veh/h)	20	398	245	37	426	279	213	94	112	283	186	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1772	1772	1870	1870
Adj Flow Rate, veh/h	25	491	302	46	526	344	263	116	138	349	230	41
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	581	467	211	608	488	470	510	410	556	421	75
Arrive On Green	0.03	0.31	0.31	0.04	0.33	0.33	0.13	0.27	0.27	0.13	0.27	0.27
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	1545	275
Grp Volume(v), veh/h	25	491	302	46	526	344	263	116	138	349	0	271
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	0	1821
Q Serve(g_s), s	0.7	18.0	12.7	1.3	19.4	14.7	8.1	3.5	5.4	9.5	0.0	9.3
Cycle Q Clear(g_c), s	0.7	18.0	12.7	1.3	19.4	14.7	8.1	3.5	5.4	9.5	0.0	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	181	581	467	211	608	488	470	510	410	556	0	497
V/C Ratio(X)	0.14	0.84	0.65	0.22	0.87	0.70	0.56	0.23	0.34	0.63	0.00	0.55
Avail Cap(c_a), veh/h	250	701	563	256	701	563	470	510	410	556	0	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	23.6	21.8	18.2	23.2	21.7	16.3	20.7	21.4	17.3	0.0	22.8
Incr Delay (d2), s/veh	0.3	8.0	1.9	0.5	9.9	3.3	1.5	1.0	2.2	2.2	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.7	4.5	0.5	9.6	5.3	3.1	1.6	2.1	4.4	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	31.6	23.7	18.7	33.2	25.0	17.8	21.7	23.6	19.5	0.0	27.1
LnGrp LOS	B	C	C	B	C	C	B	C	C	B	A	C
Approach Vol, veh/h		818			916			517			620	
Approach Delay, s/veh		28.3			29.4			20.2			22.8	
Approach LOS		C			C			C			C	

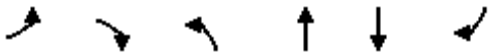
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	24.5	7.5	27.3	14.0	24.5	6.5	28.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	20.0	5.0	27.5	9.5	20.0	5.0	27.5
Max Q Clear Time (g_c+I1), s	11.5	7.4	3.3	20.0	10.1	11.3	2.7	21.4
Green Ext Time (p_c), s	0.0	0.8	0.0	2.6	0.0	1.0	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.990				0.887	
Flt Protected	0.956			0.978		
Satd. Flow (prot)	1763	0	0	1822	1652	0
Flt Permitted	0.956			0.978		
Satd. Flow (perm)	1763	0	0	1822	1652	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			178	1180	
Travel Time (s)	8.9			4.0	26.8	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (vph)	12	1	4	5	2	9
Future Volume (vph)	12	1	4	5	2	9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	13	1	4	5	2	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	0	9	12	0

Intersection Summary

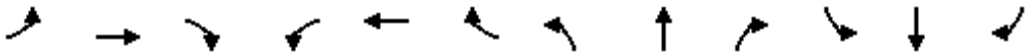
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	1	4	5	2	9
Future Vol, veh/h	12	1	4	5	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	1	4	5	2	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	20	7	12	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	997	1075	1607	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	995	1075	1607	-	-	-
Mov Cap-2 Maneuver	995	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

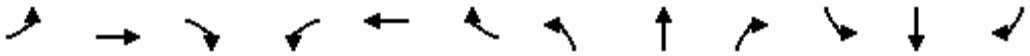
Approach	EB	NB	SB
HCM Control Delay, s	8.6	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	1001	-	-
HCM Lane V/C Ratio	0.003	-	0.014	-	-
HCM Control Delay (s)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1900	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		60	60		60	60		0	60		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.968			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	3426	0	1676	3493	0
Flt Permitted	0.950			0.950			0.588			0.610		
Satd. Flow (perm)	1676	1863	1500	1676	1863	1500	1038	3426	0	1076	3493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		49			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1565			202			630			735	
Travel Time (s)		35.6			4.6			14.3			16.7	

Intersection Summary	
Area Type:	Other



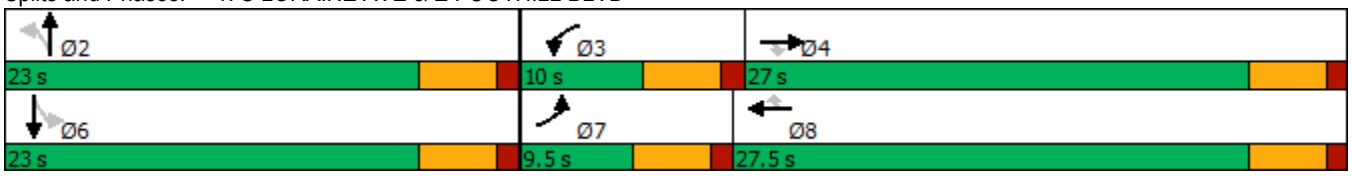
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	40	407	89	43	322	99	41	163	45	121	221	21
Future Volume (vph)	40	407	89	43	322	99	41	163	45	121	221	21
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	44	447	98	47	354	109	45	179	49	133	243	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	447	98	47	354	109	45	228	0	133	266	0

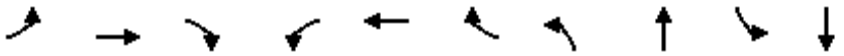
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	40	407	89	43	322	99	41	163	121	221
Future Volume (vph)	40	407	89	43	322	99	41	163	121	221
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Detector Phase	7	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	27.0	27.0	10.0	27.5	27.5	23.0	23.0	23.0	23.0
Total Split (%)	15.8%	45.0%	45.0%	16.7%	45.8%	45.8%	38.3%	38.3%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	5.2	17.0	17.0	5.7	17.1	17.1	19.2	19.2	19.2	19.2
Actuated g/C Ratio	0.11	0.35	0.35	0.12	0.35	0.35	0.39	0.39	0.39	0.39
v/c Ratio	0.25	0.69	0.17	0.24	0.54	0.18	0.11	0.17	0.31	0.19
Control Delay	28.1	20.5	3.6	27.2	16.5	4.0	14.6	10.5	16.8	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	20.5	3.6	27.2	16.5	4.0	14.6	10.5	16.8	12.2
LOS	C	C	A	C	B	A	B	B	B	B
Approach Delay		18.2			14.8			11.1		13.7
Approach LOS		B			B			B		B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 48.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 15.1	Intersection LOS: B
Intersection Capacity Utilization 53.6%	ICU Level of Service A
Analysis Period (min) 15	

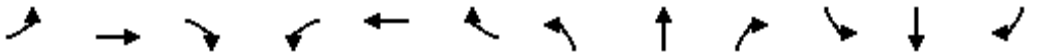
Splits and Phases: 1: S LORAINE AVE & E FOOTHILL BLVD





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	27.0	27.0	10.0	27.5	27.5	23.0	23.0	23.0	23.0
Total Split (%)	15.8%	45.0%	45.0%	16.7%	45.8%	45.8%	38.3%	38.3%	38.3%	38.3%
Maximum Green (s)	5.0	22.5	22.5	5.5	23.0	23.0	18.5	18.5	18.5	18.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0
90th %ile Green (s)	5.0	22.5	22.5	5.5	23.0	23.0	18.5	18.5	18.5	18.5
90th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR	MaxR	MaxR
70th %ile Green (s)	5.0	22.5	22.5	5.5	23.0	23.0	18.5	18.5	18.5	18.5
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	MaxR	MaxR	MaxR	MaxR
50th %ile Green (s)	0.0	19.1	19.1	0.0	19.1	19.1	18.5	18.5	18.5	18.5
50th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	MaxR	MaxR	MaxR	MaxR
30th %ile Green (s)	0.0	12.7	12.7	0.0	12.7	12.7	18.5	18.5	18.5	18.5
30th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	MaxR	MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	9.8	9.8	0.0	9.8	9.8	18.5	18.5	18.5	18.5
10th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	MaxR	MaxR	MaxR	MaxR

Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 48.8
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 60
70th %ile Actuated Cycle: 60
50th %ile Actuated Cycle: 46.6
30th %ile Actuated Cycle: 40.2
10th %ile Actuated Cycle: 37.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	407	89	43	322	99	41	163	45	121	221	21
Future Volume (veh/h)	40	407	89	43	322	99	41	163	45	121	221	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	44	447	98	47	354	109	45	179	49	133	243	23
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	569	457	81	573	460	488	1039	277	506	1230	115
Arrive On Green	0.05	0.30	0.30	0.05	0.31	0.31	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	1055	2775	739	1092	3284	308
Grp Volume(v), veh/h	44	447	98	47	354	109	45	113	115	133	131	135
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	1055	1777	1737	1092	1777	1815
Q Serve(g_s), s	1.3	10.8	2.4	1.3	8.0	2.7	1.5	2.1	2.2	4.6	2.4	2.5
Cycle Q Clear(g_c), s	1.3	10.8	2.4	1.3	8.0	2.7	4.0	2.1	2.2	6.8	2.4	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		0.17
Lane Grp Cap(c), veh/h	77	569	457	81	573	460	488	666	651	506	666	680
V/C Ratio(X)	0.57	0.79	0.21	0.58	0.62	0.24	0.09	0.17	0.18	0.26	0.20	0.20
Avail Cap(c_a), veh/h	171	852	684	188	871	699	488	666	651	506	666	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	15.7	12.8	23.0	14.7	12.8	11.8	10.3	10.3	12.6	10.4	10.4
Incr Delay (d2), s/veh	6.4	2.9	0.2	6.4	1.1	0.3	0.4	0.6	0.6	1.3	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.4	0.7	0.6	3.1	0.8	0.4	0.8	0.8	1.1	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	18.6	13.0	29.4	15.8	13.1	12.2	10.9	10.9	13.9	11.1	11.1
LnGrp LOS	C	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		589			510			273			399	
Approach Delay, s/veh		18.5			16.4			11.1			12.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	6.9	19.5		23.0	6.8	19.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.5	5.5	22.5		18.5	5.0	23.0				
Max Q Clear Time (g_c+I1), s		6.0	3.3	12.8		8.8	3.3	10.0				
Green Ext Time (p_c), s		1.1	0.0	2.2		1.5	0.0	2.1				

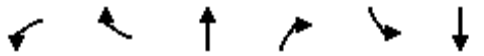
Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.929		0.986			
Flt Protected	0.977					0.998
Satd. Flow (prot)	1691	0	3490	0	0	3532
Flt Permitted	0.977					0.998
Satd. Flow (perm)	1691	0	3490	0	0	3532
Link Speed (mph)	30		30			30
Link Distance (ft)	867		546			630
Travel Time (s)	19.7		12.4			14.3

Intersection Summary	
Area Type:	Other

2: S LORAINE AVE & E CARROLL AVE



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	8	9	238	24	14	337
Future Volume (vph)	8	9	238	24	14	337
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	9	10	274	28	16	387
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	302	0	0	403

Intersection Summary

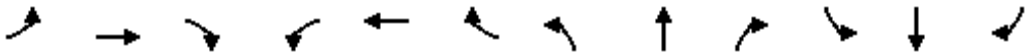
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	9	238	24	14	337
Future Vol, veh/h	8	9	238	24	14	337
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	10	274	28	16	387

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	514	151	0	0	302	0
Stage 1	288	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	490	868	-	-	1256	-
Stage 1	735	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	482	868	-	-	1256	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	777	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.4
HCM LOS	B		

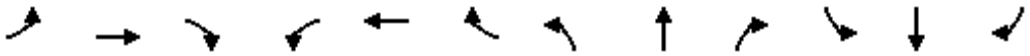
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	630	1256	-
HCM Lane V/C Ratio	-	-	0.031	0.013	-
HCM Control Delay (s)	-	-	10.9	7.9	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt					0.969			0.991			0.998	
Flt Protected					0.963			0.999			0.999	
Satd. Flow (prot)	0	0	0	0	1738	0	0	3504	0	0	3529	0
Flt Permitted					0.963			0.952			0.951	
Satd. Flow (perm)	0	0	0	0	1738	0	0	3339	0	0	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27			15			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		204			776			1474			546	
Travel Time (s)		4.6			17.6			33.5			12.4	

Intersection Summary	
Area Type:	Other

3: S LORAINE AVE & E STEFFEN ST



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	0	17	0	5	3	263	16	5	331	4
Future Volume (vph)	0	0	0	17	0	5	3	263	16	5	331	4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	20	0	6	4	309	19	6	389	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	26	0	0	332	0	0	400	0

Intersection Summary

Lane Group	WBT	NBL	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	0	3	263	5	331
Future Volume (vph)	0	3	263	5	331
Turn Type	NA	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		2		6	
Detector Phase	8	2	2	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	24.0	36.0	36.0	36.0	36.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0
Total Lost Time (s)	4.5		4.5		4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Max	Max	Max	Max
Act Effct Green (s)	5.9		50.5		50.5
Actuated g/C Ratio	0.11		0.95		0.95
v/c Ratio	0.12		0.10		0.13
Control Delay	11.9		0.8		0.8
Queue Delay	0.0		0.0		0.0
Total Delay	11.9		0.8		0.8
LOS	B		A		A
Approach Delay	11.9		0.8		0.8
Approach LOS	B		A		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 53.3	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.13	
Intersection Signal Delay: 1.2	Intersection LOS: A
Intersection Capacity Utilization 24.5%	ICU Level of Service A
Analysis Period (min) 15	

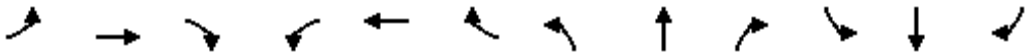
Splits and Phases: 3: S LORAINE AVE & E STEFFEN ST





Lane Group	WBT	NBL	NBT	SBL	SBT
Protected Phases	8		2		6
Permitted Phases		2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	24.0	36.0	36.0	36.0	36.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%	60.0%
Maximum Green (s)	19.5	31.5	31.5	31.5	31.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0
90th %ile Green (s)	7.2	46.5	46.5	46.5	46.5
90th %ile Term Code	Gap	Dwell	Dwell	Dwell	Dwell
70th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
70th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
50th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
50th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
30th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
30th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
10th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
10th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell

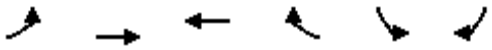
Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 53.3
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 62.7
70th %ile Actuated Cycle: 51
50th %ile Actuated Cycle: 51
30th %ile Actuated Cycle: 51
10th %ile Actuated Cycle: 51



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	17	0	5	3	263	16	5	331	4
Future Volume (veh/h)	0	0	0	17	0	5	3	263	16	5	331	4
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				20	0	6	4	309	19	6	389	5
Peak Hour Factor				0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				42	0	12	94	2503	152	97	2638	34
Arrive On Green				0.03	0.00	0.03	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h				1332	0	400	7	3321	201	11	3500	44
Grp Volume(v), veh/h				26	0	0	175	0	157	210	0	190
Grp Sat Flow(s),veh/h/ln				1732	0	0	1864	0	1666	1862	0	1694
Q Serve(g_s), s				0.6	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.3
Cycle Q Clear(g_c), s				0.6	0.0	0.0	1.1	0.0	1.1	1.3	0.0	1.3
Prop In Lane				0.77		0.23	0.02		0.12	0.03		0.03
Lane Grp Cap(c), veh/h				54	0	0	1493	0	1255	1492	0	1277
V/C Ratio(X)				0.48	0.00	0.00	0.12	0.00	0.13	0.14	0.00	0.15
Avail Cap(c_a), veh/h				808	0	0	1493	0	1255	1492	0	1277
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh				19.9	0.0	0.0	1.4	0.0	1.4	1.4	0.0	1.4
Incr Delay (d2), s/veh				6.5	0.0	0.0	0.2	0.0	0.2	0.2	0.0	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.3	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.4	0.0	0.0	1.6	0.0	1.6	1.6	0.0	1.7
LnGrp LOS				C	A	A	A	A	A	A	A	A
Approach Vol, veh/h					26			332			400	
Approach Delay, s/veh					26.4			1.6			1.7	
Approach LOS					C			A			A	

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		36.0				36.0		5.8				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		31.5				31.5		19.5				
Max Q Clear Time (g_c+I1), s		3.1				3.3		2.6				
Green Ext Time (p_c), s		2.0				2.5		0.1				

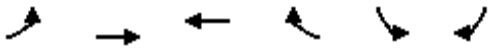
Intersection Summary												
HCM 6th Ctrl Delay			2.5									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1800	1900	1900	1900	1700	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	150	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Ped Bike Factor						
Frt			0.966			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	3539	3419	0	3072	1500
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1676	3539	3419	0	3072	1500
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			66			116
Link Speed (mph)		30	30		30	
Link Distance (ft)		1469	3035		1474	
Travel Time (s)		33.4	69.0		33.5	

Intersection Summary	
Area Type:	Other

4: ROUTE 66 & S LORAINE AVE



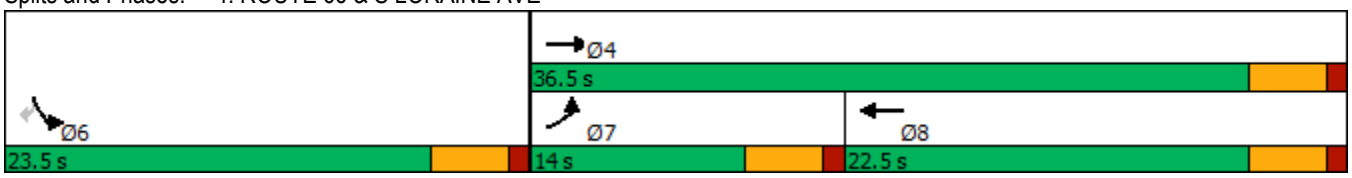
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	143	915	594	176	264	109
Future Volume (vph)	143	915	594	176	264	109
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	152	973	632	187	281	116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	973	819	0	281	116

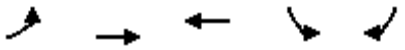
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	143	915	594	264	109
Future Volume (vph)	143	915	594	264	109
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	14.0	36.5	22.5	23.5	23.5
Total Split (%)	23.3%	60.8%	37.5%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	8.7	27.9	17.4	19.4	19.4
Actuated g/C Ratio	0.15	0.49	0.31	0.34	0.34
v/c Ratio	0.59	0.56	0.74	0.27	0.20
Control Delay	34.0	10.9	22.0	15.8	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	10.9	22.0	15.8	4.7
LOS	C	B	C	B	A
Approach Delay		14.0	22.0	12.6	
Approach LOS		B	C	B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 56.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.6	Intersection LOS: B
Intersection Capacity Utilization 50.1%	ICU Level of Service A
Analysis Period (min) 15	

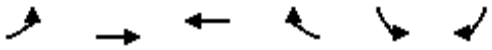
Splits and Phases: 4: ROUTE 66 & S LORAINE AVE





Lane Group	EBL	EBT	WBT	SBL	SBR
Protected Phases	7	4	8	6	
Permitted Phases					6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	14.0	36.5	22.5	23.5	23.5
Total Split (%)	23.3%	60.8%	37.5%	39.2%	39.2%
Maximum Green (s)	9.5	32.0	18.0	19.0	19.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0
90th %ile Green (s)	9.5	32.0	18.0	19.0	19.0
90th %ile Term Code	Max	Hold	Max	MaxR	MaxR
70th %ile Green (s)	9.5	32.0	18.0	19.0	19.0
70th %ile Term Code	Max	Hold	Max	MaxR	MaxR
50th %ile Green (s)	9.5	32.0	18.0	19.0	19.0
50th %ile Term Code	Max	Hold	Max	MaxR	MaxR
30th %ile Green (s)	9.0	31.4	17.9	19.0	19.0
30th %ile Term Code	Gap	Hold	Gap	MaxR	MaxR
10th %ile Green (s)	0.0	14.5	14.5	19.0	19.0
10th %ile Term Code	Skip	Gap	Hold	MaxR	MaxR

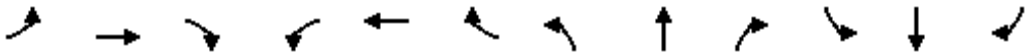
Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 56.4
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 60
70th %ile Actuated Cycle: 60
50th %ile Actuated Cycle: 60
30th %ile Actuated Cycle: 59.4
10th %ile Actuated Cycle: 42.5



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	915	594	176	264	109
Future Volume (veh/h)	143	915	594	176	264	109
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1772	1870	1870	1870	1673	1772
Adj Flow Rate, veh/h	152	973	632	187	281	116
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	192	1727	784	232	1078	524
Arrive On Green	0.11	0.49	0.29	0.29	0.35	0.35
Sat Flow, veh/h	1688	3647	2798	799	3092	1502
Grp Volume(v), veh/h	152	973	415	404	281	116
Grp Sat Flow(s),veh/h/ln	1688	1777	1777	1727	1546	1502
Q Serve(g_s), s	4.8	10.6	11.8	11.8	3.5	3.0
Cycle Q Clear(g_c), s	4.8	10.6	11.8	11.8	3.5	3.0
Prop In Lane	1.00			0.46	1.00	1.00
Lane Grp Cap(c), veh/h	192	1727	515	500	1078	524
V/C Ratio(X)	0.79	0.56	0.81	0.81	0.26	0.22
Avail Cap(c_a), veh/h	294	2088	587	570	1078	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	9.9	17.9	17.9	12.7	12.5
Incr Delay (d2), s/veh	8.0	0.3	7.2	7.5	0.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.3	5.3	5.2	1.2	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.5	10.2	25.2	25.5	13.3	13.5
LnGrp LOS	C	B	C	C	B	B
Approach Vol, veh/h		1125	819		397	
Approach Delay, s/veh		13.1	25.3		13.4	
Approach LOS		B	C		B	

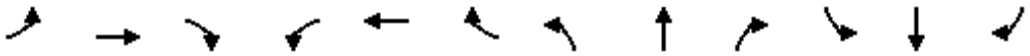
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			31.0		23.5	10.7	20.3
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			32.0		19.0	9.5	18.0
Max Q Clear Time (g_c+I1), s			12.6		5.5	6.8	13.8
Green Ext Time (p_c), s			7.0		1.2	0.1	2.0

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		202			934			438			161	
Travel Time (s)		4.6			21.2			10.0			3.7	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	562	0	0	485	0	0	0	0	0	0	0
Future Volume (vph)	0	562	0	0	485	0	0	0	0	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	677	0	0	584	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	677	0	0	584	0	0	0	0	0	0	0

Intersection Summary

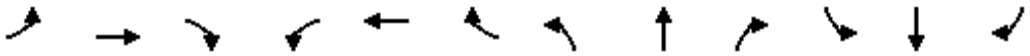
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	562	0	0	485	0	0	0	0	0	0	0
Future Vol, veh/h	0	562	0	0	485	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	677	0	0	584	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	584	0	0	677	0	0	1261	1261	677	1261	1261	584
Stage 1	-	-	-	-	-	-	677	677	-	584	584	-
Stage 2	-	-	-	-	-	-	584	584	-	677	677	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	991	-	-	915	-	-	147	170	453	147	170	512
Stage 1	-	-	-	-	-	-	443	452	-	498	498	-
Stage 2	-	-	-	-	-	-	498	498	-	443	452	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	991	-	-	915	-	-	147	170	453	147	170	512
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	170	-	147	170	-
Stage 1	-	-	-	-	-	-	443	452	-	498	498	-
Stage 2	-	-	-	-	-	-	498	498	-	443	452	-

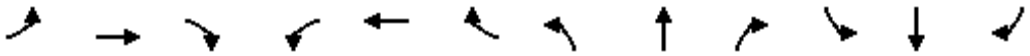
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	991	-	-	915	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.996			0.887				
Flt Protected								0.992				
Satd. Flow (prot)	0	1861	0	0	1855	0	0	1639	0	0	1863	0
Flt Permitted								0.992				
Satd. Flow (perm)	0	1861	0	0	1855	0	0	1639	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		934			403			732			248	
Travel Time (s)		21.2			9.2			16.6			5.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	1	552	4	1	481	16	2	0	9	0	0	0
Future Volume (vph)	1	552	4	1	481	16	2	0	9	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	634	5	1	553	18	2	0	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	640	0	0	572	0	0	12	0	0	0	0

Intersection Summary

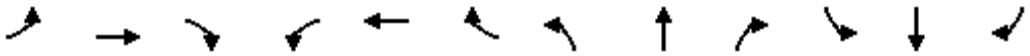
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	552	4	1	481	16	2	0	9	0	0	0
Future Vol, veh/h	1	552	4	1	481	16	2	0	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	634	5	1	553	18	2	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	571	0	0	639	0	0	1203	1212	637	1208	1205	562
Stage 1	-	-	-	-	-	-	639	639	-	564	564	-
Stage 2	-	-	-	-	-	-	564	573	-	644	641	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1002	-	-	945	-	-	161	182	477	160	184	526
Stage 1	-	-	-	-	-	-	464	470	-	510	508	-
Stage 2	-	-	-	-	-	-	510	504	-	461	469	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1002	-	-	945	-	-	161	181	477	156	183	526
Mov Cap-2 Maneuver	-	-	-	-	-	-	161	181	-	156	183	-
Stage 1	-	-	-	-	-	-	463	469	-	509	507	-
Stage 2	-	-	-	-	-	-	509	503	-	450	468	-

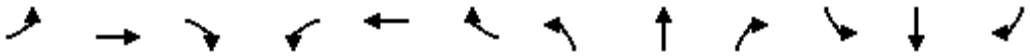
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	15.6	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	352	1002	-	-	945	-	-	-
HCM Lane V/C Ratio	0.036	0.001	-	-	0.001	-	-	-
HCM Control Delay (s)	15.6	8.6	0	-	8.8	0	-	0
HCM Lane LOS	C	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	115		115	200		200	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.995			0.989			0.929			0.970	
Flt Protected		0.999			0.999			0.979			0.964	
Satd. Flow (prot)	0	1852	0	0	1840	0	0	1694	0	0	1742	0
Flt Permitted		0.999			0.999			0.979			0.964	
Satd. Flow (perm)	0	1852	0	0	1840	0	0	1694	0	0	1742	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		403			1048			1180			511	
Travel Time (s)		9.2			23.8			26.8			11.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	12	531	20	14	488	43	8	1	10	37	2	11
Future Volume (vph)	12	531	20	14	488	43	8	1	10	37	2	11
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	14	610	23	16	561	49	9	1	11	43	2	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	647	0	0	626	0	0	21	0	0	58	0

Intersection Summary

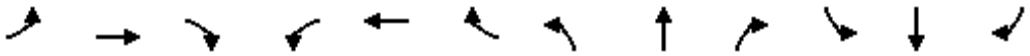
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	531	20	14	488	43	8	1	10	37	2	11
Future Vol, veh/h	12	531	20	14	488	43	8	1	10	37	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	610	23	16	561	49	9	1	11	43	2	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	610	0	0	633	0	0	1275	1292	622	1274	1279	586
Stage 1	-	-	-	-	-	-	650	650	-	618	618	-
Stage 2	-	-	-	-	-	-	625	642	-	656	661	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	969	-	-	950	-	-	144	163	487	144	166	510
Stage 1	-	-	-	-	-	-	458	465	-	477	481	-
Stage 2	-	-	-	-	-	-	473	469	-	454	460	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	969	-	-	950	-	-	134	155	487	135	158	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	134	155	-	135	158	-
Stage 1	-	-	-	-	-	-	448	455	-	467	468	-
Stage 2	-	-	-	-	-	-	447	457	-	432	450	-

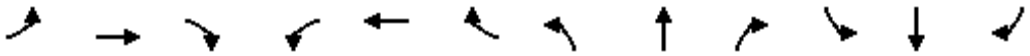
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	23.3	39
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	219	969	-	-	950	-	-	162
HCM Lane V/C Ratio	0.1	0.014	-	-	0.017	-	-	0.355
HCM Control Delay (s)	23.3	8.8	0	-	8.9	0	-	39
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	1.5



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1800	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	100		100	200		200	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	1863	1500	1676	1805	0
Flt Permitted	0.298			0.230			0.701			0.704		
Satd. Flow (perm)	526	1863	1500	406	1863	1500	1237	1863	1500	1242	1805	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			230			176		18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1048			1602			1658			950	
Travel Time (s)		23.8			36.4			37.7			21.6	

Intersection Summary	
Area Type:	Other



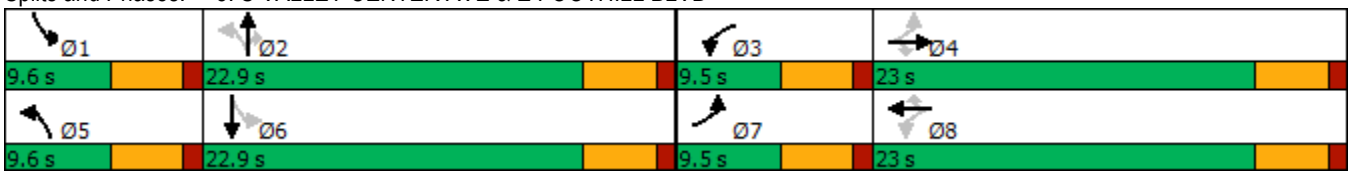
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	15	420	121	20	362	215	179	74	28	218	62	16
Future Volume (vph)	15	420	121	20	362	215	179	74	28	218	62	16
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	16	462	133	22	398	236	197	81	31	240	68	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	462	133	22	398	236	197	81	31	240	86	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	15	420	121	20	362	215	179	74	28	218	62
Future Volume (vph)	15	420	121	20	362	215	179	74	28	218	62
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	23.0	23.0	9.5	23.0	23.0	9.6	22.9	22.9	9.6	22.9
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.8%	35.2%	35.2%	14.8%	35.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	18.3	17.4	17.4	18.3	17.4	17.4	23.7	18.5	18.5	23.7	18.5
Actuated g/C Ratio	0.33	0.31	0.31	0.33	0.31	0.31	0.42	0.33	0.33	0.42	0.33
v/c Ratio	0.06	0.80	0.23	0.09	0.69	0.38	0.35	0.13	0.05	0.43	0.14
Control Delay	12.1	31.9	2.8	12.6	25.7	5.1	12.0	15.6	0.1	13.2	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	31.9	2.8	12.6	25.7	5.1	12.0	15.6	0.1	13.2	13.2
LOS	B	C	A	B	C	A	B	B	A	B	B
Approach Delay		25.0			17.9			11.8			13.2
Approach LOS		C			B			B			B

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 56.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 50.3%	ICU Level of Service A
Analysis Period (min) 15	

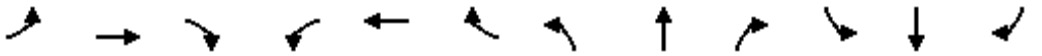
Splits and Phases: 8: S VALLEY CENTER AVE & E FOOTHILL BLVD





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	23.0	23.0	9.5	23.0	23.0	9.6	22.9	22.9	9.6	22.9
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.8%	35.2%	35.2%	14.8%	35.2%
Maximum Green (s)	5.0	18.5	18.5	5.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0
90th %ile Green (s)	5.0	18.5	18.5	5.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR
70th %ile Green (s)	0.0	18.5	18.5	0.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
70th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Max	MaxR	MaxR	Max	MaxR
50th %ile Green (s)	0.0	18.5	18.5	0.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
50th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Max	MaxR	MaxR	Max	MaxR
30th %ile Green (s)	0.0	17.7	17.7	0.0	17.7	17.7	5.1	18.4	18.4	5.1	18.4
30th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	Max	MaxR	MaxR	Max	MaxR
10th %ile Green (s)	0.0	13.8	13.8	0.0	13.8	13.8	5.1	18.4	18.4	5.1	18.4
10th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	Max	MaxR	MaxR	Max	MaxR

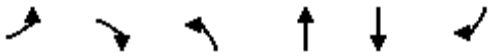
Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 56.3
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 65
70th %ile Actuated Cycle: 55.5
50th %ile Actuated Cycle: 55.5
30th %ile Actuated Cycle: 54.7
10th %ile Actuated Cycle: 50.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	420	121	20	362	215	179	74	28	218	62	16
Future Volume (veh/h)	15	420	121	20	362	215	179	74	28	218	62	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1772	1772	1870	1870
Adj Flow Rate, veh/h	16	462	133	22	398	236	197	81	31	240	68	18
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	528	424	200	540	433	602	574	461	598	437	116
Arrive On Green	0.02	0.28	0.28	0.03	0.29	0.29	0.09	0.31	0.31	0.09	0.31	0.31
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	1425	377
Grp Volume(v), veh/h	16	462	133	22	398	236	197	81	31	240	0	86
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	0	1802
Q Serve(g_s), s	0.4	14.1	4.2	0.5	11.5	8.0	4.8	1.9	0.9	5.1	0.0	2.1
Cycle Q Clear(g_c), s	0.4	14.1	4.2	0.5	11.5	8.0	4.8	1.9	0.9	5.1	0.0	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	225	528	424	200	540	433	602	574	461	598	0	553
V/C Ratio(X)	0.07	0.87	0.31	0.11	0.74	0.54	0.33	0.14	0.07	0.40	0.00	0.16
Avail Cap(c_a), veh/h	333	577	463	297	577	463	602	574	461	598	0	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	20.5	16.9	16.3	19.3	18.0	12.6	15.1	14.7	13.2	0.0	15.1
Incr Delay (d2), s/veh	0.1	13.2	0.4	0.2	4.6	1.1	0.3	0.5	0.3	0.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	7.5	1.4	0.2	5.2	2.6	1.7	0.8	0.3	2.1	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	33.7	17.4	16.5	23.9	19.2	12.9	15.6	15.0	13.6	0.0	15.7
LnGrp LOS	B	C	B	B	C	B	B	B	B	B	A	B
Approach Vol, veh/h		611			656			309			326	
Approach Delay, s/veh		29.7			22.0			13.8			14.2	
Approach LOS		C			C			B			B	

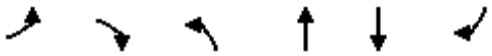
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	22.9	6.0	21.4	9.6	22.9	5.7	21.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	18.4	5.0	18.5	5.1	18.4	5.0	18.5
Max Q Clear Time (g_c+I1), s	7.1	3.9	2.5	16.1	6.8	4.1	2.4	13.5
Green Ext Time (p_c), s	0.0	0.4	0.0	0.8	0.0	0.3	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.958				0.899	
Flt Protected	0.967			0.976		
Satd. Flow (prot)	1726	0	0	1818	1675	0
Flt Permitted	0.967			0.976		
Satd. Flow (perm)	1726	0	0	1818	1675	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			178	1180	
Travel Time (s)	8.9			4.0	26.8	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (vph)	8	4	3	3	5	14
Future Volume (vph)	8	4	3	3	5	14
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	9	4	3	3	5	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	6	20	0

Intersection Summary

Intersection	
Int Delay, s/veh	3.4

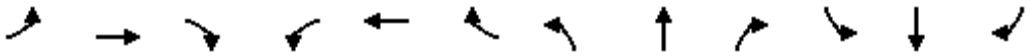
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	4	3	3	5	14
Future Vol, veh/h	8	4	3	3	5	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	4	3	3	5	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	22	13	20	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	9	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	995	1067	1596	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	993	1067	1596	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	3.6	0
HCM LOS	A		

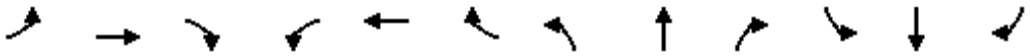
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	1016	-	-
HCM Lane V/C Ratio	0.002	-	0.013	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Forecast Opening Year Without Project Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1900	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		60	60		60	60		0	60		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.961			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	3401	0	1676	3472	0
Flt Permitted	0.950			0.950			0.385			0.471		
Satd. Flow (perm)	1676	1863	1500	1676	1863	1500	679	3401	0	831	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94			94		75			25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1565			202			630			735	
Travel Time (s)		35.6			4.6			14.3			16.7	

Intersection Summary	
Area Type:	Other



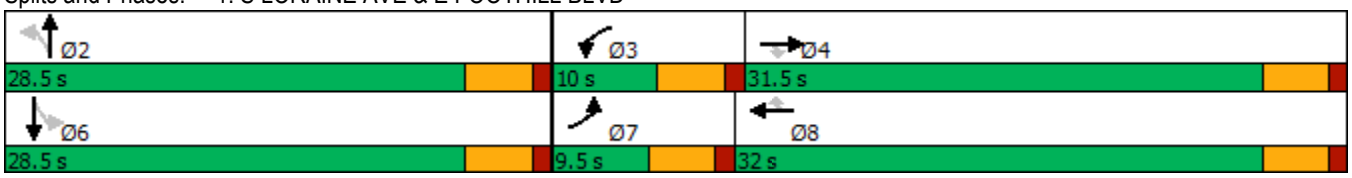
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	30	424	69	64	505	148	59	261	90	172	389	57
Future Volume (vph)	30	424	69	64	505	148	59	261	90	172	389	57
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	37	517	84	78	616	180	72	318	110	210	474	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	517	84	78	616	180	72	428	0	210	544	0

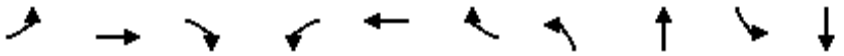
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	30	424	69	64	505	148	59	261	172	389
Future Volume (vph)	30	424	69	64	505	148	59	261	172	389
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Detector Phase	7	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	31.5	31.5	10.0	32.0	32.0	28.5	28.5	28.5	28.5
Total Split (%)	13.6%	45.0%	45.0%	14.3%	45.7%	45.7%	40.7%	40.7%	40.7%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	5.1	22.7	22.7	5.6	26.8	26.8	24.4	24.4	24.4	24.4
Actuated g/C Ratio	0.08	0.36	0.36	0.09	0.42	0.42	0.38	0.38	0.38	0.38
v/c Ratio	0.28	0.78	0.14	0.53	0.79	0.26	0.28	0.32	0.66	0.41
Control Delay	36.1	28.2	3.8	46.2	26.2	8.0	20.1	13.6	32.4	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	28.2	3.8	46.2	26.2	8.0	20.1	13.6	32.4	16.4
LOS	D	C	A	D	C	A	C	B	C	B
Approach Delay		25.4			24.2			14.5		20.8
Approach LOS		C			C			B		C

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 63.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	

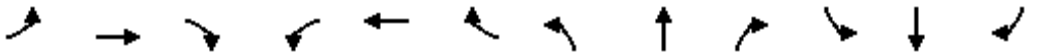
Splits and Phases: 1: S LORAINE AVE & E FOOTHILL BLVD





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	31.5	31.5	10.0	32.0	32.0	28.5	28.5	28.5	28.5
Total Split (%)	13.6%	45.0%	45.0%	14.3%	45.7%	45.7%	40.7%	40.7%	40.7%	40.7%
Maximum Green (s)	5.0	27.0	27.0	5.5	27.5	27.5	24.0	24.0	24.0	24.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0
90th %ile Green (s)	5.0	27.0	27.0	5.5	27.5	27.5	24.0	24.0	24.0	24.0
90th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR	MaxR	MaxR
70th %ile Green (s)	5.0	27.0	27.0	5.5	27.5	27.5	24.0	24.0	24.0	24.0
70th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR	MaxR	MaxR
50th %ile Green (s)	0.0	24.0	24.0	5.5	34.0	34.0	24.0	24.0	24.0	24.0
50th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	MaxR	MaxR	MaxR	MaxR
30th %ile Green (s)	0.0	20.2	20.2	5.5	30.2	30.2	24.0	24.0	24.0	24.0
30th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	MaxR	MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	16.2	16.2	0.0	16.2	16.2	24.0	24.0	24.0	24.0
10th %ile Term Code	Skip	Hold	Hold	Skip	Gap	Gap	MaxR	MaxR	MaxR	MaxR

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 63.9
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 70
70th %ile Actuated Cycle: 70
50th %ile Actuated Cycle: 67
30th %ile Actuated Cycle: 63.2
10th %ile Actuated Cycle: 49.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	424	69	64	505	148	59	261	90	172	389	57
Future Volume (veh/h)	30	424	69	64	505	148	59	261	90	172	389	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	37	517	84	78	616	180	72	318	110	210	474	70
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	663	532	99	702	564	327	978	332	373	1167	172
Arrive On Green	0.04	0.35	0.35	0.06	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	817	2604	884	909	3108	457
Grp Volume(v), veh/h	37	517	84	78	616	180	72	215	213	210	270	274
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	817	1777	1711	909	1777	1788
Q Serve(g_s), s	1.4	15.8	2.4	2.9	19.6	5.4	4.6	5.5	5.7	13.7	7.1	7.2
Cycle Q Clear(g_c), s	1.4	15.8	2.4	2.9	19.6	5.4	11.8	5.5	5.7	19.4	7.1	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.52	1.00		0.26
Lane Grp Cap(c), veh/h	64	663	532	99	702	564	327	667	643	373	667	672
V/C Ratio(X)	0.58	0.78	0.16	0.79	0.88	0.32	0.22	0.32	0.33	0.56	0.40	0.41
Avail Cap(c_a), veh/h	132	790	634	145	805	646	327	667	643	373	667	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	18.4	14.1	29.7	18.6	14.2	19.1	14.2	14.2	21.1	14.7	14.7
Incr Delay (d2), s/veh	8.2	4.2	0.1	15.9	9.8	0.3	1.5	1.3	1.4	6.0	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.9	0.8	1.6	9.5	1.7	0.9	2.2	2.2	3.3	3.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	22.6	14.2	45.6	28.4	14.5	20.6	15.5	15.6	27.1	16.5	16.5
LnGrp LOS	D	C	B	D	C	B	C	B	B	C	B	B
Approach Vol, veh/h		638			874			500			754	
Approach Delay, s/veh		22.4			27.1			16.3			19.5	
Approach LOS		C			C			B			B	

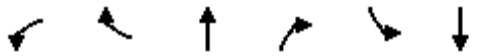
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.5	8.2	27.2		28.5	6.9	28.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.0	5.5	27.0		24.0	5.0	27.5				
Max Q Clear Time (g_c+I1), s		13.8	4.9	17.8		21.4	3.4	21.6				
Green Ext Time (p_c), s		2.2	0.0	2.5		1.2	0.0	2.4				

Intersection Summary												
HCM 6th Ctrl Delay			22.0									
HCM 6th LOS			C									



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.902		0.993			
Flt Protected	0.987					0.999
Satd. Flow (prot)	1658	0	3514	0	0	3536
Flt Permitted	0.987					0.999
Satd. Flow (perm)	1658	0	3514	0	0	3536
Link Speed (mph)	30		30			30
Link Distance (ft)	867		546			630
Travel Time (s)	19.7		12.4			14.3

Intersection Summary	
Area Type:	Other



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	10	28	382	18	13	497
Future Volume (vph)	10	28	382	18	13	497
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	13	35	478	23	16	621
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	501	0	0	637

Intersection Summary

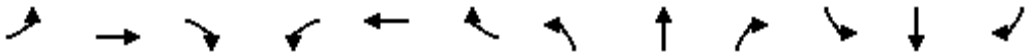
Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	28	382	18	13	497
Future Vol, veh/h	10	28	382	18	13	497
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	35	478	23	16	621

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	833	251	0	0	501	0
Stage 1	490	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	307	749	-	-	1059	-
Stage 1	581	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	300	749	-	-	1059	-
Mov Cap-2 Maneuver	300	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	674	-	-	-	-	-

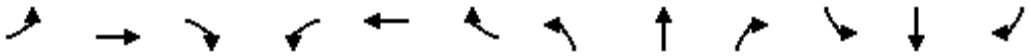
Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	537	1059	-
HCM Lane V/C Ratio	-	-	0.088	0.015	-
HCM Control Delay (s)	-	-	12.4	8.5	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt					0.943			0.998			0.997	
Flt Protected					0.972			0.999				
Satd. Flow (prot)	0	0	0	0	1707	0	0	3529	0	0	3529	0
Flt Permitted					0.972			0.945			0.953	
Satd. Flow (perm)	0	0	0	0	1707	0	0	3338	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27			4			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		204			776			1474			546	
Travel Time (s)		4.6			17.6			33.5			12.4	

Intersection Summary	
Area Type:	Other



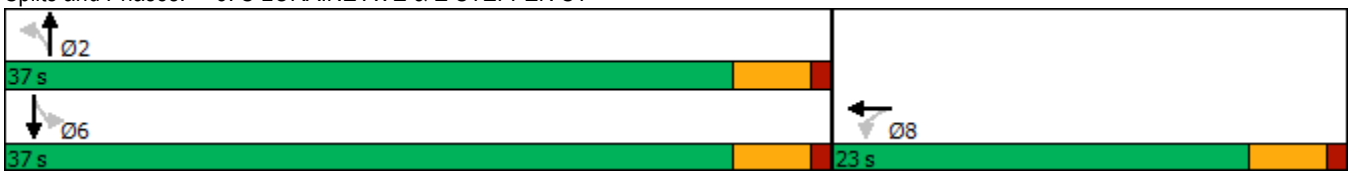
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	0	9	0	7	8	383	6	3	497	11
Future Volume (vph)	0	0	0	9	0	7	8	383	6	3	497	11
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	11	0	8	10	461	7	4	599	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	19	0	0	478	0	0	616	0

Intersection Summary

Lane Group	WBT	NBL	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	0	8	383	3	497
Future Volume (vph)	0	8	383	3	497
Turn Type	NA	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		2		6	
Detector Phase	8	2	2	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	23.0	37.0	37.0	37.0	37.0
Total Split (%)	38.3%	61.7%	61.7%	61.7%	61.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0
Total Lost Time (s)	4.5		4.5		4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Max	Max	Max	Max
Act Effct Green (s)	5.8		51.5		51.5
Actuated g/C Ratio	0.11		0.95		0.95
v/c Ratio	0.09		0.15		0.19
Control Delay	10.2		0.8		0.9
Queue Delay	0.0		0.0		0.0
Total Delay	10.2		0.8		0.9
LOS	B		A		A
Approach Delay	10.3		0.8		0.9
Approach LOS	B		A		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 54.2	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.19	
Intersection Signal Delay: 1.0	Intersection LOS: A
Intersection Capacity Utilization 28.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: S LORAINE AVE & E STEFFEN ST

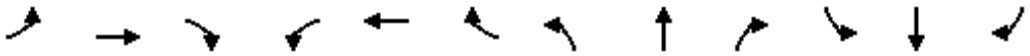


3: S LORAINE AVE & E STEFFEN ST



Lane Group	WBT	NBL	NBT	SBL	SBT
Protected Phases	8		2		6
Permitted Phases		2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	23.0	37.0	37.0	37.0	37.0
Total Split (%)	38.3%	61.7%	61.7%	61.7%	61.7%
Maximum Green (s)	18.5	32.5	32.5	32.5	32.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0
90th %ile Green (s)	6.7	47.5	47.5	47.5	47.5
90th %ile Term Code	Gap	Dwell	Dwell	Dwell	Dwell
70th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
70th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
50th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
50th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
30th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
30th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
10th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
10th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell

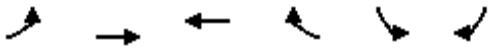
Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 54.2
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 63.2
70th %ile Actuated Cycle: 52
50th %ile Actuated Cycle: 52
30th %ile Actuated Cycle: 52
10th %ile Actuated Cycle: 52



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	9	0	7	8	383	6	3	497	11
Future Volume (veh/h)	0	0	0	9	0	7	8	383	6	3	497	11
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				11	0	8	10	461	7	4	599	13
Peak Hour Factor				0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				23	0	17	104	2649	40	88	2658	57
Arrive On Green				0.02	0.00	0.02	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h				980	0	713	20	3464	52	4	3477	75
Grp Volume(v), veh/h				19	0	0	250	0	228	323	0	293
Grp Sat Flow(s),veh/h/ln				1693	0	0	1844	0	1693	1867	0	1689
Q Serve(g_s), s				0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	2.1
Cycle Q Clear(g_c), s				0.5	0.0	0.0	1.5	0.0	1.6	2.1	0.0	2.1
Prop In Lane				0.58		0.42	0.04		0.03	0.01		0.04
Lane Grp Cap(c), veh/h				40	0	0	1498	0	1294	1513	0	1291
V/C Ratio(X)				0.47	0.00	0.00	0.17	0.00	0.18	0.21	0.00	0.23
Avail Cap(c_a), veh/h				737	0	0	1498	0	1294	1513	0	1291
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh				20.5	0.0	0.0	1.4	0.0	1.4	1.4	0.0	1.4
Incr Delay (d2), s/veh				8.5	0.0	0.0	0.2	0.0	0.3	0.3	0.0	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.3	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.0	0.0	0.0	1.6	0.0	1.7	1.7	0.0	1.8
LnGrp LOS				C	A	A	A	A	A	A	A	A
Approach Vol, veh/h					19			478			616	
Approach Delay, s/veh					29.0			1.6			1.8	
Approach LOS					C			A			A	

Timer - Assigned Phs	2			6		8			
Phs Duration (G+Y+Rc), s	37.0			37.0		5.5			
Change Period (Y+Rc), s	4.5			4.5		4.5			
Max Green Setting (Gmax), s	32.5			32.5		18.5			
Max Q Clear Time (g_c+I1), s	3.6			4.1		2.5			
Green Ext Time (p_c), s	3.1			4.1		0.0			

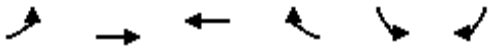
Intersection Summary		
HCM 6th Ctrl Delay	2.2	
HCM 6th LOS	A	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1800	1900	1900	1900	1700	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	150	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Ped Bike Factor						
Frt			0.969			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	3539	3429	0	3072	1500
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1676	3539	3429	0	3072	1500
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			55			171
Link Speed (mph)		30	30		30	
Link Distance (ft)		1469	3035		1474	
Travel Time (s)		33.4	69.0		33.5	

Intersection Summary	
Area Type:	Other

4: ROUTE 66 & S LORAINE AVE



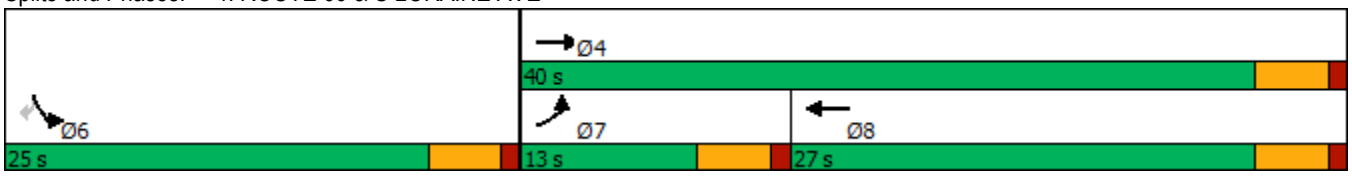
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	152	684	834	219	353	156
Future Volume (vph)	152	684	834	219	353	156
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	167	752	916	241	388	171
Shared Lane Traffic (%)						
Lane Group Flow (vph)	167	752	1157	0	388	171

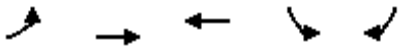
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	152	684	834	353	156
Future Volume (vph)	152	684	834	353	156
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	13.0	40.0	27.0	25.0	25.0
Total Split (%)	20.0%	61.5%	41.5%	38.5%	38.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	8.4	35.4	22.5	20.5	20.5
Actuated g/C Ratio	0.13	0.55	0.35	0.32	0.32
v/c Ratio	0.77	0.39	0.95	0.40	0.29
Control Delay	53.2	9.3	37.1	18.9	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.2	9.3	37.1	18.9	4.6
LOS	D	A	D	B	A
Approach Delay		17.2	37.1	14.6	
Approach LOS		B	D	B	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 64.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 25.4	Intersection LOS: C
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

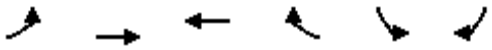
Splits and Phases: 4: ROUTE 66 & S LORAINE AVE





Lane Group	EBL	EBT	WBT	SBL	SBR
Protected Phases	7	4	8	6	
Permitted Phases					6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	13.0	40.0	27.0	25.0	25.0
Total Split (%)	20.0%	61.5%	41.5%	38.5%	38.5%
Maximum Green (s)	8.5	35.5	22.5	20.5	20.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0
90th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
90th %ile Term Code	Max	Hold	Max	MaxR	MaxR
70th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
70th %ile Term Code	Max	Hold	Max	MaxR	MaxR
50th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
50th %ile Term Code	Max	Hold	Max	MaxR	MaxR
30th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
30th %ile Term Code	Max	Hold	Max	MaxR	MaxR
10th %ile Green (s)	8.0	35.0	22.5	20.5	20.5
10th %ile Term Code	Gap	Hold	Max	MaxR	MaxR

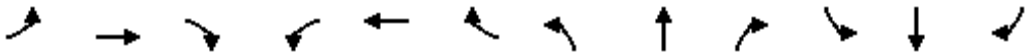
Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 64.9
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 65
70th %ile Actuated Cycle: 65
50th %ile Actuated Cycle: 65
30th %ile Actuated Cycle: 65
10th %ile Actuated Cycle: 64.5



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	152	684	834	219	353	156
Future Volume (veh/h)	152	684	834	219	353	156
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1772	1870	1870	1870	1673	1772
Adj Flow Rate, veh/h	167	752	916	241	388	171
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	205	1923	974	256	986	479
Arrive On Green	0.12	0.54	0.35	0.35	0.32	0.32
Sat Flow, veh/h	1688	3647	2878	731	3092	1502
Grp Volume(v), veh/h	167	752	584	573	388	171
Grp Sat Flow(s),veh/h/ln	1688	1777	1777	1739	1546	1502
Q Serve(g_s), s	6.2	7.9	20.5	20.5	6.3	5.6
Cycle Q Clear(g_c), s	6.2	7.9	20.5	20.5	6.3	5.6
Prop In Lane	1.00			0.42	1.00	1.00
Lane Grp Cap(c), veh/h	205	1923	622	608	986	479
V/C Ratio(X)	0.82	0.39	0.94	0.94	0.39	0.36
Avail Cap(c_a), veh/h	223	1962	622	608	986	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	8.6	20.2	20.3	17.1	16.8
Incr Delay (d2), s/veh	19.1	0.1	22.3	23.1	1.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	2.6	11.5	11.4	2.2	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.7	8.7	42.6	43.4	18.2	18.9
LnGrp LOS	D	A	D	D	B	B
Approach Vol, veh/h		919	1157		559	
Approach Delay, s/veh		15.6	43.0		18.4	
Approach LOS		B	D		B	

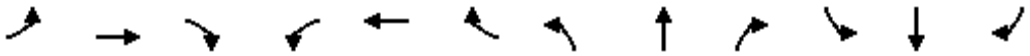
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			39.3		25.0	12.3	27.0
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			35.5		20.5	8.5	22.5
Max Q Clear Time (g_c+I1), s			9.9		8.3	8.2	22.5
Green Ext Time (p_c), s			5.7		1.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt											0.865	
Flt Protected								0.950				
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1770	0	0	1611	0
Flt Permitted								0.950				
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1770	0	0	1611	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		202			934			438			161	
Travel Time (s)		4.6			21.2			10.0			3.7	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	683	1	2	725	0	1	0	0	0	0	1
Future Volume (vph)	0	683	1	2	725	0	1	0	0	0	0	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	887	1	3	942	0	1	0	0	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	888	0	0	945	0	0	1	0	0	1	0

Intersection Summary

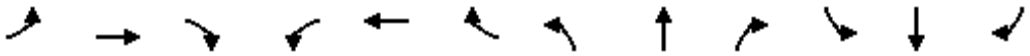
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	683	1	2	725	0	1	0	0	0	0	1
Future Vol, veh/h	0	683	1	2	725	0	1	0	0	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	887	1	3	942	0	1	0	0	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	942	0	0	888	0	0	1837	1836	888	1836	1836	942
Stage 1	-	-	-	-	-	-	888	888	-	948	948	-
Stage 2	-	-	-	-	-	-	949	948	-	888	888	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	728	-	-	763	-	-	58	76	343	58	76	319
Stage 1	-	-	-	-	-	-	338	362	-	313	339	-
Stage 2	-	-	-	-	-	-	313	339	-	338	362	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	728	-	-	763	-	-	57	75	343	58	75	319
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	75	-	58	75	-
Stage 1	-	-	-	-	-	-	338	362	-	313	336	-
Stage 2	-	-	-	-	-	-	309	336	-	338	362	-

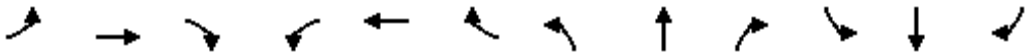
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	69.6	16.3
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	57	728	-	-	763	-	-	319
HCM Lane V/C Ratio	0.023	-	-	-	0.003	-	-	0.004
HCM Control Delay (s)	69.6	0	-	-	9.7	0	-	16.3
HCM Lane LOS	F	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999						0.865			0.865	
Flt Protected					0.999							
Satd. Flow (prot)	0	1861	0	0	1861	0	0	1611	0	0	1611	0
Flt Permitted					0.999							
Satd. Flow (perm)	0	1861	0	0	1861	0	0	1611	0	0	1611	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		934			403			732			248	
Travel Time (s)		21.2			9.2			16.6			5.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	685	4	11	698	1	0	0	18	0	0	1
Future Volume (vph)	0	685	4	11	698	1	0	0	18	0	0	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	901	5	14	918	1	0	0	24	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	906	0	0	933	0	0	24	0	0	1	0

Intersection Summary

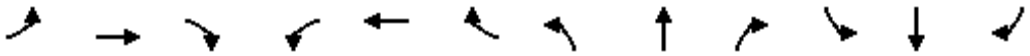
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	685	4	11	698	1	0	0	18	0	0	1
Future Vol, veh/h	0	685	4	11	698	1	0	0	18	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	901	5	14	918	1	0	0	24	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	919	0	0	906	0	0	1851	1851	904	1863	1853	919
Stage 1	-	-	-	-	-	-	904	904	-	947	947	-
Stage 2	-	-	-	-	-	-	947	947	-	916	906	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	743	-	-	751	-	-	57	74	335	56	74	329
Stage 1	-	-	-	-	-	-	331	356	-	314	340	-
Stage 2	-	-	-	-	-	-	314	340	-	326	355	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	743	-	-	751	-	-	55	71	335	51	71	329
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	71	-	51	71	-
Stage 1	-	-	-	-	-	-	331	356	-	314	327	-
Stage 2	-	-	-	-	-	-	301	327	-	303	355	-

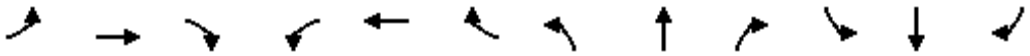
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	16.6	16
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	335	743	-	-	751	-	-	329
HCM Lane V/C Ratio	0.071	-	-	-	0.019	-	-	0.004
HCM Control Delay (s)	16.6	0	-	-	9.9	0	-	16
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	115		115	200		200	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.996			0.962			0.942	
Flt Protected								0.973			0.972	
Satd. Flow (prot)	0	1861	0	0	1855	0	0	1744	0	0	1706	0
Flt Permitted								0.973			0.972	
Satd. Flow (perm)	0	1861	0	0	1855	0	0	1744	0	0	1706	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		403			1048			1180			511	
Travel Time (s)		9.2			23.8			26.8			11.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	6	700	3	4	702	19	8	2	4	26	0	20
Future Volume (vph)	6	700	3	4	702	19	8	2	4	26	0	20
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	886	4	5	889	24	10	3	5	33	0	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	898	0	0	918	0	0	18	0	0	58	0

Intersection Summary

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	700	3	4	702	19	8	2	4	26	0	20
Future Vol, veh/h	6	700	3	4	702	19	8	2	4	26	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	886	4	5	889	24	10	3	5	33	0	25

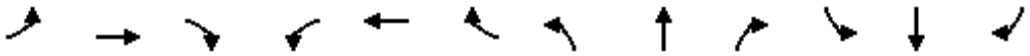
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	913	0	0	890	0	0	1828	1827	888	1819	1817	901
Stage 1	-	-	-	-	-	-	904	904	-	911	911	-
Stage 2	-	-	-	-	-	-	924	923	-	908	906	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	746	-	-	761	-	-	59	77	343	60	78	337
Stage 1	-	-	-	-	-	-	331	356	-	328	353	-
Stage 2	-	-	-	-	-	-	323	349	-	330	355	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	746	-	-	761	-	-	53	74	343	56	75	337
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	74	-	56	75	-
Stage 1	-	-	-	-	-	-	324	349	-	321	348	-
Stage 2	-	-	-	-	-	-	295	344	-	316	348	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	68.3	103.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	74	746	-	-	761	-	-	88
HCM Lane V/C Ratio	0.239	0.01	-	-	0.007	-	-	0.662
HCM Control Delay (s)	68.3	9.9	0	-	9.8	0	-	103.9
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	3.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1800	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	100		100	200		200	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	1863	1500	1676	1820	0
Flt Permitted	0.167			0.165			0.428			0.674		
Satd. Flow (perm)	295	1863	1500	291	1863	1500	755	1863	1500	1189	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			209			218			143		11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1048			1602			1658			950	
Travel Time (s)		23.8			36.4			37.7			21.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	19	428	261	38	448	285	229	96	114	289	190	34
Future Volume (vph)	19	428	261	38	448	285	229	96	114	289	190	34
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	23	528	322	47	553	352	283	119	141	357	235	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	528	322	47	553	352	283	119	141	357	277	0

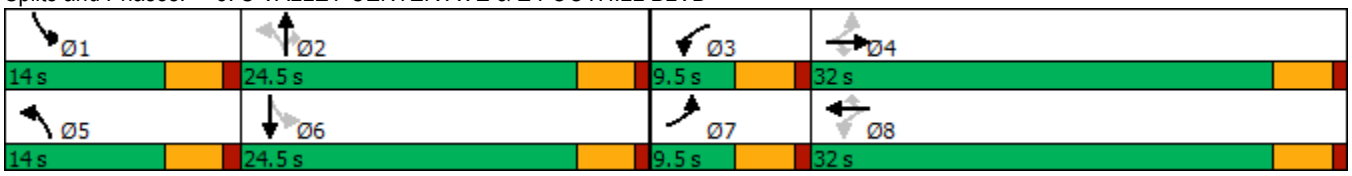
Intersection Summary

8: S VALLEY CENTER AVE & E FOOTHILL BLVD

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	19	428	261	38	448	285	229	96	114	289	190
Future Volume (vph)	19	428	261	38	448	285	229	96	114	289	190
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	32.0	32.0	9.5	32.0	32.0	14.0	24.5	24.5	14.0	24.5
Total Split (%)	11.9%	40.0%	40.0%	11.9%	40.0%	40.0%	17.5%	30.6%	30.6%	17.5%	30.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	28.0	25.2	25.2	28.8	27.0	27.0	29.7	20.2	20.2	30.0	20.4
Actuated g/C Ratio	0.38	0.34	0.34	0.39	0.36	0.36	0.40	0.27	0.27	0.41	0.28
v/c Ratio	0.11	0.83	0.50	0.23	0.81	0.51	0.67	0.23	0.27	0.66	0.54
Control Delay	13.2	36.4	10.3	14.9	33.7	10.4	25.6	24.7	6.2	23.9	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.2	36.4	10.3	14.9	33.7	10.4	25.6	24.7	6.2	23.9	28.5
LOS	B	D	B	B	C	B	C	C	A	C	C
Approach Delay		26.2			24.1			20.4			25.9
Approach LOS		C			C			C			C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 74	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 24.4	Intersection LOS: C
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: S VALLEY CENTER AVE & E FOOTHILL BLVD

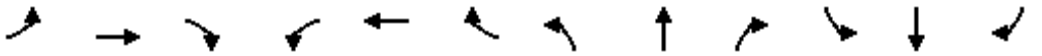


8: S VALLEY CENTER AVE & E FOOTHILL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	32.0	32.0	9.5	32.0	32.0	14.0	24.5	24.5	14.0	24.5
Total Split (%)	11.9%	40.0%	40.0%	11.9%	40.0%	40.0%	17.5%	30.6%	30.6%	17.5%	30.6%
Maximum Green (s)	5.0	27.5	27.5	5.0	27.5	27.5	9.5	20.0	20.0	9.5	20.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0
90th %ile Green (s)	5.0	27.5	27.5	5.0	27.5	27.5	9.5	20.0	20.0	9.5	20.0
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR
70th %ile Green (s)	5.0	27.5	27.5	5.0	27.5	27.5	9.5	20.0	20.0	9.5	20.0
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR
50th %ile Green (s)	0.0	27.5	27.5	5.0	37.0	37.0	9.5	20.0	20.0	9.5	20.0
50th %ile Term Code	Skip	Max	Max	Max	Hold	Hold	Max	MaxR	MaxR	Max	MaxR
30th %ile Green (s)	0.0	24.9	24.9	0.0	24.9	24.9	9.5	20.0	20.0	9.5	20.0
30th %ile Term Code	Skip	Hold	Hold	Skip	Gap	Gap	Max	MaxR	MaxR	Max	MaxR
10th %ile Green (s)	0.0	19.0	19.0	0.0	19.0	19.0	8.8	20.0	20.0	9.5	20.7
10th %ile Term Code	Skip	Hold	Hold	Skip	Gap	Gap	Gap	MaxR	MaxR	Max	Hold

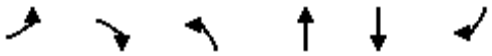
Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 74
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 80
70th %ile Actuated Cycle: 80
50th %ile Actuated Cycle: 80
30th %ile Actuated Cycle: 67.9
10th %ile Actuated Cycle: 62



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	428	261	38	448	285	229	96	114	289	190	34
Future Volume (veh/h)	19	428	261	38	448	285	229	96	114	289	190	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1772	1772	1870	1870
Adj Flow Rate, veh/h	23	528	322	47	553	352	283	119	141	357	235	42
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	605	485	202	635	510	452	500	401	541	413	74
Arrive On Green	0.03	0.32	0.32	0.04	0.34	0.34	0.13	0.27	0.27	0.13	0.27	0.27
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	1545	276
Grp Volume(v), veh/h	23	528	322	47	553	352	283	119	141	357	0	277
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	0	1821
Q Serve(g_s), s	0.7	19.9	13.8	1.4	20.7	15.1	9.1	3.7	5.7	9.5	0.0	9.8
Cycle Q Clear(g_c), s	0.7	19.9	13.8	1.4	20.7	15.1	9.1	3.7	5.7	9.5	0.0	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	176	605	485	202	635	510	452	500	401	541	0	487
V/C Ratio(X)	0.13	0.87	0.66	0.23	0.87	0.69	0.63	0.24	0.35	0.66	0.00	0.57
Avail Cap(c_a), veh/h	245	688	552	244	688	552	452	500	401	541	0	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	23.9	21.8	18.4	23.2	21.3	17.4	21.4	22.2	18.4	0.0	23.7
Incr Delay (d2), s/veh	0.3	10.9	2.5	0.6	11.1	3.3	2.7	1.1	2.4	2.9	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	10.1	4.9	0.5	10.5	5.4	3.6	1.7	2.2	4.8	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	34.8	24.3	19.0	34.3	24.6	20.1	22.6	24.6	21.4	0.0	28.4
LnGrp LOS	B	C	C	B	C	C	C	C	C	C	A	C
Approach Vol, veh/h		873			952			543			634	
Approach Delay, s/veh		30.5			29.9			21.8			24.5	
Approach LOS		C			C			C			C	

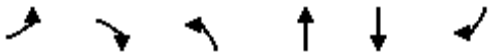
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	24.5	7.6	28.7	14.0	24.5	6.4	29.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	20.0	5.0	27.5	9.5	20.0	5.0	27.5
Max Q Clear Time (g_c+I1), s	11.5	7.7	3.4	21.9	11.1	11.8	2.7	22.7
Green Ext Time (p_c), s	0.0	0.8	0.0	2.3	0.0	1.0	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			178	1180	
Travel Time (s)	8.9			4.0	26.8	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0

Intersection Summary

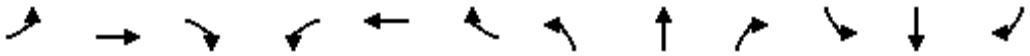
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

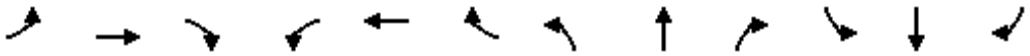
Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1900	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		60	60		60	60		0	60		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.968			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	3426	0	1676	3493	0
Flt Permitted	0.950			0.950			0.583			0.608		
Satd. Flow (perm)	1676	1863	1500	1676	1863	1500	1029	3426	0	1073	3493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		49			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1565			202			630			735	
Travel Time (s)		35.6			4.6			14.3			16.7	

Intersection Summary	
Area Type:	Other



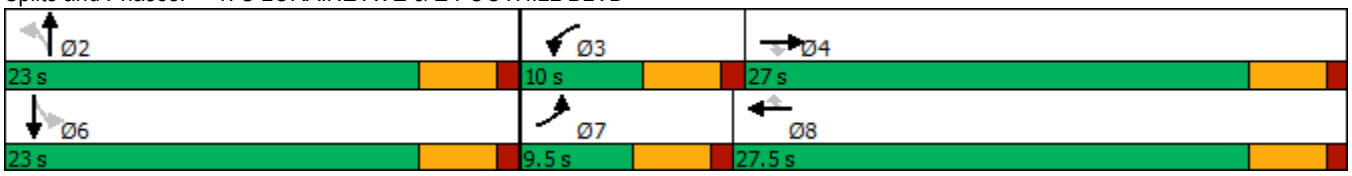
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	41	450	97	44	370	99	47	165	45	117	228	21
Future Volume (vph)	41	450	97	44	370	99	47	165	45	117	228	21
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	45	495	107	48	407	109	52	181	49	129	251	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	495	107	48	407	109	52	230	0	129	274	0

Intersection Summary

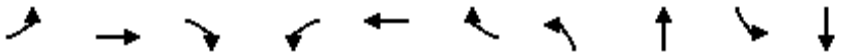
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	41	450	97	44	370	99	47	165	117	228
Future Volume (vph)	41	450	97	44	370	99	47	165	117	228
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Detector Phase	7	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	27.0	27.0	10.0	27.5	27.5	23.0	23.0	23.0	23.0
Total Split (%)	15.8%	45.0%	45.0%	16.7%	45.8%	45.8%	38.3%	38.3%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	5.2	18.1	18.1	5.7	20.1	20.1	19.2	19.2	19.2	19.2
Actuated g/C Ratio	0.10	0.35	0.35	0.11	0.39	0.39	0.37	0.37	0.37	0.37
v/c Ratio	0.27	0.76	0.18	0.26	0.57	0.17	0.14	0.18	0.32	0.21
Control Delay	29.8	24.5	4.0	28.8	16.5	3.9	15.9	11.5	18.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	24.5	4.0	28.8	16.5	3.9	15.9	11.5	18.3	13.6
LOS	C	C	A	C	B	A	B	B	B	B
Approach Delay		21.5			15.1			12.3		15.1
Approach LOS		C			B			B		B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 51.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 55.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: S LORAINE AVE & E FOOTHILL BLVD

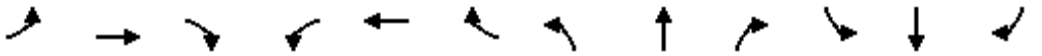


1: S LORAINE AVE & E FOOTHILL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	27.0	27.0	10.0	27.5	27.5	23.0	23.0	23.0	23.0
Total Split (%)	15.8%	45.0%	45.0%	16.7%	45.8%	45.8%	38.3%	38.3%	38.3%	38.3%
Maximum Green (s)	5.0	22.5	22.5	5.5	23.0	23.0	18.5	18.5	18.5	18.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0
90th %ile Green (s)	5.0	22.5	22.5	5.5	23.0	23.0	18.5	18.5	18.5	18.5
90th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR	MaxR	MaxR
70th %ile Green (s)	5.0	22.5	22.5	5.5	23.0	23.0	18.5	18.5	18.5	18.5
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	MaxR	MaxR	MaxR	MaxR
50th %ile Green (s)	0.0	21.1	21.1	5.5	31.1	31.1	18.5	18.5	18.5	18.5
50th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	MaxR	MaxR	MaxR	MaxR
30th %ile Green (s)	0.0	15.0	15.0	0.0	15.0	15.0	18.5	18.5	18.5	18.5
30th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	MaxR	MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	10.8	10.8	0.0	10.8	10.8	18.5	18.5	18.5	18.5
10th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	MaxR	MaxR	MaxR	MaxR

Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 51.9
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 60
70th %ile Actuated Cycle: 60
50th %ile Actuated Cycle: 58.6
30th %ile Actuated Cycle: 42.5
10th %ile Actuated Cycle: 38.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	450	97	44	370	99	47	165	45	117	228	21
Future Volume (veh/h)	41	450	97	44	370	99	47	165	45	117	228	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	45	495	107	48	407	109	52	181	49	129	251	23
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	609	489	82	613	492	464	1007	265	486	1192	108
Arrive On Green	0.05	0.33	0.33	0.05	0.33	0.33	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	1047	2782	733	1090	3294	299
Grp Volume(v), veh/h	45	495	107	48	407	109	52	114	116	129	134	140
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	1047	1777	1738	1090	1777	1816
Q Serve(g_s), s	1.3	12.4	2.6	1.4	9.6	2.7	1.8	2.2	2.3	4.7	2.7	2.7
Cycle Q Clear(g_c), s	1.3	12.4	2.6	1.4	9.6	2.7	4.6	2.2	2.3	7.0	2.7	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		0.16
Lane Grp Cap(c), veh/h	78	609	489	82	613	492	464	643	629	486	643	657
V/C Ratio(X)	0.58	0.81	0.22	0.59	0.66	0.22	0.11	0.18	0.18	0.27	0.21	0.21
Avail Cap(c_a), veh/h	165	823	661	182	842	676	464	643	629	486	643	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	15.8	12.5	23.8	14.8	12.5	12.8	11.1	11.2	13.6	11.3	11.3
Incr Delay (d2), s/veh	6.6	4.6	0.2	6.6	1.2	0.2	0.5	0.6	0.6	1.3	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.3	0.8	0.7	3.7	0.8	0.4	0.9	0.9	1.2	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	20.4	12.7	30.4	16.0	12.7	13.3	11.7	11.8	14.9	12.0	12.0
LnGrp LOS	C	C	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		647			564			282			403	
Approach Delay, s/veh		19.8			16.6			12.0			12.9	
Approach LOS		B			B			B			B	

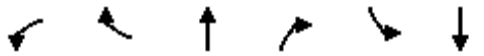
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	7.0	21.1		23.0	6.9	21.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.5	5.5	22.5		18.5	5.0	23.0				
Max Q Clear Time (g_c+I1), s		6.6	3.4	14.4		9.0	3.3	11.6				
Green Ext Time (p_c), s		1.2	0.0	2.2		1.5	0.0	2.2				

Intersection Summary												
HCM 6th Ctrl Delay			16.2									
HCM 6th LOS			B									



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.932		0.987			
Flt Protected	0.976					0.998
Satd. Flow (prot)	1694	0	3493	0	0	3532
Flt Permitted	0.976					0.998
Satd. Flow (perm)	1694	0	3493	0	0	3532
Link Speed (mph)	30		30			30
Link Distance (ft)	867		546			630
Travel Time (s)	19.7		12.4			14.3

Intersection Summary	
Area Type:	Other



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	7	7	249	24	15	351
Future Volume (vph)	7	7	249	24	15	351
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	8	8	286	28	17	403
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	314	0	0	420

Intersection Summary

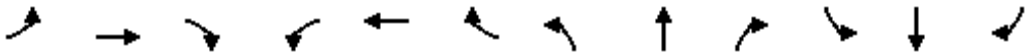
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	7	249	24	15	351
Future Vol, veh/h	7	7	249	24	15	351
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	8	286	28	17	403

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	536	157	0	0	314	0
Stage 1	300	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	475	861	-	-	1243	-
Stage 1	725	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	466	861	-	-	1243	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	767	-	-	-	-	-

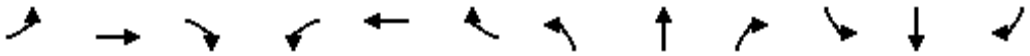
Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	605	1243	-
HCM Lane V/C Ratio	-	-	0.027	0.014	-
HCM Control Delay (s)	-	-	11.1	7.9	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt					0.959			0.995			0.998	
Flt Protected					0.966			0.999			0.999	
Satd. Flow (prot)	0	0	0	0	1726	0	0	3518	0	0	3529	0
Flt Permitted					0.966			0.952			0.952	
Satd. Flow (perm)	0	0	0	0	1726	0	0	3352	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27			8			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		204			776			1474			546	
Travel Time (s)		4.6			17.6			33.5			12.4	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	0	12	0	5	3	274	9	5	345	4
Future Volume (vph)	0	0	0	12	0	5	3	274	9	5	345	4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	14	0	6	4	322	11	6	406	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	20	0	0	337	0	0	417	0

Intersection Summary

Lane Group	WBT	NBL	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	0	3	274	5	345
Future Volume (vph)	0	3	274	5	345
Turn Type	NA	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		2		6	
Detector Phase	8	2	2	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	24.0	36.0	36.0	36.0	36.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0
Total Lost Time (s)	4.5		4.5		4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Max	Max	Max	Max
Act Effct Green (s)	5.8		50.5		50.5
Actuated g/C Ratio	0.11		0.95		0.95
v/c Ratio	0.09		0.11		0.13
Control Delay	10.5		0.8		0.8
Queue Delay	0.0		0.0		0.0
Total Delay	10.5		0.8		0.8
LOS	B		A		A
Approach Delay	10.5		0.8		0.8
Approach LOS	B		A		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 53.2	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.13	
Intersection Signal Delay: 1.0	Intersection LOS: A
Intersection Capacity Utilization 24.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: S LORAINE AVE & E STEFFEN ST

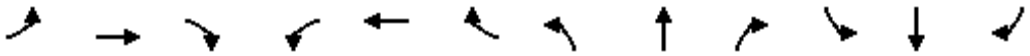


3: S LORAINE AVE & E STEFFEN ST



Lane Group	WBT	NBL	NBT	SBL	SBT
Protected Phases	8		2		6
Permitted Phases		2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	24.0	36.0	36.0	36.0	36.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%	60.0%
Maximum Green (s)	19.5	31.5	31.5	31.5	31.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0
90th %ile Green (s)	6.7	46.5	46.5	46.5	46.5
90th %ile Term Code	Gap	Dwell	Dwell	Dwell	Dwell
70th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
70th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
50th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
50th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
30th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
30th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
10th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
10th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell

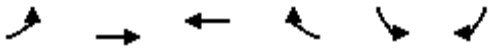
Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 53.2
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 62.2
70th %ile Actuated Cycle: 51
50th %ile Actuated Cycle: 51
30th %ile Actuated Cycle: 51
10th %ile Actuated Cycle: 51



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	12	0	5	3	274	9	5	345	4
Future Volume (veh/h)	0	0	0	12	0	5	3	274	9	5	345	4
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				14	0	6	4	322	11	6	406	5
Peak Hour Factor				0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				30	0	13	94	2596	88	97	2658	32
Arrive On Green				0.02	0.00	0.02	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h				1202	0	515	7	3423	116	10	3504	43
Grp Volume(v), veh/h				20	0	0	177	0	160	219	0	198
Grp Sat Flow(s),veh/h/ln				1718	0	0	1864	0	1681	1862	0	1694
Q Serve(g_s), s				0.5	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.3
Cycle Q Clear(g_c), s				0.5	0.0	0.0	1.0	0.0	1.1	1.3	0.0	1.3
Prop In Lane				0.70		0.30	0.02		0.07	0.03		0.03
Lane Grp Cap(c), veh/h				43	0	0	1502	0	1275	1502	0	1285
V/C Ratio(X)				0.47	0.00	0.00	0.12	0.00	0.13	0.15	0.00	0.15
Avail Cap(c_a), veh/h				806	0	0	1502	0	1275	1502	0	1285
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh				20.0	0.0	0.0	1.3	0.0	1.3	1.4	0.0	1.4
Incr Delay (d2), s/veh				7.8	0.0	0.0	0.2	0.0	0.2	0.2	0.0	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.3	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.8	0.0	0.0	1.5	0.0	1.5	1.6	0.0	1.6
LnGrp LOS				C	A	A	A	A	A	A	A	A
Approach Vol, veh/h					20			337			417	
Approach Delay, s/veh					27.8			1.5			1.6	
Approach LOS					C			A			A	

Timer - Assigned Phs	2			6		8					
Phs Duration (G+Y+Rc), s	36.0			36.0		5.5					
Change Period (Y+Rc), s	4.5			4.5		4.5					
Max Green Setting (Gmax), s	31.5			31.5		19.5					
Max Q Clear Time (g_c+I1), s	3.1			3.3		2.5					
Green Ext Time (p_c), s	2.0			2.6		0.0					

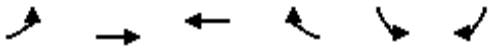
Intersection Summary		
HCM 6th Ctrl Delay	2.2	
HCM 6th LOS	A	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1800	1900	1900	1900	1700	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	150	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Ped Bike Factor						
Frt			0.966			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	3539	3419	0	3072	1500
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1676	3539	3419	0	3072	1500
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			63			115
Link Speed (mph)		30	30		30	
Link Distance (ft)		1469	3035		1474	
Travel Time (s)		33.4	69.0		33.5	

Intersection Summary	
Area Type:	Other

4: ROUTE 66 & S LORAINE AVE



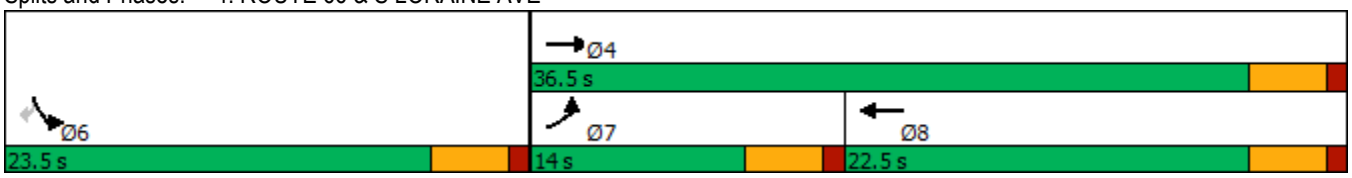
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	141	957	633	182	275	108
Future Volume (vph)	141	957	633	182	275	108
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	150	1018	673	194	293	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	150	1018	867	0	293	115

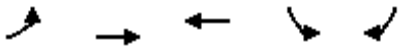
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	141	957	633	275	108
Future Volume (vph)	141	957	633	275	108
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	14.0	36.5	22.5	23.5	23.5
Total Split (%)	23.3%	60.8%	37.5%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	8.7	28.0	17.5	19.3	19.3
Actuated g/C Ratio	0.15	0.50	0.31	0.34	0.34
v/c Ratio	0.58	0.58	0.79	0.28	0.20
Control Delay	33.8	11.2	23.8	15.9	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	11.2	23.8	15.9	4.7
LOS	C	B	C	B	A
Approach Delay		14.1	23.8	12.7	
Approach LOS		B	C	B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 56.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 51.6%	ICU Level of Service A
Analysis Period (min) 15	

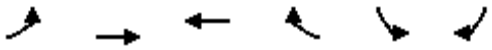
Splits and Phases: 4: ROUTE 66 & S LORAINE AVE





Lane Group	EBL	EBT	WBT	SBL	SBR
Protected Phases	7	4	8	6	
Permitted Phases					6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	14.0	36.5	22.5	23.5	23.5
Total Split (%)	23.3%	60.8%	37.5%	39.2%	39.2%
Maximum Green (s)	9.5	32.0	18.0	19.0	19.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0
90th %ile Green (s)	9.5	32.0	18.0	19.0	19.0
90th %ile Term Code	Max	Max	Max	MaxR	MaxR
70th %ile Green (s)	9.5	32.0	18.0	19.0	19.0
70th %ile Term Code	Max	Hold	Max	MaxR	MaxR
50th %ile Green (s)	9.5	32.0	18.0	19.0	19.0
50th %ile Term Code	Max	Hold	Max	MaxR	MaxR
30th %ile Green (s)	8.9	31.4	18.0	19.0	19.0
30th %ile Term Code	Gap	Hold	Max	MaxR	MaxR
10th %ile Green (s)	0.0	15.0	15.0	19.0	19.0
10th %ile Term Code	Skip	Gap	Hold	MaxR	MaxR

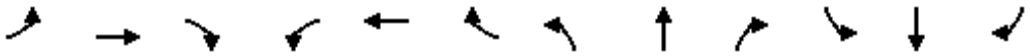
Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 56.5
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 60
70th %ile Actuated Cycle: 60
50th %ile Actuated Cycle: 60
30th %ile Actuated Cycle: 59.4
10th %ile Actuated Cycle: 43



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	141	957	633	182	275	108
Future Volume (veh/h)	141	957	633	182	275	108
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1772	1870	1870	1870	1673	1772
Adj Flow Rate, veh/h	150	1018	673	194	293	115
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	189	1747	811	234	1067	518
Arrive On Green	0.11	0.49	0.30	0.30	0.34	0.34
Sat Flow, veh/h	1688	3647	2815	784	3092	1502
Grp Volume(v), veh/h	150	1018	439	428	293	115
Grp Sat Flow(s),veh/h/ln	1688	1777	1777	1729	1546	1502
Q Serve(g_s), s	4.8	11.2	12.7	12.7	3.8	3.0
Cycle Q Clear(g_c), s	4.8	11.2	12.7	12.7	3.8	3.0
Prop In Lane	1.00			0.45	1.00	1.00
Lane Grp Cap(c), veh/h	189	1747	529	515	1067	518
V/C Ratio(X)	0.79	0.58	0.83	0.83	0.27	0.22
Avail Cap(c_a), veh/h	291	2065	581	565	1067	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	10.0	18.0	18.0	13.1	12.8
Incr Delay (d2), s/veh	8.1	0.3	9.2	9.4	0.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.6	5.9	5.8	1.2	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.9	10.3	27.2	27.5	13.7	13.8
LnGrp LOS	C	B	C	C	B	B
Approach Vol, veh/h		1168	867		408	
Approach Delay, s/veh		13.1	27.3		13.7	
Approach LOS		B	C		B	

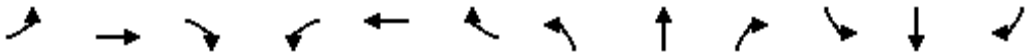
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			31.6		23.5	10.7	20.9
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			32.0		19.0	9.5	18.0
Max Q Clear Time (g_c+I1), s			13.2		5.8	6.8	14.7
Green Ext Time (p_c), s			7.2		1.2	0.1	1.7

Intersection Summary		
HCM 6th Ctrl Delay		18.2
HCM 6th LOS		B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		202			934			438			161	
Travel Time (s)		4.6			21.2			10.0			3.7	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	600	0	0	536	0	0	0	0	0	0	0
Future Volume (vph)	0	600	0	0	536	0	0	0	0	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	723	0	0	646	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	723	0	0	646	0	0	0	0	0	0	0

Intersection Summary

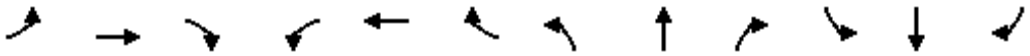
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	600	0	0	536	0	0	0	0	0	0	0
Future Vol, veh/h	0	600	0	0	536	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	723	0	0	646	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	646	0	0	723	0	0	1369	1369	723	1369	1369	646
Stage 1	-	-	-	-	-	-	723	723	-	646	646	-
Stage 2	-	-	-	-	-	-	646	646	-	723	723	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	939	-	-	879	-	-	124	146	426	124	146	472
Stage 1	-	-	-	-	-	-	417	431	-	460	467	-
Stage 2	-	-	-	-	-	-	460	467	-	417	431	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	939	-	-	879	-	-	124	146	426	124	146	472
Mov Cap-2 Maneuver	-	-	-	-	-	-	124	146	-	124	146	-
Stage 1	-	-	-	-	-	-	417	431	-	460	467	-
Stage 2	-	-	-	-	-	-	460	467	-	417	431	-

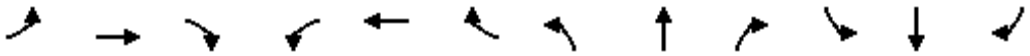
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	939	-	-	879	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.996			0.882				
Flt Protected								0.994				
Satd. Flow (prot)	0	1861	0	0	1855	0	0	1633	0	0	1863	0
Flt Permitted								0.994				
Satd. Flow (perm)	0	1861	0	0	1855	0	0	1633	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		934			403			732			248	
Travel Time (s)		21.2			9.2			16.6			5.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	1	588	6	1	532	16	2	0	12	0	0	0
Future Volume (vph)	1	588	6	1	532	16	2	0	12	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	676	7	1	611	18	2	0	14	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	684	0	0	630	0	0	16	0	0	0	0

Intersection Summary

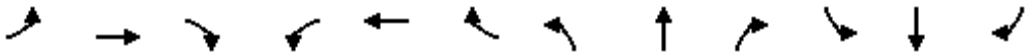
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	588	6	1	532	16	2	0	12	0	0	0
Future Vol, veh/h	1	588	6	1	532	16	2	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	676	7	1	611	18	2	0	14	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	629	0	0	683	0	0	1304	1313	680	1311	1307	620
Stage 1	-	-	-	-	-	-	682	682	-	622	622	-
Stage 2	-	-	-	-	-	-	622	631	-	689	685	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	953	-	-	910	-	-	137	158	451	136	160	488
Stage 1	-	-	-	-	-	-	440	450	-	474	479	-
Stage 2	-	-	-	-	-	-	474	474	-	436	448	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	953	-	-	910	-	-	137	157	451	131	159	488
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	157	-	131	159	-
Stage 1	-	-	-	-	-	-	439	449	-	473	478	-
Stage 2	-	-	-	-	-	-	473	473	-	422	447	-

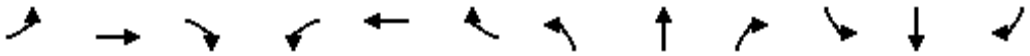
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	16.1	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	340	953	-	-	910	-	-	-
HCM Lane V/C Ratio	0.047	0.001	-	-	0.001	-	-	-
HCM Control Delay (s)	16.1	8.8	0	-	9	0	-	0
HCM Lane LOS	C	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	115		115	200		200	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.990			0.970			0.970	
Flt Protected		0.999			0.999			0.968			0.964	
Satd. Flow (prot)	0	1857	0	0	1842	0	0	1749	0	0	1742	0
Flt Permitted		0.999			0.999			0.968			0.964	
Satd. Flow (perm)	0	1857	0	0	1842	0	0	1749	0	0	1742	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		403			1048			1180			511	
Travel Time (s)		9.2			23.8			26.8			11.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	12	582	8	7	542	44	5	1	2	38	2	11
Future Volume (vph)	12	582	8	7	542	44	5	1	2	38	2	11
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	14	669	9	8	623	51	6	1	2	44	2	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	692	0	0	682	0	0	9	0	0	59	0

Intersection Summary

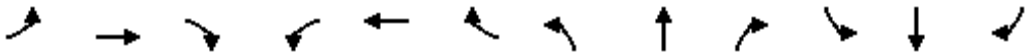
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	582	8	7	542	44	5	1	2	38	2	11
Future Vol, veh/h	12	582	8	7	542	44	5	1	2	38	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	669	9	8	623	51	6	1	2	44	2	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	674	0	0	678	0	0	1374	1392	674	1368	1371	649
Stage 1	-	-	-	-	-	-	702	702	-	665	665	-
Stage 2	-	-	-	-	-	-	672	690	-	703	706	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	917	-	-	914	-	-	123	142	455	124	146	470
Stage 1	-	-	-	-	-	-	429	440	-	449	458	-
Stage 2	-	-	-	-	-	-	445	446	-	428	439	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	917	-	-	914	-	-	115	136	455	119	140	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	115	136	-	119	140	-
Stage 1	-	-	-	-	-	-	418	429	-	438	452	-
Stage 2	-	-	-	-	-	-	425	440	-	414	428	-

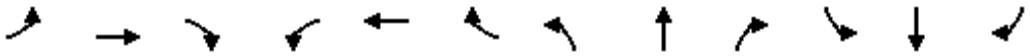
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	31.5	46.6
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	917	-	-	914	-	-	143
HCM Lane V/C Ratio	0.063	0.015	-	-	0.009	-	-	0.41
HCM Control Delay (s)	31.5	9	0	-	9	0	-	46.6
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	1.8



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1800	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	100		100	200		200	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	1863	1500	1676	1811	0
Flt Permitted	0.258			0.221			0.702			0.704		
Satd. Flow (perm)	455	1863	1500	390	1863	1500	1239	1863	1500	1242	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			215			176		16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1048			1602			1658			950	
Travel Time (s)		23.8			36.4			37.7			21.6	

Intersection Summary	
Area Type:	Other



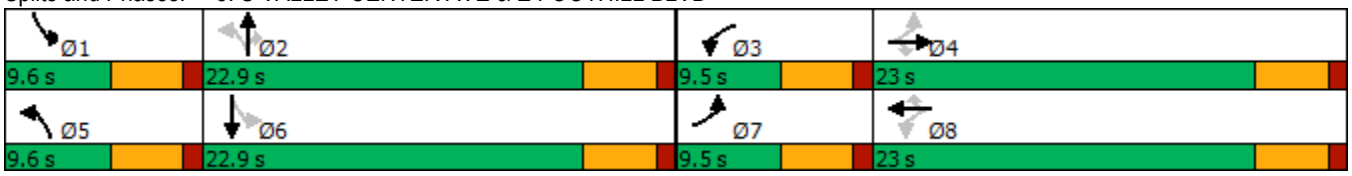
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	14	446	138	20	394	219	196	75	29	222	63	15
Future Volume (vph)	14	446	138	20	394	219	196	75	29	222	63	15
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	15	490	152	22	433	241	215	82	32	244	69	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	490	152	22	433	241	215	82	32	244	85	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	14	446	138	20	394	219	196	75	29	222	63
Future Volume (vph)	14	446	138	20	394	219	196	75	29	222	63
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	23.0	23.0	9.5	23.0	23.0	9.6	22.9	22.9	9.6	22.9
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.8%	35.2%	35.2%	14.8%	35.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	18.9	18.1	18.1	18.9	18.1	18.1	23.6	18.5	18.5	23.6	18.5
Actuated g/C Ratio	0.33	0.32	0.32	0.33	0.32	0.32	0.41	0.33	0.33	0.41	0.33
v/c Ratio	0.06	0.83	0.26	0.09	0.73	0.39	0.39	0.14	0.05	0.44	0.14
Control Delay	12.1	33.8	3.8	12.6	27.7	5.9	12.6	15.7	0.2	13.5	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	33.8	3.8	12.6	27.7	5.9	12.6	15.7	0.2	13.5	13.5
LOS	B	C	A	B	C	A	B	B	A	B	B
Approach Delay		26.4			19.7			12.2			13.5
Approach LOS		C			B			B			B

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 56.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 19.6	Intersection LOS: B
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

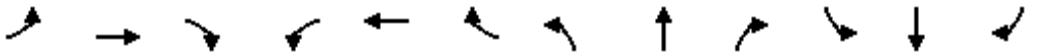
Splits and Phases: 8: S VALLEY CENTER AVE & E FOOTHILL BLVD





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	23.0	23.0	9.5	23.0	23.0	9.6	22.9	22.9	9.6	22.9
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.8%	35.2%	35.2%	14.8%	35.2%
Maximum Green (s)	5.0	18.5	18.5	5.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0
90th %ile Green (s)	5.0	18.5	18.5	5.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR
70th %ile Green (s)	0.0	18.5	18.5	0.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
70th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Max	MaxR	MaxR	Max	MaxR
50th %ile Green (s)	0.0	18.5	18.5	0.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
50th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Max	MaxR	MaxR	Max	MaxR
30th %ile Green (s)	0.0	18.5	18.5	0.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
30th %ile Term Code	Skip	Max	Max	Skip	Hold	Hold	Max	MaxR	MaxR	Max	MaxR
10th %ile Green (s)	0.0	16.0	16.0	0.0	16.0	16.0	5.1	18.4	18.4	5.1	18.4
10th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	Max	MaxR	MaxR	Max	MaxR

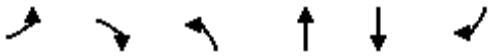
Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 56.9
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 65
70th %ile Actuated Cycle: 55.5
50th %ile Actuated Cycle: 55.5
30th %ile Actuated Cycle: 55.5
10th %ile Actuated Cycle: 53



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	446	138	20	394	219	196	75	29	222	63	15
Future Volume (veh/h)	14	446	138	20	394	219	196	75	29	222	63	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1772	1772	1870	1870
Adj Flow Rate, veh/h	15	490	152	22	433	241	215	82	32	244	69	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	546	439	192	560	449	593	566	454	588	444	103
Arrive On Green	0.02	0.29	0.29	0.03	0.30	0.30	0.08	0.30	0.30	0.08	0.30	0.30
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	1469	341
Grp Volume(v), veh/h	15	490	152	22	433	241	215	82	32	244	0	85
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	0	1809
Q Serve(g_s), s	0.4	15.3	4.8	0.5	12.8	8.1	5.1	1.9	0.9	5.1	0.0	2.1
Cycle Q Clear(g_c), s	0.4	15.3	4.8	0.5	12.8	8.1	5.1	1.9	0.9	5.1	0.0	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	213	546	439	192	560	449	593	566	454	588	0	547
V/C Ratio(X)	0.07	0.90	0.35	0.11	0.77	0.54	0.36	0.14	0.07	0.42	0.00	0.16
Avail Cap(c_a), veh/h	321	569	457	288	569	457	593	566	454	588	0	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	20.6	17.0	16.3	19.4	17.8	13.3	15.5	15.1	13.7	0.0	15.5
Incr Delay (d2), s/veh	0.1	16.5	0.5	0.3	6.5	1.2	0.4	0.5	0.3	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.5	1.6	0.2	6.1	2.7	1.9	0.8	0.3	2.2	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	37.2	17.4	16.6	25.9	19.0	13.6	16.0	15.4	14.2	0.0	16.1
LnGrp LOS	B	D	B	B	C	B	B	B	B	B	A	B
Approach Vol, veh/h		657			696			329			329	
Approach Delay, s/veh		32.1			23.2			14.4			14.7	
Approach LOS		C			C			B			B	

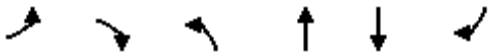
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	22.9	6.1	22.3	9.6	22.9	5.6	22.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	18.4	5.0	18.5	5.1	18.4	5.0	18.5
Max Q Clear Time (g_c+I1), s	7.1	3.9	2.5	17.3	7.1	4.1	2.4	14.8
Green Ext Time (p_c), s	0.0	0.4	0.0	0.5	0.0	0.3	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			178	1180	
Travel Time (s)	8.9			4.0	26.8	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0

Intersection Summary

Intersection	
Int Delay, s/veh	0

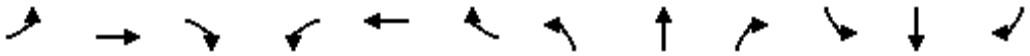
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

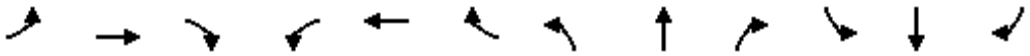
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Forecast Opening Year With Project Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1900	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		60	60		60	60		0	60		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.962			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	3405	0	1676	3472	0
Flt Permitted	0.950			0.950			0.387			0.469		
Satd. Flow (perm)	1676	1863	1500	1676	1863	1500	683	3405	0	828	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94			94		74			25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1565			202			630			735	
Travel Time (s)		35.6			4.6			14.3			16.7	

Intersection Summary	
Area Type:	Other



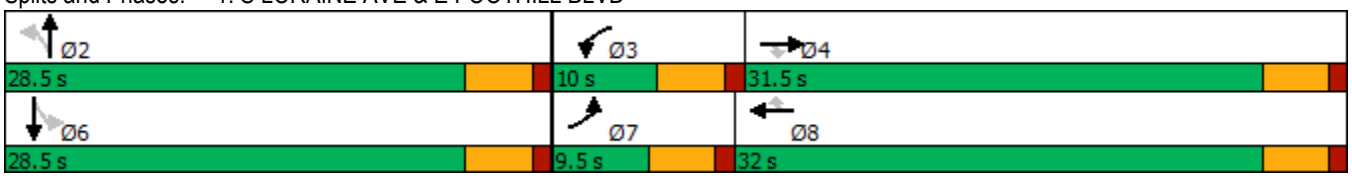
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	30	425	70	63	507	150	61	262	90	176	386	57
Future Volume (vph)	30	425	70	63	507	150	61	262	90	176	386	57
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	37	518	85	77	618	183	74	320	110	215	471	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	518	85	77	618	183	74	430	0	215	541	0

Intersection Summary

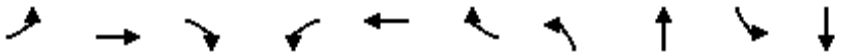
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	30	425	70	63	507	150	61	262	176	386
Future Volume (vph)	30	425	70	63	507	150	61	262	176	386
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Detector Phase	7	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	31.5	31.5	10.0	32.0	32.0	28.5	28.5	28.5	28.5
Total Split (%)	13.6%	45.0%	45.0%	14.3%	45.7%	45.7%	40.7%	40.7%	40.7%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	5.1	22.8	22.8	5.6	26.9	26.9	24.4	24.4	24.4	24.4
Actuated g/C Ratio	0.08	0.36	0.36	0.09	0.42	0.42	0.38	0.38	0.38	0.38
v/c Ratio	0.28	0.78	0.14	0.53	0.79	0.27	0.28	0.32	0.68	0.40
Control Delay	36.1	28.2	3.8	45.9	26.2	8.1	20.2	13.6	33.6	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	28.2	3.8	45.9	26.2	8.1	20.2	13.6	33.6	16.4
LOS	D	C	A	D	C	A	C	B	C	B
Approach Delay		25.4			24.2			14.6		21.3
Approach LOS		C			C			B		C

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 64	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 21.9	Intersection LOS: C
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: S LORAINE AVE & E FOOTHILL BLVD

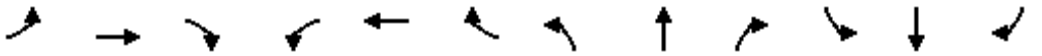


1: S LORAINE AVE & E FOOTHILL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	31.5	31.5	10.0	32.0	32.0	28.5	28.5	28.5	28.5
Total Split (%)	13.6%	45.0%	45.0%	14.3%	45.7%	45.7%	40.7%	40.7%	40.7%	40.7%
Maximum Green (s)	5.0	27.0	27.0	5.5	27.5	27.5	24.0	24.0	24.0	24.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0
90th %ile Green (s)	5.0	27.0	27.0	5.5	27.5	27.5	24.0	24.0	24.0	24.0
90th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR	MaxR	MaxR
70th %ile Green (s)	5.0	27.0	27.0	5.5	27.5	27.5	24.0	24.0	24.0	24.0
70th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR	MaxR	MaxR
50th %ile Green (s)	0.0	24.1	24.1	5.5	34.1	34.1	24.0	24.0	24.0	24.0
50th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	MaxR	MaxR	MaxR	MaxR
30th %ile Green (s)	0.0	20.3	20.3	5.5	30.3	30.3	24.0	24.0	24.0	24.0
30th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	MaxR	MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	16.4	16.4	0.0	16.4	16.4	24.0	24.0	24.0	24.0
10th %ile Term Code	Skip	Hold	Hold	Skip	Gap	Gap	MaxR	MaxR	MaxR	MaxR

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 64
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 70
70th %ile Actuated Cycle: 70
50th %ile Actuated Cycle: 67.1
30th %ile Actuated Cycle: 63.3
10th %ile Actuated Cycle: 49.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	425	70	63	507	150	61	262	90	176	386	57
Future Volume (veh/h)	30	425	70	63	507	150	61	262	90	176	386	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	37	518	85	77	618	183	74	320	110	215	471	70
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	665	534	98	704	565	328	978	330	372	1165	172
Arrive On Green	0.04	0.36	0.36	0.06	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	819	2608	880	908	3105	459
Grp Volume(v), veh/h	37	518	85	77	618	183	74	216	214	215	268	273
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	819	1777	1712	908	1777	1788
Q Serve(g_s), s	1.4	15.8	2.5	2.9	19.7	5.5	4.7	5.5	5.7	14.2	7.1	7.2
Cycle Q Clear(g_c), s	1.4	15.8	2.5	2.9	19.7	5.5	11.9	5.5	5.7	19.9	7.1	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		0.26
Lane Grp Cap(c), veh/h	64	665	534	98	704	565	328	666	642	372	666	671
V/C Ratio(X)	0.58	0.78	0.16	0.78	0.88	0.32	0.23	0.32	0.33	0.58	0.40	0.41
Avail Cap(c_a), veh/h	132	789	634	145	804	645	328	666	642	372	666	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	18.4	14.1	29.7	18.6	14.2	19.1	14.2	14.3	21.4	14.7	14.7
Incr Delay (d2), s/veh	8.2	4.2	0.1	15.1	9.9	0.3	1.6	1.3	1.4	6.4	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.9	0.8	1.5	9.5	1.8	1.0	2.3	2.3	3.4	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	22.6	14.2	44.9	28.5	14.5	20.7	15.5	15.7	27.8	16.5	16.6
LnGrp LOS	D	C	B	D	C	B	C	B	B	C	B	B
Approach Vol, veh/h		640			878			504			756	
Approach Delay, s/veh		22.4			27.0			16.3			19.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.5	8.2	27.3		28.5	6.9	28.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.0	5.5	27.0		24.0	5.0	27.5				
Max Q Clear Time (g_c+I1), s		13.9	4.9	17.8		21.9	3.4	21.7				
Green Ext Time (p_c), s		2.2	0.0	2.5		1.0	0.0	2.4				

Intersection Summary												
HCM 6th Ctrl Delay			22.0									
HCM 6th LOS			C									



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.902		0.993			
Flt Protected	0.986					0.999
Satd. Flow (prot)	1657	0	3514	0	0	3536
Flt Permitted	0.986					0.999
Satd. Flow (perm)	1657	0	3514	0	0	3536
Link Speed (mph)	30		30			30
Link Distance (ft)	867		546			630
Travel Time (s)	19.7		12.4			14.3

Intersection Summary	
Area Type:	Other



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	12	31	382	18	9	498
Future Volume (vph)	12	31	382	18	9	498
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	15	39	478	23	11	623
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	501	0	0	634

Intersection Summary

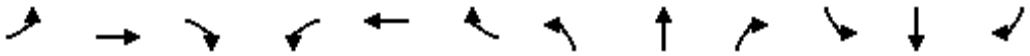
Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	31	382	18	9	498
Future Vol, veh/h	12	31	382	18	9	498
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	39	478	23	11	623

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	824	251	0	0	501	0
Stage 1	490	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	311	749	-	-	1059	-
Stage 1	581	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	306	749	-	-	1059	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	686	-	-	-	-	-

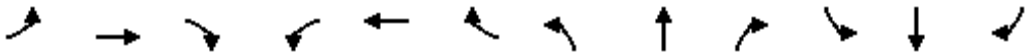
Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	533	1059	-
HCM Lane V/C Ratio	-	-	0.101	0.011	-
HCM Control Delay (s)	-	-	12.5	8.4	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt					0.960			0.997			0.997	
Flt Protected					0.966			0.999				
Satd. Flow (prot)	0	0	0	0	1727	0	0	3525	0	0	3529	0
Flt Permitted					0.966			0.945			0.953	
Satd. Flow (perm)	0	0	0	0	1727	0	0	3335	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27			5			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		204			776			1474			546	
Travel Time (s)		4.6			17.6			33.5			12.4	

Intersection Summary	
Area Type:	Other



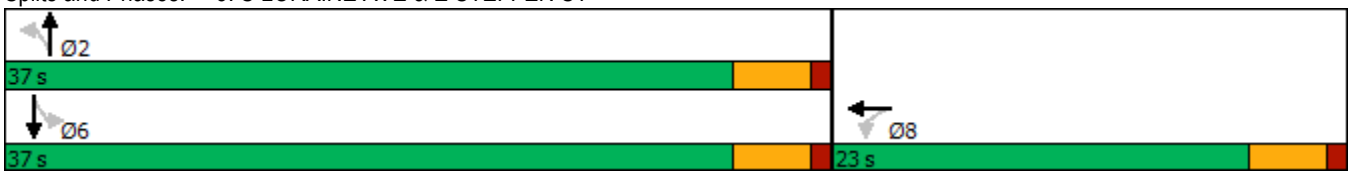
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	0	16	0	7	8	383	8	3	498	11
Future Volume (vph)	0	0	0	16	0	7	8	383	8	3	498	11
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	19	0	8	10	461	10	4	600	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	27	0	0	481	0	0	617	0

Intersection Summary

Lane Group	WBT	NBL	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	0	8	383	3	498
Future Volume (vph)	0	8	383	3	498
Turn Type	NA	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		2		6	
Detector Phase	8	2	2	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	23.0	37.0	37.0	37.0	37.0
Total Split (%)	38.3%	61.7%	61.7%	61.7%	61.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0
Total Lost Time (s)	4.5		4.5		4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Max	Max	Max	Max
Act Effct Green (s)	6.0		51.6		51.6
Actuated g/C Ratio	0.11		0.95		0.95
v/c Ratio	0.13		0.15		0.19
Control Delay	12.4		0.9		0.9
Queue Delay	0.0		0.0		0.0
Total Delay	12.4		0.9		0.9
LOS	B		A		A
Approach Delay	12.4		0.9		0.9
Approach LOS	B		A		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 54.4	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.19	
Intersection Signal Delay: 1.2	Intersection LOS: A
Intersection Capacity Utilization 28.2%	ICU Level of Service A
Analysis Period (min) 15	

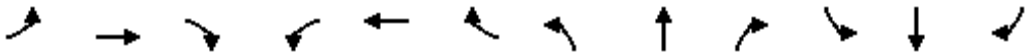
Splits and Phases: 3: S LORAINE AVE & E STEFFEN ST





Lane Group	WBT	NBL	NBT	SBL	SBT
Protected Phases	8		2		6
Permitted Phases		2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	23.0	37.0	37.0	37.0	37.0
Total Split (%)	38.3%	61.7%	61.7%	61.7%	61.7%
Maximum Green (s)	18.5	32.5	32.5	32.5	32.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0
90th %ile Green (s)	7.3	47.5	47.5	47.5	47.5
90th %ile Term Code	Gap	Dwell	Dwell	Dwell	Dwell
70th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
70th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
50th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
50th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
30th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
30th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
10th %ile Green (s)	0.0	47.5	47.5	47.5	47.5
10th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell

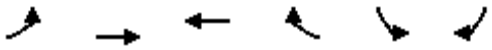
Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 54.4
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 63.8
70th %ile Actuated Cycle: 52
50th %ile Actuated Cycle: 52
30th %ile Actuated Cycle: 52
10th %ile Actuated Cycle: 52



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	16	0	7	8	383	8	3	498	11
Future Volume (veh/h)	0	0	0	16	0	7	8	383	8	3	498	11
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				19	0	8	10	461	10	4	600	13
Peak Hour Factor				0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				39	0	16	102	2607	56	88	2635	57
Arrive On Green				0.03	0.00	0.03	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h				1209	0	509	20	3439	74	4	3477	75
Grp Volume(v), veh/h				27	0	0	252	0	229	324	0	293
Grp Sat Flow(s),veh/h/ln				1718	0	0	1844	0	1689	1867	0	1689
Q Serve(g_s), s				0.7	0.0	0.0	0.0	0.0	1.6	0.0	0.0	2.2
Cycle Q Clear(g_c), s				0.7	0.0	0.0	1.6	0.0	1.6	2.2	0.0	2.2
Prop In Lane				0.70		0.30	0.04		0.04	0.01		0.04
Lane Grp Cap(c), veh/h				55	0	0	1485	0	1280	1500	0	1280
V/C Ratio(X)				0.49	0.00	0.00	0.17	0.00	0.18	0.22	0.00	0.23
Avail Cap(c_a), veh/h				741	0	0	1485	0	1280	1500	0	1280
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh				20.4	0.0	0.0	1.5	0.0	1.5	1.5	0.0	1.5
Incr Delay (d2), s/veh				6.6	0.0	0.0	0.2	0.0	0.3	0.3	0.0	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.3	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.0	0.0	0.0	1.7	0.0	1.8	1.8	0.0	1.9
LnGrp LOS				C	A	A	A	A	A	A	A	A
Approach Vol, veh/h					27			481			617	
Approach Delay, s/veh					27.0			1.7			1.9	
Approach LOS					C			A			A	

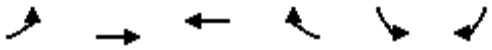
Timer - Assigned Phs	2		6		8							
Phs Duration (G+Y+Rc), s	37.0		37.0		5.9							
Change Period (Y+Rc), s	4.5		4.5		4.5							
Max Green Setting (Gmax), s	32.5		32.5		18.5							
Max Q Clear Time (g_c+I1), s	3.6		4.2		2.7							
Green Ext Time (p_c), s	3.1		4.1		0.1							

Intersection Summary		
HCM 6th Ctrl Delay	2.4	
HCM 6th LOS	A	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1800	1900	1900	1900	1700	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	150	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Ped Bike Factor						
Frt			0.969			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	3539	3429	0	3072	1500
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1676	3539	3429	0	3072	1500
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			56			176
Link Speed (mph)		30	30		30	
Link Distance (ft)		1469	3035		1474	
Travel Time (s)		33.4	69.0		33.5	

Intersection Summary	
Area Type:	Other



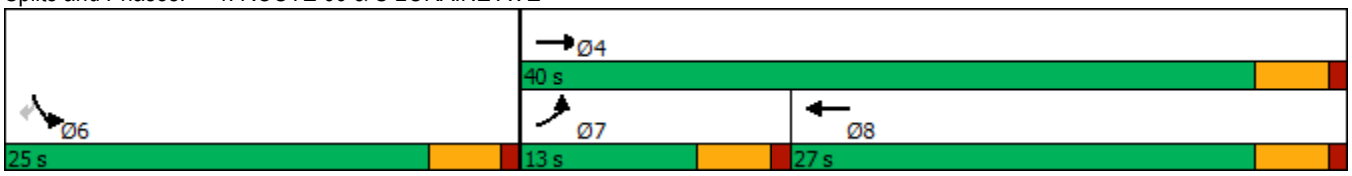
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	153	684	834	220	356	160
Future Volume (vph)	153	684	834	220	356	160
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	168	752	916	242	391	176
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	752	1158	0	391	176

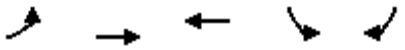
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	153	684	834	356	160
Future Volume (vph)	153	684	834	356	160
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	13.0	40.0	27.0	25.0	25.0
Total Split (%)	20.0%	61.5%	41.5%	38.5%	38.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	8.4	35.4	22.5	20.5	20.5
Actuated g/C Ratio	0.13	0.55	0.35	0.32	0.32
v/c Ratio	0.77	0.39	0.95	0.40	0.30
Control Delay	53.7	9.3	37.1	19.0	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	9.3	37.1	19.0	4.6
LOS	D	A	D	B	A
Approach Delay		17.4	37.1	14.5	
Approach LOS		B	D	B	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 64.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 25.4	Intersection LOS: C
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

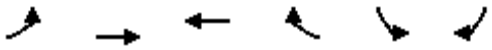
Splits and Phases: 4: ROUTE 66 & S LORAINE AVE





Lane Group	EBL	EBT	WBT	SBL	SBR
Protected Phases	7	4	8	6	
Permitted Phases					6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	13.0	40.0	27.0	25.0	25.0
Total Split (%)	20.0%	61.5%	41.5%	38.5%	38.5%
Maximum Green (s)	8.5	35.5	22.5	20.5	20.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0
90th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
90th %ile Term Code	Max	Hold	Max	MaxR	MaxR
70th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
70th %ile Term Code	Max	Hold	Max	MaxR	MaxR
50th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
50th %ile Term Code	Max	Hold	Max	MaxR	MaxR
30th %ile Green (s)	8.5	35.5	22.5	20.5	20.5
30th %ile Term Code	Max	Hold	Max	MaxR	MaxR
10th %ile Green (s)	8.0	35.0	22.5	20.5	20.5
10th %ile Term Code	Gap	Hold	Max	MaxR	MaxR

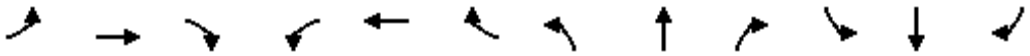
Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 64.9
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 65
70th %ile Actuated Cycle: 65
50th %ile Actuated Cycle: 65
30th %ile Actuated Cycle: 65
10th %ile Actuated Cycle: 64.5



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	153	684	834	220	356	160
Future Volume (veh/h)	153	684	834	220	356	160
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1772	1870	1870	1870	1673	1772
Adj Flow Rate, veh/h	168	752	916	242	391	176
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	206	1925	973	257	985	478
Arrive On Green	0.12	0.54	0.35	0.35	0.32	0.32
Sat Flow, veh/h	1688	3647	2875	734	3092	1502
Grp Volume(v), veh/h	168	752	585	573	391	176
Grp Sat Flow(s),veh/h/ln	1688	1777	1777	1738	1546	1502
Q Serve(g_s), s	6.2	7.9	20.5	20.6	6.3	5.8
Cycle Q Clear(g_c), s	6.2	7.9	20.5	20.6	6.3	5.8
Prop In Lane	1.00			0.42	1.00	1.00
Lane Grp Cap(c), veh/h	206	1925	621	608	985	478
V/C Ratio(X)	0.82	0.39	0.94	0.94	0.40	0.37
Avail Cap(c_a), veh/h	223	1961	621	608	985	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	8.6	20.3	20.3	17.1	16.9
Incr Delay (d2), s/veh	19.3	0.1	22.6	23.4	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	2.6	11.5	11.4	2.2	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.9	8.7	42.9	43.7	18.3	19.1
LnGrp LOS	D	A	D	D	B	B
Approach Vol, veh/h		920	1158		567	
Approach Delay, s/veh		15.7	43.3		18.5	
Approach LOS		B	D		B	

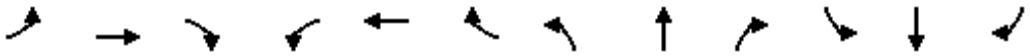
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			39.3		25.0	12.3	27.0
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			35.5		20.5	8.5	22.5
Max Q Clear Time (g_c+I1), s			9.9		8.3	8.2	22.6
Green Ext Time (p_c), s			5.7		1.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt											0.865	
Flt Protected								0.950				
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1770	0	0	1611	0
Flt Permitted								0.950				
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1770	0	0	1611	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		202			934			438			161	
Travel Time (s)		4.6			21.2			10.0			3.7	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	688	1	2	729	0	1	0	0	0	0	1
Future Volume (vph)	0	688	1	2	729	0	1	0	0	0	0	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	894	1	3	947	0	1	0	0	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	895	0	0	950	0	0	1	0	0	1	0

Intersection Summary

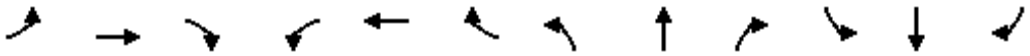
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	688	1	2	729	0	1	0	0	0	0	1
Future Vol, veh/h	0	688	1	2	729	0	1	0	0	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	894	1	3	947	0	1	0	0	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	947	0	0	895	0	0	1849	1848	895	1848	1848	947
Stage 1	-	-	-	-	-	-	895	895	-	953	953	-
Stage 2	-	-	-	-	-	-	954	953	-	895	895	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	725	-	-	758	-	-	57	75	339	57	75	317
Stage 1	-	-	-	-	-	-	335	359	-	311	338	-
Stage 2	-	-	-	-	-	-	311	338	-	335	359	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	725	-	-	758	-	-	56	74	339	57	74	317
Mov Cap-2 Maneuver	-	-	-	-	-	-	56	74	-	57	74	-
Stage 1	-	-	-	-	-	-	335	359	-	311	335	-
Stage 2	-	-	-	-	-	-	307	335	-	335	359	-

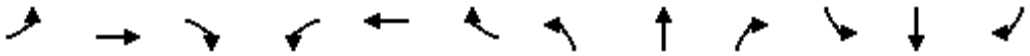
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	70.8	16.4
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	56	725	-	-	758	-	-	317
HCM Lane V/C Ratio	0.023	-	-	-	0.003	-	-	0.004
HCM Control Delay (s)	70.8	0	-	-	9.8	0	-	16.4
HCM Lane LOS	F	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999						0.865			0.865	
Flt Protected					0.999							
Satd. Flow (prot)	0	1861	0	0	1861	0	0	1611	0	0	1611	0
Flt Permitted					0.999							
Satd. Flow (perm)	0	1861	0	0	1861	0	0	1611	0	0	1611	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		934			403			732			248	
Travel Time (s)		21.2			9.2			16.6			5.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	691	3	8	702	1	0	0	13	0	0	1
Future Volume (vph)	0	691	3	8	702	1	0	0	13	0	0	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	909	4	11	924	1	0	0	17	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	913	0	0	936	0	0	17	0	0	1	0

Intersection Summary

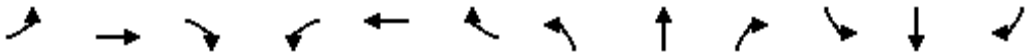
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	691	3	8	702	1	0	0	13	0	0	1
Future Vol, veh/h	0	691	3	8	702	1	0	0	13	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	909	4	11	924	1	0	0	17	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	925	0	0	913	0	0	1858	1858	911	1867	1860	925
Stage 1	-	-	-	-	-	-	911	911	-	947	947	-
Stage 2	-	-	-	-	-	-	947	947	-	920	913	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	739	-	-	746	-	-	56	73	332	55	73	326
Stage 1	-	-	-	-	-	-	328	353	-	314	340	-
Stage 2	-	-	-	-	-	-	314	340	-	325	352	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	739	-	-	746	-	-	54	71	332	51	71	326
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	71	-	51	71	-
Stage 1	-	-	-	-	-	-	328	353	-	314	330	-
Stage 2	-	-	-	-	-	-	303	330	-	308	352	-

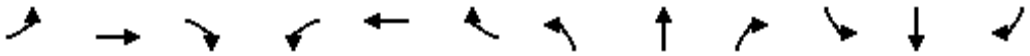
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	16.4	16.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	332	739	-	-	746	-	-	326
HCM Lane V/C Ratio	0.052	-	-	-	0.014	-	-	0.004
HCM Control Delay (s)	16.4	0	-	-	9.9	0	-	16.1
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	115		115	200		200	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.996			0.929			0.942	
Flt Protected					0.999			0.981			0.972	
Satd. Flow (prot)	0	1859	0	0	1853	0	0	1698	0	0	1706	0
Flt Permitted					0.999			0.981			0.972	
Satd. Flow (perm)	0	1859	0	0	1853	0	0	1698	0	0	1706	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		403			1048			1180			511	
Travel Time (s)		9.2			23.8			26.8			11.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	6	695	9	9	699	19	12	2	16	26	0	20
Future Volume (vph)	6	695	9	9	699	19	12	2	16	26	0	20
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	880	11	11	885	24	15	3	20	33	0	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	899	0	0	920	0	0	38	0	0	58	0

Intersection Summary

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	695	9	9	699	19	12	2	16	26	0	20
Future Vol, veh/h	6	695	9	9	699	19	12	2	16	26	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	880	11	11	885	24	15	3	20	33	0	25

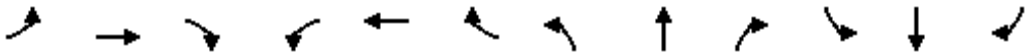
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	909	0	0	891	0	0	1834	1833	886	1832	1826	897
Stage 1	-	-	-	-	-	-	902	902	-	919	919	-
Stage 2	-	-	-	-	-	-	932	931	-	913	907	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	749	-	-	761	-	-	59	76	343	59	77	339
Stage 1	-	-	-	-	-	-	332	356	-	325	350	-
Stage 2	-	-	-	-	-	-	320	346	-	328	355	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	749	-	-	761	-	-	53	72	343	52	73	339
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	72	-	52	73	-
Stage 1	-	-	-	-	-	-	325	349	-	318	340	-
Stage 2	-	-	-	-	-	-	288	336	-	300	348	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	61.5	118.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	100	749	-	-	761	-	-	82
HCM Lane V/C Ratio	0.38	0.01	-	-	0.015	-	-	0.71
HCM Control Delay (s)	61.5	9.9	0	-	9.8	0	-	118.9
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.5	0	-	-	0	-	-	3.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1800	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	100		100	200		200	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	1863	1500	1676	1820	0
Flt Permitted	0.165			0.160			0.426			0.677		
Satd. Flow (perm)	291	1863	1500	282	1863	1500	752	1863	1500	1195	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			210			218			143		11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1048			1602			1658			950	
Travel Time (s)		23.8			36.4			37.7			21.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	20	430	264	38	449	285	230	96	114	289	190	34
Future Volume (vph)	20	430	264	38	449	285	230	96	114	289	190	34
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	25	531	326	47	554	352	284	119	141	357	235	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	531	326	47	554	352	284	119	141	357	277	0

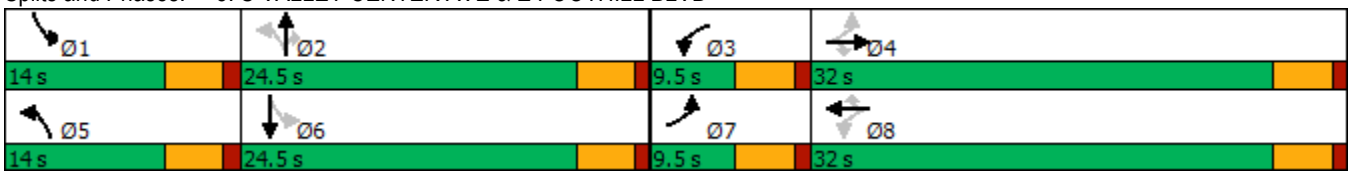
Intersection Summary

8: S VALLEY CENTER AVE & E FOOTHILL BLVD

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	20	430	264	38	449	285	230	96	114	289	190
Future Volume (vph)	20	430	264	38	449	285	230	96	114	289	190
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	32.0	32.0	9.5	32.0	32.0	14.0	24.5	24.5	14.0	24.5
Total Split (%)	11.9%	40.0%	40.0%	11.9%	40.0%	40.0%	17.5%	30.6%	30.6%	17.5%	30.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	28.0	25.2	25.2	28.8	27.0	27.0	29.7	20.2	20.2	30.0	20.4
Actuated g/C Ratio	0.38	0.34	0.34	0.39	0.36	0.36	0.40	0.27	0.27	0.41	0.28
v/c Ratio	0.12	0.84	0.50	0.23	0.82	0.51	0.68	0.23	0.27	0.65	0.54
Control Delay	13.3	36.8	10.5	15.0	33.7	10.4	25.8	24.7	6.2	23.9	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	36.8	10.5	15.0	33.7	10.4	25.8	24.7	6.2	23.9	28.5
LOS	B	D	B	B	C	B	C	C	A	C	C
Approach Delay		26.4			24.2			20.5			25.9
Approach LOS		C			C			C			C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 74	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 24.5	Intersection LOS: C
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

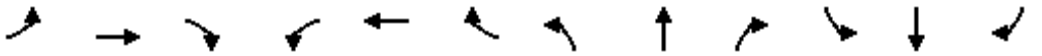
Splits and Phases: 8: S VALLEY CENTER AVE & E FOOTHILL BLVD





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	32.0	32.0	9.5	32.0	32.0	14.0	24.5	24.5	14.0	24.5
Total Split (%)	11.9%	40.0%	40.0%	11.9%	40.0%	40.0%	17.5%	30.6%	30.6%	17.5%	30.6%
Maximum Green (s)	5.0	27.5	27.5	5.0	27.5	27.5	9.5	20.0	20.0	9.5	20.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0
90th %ile Green (s)	5.0	27.5	27.5	5.0	27.5	27.5	9.5	20.0	20.0	9.5	20.0
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR
70th %ile Green (s)	5.0	27.5	27.5	5.0	27.5	27.5	9.5	20.0	20.0	9.5	20.0
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR
50th %ile Green (s)	0.0	27.5	27.5	5.0	37.0	37.0	9.5	20.0	20.0	9.5	20.0
50th %ile Term Code	Skip	Max	Max	Max	Hold	Hold	Max	MaxR	MaxR	Max	MaxR
30th %ile Green (s)	0.0	25.0	25.0	0.0	25.0	25.0	9.5	20.0	20.0	9.5	20.0
30th %ile Term Code	Skip	Hold	Hold	Skip	Gap	Gap	Max	MaxR	MaxR	Max	MaxR
10th %ile Green (s)	0.0	19.0	19.0	0.0	19.0	19.0	8.9	20.0	20.0	9.5	20.6
10th %ile Term Code	Skip	Hold	Hold	Skip	Gap	Gap	Gap	MaxR	MaxR	Max	Hold

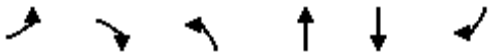
Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 74
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 80
70th %ile Actuated Cycle: 80
50th %ile Actuated Cycle: 80
30th %ile Actuated Cycle: 68
10th %ile Actuated Cycle: 62



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	430	264	38	449	285	230	96	114	289	190	34
Future Volume (veh/h)	20	430	264	38	449	285	230	96	114	289	190	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1772	1772	1870	1870
Adj Flow Rate, veh/h	25	531	326	47	554	352	284	119	141	357	235	42
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	607	487	201	634	509	451	499	401	540	412	74
Arrive On Green	0.03	0.32	0.32	0.04	0.34	0.34	0.13	0.27	0.27	0.13	0.27	0.27
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	1545	276
Grp Volume(v), veh/h	25	531	326	47	554	352	284	119	141	357	0	277
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	0	1821
Q Serve(g_s), s	0.7	20.1	14.0	1.4	20.8	15.2	9.2	3.7	5.7	9.5	0.0	9.9
Cycle Q Clear(g_c), s	0.7	20.1	14.0	1.4	20.8	15.2	9.2	3.7	5.7	9.5	0.0	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	177	607	487	201	634	509	451	499	401	540	0	486
V/C Ratio(X)	0.14	0.88	0.67	0.23	0.87	0.69	0.63	0.24	0.35	0.66	0.00	0.57
Avail Cap(c_a), veh/h	244	686	551	243	686	551	451	499	401	540	0	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	23.9	21.8	18.4	23.3	21.4	17.5	21.5	22.2	18.5	0.0	23.7
Incr Delay (d2), s/veh	0.4	11.2	2.6	0.6	11.4	3.4	2.8	1.1	2.4	3.0	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	10.2	5.0	0.5	10.6	5.5	3.7	1.7	2.2	4.8	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	35.1	24.5	19.0	34.7	24.7	20.2	22.6	24.6	21.5	0.0	28.5
LnGrp LOS	B	D	C	B	C	C	C	C	C	C	A	C
Approach Vol, veh/h		882			953			544			634	
Approach Delay, s/veh		30.7			30.2			21.9			24.6	
Approach LOS		C			C			C			C	

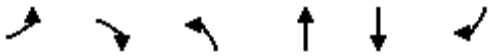
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	24.5	7.6	28.8	14.0	24.5	6.5	29.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	20.0	5.0	27.5	9.5	20.0	5.0	27.5
Max Q Clear Time (g_c+I1), s	11.5	7.7	3.4	22.1	11.2	11.9	2.7	22.8
Green Ext Time (p_c), s	0.0	0.8	0.0	2.2	0.0	1.0	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.990				0.887	
Flt Protected	0.956			0.978		
Satd. Flow (prot)	1763	0	0	1822	1652	0
Flt Permitted	0.956			0.978		
Satd. Flow (perm)	1763	0	0	1822	1652	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			178	1180	
Travel Time (s)	8.9			4.0	26.8	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (vph)	12	1	4	5	2	9
Future Volume (vph)	12	1	4	5	2	9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	13	1	4	5	2	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	0	9	12	0

Intersection Summary

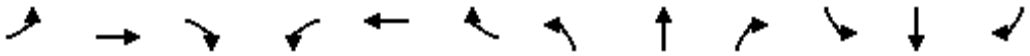
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	1	4	5	2	9
Future Vol, veh/h	12	1	4	5	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	1	4	5	2	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	20	7	12	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	997	1075	1607	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	995	1075	1607	-	-	-
Mov Cap-2 Maneuver	995	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

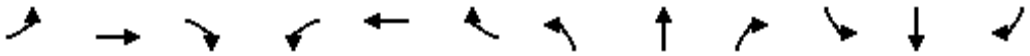
Approach	EB	NB	SB
HCM Control Delay, s	8.6	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	1001	-	-
HCM Lane V/C Ratio	0.003	-	0.014	-	-
HCM Control Delay (s)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1900	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		60	60		60	60		0	60		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.967			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	3422	0	1676	3493	0
Flt Permitted	0.950			0.950			0.585			0.607		
Satd. Flow (perm)	1676	1863	1500	1676	1863	1500	1032	3422	0	1071	3493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		51			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1565			202			630			735	
Travel Time (s)		35.6			4.6			14.3			16.7	

Intersection Summary	
Area Type:	Other



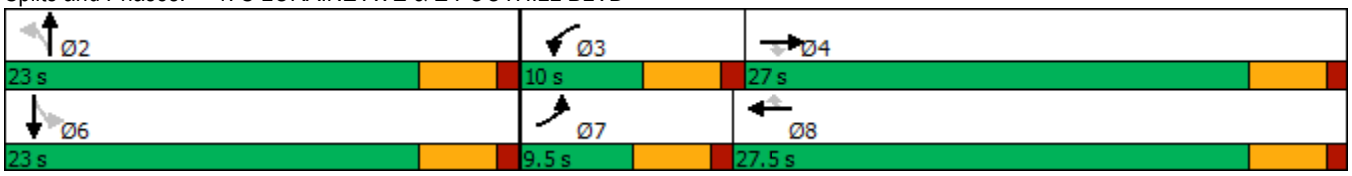
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	41	452	99	44	372	101	49	166	46	123	225	21
Future Volume (vph)	41	452	99	44	372	101	49	166	46	123	225	21
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	45	497	109	48	409	111	54	182	51	135	247	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	497	109	48	409	111	54	233	0	135	270	0

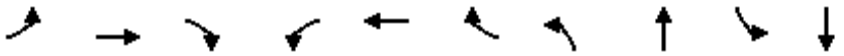
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	41	452	99	44	372	101	49	166	123	225
Future Volume (vph)	41	452	99	44	372	101	49	166	123	225
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Detector Phase	7	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	27.0	27.0	10.0	27.5	27.5	23.0	23.0	23.0	23.0
Total Split (%)	15.8%	45.0%	45.0%	16.7%	45.8%	45.8%	38.3%	38.3%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	5.2	18.1	18.1	5.7	20.1	20.1	19.2	19.2	19.2	19.2
Actuated g/C Ratio	0.10	0.35	0.35	0.11	0.39	0.39	0.37	0.37	0.37	0.37
v/c Ratio	0.27	0.76	0.18	0.26	0.57	0.17	0.14	0.18	0.34	0.21
Control Delay	29.8	24.6	4.1	28.9	16.5	4.0	16.0	11.5	18.6	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	24.6	4.1	28.9	16.5	4.0	16.0	11.5	18.6	13.5
LOS	C	C	A	C	B	A	B	B	B	B
Approach Delay		21.5			15.1			12.3		15.2
Approach LOS		C			B			B		B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 51.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 56.2%	ICU Level of Service B
Analysis Period (min) 15	

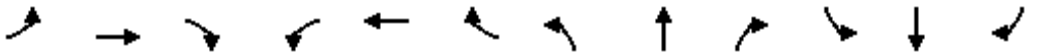
Splits and Phases: 1: S LORAINE AVE & E FOOTHILL BLVD





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Protected Phases	7	4		3	8			2		6
Permitted Phases			4			8	2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	27.0	27.0	10.0	27.5	27.5	23.0	23.0	23.0	23.0
Total Split (%)	15.8%	45.0%	45.0%	16.7%	45.8%	45.8%	38.3%	38.3%	38.3%	38.3%
Maximum Green (s)	5.0	22.5	22.5	5.5	23.0	23.0	18.5	18.5	18.5	18.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0
90th %ile Green (s)	5.0	22.5	22.5	5.5	23.0	23.0	18.5	18.5	18.5	18.5
90th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR	MaxR	MaxR
70th %ile Green (s)	5.0	22.5	22.5	5.5	23.0	23.0	18.5	18.5	18.5	18.5
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	MaxR	MaxR	MaxR	MaxR
50th %ile Green (s)	0.0	21.2	21.2	5.5	31.2	31.2	18.5	18.5	18.5	18.5
50th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	MaxR	MaxR	MaxR	MaxR
30th %ile Green (s)	0.0	15.0	15.0	0.0	15.0	15.0	18.5	18.5	18.5	18.5
30th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	MaxR	MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	10.9	10.9	0.0	10.9	10.9	18.5	18.5	18.5	18.5
10th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	MaxR	MaxR	MaxR	MaxR

Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 51.9
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 60
70th %ile Actuated Cycle: 60
50th %ile Actuated Cycle: 58.7
30th %ile Actuated Cycle: 42.5
10th %ile Actuated Cycle: 38.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	452	99	44	372	101	49	166	46	123	225	21
Future Volume (veh/h)	41	452	99	44	372	101	49	166	46	123	225	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	45	497	109	48	409	111	54	182	51	135	247	23
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	611	490	82	615	494	465	997	272	483	1189	110
Arrive On Green	0.05	0.33	0.33	0.05	0.33	0.33	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	1051	2759	752	1087	3289	304
Grp Volume(v), veh/h	45	497	109	48	409	111	54	115	118	135	133	137
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	1051	1777	1735	1087	1777	1816
Q Serve(g_s), s	1.3	12.5	2.7	1.4	9.6	2.7	1.9	2.3	2.4	5.0	2.6	2.7
Cycle Q Clear(g_c), s	1.3	12.5	2.7	1.4	9.6	2.7	4.6	2.3	2.4	7.3	2.6	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		0.17
Lane Grp Cap(c), veh/h	78	611	490	82	615	494	465	642	627	483	642	656
V/C Ratio(X)	0.58	0.81	0.22	0.59	0.67	0.22	0.12	0.18	0.19	0.28	0.21	0.21
Avail Cap(c_a), veh/h	165	822	660	181	840	675	465	642	627	483	642	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	15.8	12.5	23.9	14.8	12.5	12.9	11.2	11.2	13.7	11.3	11.3
Incr Delay (d2), s/veh	6.6	4.6	0.2	6.6	1.2	0.2	0.5	0.6	0.7	1.4	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.3	0.8	0.7	3.7	0.8	0.5	0.9	0.9	1.3	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	20.4	12.7	30.5	16.0	12.7	13.4	11.8	11.9	15.2	12.0	12.0
LnGrp LOS	C	C	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		651			568			287			405	
Approach Delay, s/veh		19.9			16.6			12.1			13.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	7.0	21.2		23.0	6.9	21.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.5	5.5	22.5		18.5	5.0	23.0				
Max Q Clear Time (g_c+I1), s		6.6	3.4	14.5		9.3	3.3	11.6				
Green Ext Time (p_c), s		1.2	0.0	2.2		1.4	0.0	2.2				

Intersection Summary												
HCM 6th Ctrl Delay			16.3									
HCM 6th LOS			B									



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.929		0.987			
Flt Protected	0.977					0.998
Satd. Flow (prot)	1691	0	3493	0	0	3532
Flt Permitted	0.977					0.998
Satd. Flow (perm)	1691	0	3493	0	0	3532
Link Speed (mph)	30		30			30
Link Distance (ft)	867		546			630
Travel Time (s)	19.7		12.4			14.3

Intersection Summary	
Area Type:	Other

2: S LORAINE AVE & E CARROLL AVE



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	8	9	250	24	14	352
Future Volume (vph)	8	9	250	24	14	352
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	9	10	287	28	16	405
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	315	0	0	421

Intersection Summary

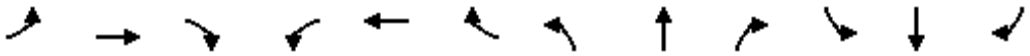
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	9	250	24	14	352
Future Vol, veh/h	8	9	250	24	14	352
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	10	287	28	16	405

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	536	158	0	0	315	0
Stage 1	301	-	-	-	-	-
Stage 2	235	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	475	859	-	-	1242	-
Stage 1	725	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	467	859	-	-	1242	-
Mov Cap-2 Maneuver	467	-	-	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	769	-	-	-	-	-

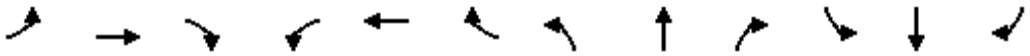
Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	616	1242	-
HCM Lane V/C Ratio	-	-	0.032	0.013	-
HCM Control Delay (s)	-	-	11	7.9	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt					0.969			0.992			0.998	
Flt Protected					0.963			0.999			0.999	
Satd. Flow (prot)	0	0	0	0	1738	0	0	3507	0	0	3529	0
Flt Permitted					0.963			0.952			0.951	
Satd. Flow (perm)	0	0	0	0	1738	0	0	3342	0	0	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27			15			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		204			776			1474			546	
Travel Time (s)		4.6			17.6			33.5			12.4	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	0	17	0	5	3	275	16	5	346	4
Future Volume (vph)	0	0	0	17	0	5	3	275	16	5	346	4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	20	0	6	4	324	19	6	407	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	26	0	0	347	0	0	418	0

Intersection Summary

Lane Group	WBT	NBL	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	0	3	275	5	346
Future Volume (vph)	0	3	275	5	346
Turn Type	NA	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		2		6	
Detector Phase	8	2	2	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	24.0	36.0	36.0	36.0	36.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0
Total Lost Time (s)	4.5		4.5		4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Max	Max	Max	Max
Act Effct Green (s)	5.9		50.5		50.5
Actuated g/C Ratio	0.11		0.95		0.95
v/c Ratio	0.12		0.11		0.13
Control Delay	11.9		0.8		0.8
Queue Delay	0.0		0.0		0.0
Total Delay	11.9		0.8		0.8
LOS	B		A		A
Approach Delay	11.9		0.8		0.8
Approach LOS	B		A		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 53.3	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.13	
Intersection Signal Delay: 1.2	Intersection LOS: A
Intersection Capacity Utilization 24.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: S LORAINE AVE & E STEFFEN ST

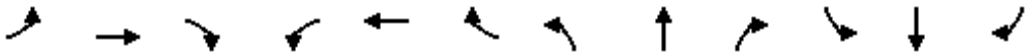


3: S LORAINE AVE & E STEFFEN ST



Lane Group	WBT	NBL	NBT	SBL	SBT
Protected Phases	8		2		6
Permitted Phases		2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	24.0	36.0	36.0	36.0	36.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%	60.0%
Maximum Green (s)	19.5	31.5	31.5	31.5	31.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0
90th %ile Green (s)	7.2	46.5	46.5	46.5	46.5
90th %ile Term Code	Gap	Dwell	Dwell	Dwell	Dwell
70th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
70th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
50th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
50th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
30th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
30th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell
10th %ile Green (s)	0.0	46.5	46.5	46.5	46.5
10th %ile Term Code	Skip	Dwell	Dwell	Dwell	Dwell

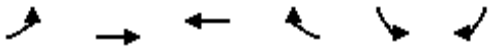
Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 53.3
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 62.7
70th %ile Actuated Cycle: 51
50th %ile Actuated Cycle: 51
30th %ile Actuated Cycle: 51
10th %ile Actuated Cycle: 51



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	17	0	5	3	275	16	5	346	4
Future Volume (veh/h)	0	0	0	17	0	5	3	275	16	5	346	4
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				20	0	6	4	324	19	6	407	5
Peak Hour Factor				0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				42	0	12	93	2511	145	96	2640	32
Arrive On Green				0.03	0.00	0.03	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h				1332	0	400	7	3332	193	10	3504	43
Grp Volume(v), veh/h				26	0	0	183	0	164	219	0	199
Grp Sat Flow(s),veh/h/ln				1732	0	0	1864	0	1667	1862	0	1694
Q Serve(g_s), s				0.6	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.4
Cycle Q Clear(g_c), s				0.6	0.0	0.0	1.1	0.0	1.1	1.4	0.0	1.4
Prop In Lane				0.77		0.23	0.02		0.12	0.03		0.03
Lane Grp Cap(c), veh/h				54	0	0	1493	0	1256	1492	0	1277
V/C Ratio(X)				0.48	0.00	0.00	0.12	0.00	0.13	0.15	0.00	0.16
Avail Cap(c_a), veh/h				808	0	0	1493	0	1256	1492	0	1277
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh				19.9	0.0	0.0	1.4	0.0	1.4	1.4	0.0	1.4
Incr Delay (d2), s/veh				6.5	0.0	0.0	0.2	0.0	0.2	0.2	0.0	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.3	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.4	0.0	0.0	1.6	0.0	1.6	1.6	0.0	1.7
LnGrp LOS				C	A	A	A	A	A	A	A	A
Approach Vol, veh/h					26			347			418	
Approach Delay, s/veh					26.4			1.6			1.7	
Approach LOS					C			A			A	

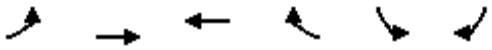
Timer - Assigned Phs	2			6		8					
Phs Duration (G+Y+Rc), s	36.0			36.0		5.8					
Change Period (Y+Rc), s	4.5			4.5		4.5					
Max Green Setting (Gmax), s	31.5			31.5		19.5					
Max Q Clear Time (g_c+I1), s	3.1			3.4		2.6					
Green Ext Time (p_c), s	2.1			2.6		0.1					

Intersection Summary		
HCM 6th Ctrl Delay	2.5	
HCM 6th LOS	A	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1800	1900	1900	1900	1700	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	150	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Ped Bike Factor						
Frt			0.966			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	3539	3419	0	3072	1500
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1676	3539	3419	0	3072	1500
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			65			118
Link Speed (mph)		30	30		30	
Link Distance (ft)		1469	3035		1474	
Travel Time (s)		33.4	69.0		33.5	

Intersection Summary	
Area Type:	Other



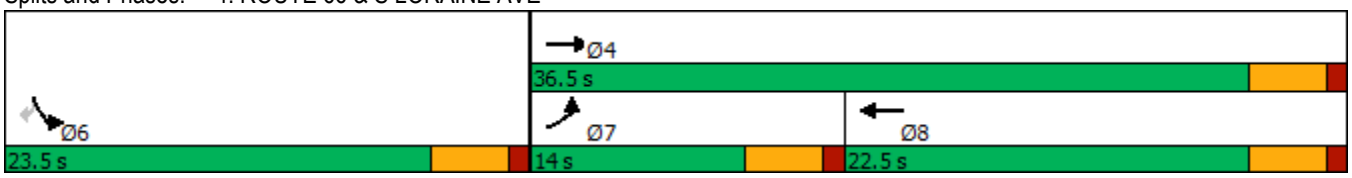
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	146	957	633	186	277	111
Future Volume (vph)	146	957	633	186	277	111
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	155	1018	673	198	295	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	155	1018	871	0	295	118

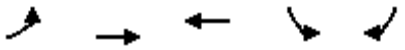
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	146	957	633	277	111
Future Volume (vph)	146	957	633	277	111
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	14.0	36.5	22.5	23.5	23.5
Total Split (%)	23.3%	60.8%	37.5%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	8.7	28.0	17.5	19.3	19.3
Actuated g/C Ratio	0.15	0.50	0.31	0.34	0.34
v/c Ratio	0.60	0.58	0.79	0.28	0.20
Control Delay	34.6	11.2	23.9	15.9	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	11.2	23.9	15.9	4.7
LOS	C	B	C	B	A
Approach Delay		14.3	23.9	12.7	
Approach LOS		B	C	B	

Intersection Summary		
Cycle Length: 60		
Actuated Cycle Length: 56.5		
Natural Cycle: 60		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.79		
Intersection Signal Delay: 17.5	Intersection LOS: B	
Intersection Capacity Utilization 52.1%	ICU Level of Service A	
Analysis Period (min) 15		

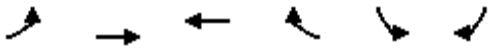
Splits and Phases: 4: ROUTE 66 & S LORAINE AVE





Lane Group	EBL	EBT	WBT	SBL	SBR
Protected Phases	7	4	8	6	
Permitted Phases					6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5
Total Split (s)	14.0	36.5	22.5	23.5	23.5
Total Split (%)	23.3%	60.8%	37.5%	39.2%	39.2%
Maximum Green (s)	9.5	32.0	18.0	19.0	19.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0
90th %ile Green (s)	9.5	32.0	18.0	19.0	19.0
90th %ile Term Code	Max	Max	Max	MaxR	MaxR
70th %ile Green (s)	9.5	32.0	18.0	19.0	19.0
70th %ile Term Code	Max	Hold	Max	MaxR	MaxR
50th %ile Green (s)	9.5	32.0	18.0	19.0	19.0
50th %ile Term Code	Max	Hold	Max	MaxR	MaxR
30th %ile Green (s)	9.1	31.6	18.0	19.0	19.0
30th %ile Term Code	Gap	Hold	Max	MaxR	MaxR
10th %ile Green (s)	0.0	15.0	15.0	19.0	19.0
10th %ile Term Code	Skip	Gap	Hold	MaxR	MaxR

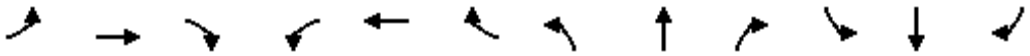
Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 56.5
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 60
70th %ile Actuated Cycle: 60
50th %ile Actuated Cycle: 60
30th %ile Actuated Cycle: 59.6
10th %ile Actuated Cycle: 43



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	146	957	633	186	277	111
Future Volume (veh/h)	146	957	633	186	277	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1772	1870	1870	1870	1673	1772
Adj Flow Rate, veh/h	155	1018	673	198	295	118
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	195	1758	807	237	1060	515
Arrive On Green	0.12	0.49	0.30	0.30	0.34	0.34
Sat Flow, veh/h	1688	3647	2801	796	3092	1502
Grp Volume(v), veh/h	155	1018	442	429	295	118
Grp Sat Flow(s),veh/h/ln	1688	1777	1777	1727	1546	1502
Q Serve(g_s), s	5.0	11.2	12.9	12.9	3.8	3.1
Cycle Q Clear(g_c), s	5.0	11.2	12.9	12.9	3.8	3.1
Prop In Lane	1.00			0.46	1.00	1.00
Lane Grp Cap(c), veh/h	195	1758	529	514	1060	515
V/C Ratio(X)	0.80	0.58	0.83	0.83	0.28	0.23
Avail Cap(c_a), veh/h	289	2053	577	561	1060	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	9.9	18.2	18.2	13.2	13.0
Incr Delay (d2), s/veh	8.9	0.3	9.6	9.9	0.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.6	6.1	5.9	1.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.8	10.2	27.7	28.0	13.9	14.0
LnGrp LOS	C	B	C	C	B	B
Approach Vol, veh/h		1173	871		413	
Approach Delay, s/veh		13.2	27.9		13.9	
Approach LOS		B	C		B	

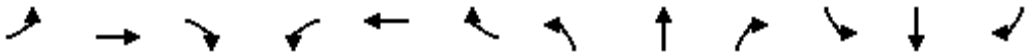
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			31.9		23.5	10.9	21.0
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			32.0		19.0	9.5	18.0
Max Q Clear Time (g_c+I1), s			13.2		5.8	7.0	14.9
Green Ext Time (p_c), s			7.2		1.2	0.1	1.6

Intersection Summary		
HCM 6th Ctrl Delay		18.5
HCM 6th LOS		B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		202			934			438			161	
Travel Time (s)		4.6			21.2			10.0			3.7	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	610	0	0	539	0	0	0	0	0	0	0
Future Volume (vph)	0	610	0	0	539	0	0	0	0	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	735	0	0	649	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	735	0	0	649	0	0	0	0	0	0	0

Intersection Summary

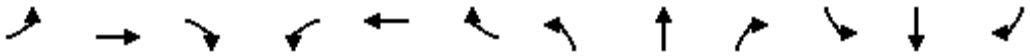
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	610	0	0	539	0	0	0	0	0	0	0
Future Vol, veh/h	0	610	0	0	539	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	735	0	0	649	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	649	0	0	735	0	0	1384	1384	735	1384	1384	649
Stage 1	-	-	-	-	-	-	735	735	-	649	649	-
Stage 2	-	-	-	-	-	-	649	649	-	735	735	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	937	-	-	870	-	-	121	143	420	121	143	470
Stage 1	-	-	-	-	-	-	411	425	-	458	466	-
Stage 2	-	-	-	-	-	-	458	466	-	411	425	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	937	-	-	870	-	-	121	143	420	121	143	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	143	-	121	143	-
Stage 1	-	-	-	-	-	-	411	425	-	458	466	-
Stage 2	-	-	-	-	-	-	458	466	-	411	425	-

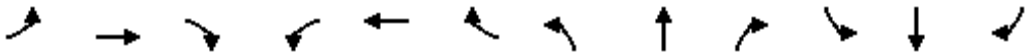
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	937	-	-	870	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.996			0.887				
Flt Protected								0.992				
Satd. Flow (prot)	0	1861	0	0	1855	0	0	1639	0	0	1863	0
Flt Permitted								0.992				
Satd. Flow (perm)	0	1861	0	0	1855	0	0	1639	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		934			403			732			248	
Travel Time (s)		21.2			9.2			16.6			5.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	1	600	4	1	535	16	2	0	9	0	0	0
Future Volume (vph)	1	600	4	1	535	16	2	0	9	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	690	5	1	615	18	2	0	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	696	0	0	634	0	0	12	0	0	0	0

Intersection Summary

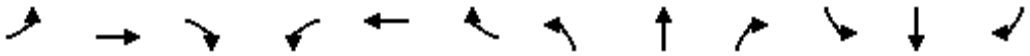
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	600	4	1	535	16	2	0	9	0	0	0
Future Vol, veh/h	1	600	4	1	535	16	2	0	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	690	5	1	615	18	2	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	633	0	0	695	0	0	1321	1330	693	1326	1323	624
Stage 1	-	-	-	-	-	-	695	695	-	626	626	-
Stage 2	-	-	-	-	-	-	626	635	-	700	697	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	950	-	-	901	-	-	134	155	443	133	156	485
Stage 1	-	-	-	-	-	-	433	444	-	472	477	-
Stage 2	-	-	-	-	-	-	472	472	-	430	443	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	950	-	-	901	-	-	134	154	443	130	155	485
Mov Cap-2 Maneuver	-	-	-	-	-	-	134	154	-	130	155	-
Stage 1	-	-	-	-	-	-	432	443	-	471	476	-
Stage 2	-	-	-	-	-	-	471	471	-	419	442	-

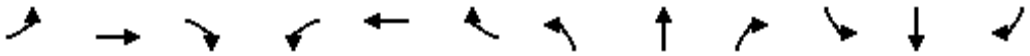
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	17	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	312	950	-	-	901	-	-	-
HCM Lane V/C Ratio	0.041	0.001	-	-	0.001	-	-	-
HCM Control Delay (s)	17	8.8	0	-	9	0	-	0
HCM Lane LOS	C	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	115		115	200		200	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996			0.990			0.929			0.970	
Flt Protected		0.999			0.999			0.979			0.964	
Satd. Flow (prot)	0	1853	0	0	1842	0	0	1694	0	0	1742	0
Flt Permitted		0.999			0.999			0.979			0.964	
Satd. Flow (perm)	0	1853	0	0	1842	0	0	1694	0	0	1742	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		403			1048			1180			511	
Travel Time (s)		9.2			23.8			26.8			11.6	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	12	579	20	14	542	44	8	1	10	38	2	11
Future Volume (vph)	12	579	20	14	542	44	8	1	10	38	2	11
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	14	666	23	16	623	51	9	1	11	44	2	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	703	0	0	690	0	0	21	0	0	59	0

Intersection Summary

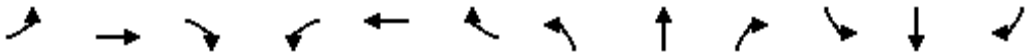
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	579	20	14	542	44	8	1	10	38	2	11
Future Vol, veh/h	12	579	20	14	542	44	8	1	10	38	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	666	23	16	623	51	9	1	11	44	2	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	674	0	0	689	0	0	1394	1412	678	1393	1398	649
Stage 1	-	-	-	-	-	-	706	706	-	681	681	-
Stage 2	-	-	-	-	-	-	688	706	-	712	717	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	917	-	-	905	-	-	119	138	452	119	141	470
Stage 1	-	-	-	-	-	-	427	439	-	440	450	-
Stage 2	-	-	-	-	-	-	436	439	-	423	434	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	917	-	-	905	-	-	110	131	452	111	134	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	110	131	-	111	134	-
Stage 1	-	-	-	-	-	-	416	428	-	429	437	-
Stage 2	-	-	-	-	-	-	410	426	-	401	423	-

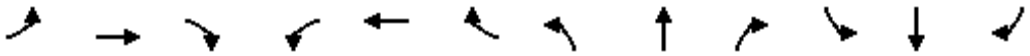
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	27	51.3
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	185	917	-	-	905	-	-	134
HCM Lane V/C Ratio	0.118	0.015	-	-	0.018	-	-	0.437
HCM Control Delay (s)	27	9	0	-	9.1	0	-	51.3
HCM Lane LOS	D	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	1.9



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1900	1800	1800	1900	1800	1800	1900	1800	1800	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		100	100		100	200		200	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	1863	1500	1676	1863	1500	1676	1863	1500	1676	1805	0
Flt Permitted	0.255			0.221			0.701			0.704		
Satd. Flow (perm)	450	1863	1500	390	1863	1500	1237	1863	1500	1242	1805	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			214			176		18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1048			1602			1658			950	
Travel Time (s)		23.8			36.4			37.7			21.6	

Intersection Summary	
Area Type:	Other



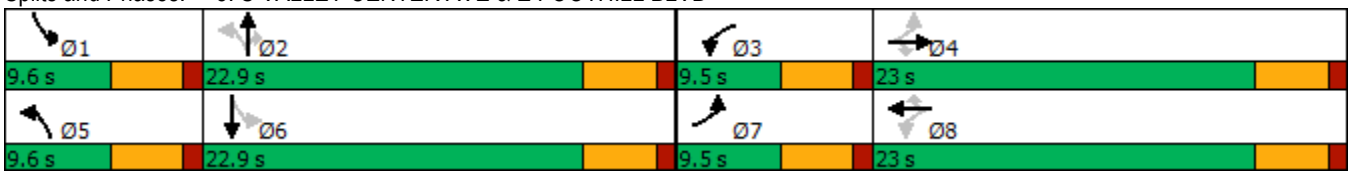
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	15	448	140	20	396	219	200	75	29	222	63	16
Future Volume (vph)	15	448	140	20	396	219	200	75	29	222	63	16
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	16	492	154	22	435	241	220	82	32	244	69	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	492	154	22	435	241	220	82	32	244	87	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	15	448	140	20	396	219	200	75	29	222	63
Future Volume (vph)	15	448	140	20	396	219	200	75	29	222	63
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	23.0	23.0	9.5	23.0	23.0	9.6	22.9	22.9	9.6	22.9
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.8%	35.2%	35.2%	14.8%	35.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	19.0	18.1	18.1	19.0	18.1	18.1	23.6	18.5	18.5	23.6	18.5
Actuated g/C Ratio	0.33	0.32	0.32	0.33	0.32	0.32	0.41	0.33	0.33	0.41	0.33
v/c Ratio	0.06	0.83	0.26	0.09	0.73	0.39	0.40	0.14	0.05	0.44	0.15
Control Delay	12.2	34.0	3.8	12.6	27.8	6.0	12.8	15.7	0.2	13.5	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	34.0	3.8	12.6	27.8	6.0	12.8	15.7	0.2	13.5	13.3
LOS	B	C	A	B	C	A	B	B	A	B	B
Approach Delay		26.4			19.8			12.3			13.5
Approach LOS		C			B			B			B

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 56.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 52.0%	ICU Level of Service A
Analysis Period (min) 15	

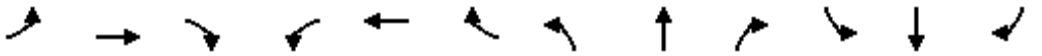
Splits and Phases: 8: S VALLEY CENTER AVE & E FOOTHILL BLVD





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.5	23.0	23.0	9.5	23.0	23.0	9.6	22.9	22.9	9.6	22.9
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.8%	35.2%	35.2%	14.8%	35.2%
Maximum Green (s)	5.0	18.5	18.5	5.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0
90th %ile Green (s)	5.0	18.5	18.5	5.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR
70th %ile Green (s)	0.0	18.5	18.5	0.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
70th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Max	MaxR	MaxR	Max	MaxR
50th %ile Green (s)	0.0	18.5	18.5	0.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
50th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Max	MaxR	MaxR	Max	MaxR
30th %ile Green (s)	0.0	18.5	18.5	0.0	18.5	18.5	5.1	18.4	18.4	5.1	18.4
30th %ile Term Code	Skip	Max	Max	Skip	Hold	Hold	Max	MaxR	MaxR	Max	MaxR
10th %ile Green (s)	0.0	16.2	16.2	0.0	16.2	16.2	5.1	18.4	18.4	5.1	18.4
10th %ile Term Code	Skip	Gap	Gap	Skip	Hold	Hold	Max	MaxR	MaxR	Max	MaxR

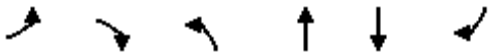
Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 56.9
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 65
70th %ile Actuated Cycle: 55.5
50th %ile Actuated Cycle: 55.5
30th %ile Actuated Cycle: 55.5
10th %ile Actuated Cycle: 53.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	448	140	20	396	219	200	75	29	222	63	16
Future Volume (veh/h)	15	448	140	20	396	219	200	75	29	222	63	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1772	1772	1870	1772	1772	1870	1772	1772	1870	1870
Adj Flow Rate, veh/h	16	492	154	22	435	241	220	82	32	244	69	18
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	548	440	191	559	449	591	565	454	587	432	113
Arrive On Green	0.02	0.29	0.29	0.03	0.30	0.30	0.08	0.30	0.30	0.08	0.30	0.30
Sat Flow, veh/h	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	1430	373
Grp Volume(v), veh/h	16	492	154	22	435	241	220	82	32	244	0	87
Grp Sat Flow(s),veh/h/ln	1688	1870	1502	1688	1870	1502	1688	1870	1502	1688	0	1803
Q Serve(g_s), s	0.4	15.4	4.9	0.5	12.9	8.2	5.1	1.9	0.9	5.1	0.0	2.2
Cycle Q Clear(g_c), s	0.4	15.4	4.9	0.5	12.9	8.2	5.1	1.9	0.9	5.1	0.0	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	214	548	440	191	559	449	591	565	454	587	0	545
V/C Ratio(X)	0.07	0.90	0.35	0.12	0.78	0.54	0.37	0.15	0.07	0.42	0.00	0.16
Avail Cap(c_a), veh/h	319	568	456	287	568	456	591	565	454	587	0	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	20.7	17.0	16.3	19.5	17.8	13.4	15.5	15.1	13.8	0.0	15.6
Incr Delay (d2), s/veh	0.1	16.8	0.5	0.3	6.7	1.2	0.4	0.5	0.3	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.6	1.6	0.2	6.1	2.7	2.0	0.8	0.3	2.2	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	37.5	17.4	16.6	26.2	19.0	13.8	16.0	15.4	14.2	0.0	16.2
LnGrp LOS	B	D	B	B	C	B	B	B	B	B	A	B
Approach Vol, veh/h		662			698			334			331	
Approach Delay, s/veh		32.3			23.4			14.5			14.8	
Approach LOS		C			C			B			B	

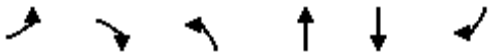
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	22.9	6.1	22.3	9.6	22.9	5.7	22.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	18.4	5.0	18.5	5.1	18.4	5.0	18.5
Max Q Clear Time (g_c+I1), s	7.1	3.9	2.5	17.4	7.1	4.2	2.4	14.9
Green Ext Time (p_c), s	0.0	0.4	0.0	0.5	0.0	0.3	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.958				0.899	
Flt Protected	0.967			0.976		
Satd. Flow (prot)	1726	0	0	1818	1675	0
Flt Permitted	0.967			0.976		
Satd. Flow (perm)	1726	0	0	1818	1675	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			178	1180	
Travel Time (s)	8.9			4.0	26.8	

Intersection Summary	
Area Type:	Other



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (vph)	8	4	3	3	5	14
Future Volume (vph)	8	4	3	3	5	14
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	9	4	3	3	5	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	6	20	0

Intersection Summary

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	4	3	3	5	14
Future Vol, veh/h	8	4	3	3	5	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	4	3	3	5	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	22	13	20	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	9	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	995	1067	1596	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	993	1067	1596	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	3.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	1016	-	-
HCM Lane V/C Ratio	0.002	-	0.013	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



GLENDORA - WOODLAND & SAN JOSE

GLENDORA, CALIFORNIA

BUILDER/DEVELOPER:

OLSON HOMES
3010 OLD RANCH PARKWAY
SUITE 100
SEAL BEACH, CA 90740
714-552-5161
CONTACT: BRIAN GEIS

OWNER:

CITY OF GLENDORA
116 E FOOTHILL BLVD
GLENDORA, CA 91741
626-914-8292
CONTACT: VALERIE VELASQUEZ

UTILITIES:

BJ PALMER & ASSOCIATES, INC.
ONE RIDGEGATE DRIVE
SUITE 105
TEMECULA, CA 92590
949-290-0775
CONTACT: BRUCE PALMER

GEOTECHNICAL:

ALTA CALIFORNIA GEOTECHNICAL
170 N MAPLE ST
SUITE 108
CORONA, CA 92878
951-509-7090
CONTACT: SCOTT GRAY

ARCHITECT:

KTGY GROUP, INC.
17911 VON KARMAN AVE.
SUITE 200
IRVINE, CA 92614
949-221-6256
CONTACT: ALAN SCALES

CIVIL:

ADVANCED CIVIL GROUP
30251 GOLDEN LANTERN
SUITE E, PMB 251
LAGUNA NIGUEL, CA 92677
949-735-6888
CONTACT: STEVE AUSTIN

LANDSCAPE:

STUDIO PAD, INC.
23282 MILL CREEK DRIVE
SUITE 200
LAGUNA HILLS, CA 92653
949-770-8530
CONTACT: PETER DUARTE

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Irvine, CA 92614
949.851.2133
ktgy.com

THE OLSON COMPANY
3010 OLD RANCH PKWY, SUITE 100
SEAL BEACH, CA 90740

GLENDORA
GLENDORA, CA # 2023-0315

Plot Date: 2025.05.27
1st Submittal Set: 2024.12.12
2nd Submittal Set: 2025.02.25
3rd Submittal Set: 2025.05.27

NTS

PROJECT TEAM:

APPLICANT:
OLSON HOMES
BRIAN GEIS
714.552.5161

ARCHITECT:
KTGY GROUP, INC.
ALAN SCALES
949.221.6256

CIVIL:
ADVANCED CIVIL GROUP
STEVEN AUSTIN
949.735.6888

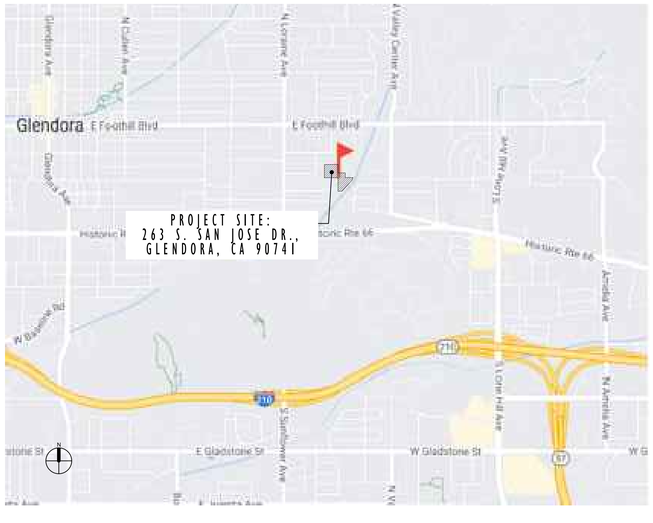
LANDSCAPE:
STUDIO PAD, INC.
PETER DUARTE
949.770.8530

OWNER:
CITY OF GLENDORA
116 E FOOTHILL BLVD, GLENDORA, CA 91741
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626.914.8292

UTILITIES:
BJ PALMER &
ASSOCIATES, INC.
BRUCE PALMER
949.290.0775

GEOTECHNICAL:
ALTA CALIFORNIA
GEOTECHNICAL
SCOTT GRAY
951.509.7090

LOCATION MAP:



LEGAL DESCRIPTION:

Real property in the City of Glendora, County of Los Angeles, State of California, described as follows:

PARCEL 1: (APN: 8655-021-900) THOSE PORTIONS OF LOTS 2 AND 5, OF TRACT NO. 1233, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 18 PAGE 120 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS A WHOLE AS FOLLOWS: BEGINNING AT A POINT IN THE NORTH LINE OF THE SOUTH 10.00 FEET OF SAID LOT 5 THAT IS DISTANT ALONG SAID NORTH LINE AND THE NORTH LINE OF THE SOUTH 10.00 FEET OF LOTS 3 AND 4 OF SAID TRACT NO. 1233, (AND THE EASTERLY PROLONGATION THEREOF), SOUTH 89° 43' WEST 767.00 FEET FROM THE CENTER LINE OF VALLEY CENTER AVENUE, AS SHOWN ON SAID MAP, SAID POINT OF BEGINNING BEING THE NORTHWEST CORNER OF THE LAND DESCRIBED IN DEED TO CHARLES MORRIS JOHNSON AND WIFE, RECORDED ON JUNE 14, 1945, AS INSTRUMENT NO. 875, IN BOOK 22108, PAGE 20 OF OFFICIAL RECORDS, IN THE OFFICE OF SAID RECORDER; THENCE ALONG THE WEST LINE OF THE LAND DESCRIBED IN SAID DEED SOUTH 0° 23' WEST 343.45 FEET TO THE SOUTH LINE OF SAID LOT 2; THENCE WESTERLY ALONG SAID SOUTH LINE 539.19 FEET, MORE OR LESS, TO THE SOUTHWEST CORNER OF SAID LOT 2; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT 2 TO THE NORTHWEST CORNER OF SAID LOT; THENCE EASTERLY ALONG THE NORTH LINE OF SAID LOT 2 TO A POINT THEREON DISTANT EASTERLY 94.00 FEET FROM THE SOUTHWEST CORNER OF SAID LOT 5; THENCE, ALONG A STRAIGHT LINE WHICH PASSES THROUGH A POINT IN THE NORTH LINE OF SAID LOT 4 DISTANT EASTERLY 239.00 FEET FROM THE NORTHWEST CORNER OF SAID LOT 4, NORTHEASTERLY TO THE NORTH LINE OF THE SOUTH 10.00 FEET OF SAID LOT 5; THENCE EASTERLY ALONG THE LAST MENTIONED NORTH LINE TO THE POINT OF BEGINNING. EXCEPTING THAT PORTION OF LOT 2 DESCRIBED AS FOLLOWS: BOUNDED EASTERLY BY A LINE PARALLEL WITH AND 767 FEET WESTERLY FROM THE CENTER LINE OF VALLEY CENTER AVENUE 50 FEET WIDE AND BOUNDED WESTERLY BY THE SOUTH-EASTERLY LINE OF THE STRIP OF LAND 100 FEET WIDE DESCRIBED IN PARCEL 2 OF THE DEED TO LOS ANGELES COUNTY FLOOD CONTROL DISTRICT RECORDED IN BOOK 7358 PAGE 77 OF OFFICIAL RECORDS.

PARCEL 2: (APN: 8655-007-901 AND 8655-007-902)
THE SOUTH 113 FEET OF WEST 197.255 FEET OF LOT 6 OF TRACT NO. 1233, IN THE CITY OF GLENDORA, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 18 PAGE (S) 120 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3: (APN: 8655-007-900)
THE SOUTH HALF OF THE EAST FIVE ACRES OF LOT 9 OF TRACT NO. 1233, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 18 PAGE 120 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
EXCEPTING THE WESTERLY 16 FEET THEREOF FOR ROAD PURPOSES.
APN: 8655-021-900 and 8655-007-901 and 8655-007-902 and 8655-021-900

SITE INFORMATION:

ADDRESS:	263 S. San Jose Dr.
CITY:	Glendora, CA
APN(s):	8655-021-900, 8655-007-901, 8655-007-902, 8655-007-900
COUNTY:	Los Angeles
GENERAL PLAN:	Low/ Medium Density Residential
ZONING:	R-1 Single Family Residential/ E-3 Estate Residential
CONSTRUCTION TYPE:	V-B
OCCUPANCY TYPE:	R3
FIRE SPRINKLER TYPE:	NFPA 13D
EXISTING LAND USE:	Vacant Land
PROPOSED LAND USE:	Single Family Residential

SITE SUMMARY:

GROSS SITE AREA:	8655-007-900	2.50 ac
	8655-007-901, 902	0.44 ac
	8655-021-900, Parcel 1	1.88 ac
	8655-021-900, Flood Ctrl	0.97 ac
	Total Gross Acres -	±5.79 ac
	Total Net Acres -	±4.82 ac

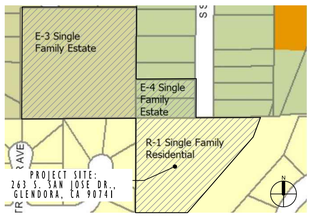
GROSS SITE DENSITY: City General Plan 3.1-6 du/ac
GROSS SITE DENSITY PROPOSED: ±7.1 du/ac (with density bonus)
LOT COVERAGE: 22.5%
FAR: 0.38

BUILDING & UNIT DATA: See Site Plan on Sheet A1.0

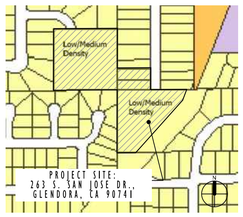
LOW / MEDIUM DENSITY RESIDENTIAL DEVELOPMENT STANDARDS (2024.11.06)							Use SDBL
	REQUIRED			PROVIDED			Waiver
	E-3	E-4	R-1	MIN.	AVG.	MAX.	
Minimum Lot Area	8,000	8,500	7,500	2,491	3,278	6,835	Yes
Minimum Lot Width	70	75	70	41	47	62	Yes
Minimum Lot Width - Cul	75	75	75	10	47	50	Yes
Minimum Lot Depth	100	100	100	60	67	122	Yes
Minimum Front Setback	25	25	20	3	8	30	Yes
Minimum Side - 1st/2nd	4/7	4/7	4/5	3	4	16	Yes
Minimum Street Side Setback	15	15	10	6	7	8	Yes
Minimum Rear - 1st/2nd	4/35	4/35	4/25	6	11	59	Yes
Maximum FAR	35%	35%	35%	37%	74%	100%	Yes
Maximum 2nd Floor Area	75%	75%	75%	0%	107%	141%	Yes
Height - Floors/Feet	2/25	2/25	2/25	14.00	23.90	26.50	Yes

DENSITY BONUS & AFFORDABLE UNITS			
Affordable Unit Calculation per SLA			
	41 DU* 15.00% =	6.2	7.0
Density Bonus per SDBL:			
Affordable Units:	7.0 divided by base	34.0	20.6%
Density Bonus granted for 20%			15.0%
Calculated Density Bonus DU:		5.1	6.0
Yield w/ Density Bonus:	Base Units	34.7	35.0
	Bonus, 15% * 35 =	5.25	6.0
Total:			**41.0**

ZONING:



GENERAL PLAN:



SHEET INDEX

ARCHITECTURE

A0.0	COVER SHEET
A0.1	SHEET INDEX & DEVELOPMENT SUMMARY
A1.0	ARCHITECTURAL SITE PLAN
A1.1	ARCHITECTURAL SITE STUDY
A1.2	CONCEPTUAL STREET ELEVATION
A1.3	CONCEPTUAL STREET ELEVATION
A1.4	CONCEPTUAL PERSPECTIVE VIEW
A2.0	PLAN 1 - EXTERIOR ELEVATIONS B
A2.1	PLAN 1 - FLOOR/ROOF PLANS
A3.0	PLAN 2 - EXTERIOR ELEVATIONS A
A3.0.1	PLAN 2 - EXTERIOR ELEVATIONS B
A3.1	PLAN 2 - FLOOR PLANS
A3.2	PLAN 2 - ROOF PLANS
A4.0	PLAN 3 - EXTERIOR ELEVATIONS A
A4.0.1	PLAN 3 - EXTERIOR ELEVATIONS B
A4.1	PLAN 3 - FLOOR PLANS
A4.2	PLAN 3 - ROOF PLANS
A5.0	PLAN 3 ALT - EXTERIOR ELEVATIONS A
A5.0.1	PLAN 3 ALT - EXTERIOR ELEVATIONS B
A5.1	PLAN 3 ALT - FLOOR PLANS
A5.2	PLAN 3 ALT - ROOF PLANS
A6.0	COLOR AND MATERIALS BOARD

LANDSCAPE

L-1	SCHEMATIC LANDSCAPE PLAN
L-2A-C	SCHEMATIC POCKET PARK ENLARGEMENTS
L-3	SCHEMATIC WALL AND FENCE PLAN
L-4	SCHEMATIC PLANTING PLAN
L-5	SCHEMATIC LIGHTING PLAN
L-6	SCHEMATIC LANDSCAPE AREA PLAN

CIVIL

C-1	PHOTOGRAPHIC SURVEY
C-2	EXISTING CONDITIONS - SITE PLAN
C-3	PARKING PLAN
C-4	TENTATIVE TRACT MAP NO.84681
C-5	CONCEPT GRADING PLAN
C-6	SECTIONS
C-7	TREE INVENTORY

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THE OLSON COMPANY
3010 OLD RANCH PKWY, SUITE 100
SEAL BEACH, CA 90740

GLENDORA
GLENDORA, CA # 2023-0315

Plot Date: 2025.06.5
1st Submittal Set: 2024.12.12
2nd Submittal Set: 2025.02.25
3rd Submittal Set: 2025.05.27



SITE INFORMATION

Address:	263 S. San Jose Dr.
City:	Glendora, CA
APN(s):	8655-021-900, 8655-007-901, 8655-007-902, 8655-007-900
County:	Los Angeles
General Plan:	Low/ Medium Density Residential
Zoning:	R-1 Single Family Residential/ E-3 Estate Residential
Construction Type:	V-B
Occupancy Type:	R3
Fire Sprinkler Type:	NFPA 13D

SITE SUMMARY

Gross Site Area:	8655-007-900	2.50 ac
	8655-007-901, 902	0.44 ac
	8655-021-900, Parcel 1	1.88 ac
	8655-021-900, Flood Ctrl	0.97 ac
	Total Gross Acres -	±5.79 ac
	Total Net Acres -	±4.82 ac

UNIT SUMMARY

#	Plan	Type	Gross Area
7 DU -	1	3 bd/2 ba/1 Car Garage (Mod. Afford.)	985 sf
16 DU -	2	3 bd/2.5 ba/Bonus Rm/2 Car Garage	1,884 sf
12 DU -	3	4 bd/4.5 ba/Loft Opt/ Bd 5 Opt/ 2 Car Garage	2,188 sf
6 DU -	3 Alt	4 bd/4.5 ba/Loft Opt/ Bd 5 Opt/ 2 Car Garage	2,163 sf
Total:41 DU		Total Gross Area: 76,273 sf (Avg. 1,860 sf)	

Gross Site Density: ±7.1 du/ac
Lot Coverage: 22.5%
FAR: 0.38

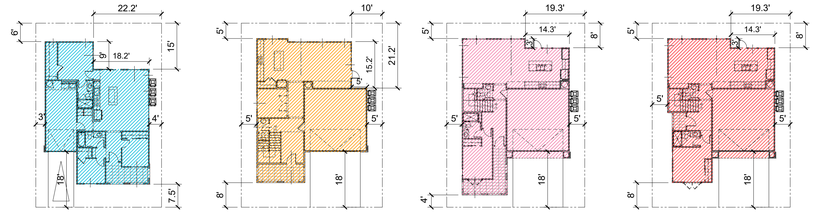
LOW / MEDIUM DENSITY RESIDENTIAL DEVELOPMENT STANDARDS (2024.11.06)					Use SDBL
SCALE	**REQUIRED**			**PROVIDED**	**Waiver**
	E-3	E-4	R-1		
Minimum Lot Area	8,000	8,500	7,500	2,700	Yes
Minimum Lot Width	70	75	70	42	Yes
Minimum Lot Width - Cul	75	75	75	45	Yes
Minimum Lot Depth	100	100	100	60	Yes
Maximum FAR	35%	35%	35%	74%	Yes
Height - Floors/Feet	2/25	2/25	2/25	2/25	No
Maximum 2nd Floor Area	75%	75%	75%	100%	Yes
Minimum Garage Dimension	20x20	20x20	20x20	10x20	Yes
SETBACKS					
Minimum Front Setback	25	25	20	5	Yes
Minimum Side - 1st/2nd	4/7	4/7	4/5	4/4	Yes
Minimum Street Side Setback	15	15	10	5	Yes
Minimum Rear - 1st/2nd	4/35	4/35	4/25	5	Yes

DENSITY BONUS & AFFORDABLE UNITS			
Affordable Unit Calculation per SLA			
	41 DU* 15.00% =	6.2	7.0
Density Bonus per SDBL:			
Affordable Units:	7.0 divided by base	34.0	20.6%
Density Bonus granted for 20%			15.0%
Calculated Density Bonus DU:		5.1	6.0
Yield w/ Density Bonus:	Base Units	34.7	35.0
	Bonus, 15% * 35 =	5.25	6.0
Total:			**41.0**

PARKING			SPACES PROVIDED	SPACES PROVIDED (DRIVEWAY)	SPACES PROVIDED (PUBLIC STREET)
	Glendora Municipal Code, See Section 21.03.020	**State Density Bonus Law, See SDMC and Government Code Section 65915**	N/A	N/A	N/A
1 bd	For each single-family residence unit there shall be a minimum of two parking stalls located within a garage	1 sp/unit (N/A)			
2+ bd		1.5 sp/unit (N/A)			
3+ bd		24 units @ 1.5 sp/unit (36 spaces)	41 spaces	41 spaces	
4 + bd		17 units @ 2.5 sp/unit (42.5 spaces)	34 spaces	34 spaces	
Totals	**(82 spaces Required)**	**(79 spaces Required)**	**75 spaces**	**75 spaces**	**34 spaces**
			184 spaces provided		

PLAN TYPES

Scale: 1" = 20'-0"



PL - 1 PL - 2 PL - 3 PL - 3 Alt

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SEAL BEACH, CA 90740

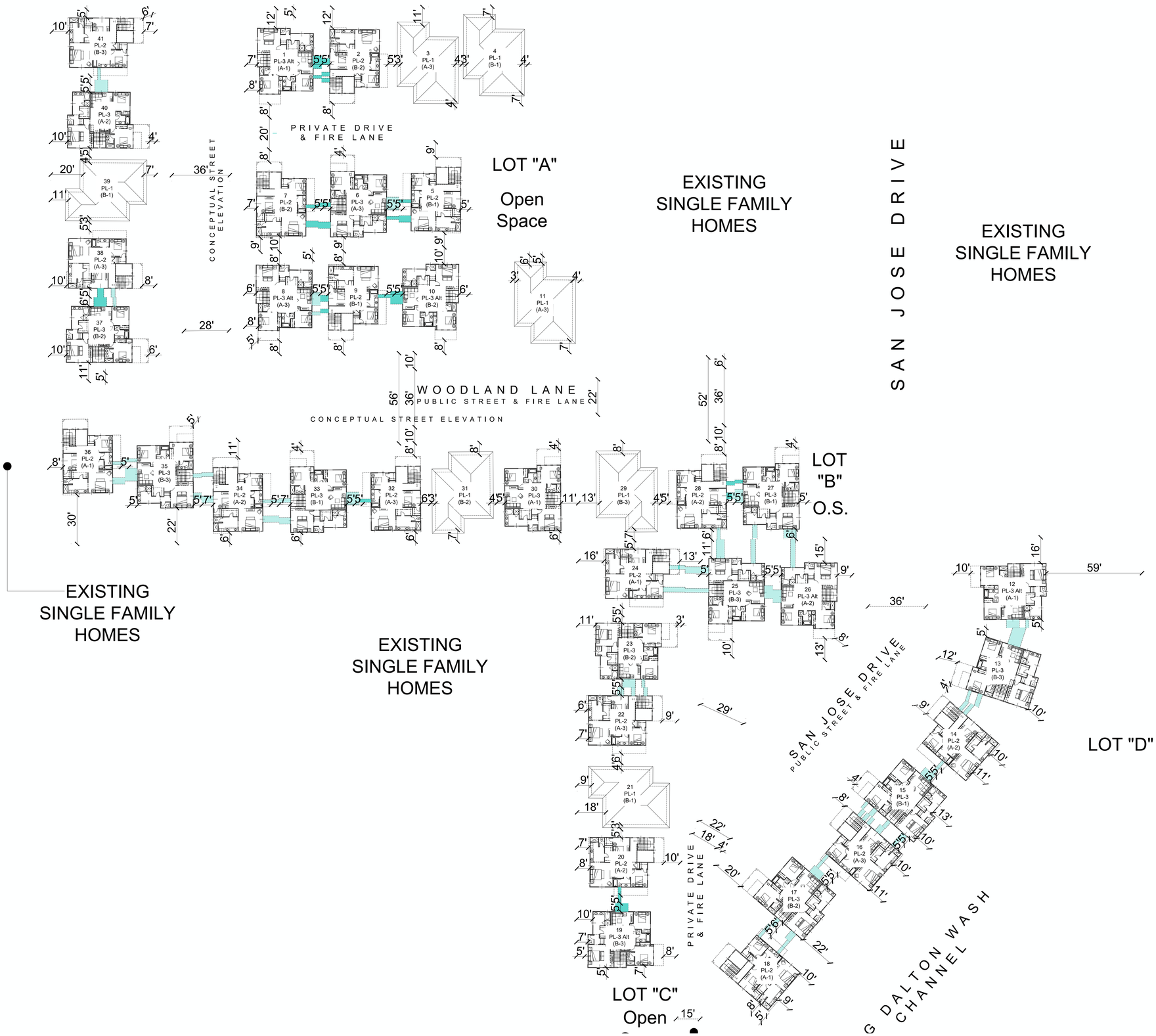
GLENDORA
GLENDORA, CA # 2023-0315

Plot Date: 2025.05.27
1st Submittal Set: 2024.12.12
2nd Submittal Set: 2025.02.25
3rd Submittal Set: 2025.05.27

0 15 30 60

ARCHITECTURAL SITE PLAN

A1.0



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ktgy.com

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3010 OLD RANCH PKWY, SUITE 100
SEAL BEACH, CA 90740

GLENDORA
GLENDORA, CA # 2023-0315

Plot Date:	2025.05.27
1st Submittal Set:	2024.12.12
2nd Submittal Set:	2025.02.25
3rd Submittal Set:	2025.05.27

Scale: 1" = 25'-0"
0 12 1/2 25 50

ARCHITECTURAL SITE STUDY
SECOND FLOOR WINDOW ADJACENCY STUDY

A1.1



P3 (A-1) P1 (B-2) P2 (A-3) P3 (B-1) P2 (A-2)

CONCEPTUAL STREET ELEVATION ALONG INTERNAL WOODLAND LANE (FACING SOUTH)

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THE OLSON COMPANY
3010 OLD RANCH PKWY, SUITE 100
SEAL BEACH, CA 90740

GLENDORA
GLENDORA, CA # 2023-0315

1st Submittal Set: 2024.12.12
2nd Submittal Set: 2025.02.25

0 4 8 12

STREET SCENE

A1.2



P3 ALT (A-1) PRIVATE DRIVE P2 (B-2) P3 ALT (A-3)

CONCEPTUAL STREET ELEVATION ALONG INTERNAL WOODLAND LANE (FACING EAST)

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3010 OLD RANCH PKWY, SUITE 100
SEAL BEACH, CA 90740

GLENDORA
GLENDORA, CA # 2023-0315

1st Submittal Set: 2024.12.12
2nd Submittal Set: 2025.02.25

0 4 8 12

STREET SCENE

A1.3



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THE OLSON COMPANY
3010 OLD RANCH PKWY, SUITE 100
SEAL BEACH, CA 90740

GLENDORA
GLENDORA, CA # 2023-0315

1st Submittal Set: 2024.12.12
2nd Submittal Set: 2025.02.25

NTS

PERSPECTIVE VIEW

A1.4



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

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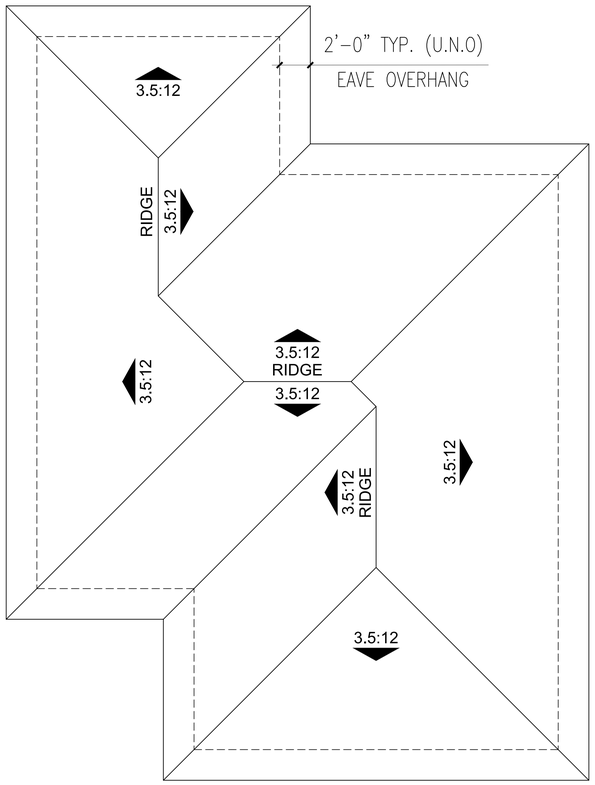
GLENDORA
GLENDORA, CA # 2023-0315

1st Submittal Set: 2024.12.12
2nd Submittal Set: 2025.02.25

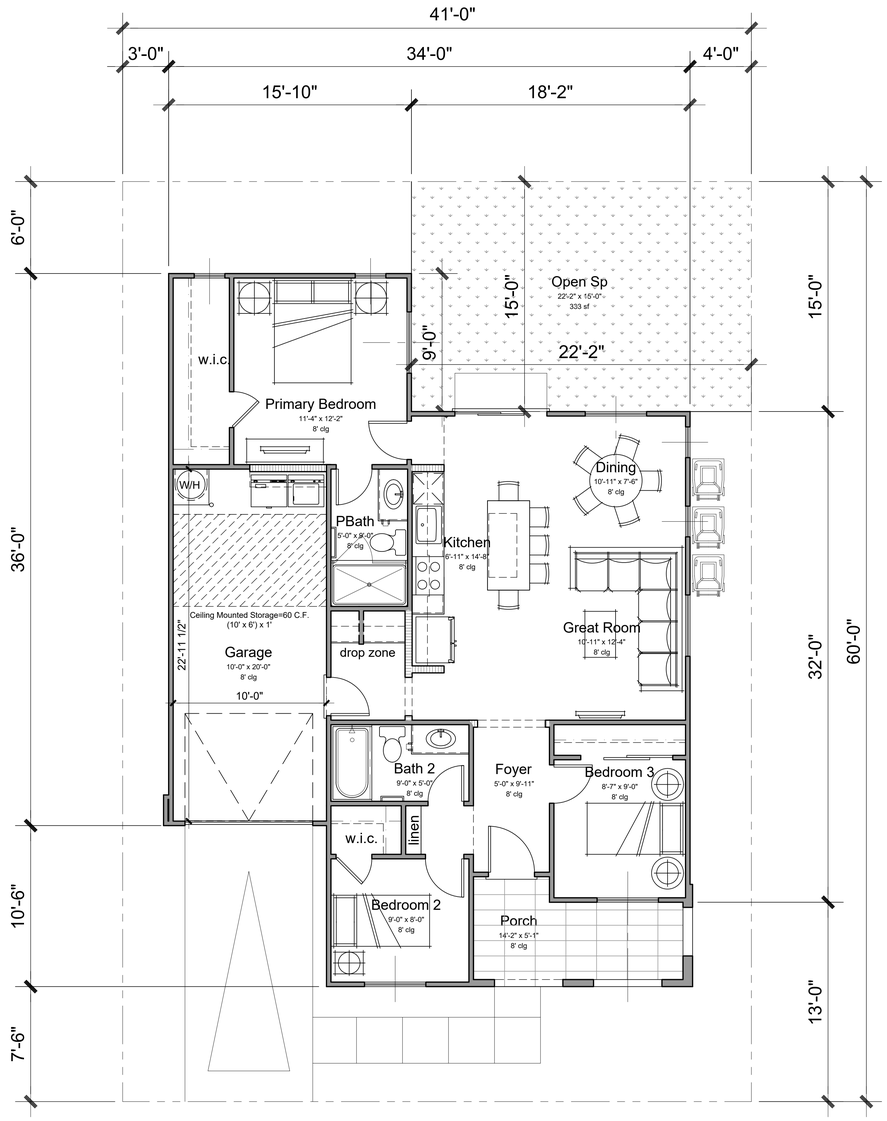
0 2 4 8

PLAN 1 ELEVATIONS
PRAIRIE - STYLE B

A2.0



ROOF PLAN



1ST FLOOR PLAN

Total Floor Area: 985 SQ. FT.

STORAGE AREA PROVIDED:
60 C.F.

P1 - GROSS S.F.	
1ST FLOOR	985 SQ. FT.
TOTAL LIVING	985 SQ. FT.
GARAGE	238 SQ. FT.
PORCH	87 SQ. FT.

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GLENDORA
GLENDORA, CA # 2023-0315

Plot Date: 2025.05.27
1st Submittal Set: 2024.12.12
2nd Submittal Set: 2025.02.25
3rd Submittal Set: 2025.05.27

0 2 4 8

PLAN 1 FLOOR & ROOF PLANS

A2.1



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

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GLENDORA
GLENDORA, CA # 2023-0315

1st Submittal Set: 2024.12.12
2nd Submittal Set: 2025.02.25

0 2 4 8

PLAN 2 ELEVATIONS
PRAIRIE - STYLE A

A3.0



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

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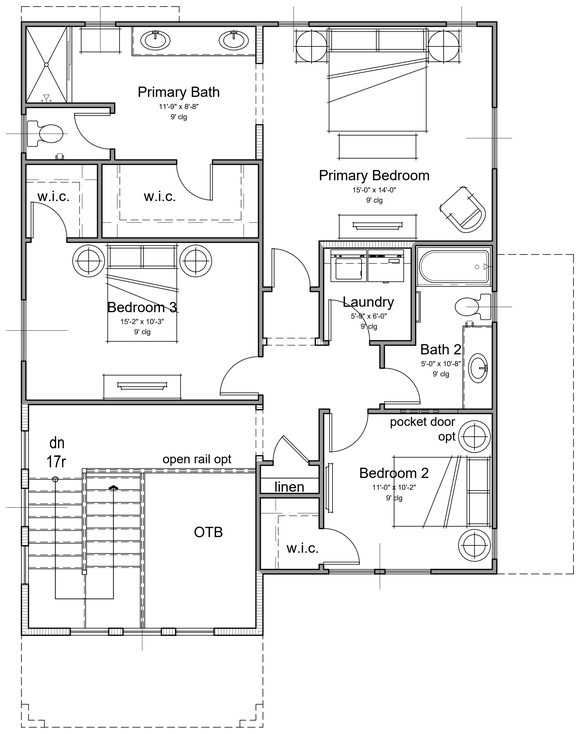
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GLENDORA, CA # 2023-0315

1st Submittal Set: 2024.12.12
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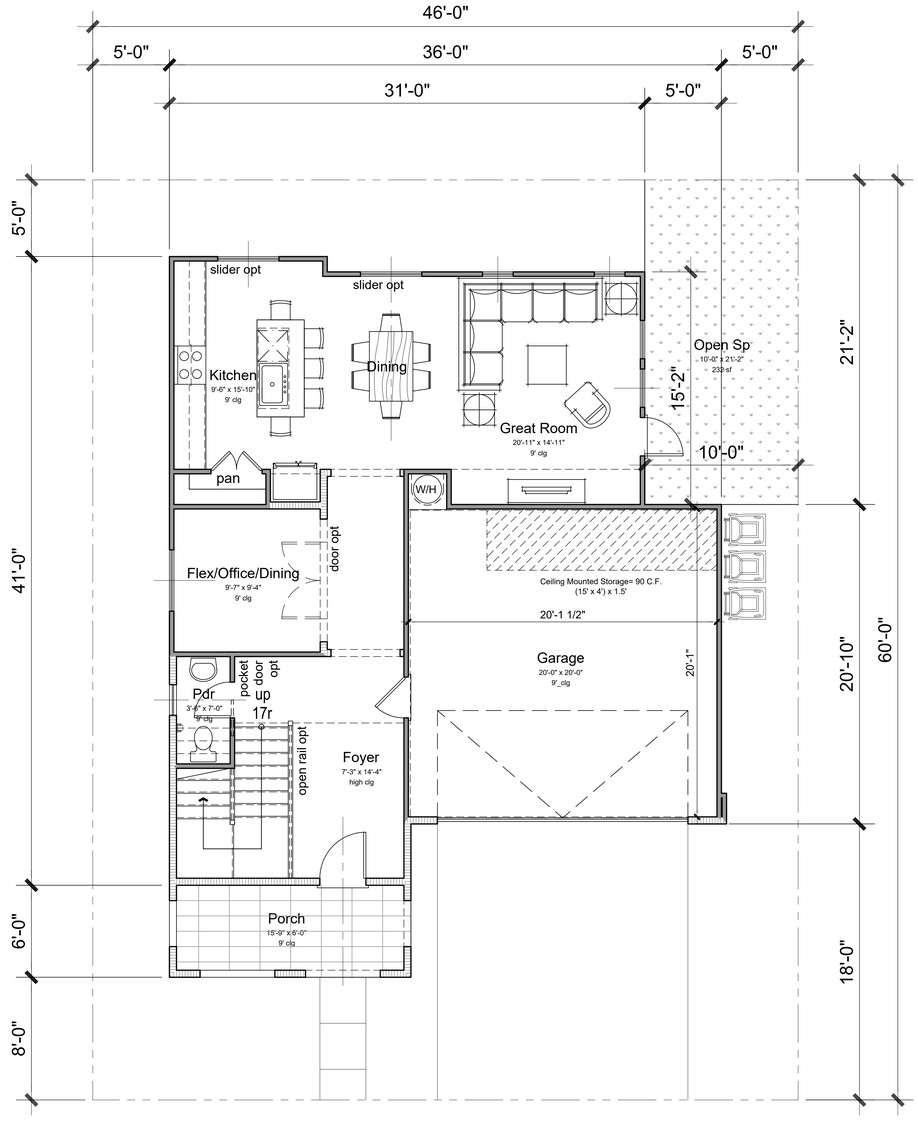
0 2 4 8

PLAN 2 ELEVATIONS
PRAIRIE - STYLE B

A3.0.1



2ND FLOOR PLAN



1ST FLOOR PLAN

STORAGE AREA PROVIDED:
90 C.F.

P2 - GROSS S.F.	
1ST FLOOR	867 SQ. FT.
2ND FLOOR	1017 SQ. FT.
TOTAL LIVING	1884 SQ. FT.
GARAGE	427 SQ. FT.
PORCH	95 SQ. FT.

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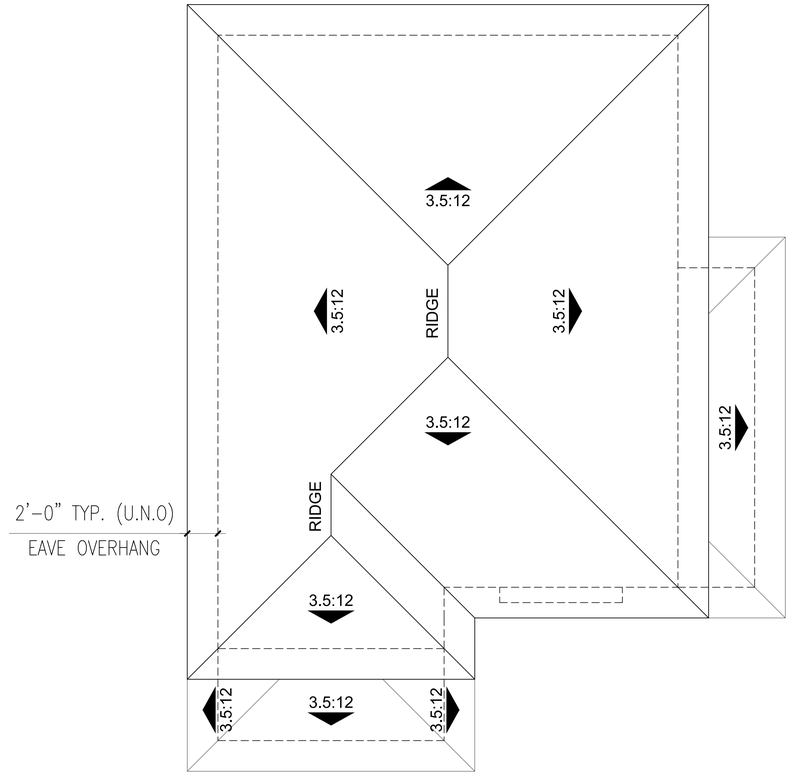
GLENDORA
GLENDORA, CA # 2023-0315

Plot Date: 2025.05.27
1st Submittal Set: 2024.12.12
2nd Submittal Set: 2025.02.25
3rd Submittal Set: 2025.05.27

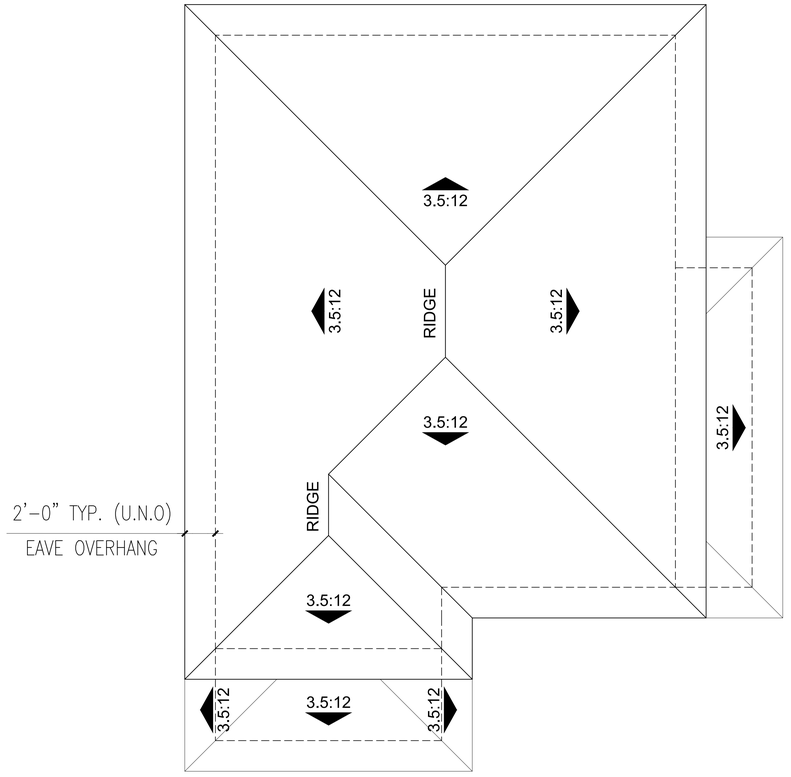
0 2 4 8

PLAN 2 FLOOR PLANS

A3.1



ROOF PLAN - STYLE B



ROOF PLAN - STYLE A

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GLENDORA
GLENDORA, CA # 2023-0315

Plot Date:	2025.05.27
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2nd Submittal Set:	2025.02.25
3rd Submittal Set:	2025.05.27

0 2 4 8

PLAN 2 ROOF PLANS

A3.2



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

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GLENDORA, CA # 2023-0315

1st Submittal Set: 2024.12.12
2nd Submittal Set: 2025.02.25

0 2 4 8

PLAN 3 ELEVATIONS
PRAIRIE - STYLE A

A4.0



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

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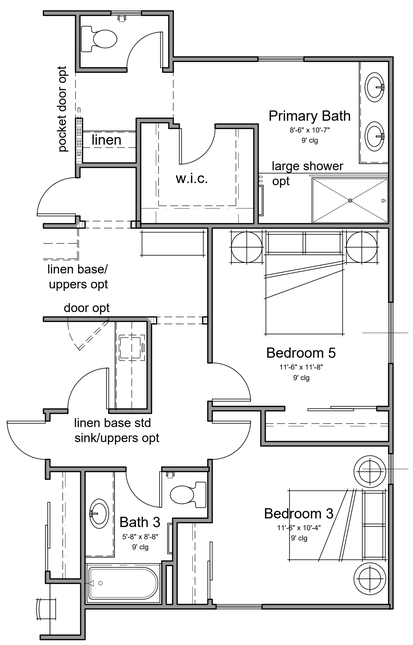
GLENDORA
GLENDORA, CA # 2023-0315

1st Submittal Set: 2024.12.12
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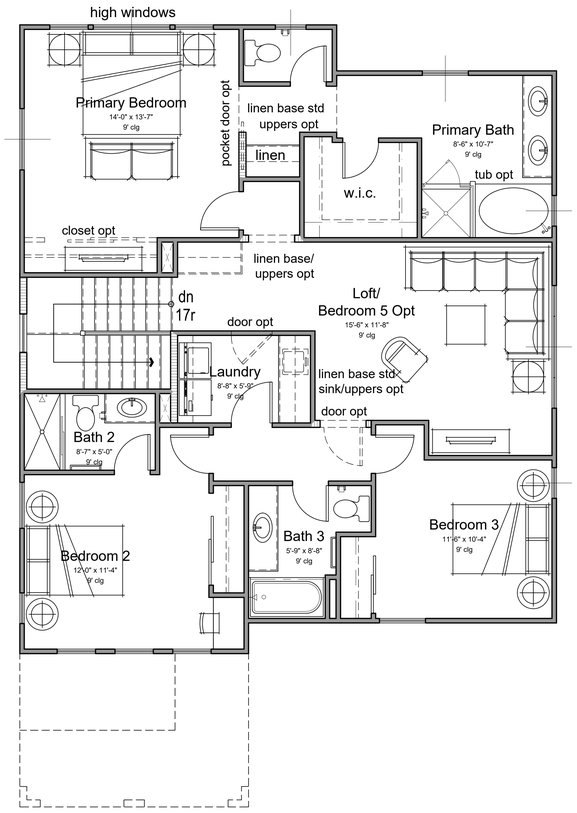
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PLAN 3 ELEVATIONS
PRAIRIE - STYLE B

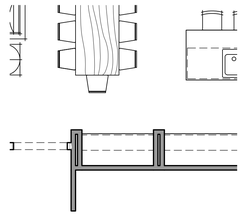
A4.0.1



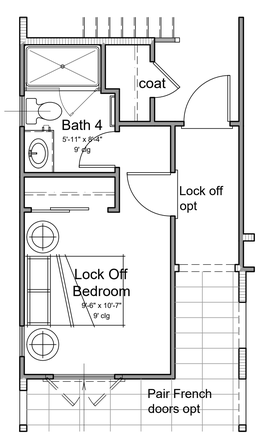
Bedroom 5 Option



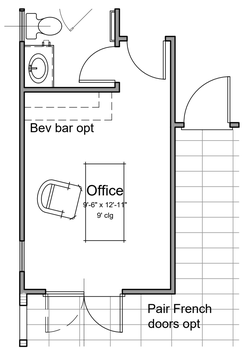
2ND FLOOR PLAN



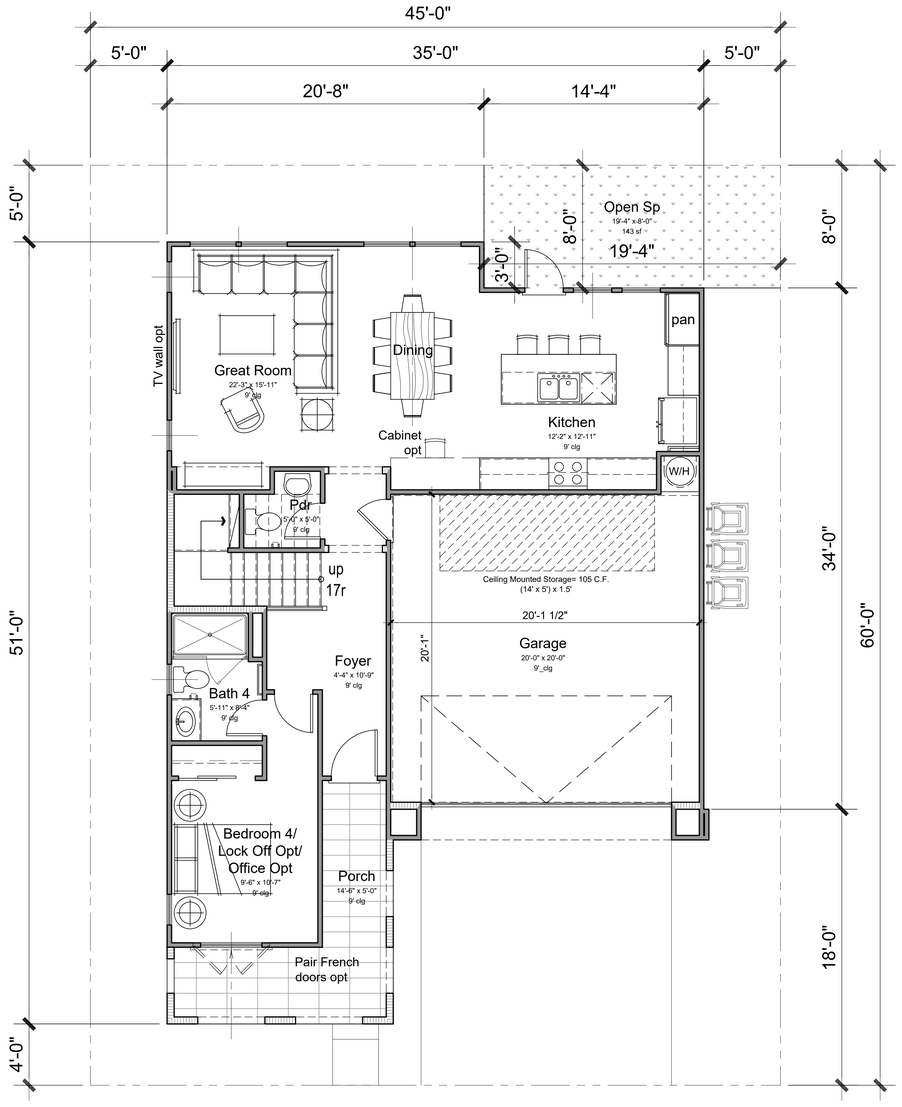
Lower & Upper
Cabinet Option



Lock Off Option



Office Option



1ST FLOOR PLAN

STORAGE AREA PROVIDED:
105 C.F.

P3 - GROSS S.F.	
1ST FLOOR	908 SQ. FT.
2ND FLOOR	1279 SQ. FT.
TOTAL LIVING	2188 SQ. FT.
GARAGE	426 SQ. FT.
PORCH	122 SQ. FT.

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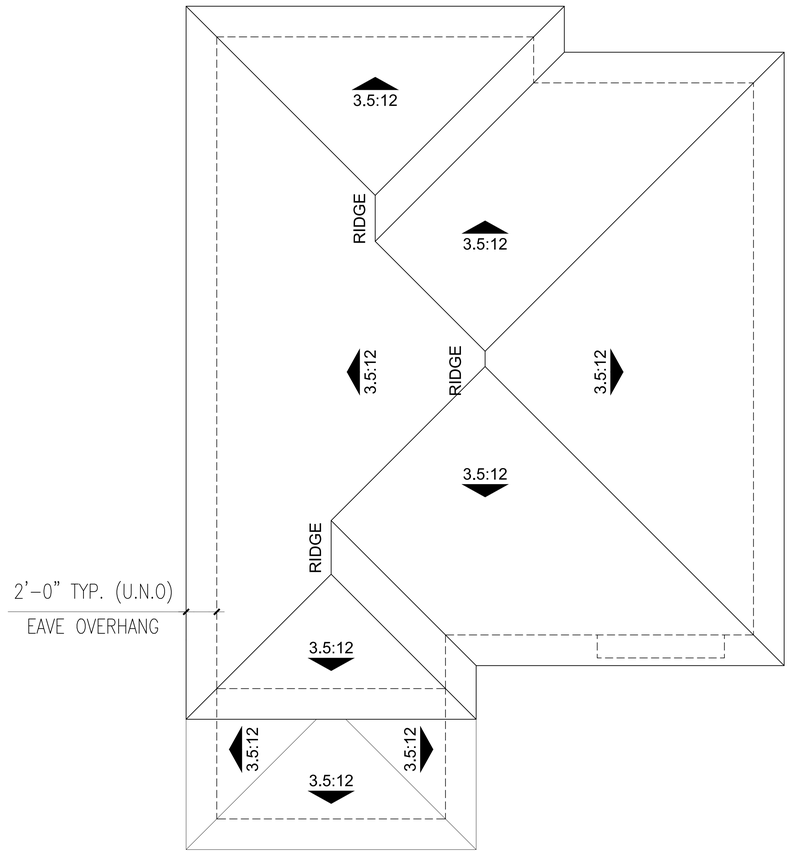
GLENDORA
GLENDORA, CA # 2023-0315

Plot Date: 2025.05.27
1st Submittal Set: 2024.12.12
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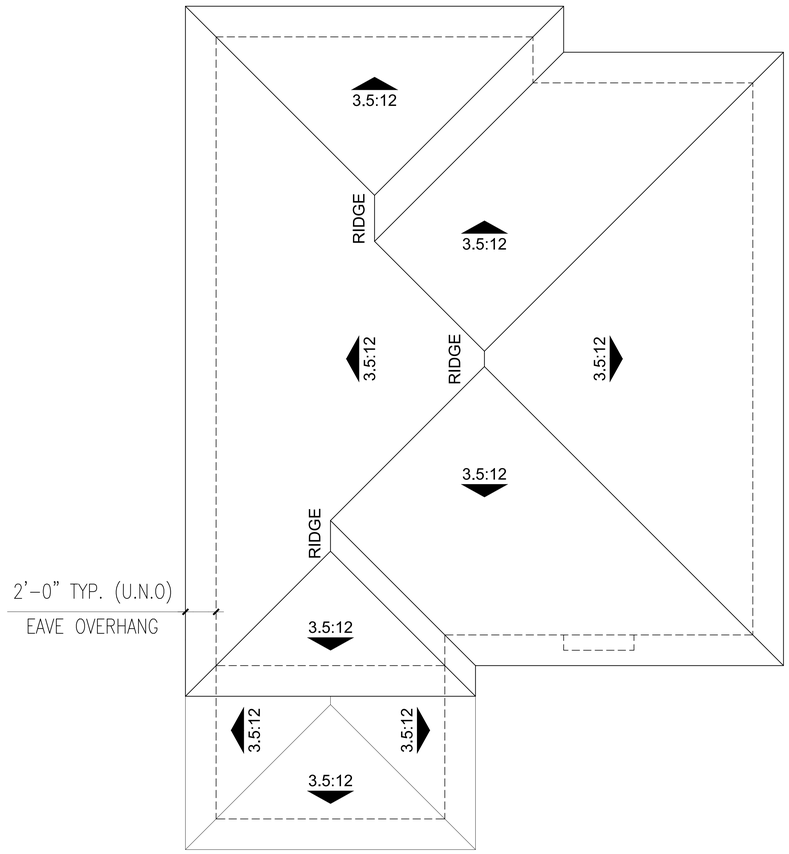
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PLAN 3 FLOOR PLANS

A4.1



ROOF PLAN - STYLE B



ROOF PLAN - STYLE A

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Plot Date:	2025.05.27
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2nd Submittal Set:	2025.02.25
3rd Submittal Set:	2025.05.27

0 2 4 8

PLAN 3 ROOF PLANS

A4.2



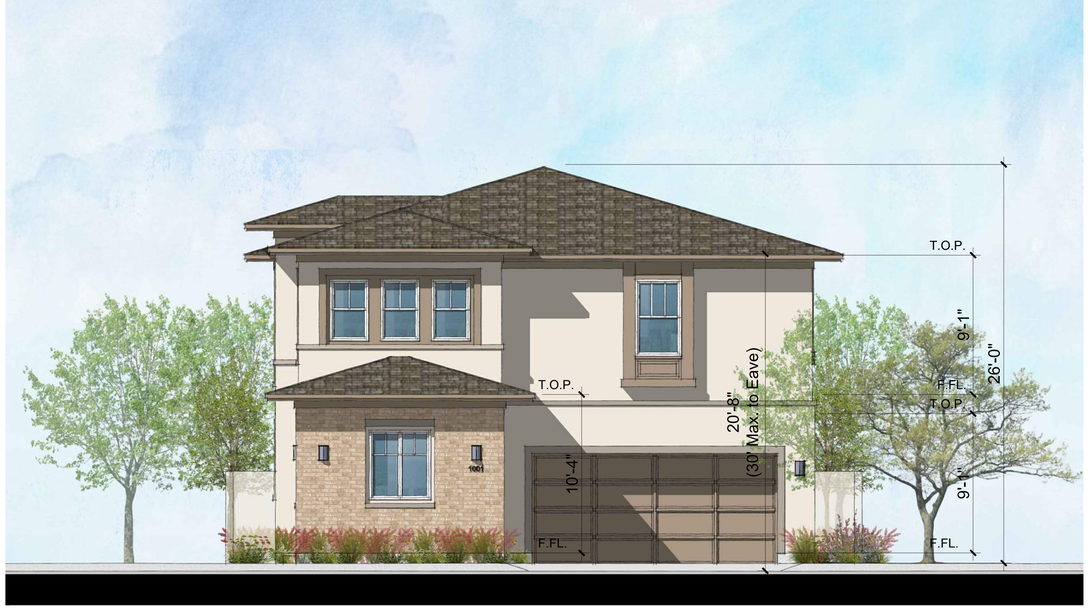
Right Elevation



Rear Elevation



Left Elevation



Front Elevation

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1st Submittal Set: 2024.12.12
2nd Submittal Set: 2025.02.25

0 2 4 8

PLAN 3 ALT ELEVATIONS
PRAIRIE - STYLE A

A5.0



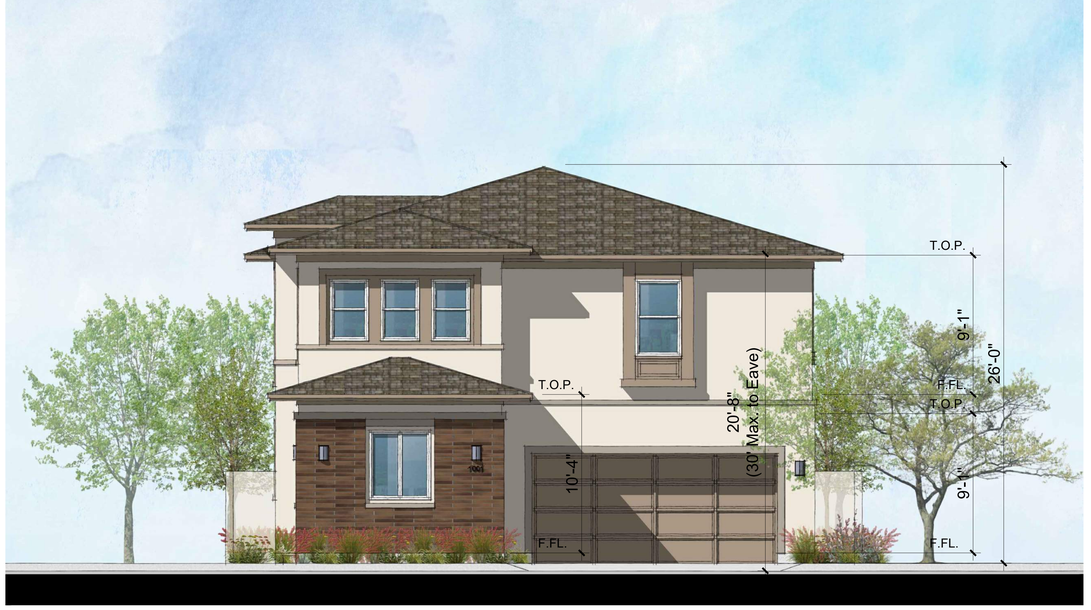
Right Elevation



Rear Elevation



Left Elevation



Front Elevation

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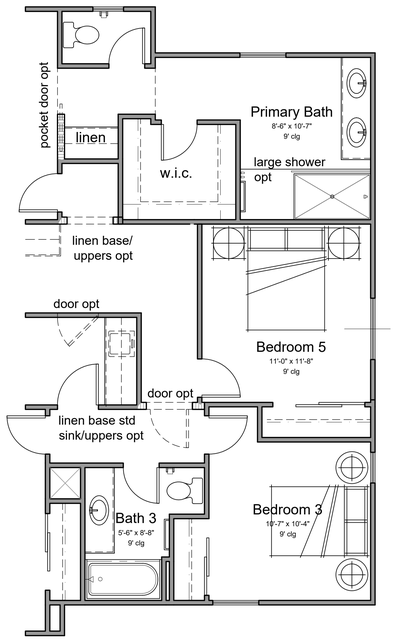
GLENDORA
GLENDORA, CA # 2023-0315

1st Submittal Set: 2024.12.12
2nd Submittal Set: 2025.02.25

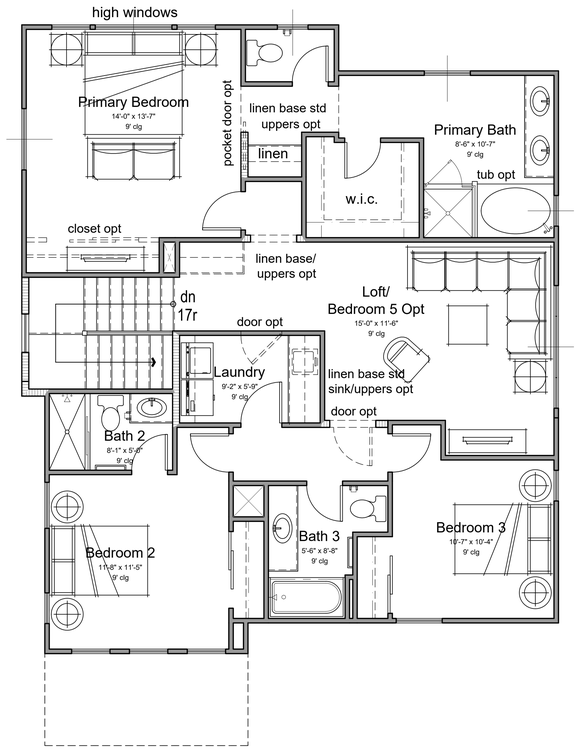
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PLAN 3 ALT ELEVATIONS
PRAIRIE - STYLE B

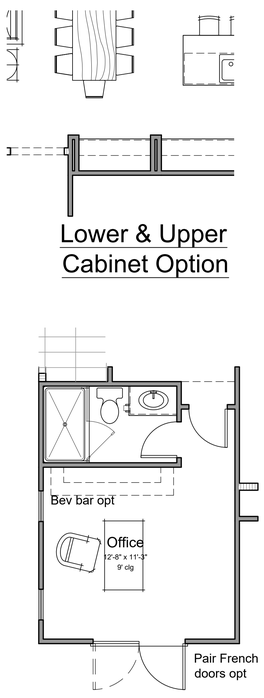
A5.0.1



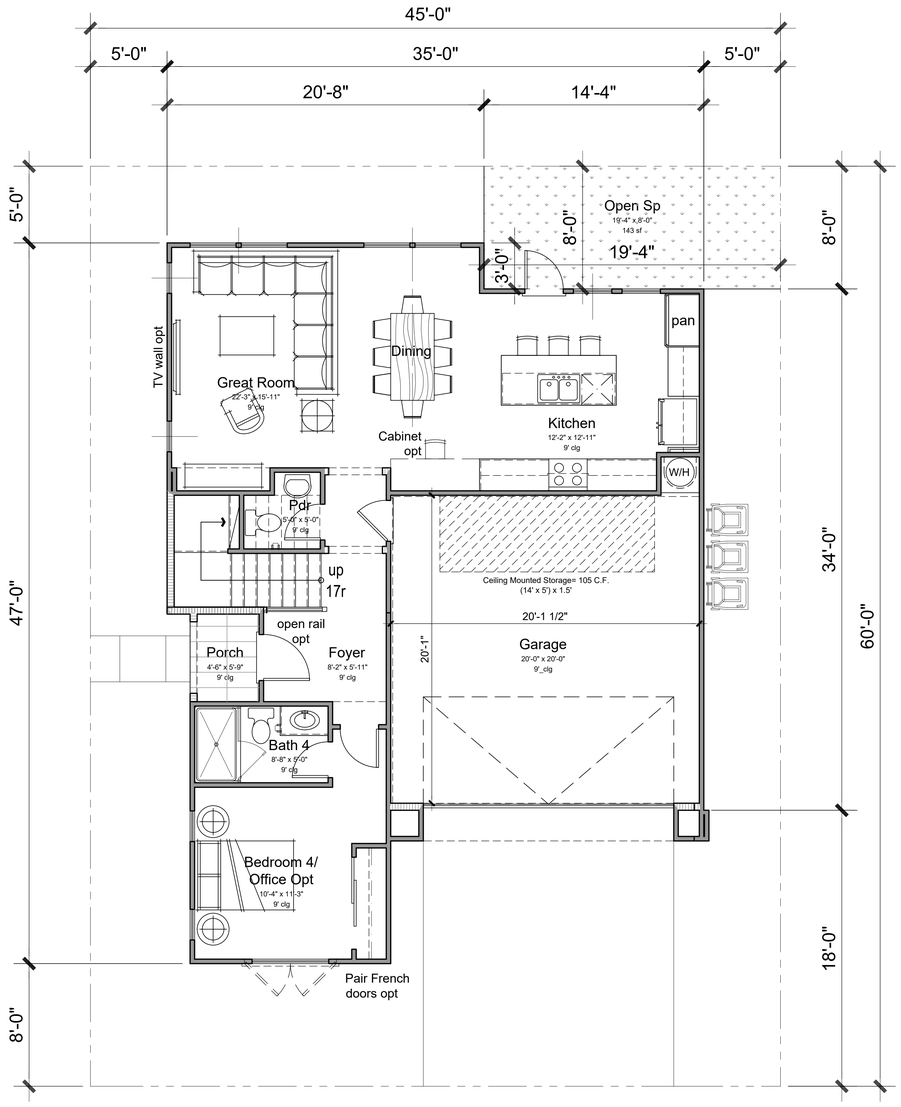
Bedroom 5 Option



2ND FLOOR PLAN



Office Option



1ST FLOOR PLAN

STORAGE AREA PROVIDED:
105 C.F.

P3 ALT- GROSS S.F.	
1ST FLOOR	912 SQ. FT.
2ND FLOOR	1251 SQ. FT.
TOTAL LIVING	2163 SQ. FT.
GARAGE	426 SQ. FT.
PORCH	26 SQ. FT.

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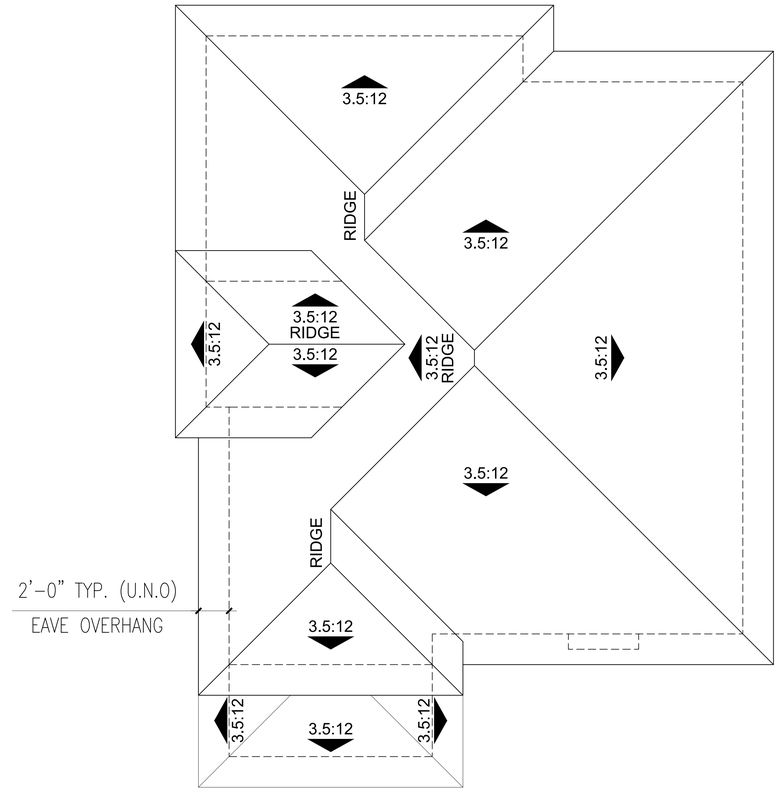
GLENDORA
GLENDORA, CA # 2023-0315

Plot Date: 2025.05.27
1st Submittal Set: 2024.12.12
2nd Submittal Set: 2025.02.25
3rd Submittal Set: 2025.05.27

0 2 4 8

PLAN 3 ALT FLOOR PLANS

A5.1



ROOF PLAN - STYLE A/B

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Plot Date:	2025.05.27
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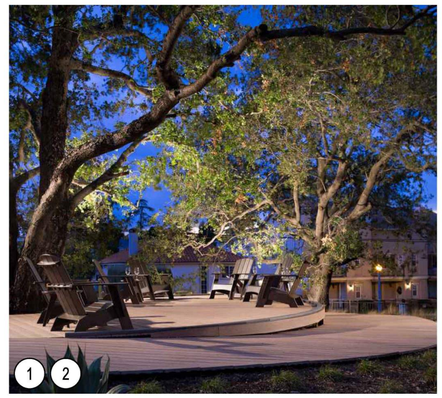
PLAN 3 ALT ROOF PLANS

A5.2

LEGEND

1. Community Pocket Park 'A'
2. Community Pocket Park 'B'
3. Community Pocket Park 'C'
4. Community cluster mailboxes, per USPS review and approval.
5. Enhanced paving at pedestrian crossing.
6. Proposed tree, per Planting Plan.
7. Natural grey public sidewalk, broom finish, per City Standard.
8. 5' wide DG walkway.
9. Private unit entry natural grey concrete walk, with light top-cast finish and saw-cut joints.
10. Natural gray concrete driveway, with light broom finish and tooled joints.
11. Raised decking, with footings sensitive to existing trees.
12. Private yard area, homeowner maintained.
13. HOA maintained planting area.
14. Community dog bag station (black in color) for pet owners.
15. Short-term bike storage (2 bike racks to accommodate 4 bike stalls, per location).
16. Proposed private yard walls, per Wall and Fence Plan.
17. Public street R.O.W.
18. City maintained sidewalk and parkway.
19. Limit of work boundary.
20. Cul-de-sac center island retaining wall.

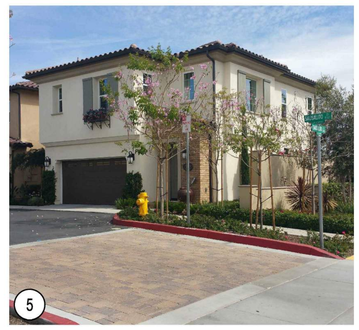
EXISTING TREE NOTE:
"Tree canopies are denoted on the plan. The ground plane below the canopy will be designated at natural oak leaf litter on the planting plans in the construction drawings."













Schematic Landscape Plan

Scale: 1" = 30'

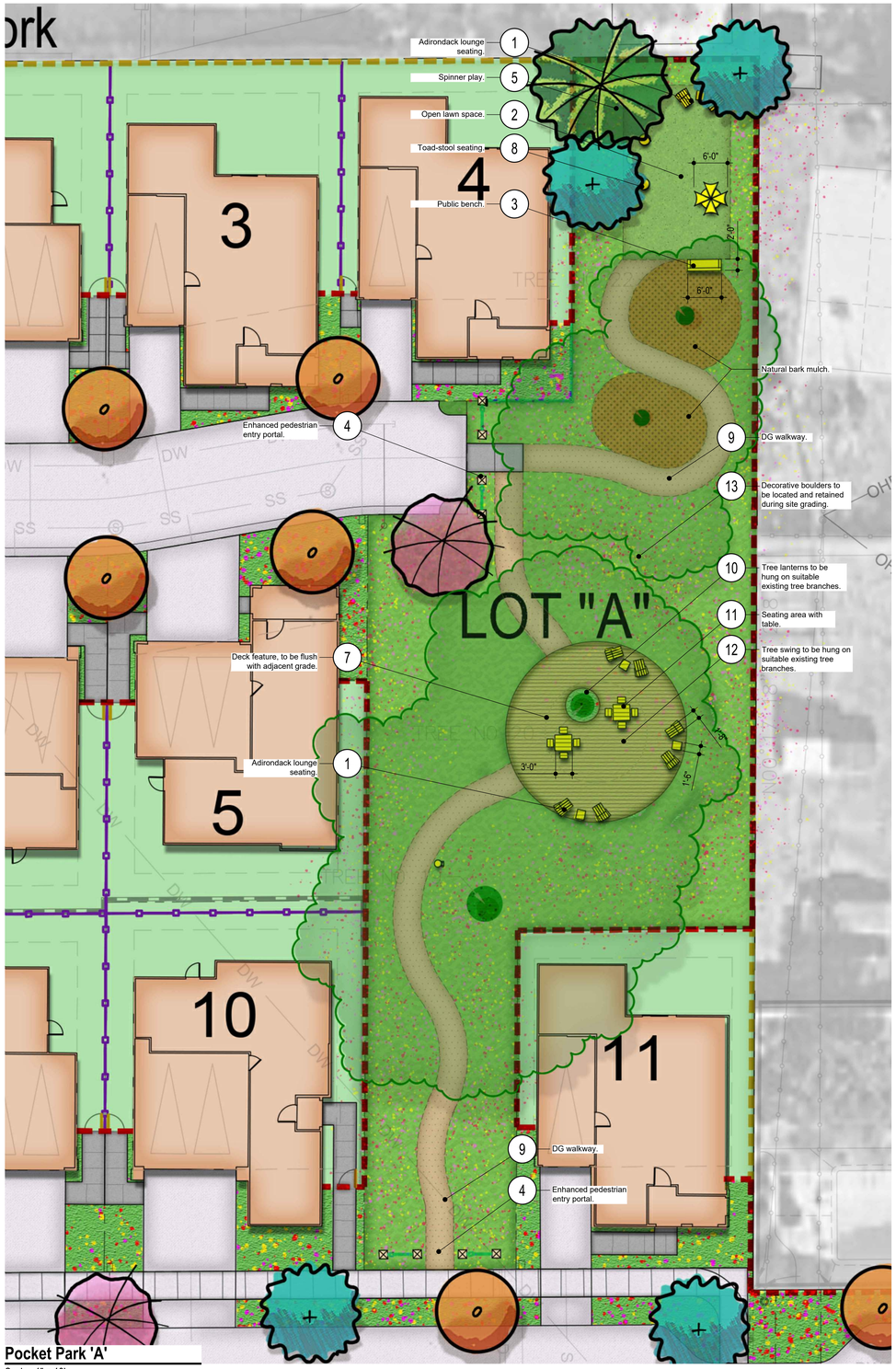
The Olson Company

3rd City Submittal | Project No.: TOC67-D | Date: May 27, 2025

L-1

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studio PAD Landscape Architecture

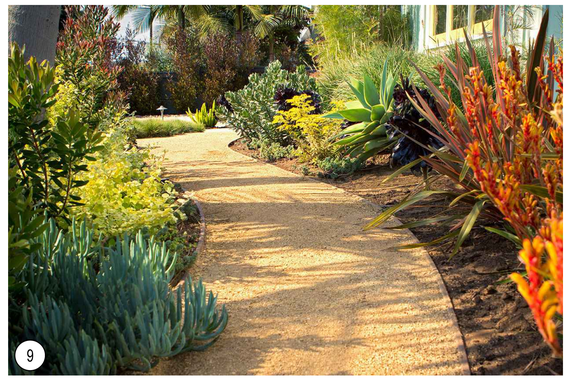


Pocket Park 'A'

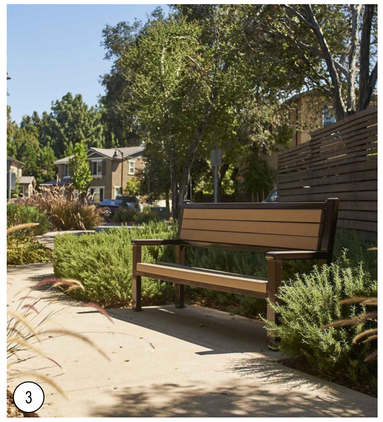
Scale: 1" = 10'

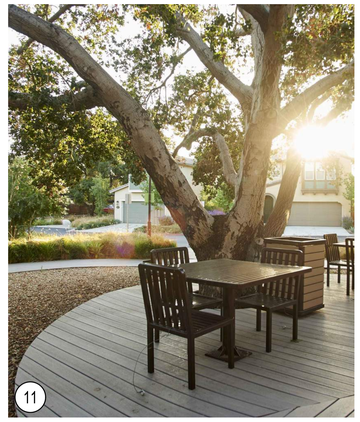




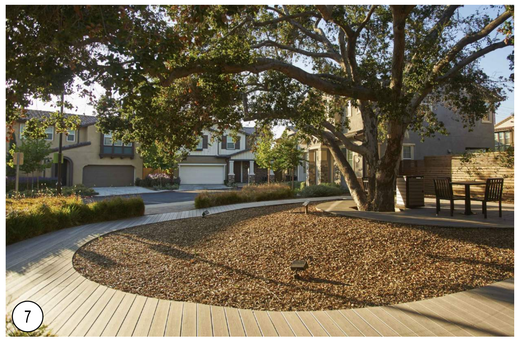




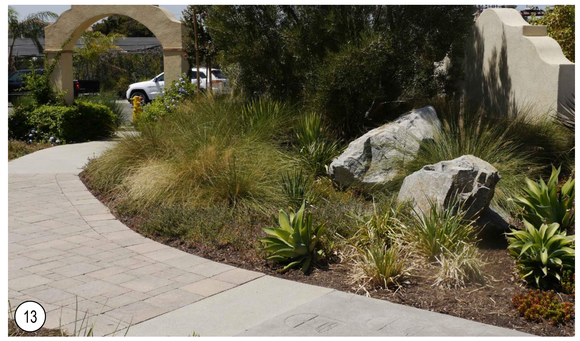
















Schematic Pocket Park Enlargements

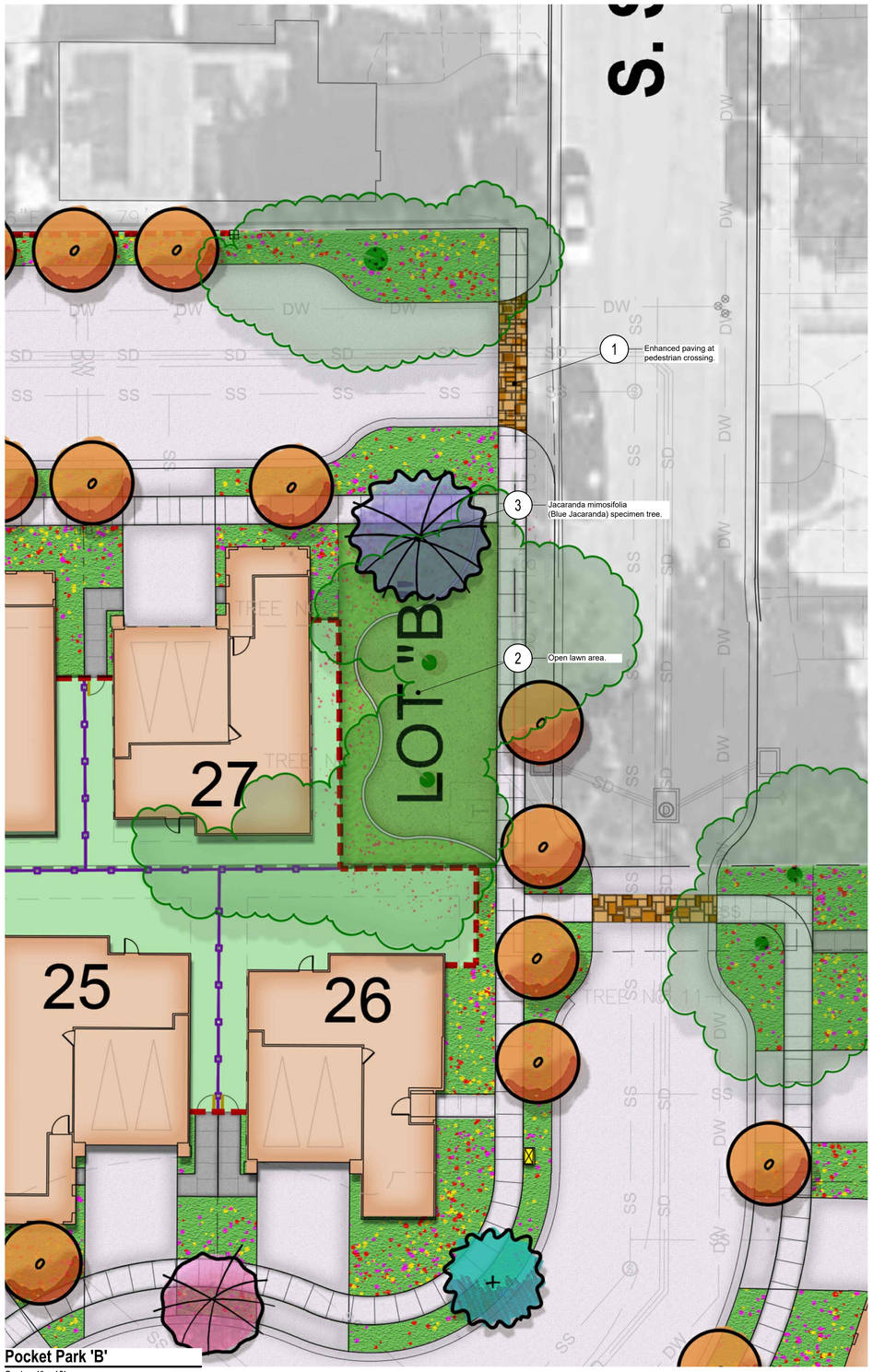
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L-2A

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Pocket Park 'B'
Scale: 1" = 10'







Schematic Pocket Park Enlargements

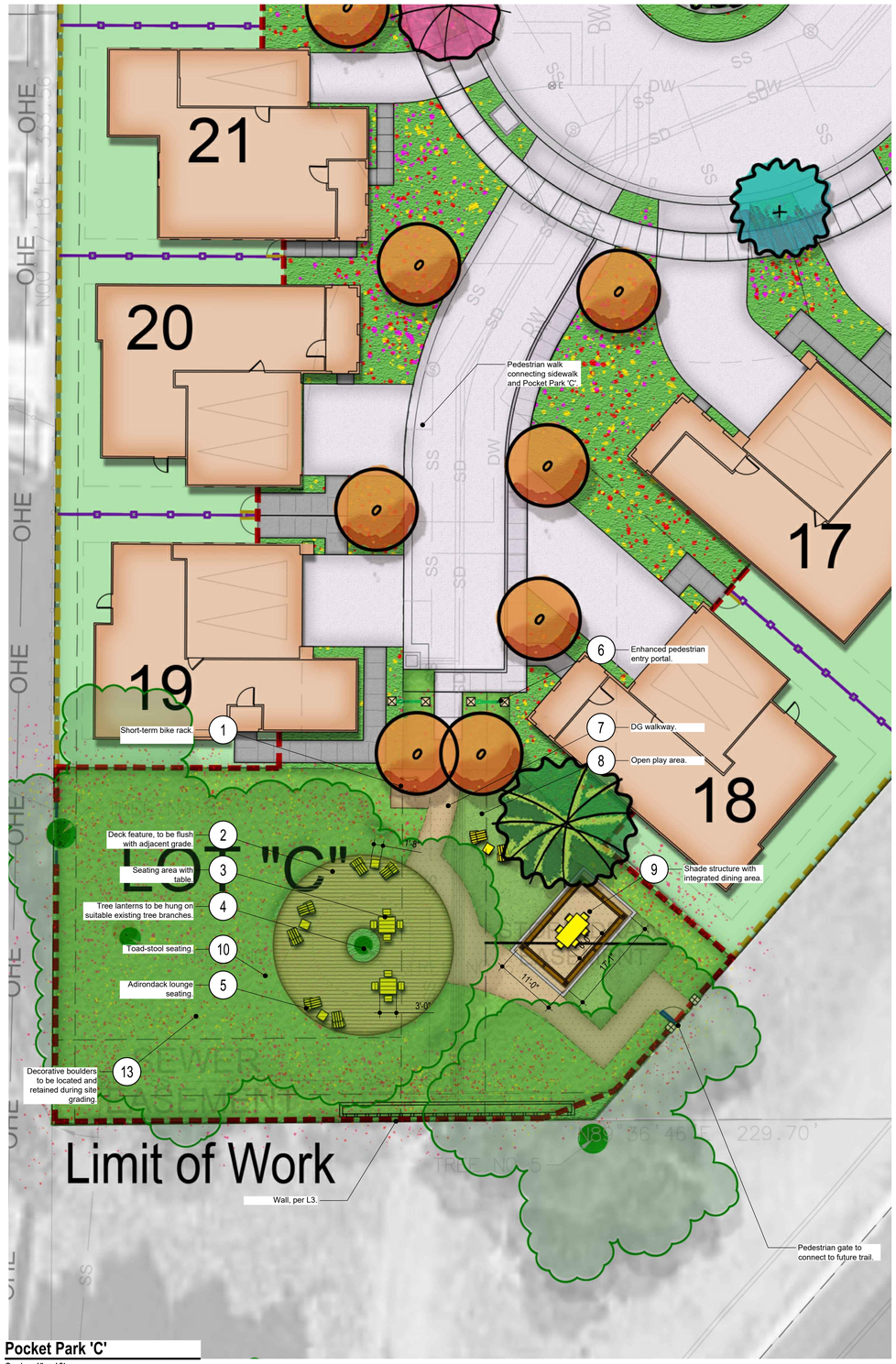
The Olson Company

3rd City Submittal | Project No.: TOC67-D
Date: May 27, 2025

L-2B

Glendora - Woodland, CA

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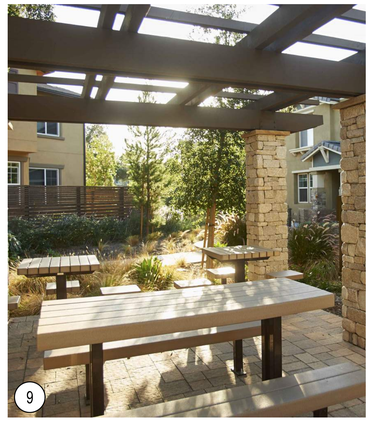
Pocket Park 'C'
Scale: 1" = 10'

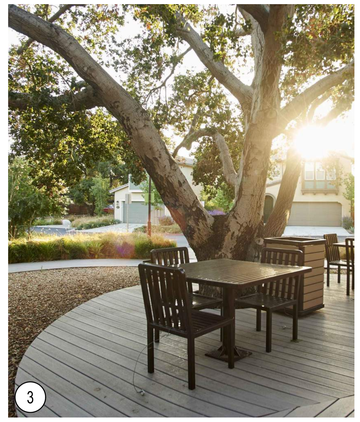




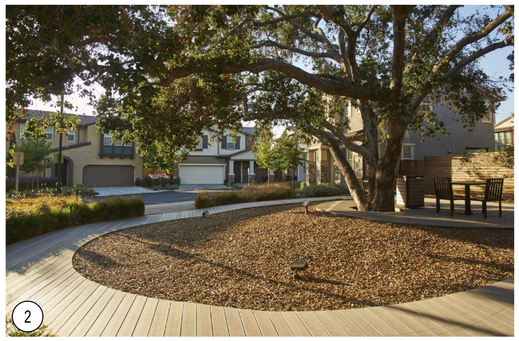








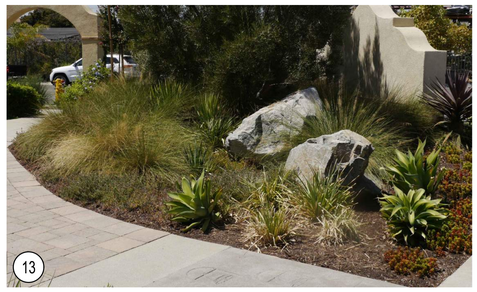












Schematic Pocket Park Enlargements

The Olson Company

3rd City Submittal | Project No.: TOC67-D | Date: May 27, 2025

L-2C

Glendora - Woodland, CA

studio PAD Landscape Architecture

PROPOSED WALL LEGEND

1. Existing Property Line wall along east edge.
2. 6'-0" High CMU wall with single-side stucco, on exposed face, with 2" cap.
3. 6'-0" High CMU wall, tan precision, with 2" cap.
4. 6'-0" High vinyl fence (brown / tan color).
5. 5'-6" High tube steel fence (black color).
6. 3'-6" High wood or vinyl rail fence.
7. 3'-6" High brick-clad pilaster, with 2" brick cap and wood rail fence.
8. 6'-6" High stucco over CMU pilaster, with 2" high concrete cap.
9. 3'-6" High brick-clad CMU pilater, with 2" high concrete cap.
10. 6'-0" High vinyl private yard gate (brown / tan color).
11. 5'-6" High metal ADA pedestrian gate (black paint color).

Limit of Work

S. SAN JOSE DR.

LOT "A"

LOT "B"

LOT "C"

LOT "D"

BIG DALTON WASH

12 Stack stone retaining wall.

Limit of Work

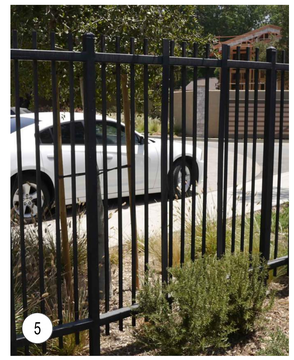
Pedestrian gate for future trail connection.

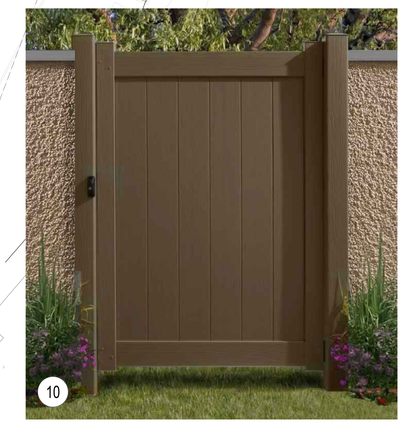
NOTES:

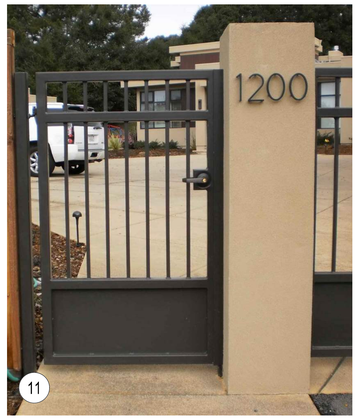
1. Special footings for walls and fences within an designated radius of existing Oak trees will be designed and constructed in coordination with the Arborist to minimize impacts on root systems. The Arborist will determine appropriate footing types, and establish required setback distances. All excavation and construction near Oaks will follow best practices. Compliance with all applicable city tree protection guidelines will be maintained.







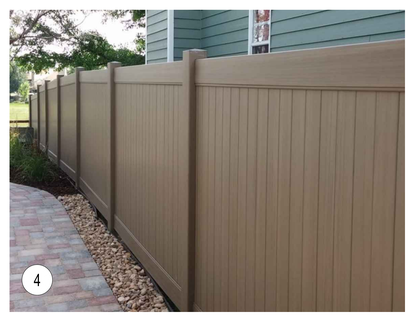












Schematic Wall and Fence Plan

0 15' 30' 60'
Scale: 1" = 30'

The Olson Company

3rd City Submittal | Project No.: TOC67-D
Date: May 27, 2025

L-3

Glendora - Woodland, CA

studio PAD Landscape Architecture



EXISTING TREE NOTE:
"Tree canopies are denoted on the plan. The ground plane below the canopy will be designated at natural oak leaf litter on the planting plans in the construction drawings."

PROPOSED PLANTING LEGEND

Symbol	Type/Form	Suggestions Botanical Name (Common Name)	Trunk	Size	Tree Size [15 Year Growth]	Wucols (R4)	Qty.
	TREES						
1	Specimen	*Quercus agrifolia (Coast Live Oak)	Single	48" Box	24 ft	Low	6
		Jacaranda mimosifolia (Blue Jacaranda)	Single	48" Box	25 ft		
2 3	Street/ Parkway	*Platanus x acerifolia (London Plane Tree)	Single	48" Box	25 ft	Medium	15
4	Medium Flowering	*Lagerstroemia i.x f. 'Natchez' (Crape Myrtle)	Single	36" Box	16 ft	Medium	10
5	Evergreen	*Tristania conferta (Brisbane Box)	Single	36" Box	25 ft	Medium	43
	Existing mature tree.						
							TOTAL = 73

* Mitigation species.

SHRUBS and GROUND COVER		WUCOLS (R4)	
Anigozanthos	Kangaroo Paw	Low	
Agave spp.	Agave	Low	
Aloe spp.	Aloe	Low	
Bougainvillea spp.	Bougainvillea	Low	
Callistemon citrinus 'Little John'	Dwarf Bottlebrush	Low	
Carex divulsa	Berkeley Sedges	Low	
Chamaerops humilis	Mediterranean Fan Palm	Low	
Dasylirion longissimum	Mexican Grass Tree	Low	
Delosperma spp.	Trailing Ice Plant	Low	
Dianella revoluta 'Little Rev'	Little Rev™ Flax Lily	Low	
Grevillea lanigera 'Prostrate'	Prostrate Woolly Grevillea	Low	
Hesperaloe parviflora	Red / Yellow Yucca	Low	
Kalanchoe thyrsiflora	Flapjack Paddle Plant	Low	
Lavandula stoechas 'Larkman Hazel'	Hazel™ Spanish Lavender	Low	
Stipa (Nassella) pulchra	Purple Needlegrass	Low	Native
Muhlenbergia capillaris	Pink / Hairy Awn Muhly	Low	
Muhlenbergia rigens	Deer Grass	Med	Native
Rosmarinus o. 'Huntington Carpet'	Groundcover Rosemary	Low	
Westringia spp.	Westringia	Low	
Xylosma congestum 'Compact'	Compact Xylosma	Low	
Yucca gloriosa	Spanish Dagger	Low	
VINES & ESPALIERS			
Antigonon leptopus	Coral Vine	Low	
Bougainvillea 'Monka' (Oo-La-La® Bougainvillea)	Bougainvillea	Low	
Pandorea jasminoides 'Lady Di'	White Bower Vine	Med	
Trachelospermum jasminoides	Star Jasmine	Med	

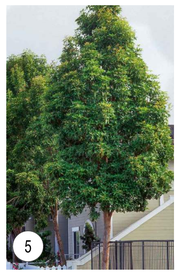
NOTES:
1. Irrigation (including spray and/or drip) will be provided, in the Construction Document phase, and to be installed per local California water regulations (AB1881) .
2. Vehicular Swinging Gates to be installed per local Fire Codes & Regulations.
3. Transformers, back-flow preventers & other above-ground utilities to be screened with landscape as permitted per local codes & regulations.
4. Landscape lighting (landscape up-lights, path lights/bollards, etc.) to be coordinated with Electrical Engineer in future phase.
5. The plant palette listed provides a list of plant material to select from when preparing final landscape construction documents for this project. However, substitutions may be required due to availability, soils tests, or other conditions.
6. All trees within 5' of hardscape to be installed with deep root barriers.

1


2


3


4


5

Schematic Planting Plan

0 15' 30' 60'
Scale: 1" = 30'

The Olson Company

3rd City Submittal | Project No.: TOC67-D | Date: May 27, 2025

L-4

Glendora - Woodland, CA

studio PAD Landscape Architecture

Limit of Work

S. SAN JOSE DR.

LOT "A"

LOT "B"

LOT "C"

LOT "D"

BIG DALTON WASH

TRACT NO. 17805

TRACT NO. 12333

Limit of Work

SCHEMATIC LIGHTING SCHEDULE

PHOTO	SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
		Uplight - FX Luminaire C-UL Corrosion-resistant brass up light. 6.5in. H x 2.4in. Dia. Brass, (AB) Antique Bronze, 3-Prong Spike Lamp: 20W MR-16 LED Warm Flood, 4W / 4.3VA, 2700K, Beamspread: Flood	6
		Downlight - FX Luminaire MD Down light ideal for small space applications. 9.38in. H x 2.62in. Dia. Order code: MD, Aluminum, (BZ) Bronze Metallic, Mini J-Box for 1/2in. Thread Lamp: 20W MR-16 LED Warm Flood, 4W / 4.3VA, 2700K	4
		Pathlight - FX Luminaire PM Modern path light with powder-coated finish. 2.5in. Dia x 14.0in. H. PM-XT for Extra Tall 18.5in.. Order code: PM, Aluminum Alloy, (BZ) Bronze Metallic, Deck Mount for PM Lamp: PM-1LED, 2.2W / 2.2VA, 2700K, Beamspread: Very Wide Flood	9
		Pole Light - SVE-3 Area Pole Light, HID - Direct Lighting Sales, Model San Vicente #SVE-3 Cast Aluminum, Textured Bronze, RA21 Radius, On DBC-1 Base & 10' round pole. Lamp: Per Elec. Eng., Per Elec. Eng., Per Elec. Eng. Accessories: On DBC-1 Base & 10' round pole.	4
		String Light - 100' Continuous light string(100') black C9 string light with LED G40 warm white bulbs with 1/16" Diameter galvanized steel cable wire-secure to posts with s.s 18-8 3/16" wire eye lags. (W.P.)Light switch & Dimmer mounted on post. -, Black, Galvanized Eye Bolts., Hide Conduit Connection along Back of Post. Lamp: LED, Per Manuf.	2
		Exterior Electrical GFI Outlet Cast Aluminum, Textured Architectural Bronze, Wall	3
		Transformer - FX Luminaire - PX SS, Stainless Steel, Wall 300W	2

Limit of Work

S. SAN JOSE DR.

LOT "A"

LOT "B"

LOT "C"

LOT "D"

BIG DALTON WASH

SEWER EASEMENT

Limit of Work

SCHEMATIC LANDSCAPE AREA SCHEDULE

LANDSCAPE AREA - FRONT YARD
HOA Installed and Maintained Private Front Yard

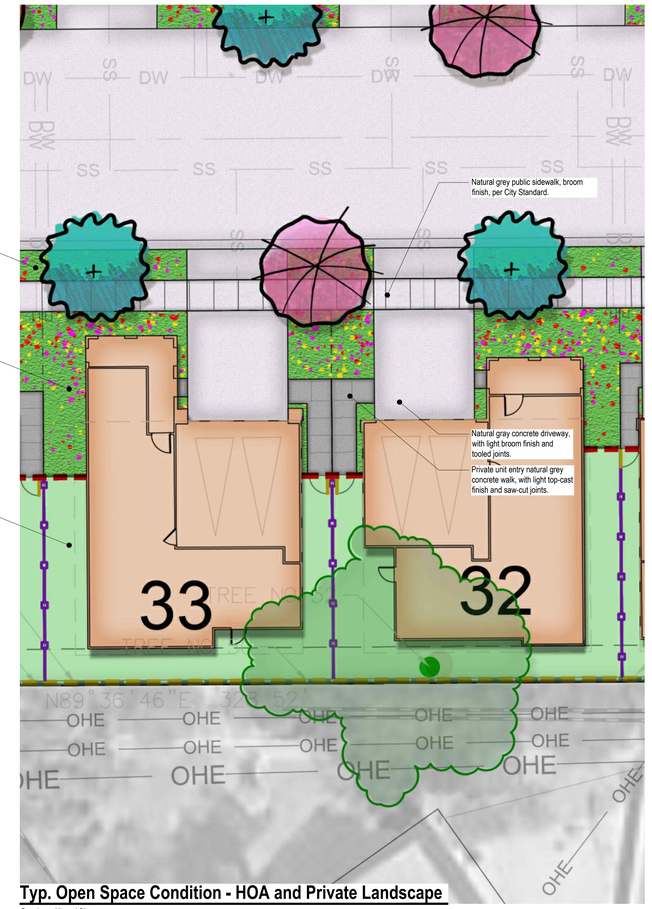
Takeoff: 17,750 sf

LANDSCAPE AREA - REAR YARD
Private Rear Yard

Takeoff: 39,165 sf

LANDSCAPE AREA - COMMON OPEN SPACE
HOA Installed and Maintained Common Open Space
Ref. Lot A/B/C

Takeoff: 16,966 sf



Typ. Open Space Condition - HOA and Private Landscape

Scale: 1" = 10'

Schematic Landscape Area Plan

Scale: 1" = 30'

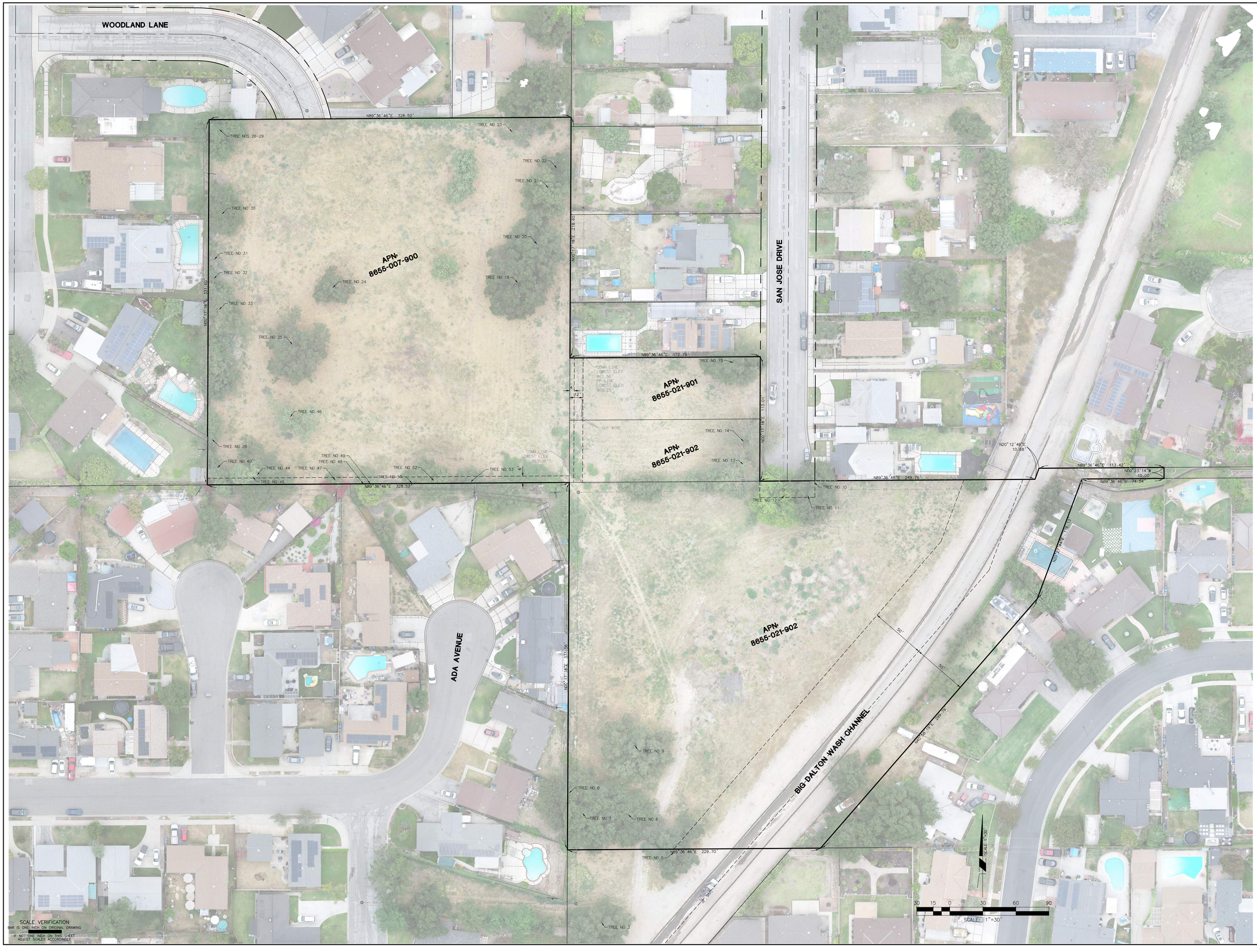
The Olson Company

3rd City Submittal | Project No.: TOC67-D | Date: May 27, 2025

L-6

Glendora - Woodland, CA

studio PAD Landscape Architecture



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30251 GOLDEN LANTERN,
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(866) 338-5778 PHONE
WWW.ADVANCEDCIVILGROUP.COM

SEAL-ENGINEER

REGISTERED PROFESSIONAL ENGINEER
R. STEVEN AUSTIN
No. 68795
CIVIL
STATE OF CALIFORNIA

ORTHOGRAPHIC SURVEY

GLENDORA - WOODLAND AND SAN JOSE
249 S SAN JOSE DRIVE
GLENDORA, CA 91741

DRAWN BY:	RSA
DESIGNED BY:	RSA
CHECKED BY:	RSA
APPROVED BY:	RSA
DATE:	06/03/2025
REVISIONS:	
PROJECT NUMBER:	106817

SHEET NO.

C-1

1 OF 7

WOODLAND LANE

SAN JOSE DRIVE

ADA AVENUE

BIG DALTON WASH CHANNEL

APN: 8655-007-900

APN: 8655-021-901

APN: 8655-021-902

N89°36'46"E 328.52'

N00°17'18"E 331.60'

N89°36'46"E 172.79'

N00°17'18"E 218.60'

N00°17'18"E 113.01'

N89°36'46"E 249.76'

N20°12'48"E 10.68'

N89°36'46"E 113.42'

N00°25'14"W 10.00'

N89°36'46"E 74.54'

N00°25'14"E 116.13'

N00°17'18"E 299.9'

N89°36'46"E 229.70'

TREE NOS 26-29

TREE NO 23

TREE NO 22

TREE NO 21

TREE NO 30

TREE NO 20

TREE NO 31

TREE NO 32

TREE NO 24

TREE NO 19

TREE NO 33

TREE NO 25

TREE NO 15

TREE NO 46

TREE NO 14

TREE NO 39

TREE NO 13

TREE NO 49

TREE NO 48

TREE NO 40

TREE NO 44

TREE NO 47

TREE NO 52

TREE NO 50

TREE NO 53

TREE NO 45

TREE NO 10

TREE NO 12

TREE NO 11

TREE NO 9

TREE NO 8

TREE NO 7

TREE NO 6

TREE NO 5

TREE NO 3

COMM LINE LOWEST ELEV 861.56' PR LINE LOWEST ELEV 869.25'

COMM LINE LOWEST ELEV 861.36'

GUY WIRE

4'

12'

50'

50'

VICINITY MAP

NTS

FOOTHILL BLVD

CARROLL AVE

WOODLAND LN

STEFFEN ST

ADA AVE

WALNUT AVE

LEMON AVE

ROUTE 66

LORAINE AVE

SAN JOSE DR

BIG DALTON WASH

VALLEY CENTER AVE

LAWFORD ST

LEGEND

- EX PALM TREE
- EX TREE
- EX SEWER MANHOLE
- EX STREETLIGHT
- EX FIRE HYDRANT
- EX UTILITY BOX
- EX STORM DRAIN MANHOLE
- EX CATCH BASIN
- EX POWER POLE
- EX TRAFFIC LIGHT
- EX UNDERGROUND UTILITY VAULT
- EX IRRIGATION METER
- EX ELECTRICAL METER
- EX WATER VALVE COVER
- EX WATER METER
- EX MANHOLE
- EX STREET SIGN
- EX BOLLARD
- EX MONUMENT
- EX TRANSFORMER
- EX FIRE WATER STRUCTURE
- EX GAS STRUCTURE
- EX GAS VALVE
- EX PROPERTY BOUNDARY
- EX STREET CENTERLINE
- EX RIGHT-OF-WAY
- EX PROPERTY LINE
- EX EASEMENT
- EX MAJOR CONTOUR
- EX MINOR CONTOUR
- SS EX SEWER LINE
- DW EX DOMESTIC WATER LINE
- FW EX FIRE WATER LINE
- RW EX RECYCLED WATER LINE
- SD EX STORM DRAIN LINE
- OHE EX OVERHEAD ELECTRIC
- UE EX UNDERGROUND ELECTRIC
- GAS EX GAS LINE
- EX IRON FENCE
- EX CHAIN LINK FENCE
- EX WOOD FENCE
- EX WALL
- EX CURB AND GUTTER
- EX SWALE
- EX STRIPING
- EX SLOPE
- EX CONCRETE
- EX STRUCTURE FOOTPRINT

SCALE: 1"=30'

SCALE VERIFICATION
BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

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SEAL-ENGINEER

REGISTERED PROFESSIONAL ENGINEER
R. STEVEN AUSTIN
No. 68795
CIVIL
STATE OF CALIFORNIA

EXISTING CONDITIONS - SITE PLAN

GLENDORA - WOODLAND AND SAN JOSE
249 S SAN JOSE DRIVE
GLENDORA, CA 91741

DRAWN BY: RSA
DESIGNED BY: RSA
CHECKED BY: RSA
APPROVED BY: RSA
DATE: 06/03/2025
REVISIONS:

PROJECT NUMBER: 106817

SHEET NO.
C-2

WOODLAND LANE

PRIVATE DRIVE
PRIVATE DRIVE AND FIRE LANE

WOODLAND LANE
PUBLIC STREET AND FIRE LANE

WOODLAND LANE
PUBLIC STREET AND FIRE LANE

LOT "A"

LOT "B"

LOT "C"

LOT "D"

TRACT NO. 21364

TRACT NO. 1233

TRACT NO. 17909

SAN JOSE DRIVE

SAN JOSE DRIVE
PUBLIC STREET AND FIRE LANE

PRIVATE DRIVE
PRIVATE DRIVE AND FIRE LANE

ADA AVENUE

BIG DALTON WASH CHANNEL

TO BE RESERVED FOR FUTURE CITY TRAIL

STORM DRAIN EASEMENT

SEWER EASEMENT

N89°36'46"E 328.52'

N89°36'46"E 122.79'

N89°36'46"E 229.70'

N89°36'46"E 249.76'

N89°36'46"E 113.42'

N89°36'46"E 74.54'

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N20°12'48"E 10.68'

N00°17'18"E 333.56'

N00°17'18"E 218.62'

N00°38'31"E 205.13'

VICINITY MAP

NTS

FOOTHILL BLVD
CARROLL AVE
WOODLAND LN
STEFFEN ST
ADA AVE
WALNUT AVE
LEMON AVE
LAWFORD ST
LORAINE AVE
SAN JOSE DR
BIG DALTON WASH
VALLEY CENTER AVE
ROUTE 66

PARKING LEGEND

DESCRIPTION	QUANTITY
GARAGE PARKING (2 REQ. PER UNIT)	75 EACH
STREET PARKING	34 EACH
DRIVEWAY PARKING	75 EACH
	184 EACH

PARKING NOTES:

EACH MARKET RATE SINGLE FAMILY HOME IS REQUIRED TO HAVE 2 COVERED PARKING SPACES.

FOR AFFORDABLE HOUSING UNITS, THE PARKING RATIO MAY BE REDUCED TO NO MORE THAN 0.5 SPACES PER UNIT. (AB 744)

LEGEND

EX PALM TREE
EX TREE
EX SEWER MANHOLE
EX STREETLIGHT
EX FIRE HYDRANT
EX UTILITY BOX
EX STORM DRAIN MANHOLE
EX CATCH BASIN
EX POWER POLE
EX TRAFFIC LIGHT
EX UNDERGROUND UTILITY VAULT
EX IRRIGATION METER
EX ELECTRICAL METER
EX WATER VALVE COVER
EX WATER METER
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EX FIRE WATER LINE
EX RECYCLED WATER LINE
EX STORM DRAIN LINE
EX OVERHEAD ELECTRIC
EX UNDERGROUND ELECTRIC
EX GAS LINE
EX IRON FENCE
EX CHAIN LINK FENCE
EX WOOD FENCE
EX WALL
EX CURB AND GUTTER
EX SWALE
EX STRIPING
EX SLOPE
EX CONCRETE
EX ASPHALT
EX STRUCTURE FOOTPRINT
PR STREET LIGHT
PR SEWER LINE
PR DOMESTIC WATER LINE
PR FIRE WATER LINE
PR RECYCLED WATER LINE
PR STORM DRAIN LINE
PR WALL
PR CURB AND GUTTER
PR SWALE
PR SLOPE
PR ASPHALT
PR BUILDING FOOTPRINT

SCALE: 1"=30'

30 15 0 30 60 90

SCALE VERIFICATION
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ADJUST SCALES ACCORDINGLY

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DRAWN BY: RSA
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REVISIONS:

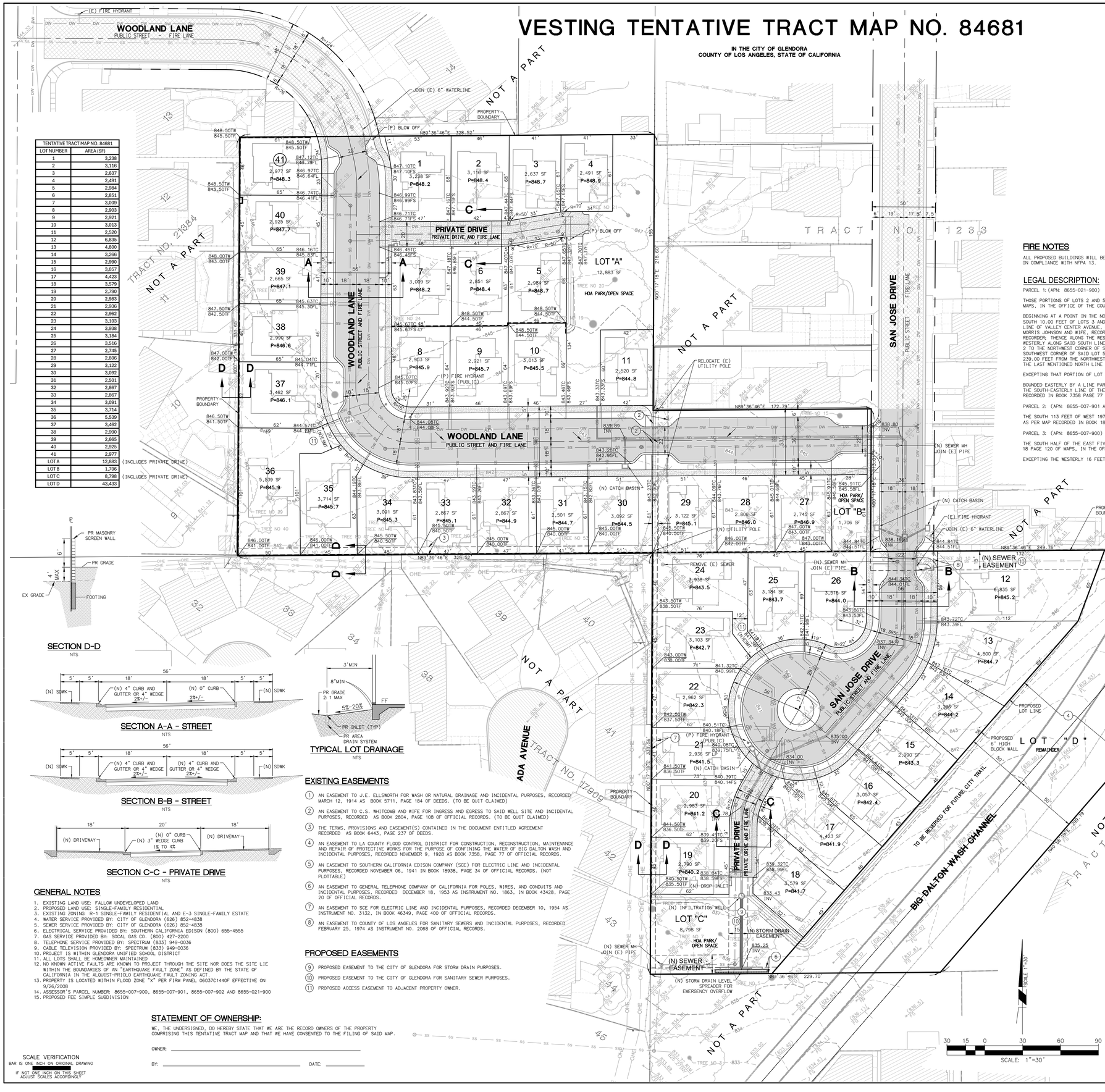
PROJECT NUMBER: 106817

SHEET NO.
C-3

VESTING TENTATIVE TRACT MAP NO. 84681

IN THE CITY OF GLENDORA
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

TENTATIVE TRACT MAP NO. 84681	
LOT NUMBER	AREA (SF)
1	3,238
2	3,116
3	2,637
4	2,491
5	2,984
6	2,851
7	3,099
8	2,903
9	2,921
10	3,013
11	2,520
12	6,835
13	4,800
14	3,266
15	2,990
16	3,057
17	4,423
18	3,579
19	2,790
20	2,983
21	2,936
22	2,962
23	3,103
24	3,938
25	3,184
26	3,516
27	2,745
28	2,806
29	3,122
30	3,092
31	2,501
32	2,867
33	2,867
34	3,091
35	3,714
36	5,839
37	3,462
38	2,990
39	2,665
40	2,925
41	2,977
LOT A	12,883 (INCLUDES PRIVATE DRIVE)
LOT B	1,706
LOT C	8,798 (INCLUDES PRIVATE DRIVE)
LOT D	43,433



SECTION D-D

NTS

SECTION A-A - STREET

NTS

SECTION B-B - STREET

NTS

SECTION C-C - PRIVATE DRIVE

NTS

TYPICAL LOT DRAINAGE

NTS

GENERAL NOTES

1. EXISTING LAND USE: FALLOW UNDEVELOPED LAND
2. PROPOSED LAND USE: SINGLE-FAMILY RESIDENTIAL
3. EXISTING ZONING: R-1 SINGLE-FAMILY RESIDENTIAL AND E-3 SINGLE-FAMILY ESTATE
4. WATER SERVICE PROVIDED BY: CITY OF GLENDORA (626) 852-4838
5. SEWER SERVICE PROVIDED BY: CITY OF GLENDORA (626) 852-4838
6. ELECTRICAL SERVICE PROVIDED BY: SOUTHERN CALIFORNIA EDISON (800) 655-4555
7. GAS SERVICE PROVIDED BY: SOCAL GAS CO. (800) 427-2200
8. TELEPHONE SERVICE PROVIDED BY: SPECTRUM (833) 949-0036
9. CABLE TELEVISION PROVIDED BY: SPECTRUM (833) 949-0036
10. PROJECT IS WITHIN GLENDORA UNIFIED SCHOOL DISTRICT
11. ALL LOTS SHALL BE HOMEOWNER MAINTAINED
12. NO KNOWN ACTIVE FAULTS ARE KNOWN TO PROJECT THROUGH THE SITE NOR DOES THE SITE LIE WITHIN THE BOUNDARIES OF AN "EARTHQUAKE FAULT ZONE" AS DEFINED BY THE STATE OF CALIFORNIA IN THE ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT.
13. PROPERTY IS LOCATED WITHIN FLOOD ZONE "X" PER FIRM PANEL 06037C1440F EFFECTIVE ON 9/26/2008
14. ASSESSOR'S PARCEL NUMBER: 8655-007-900, 8655-007-901, 8655-007-902 AND 8655-021-900
15. PROPOSED FEE SIMPLE SUBDIVISION

EXISTING EASEMENTS

(1) AN EASEMENT TO J.E. ELLSWORTH FOR WASH OR NATURAL DRAINAGE AND INCIDENTAL PURPOSES, RECORDED MARCH 12, 1914 AS BOOK 5711, PAGE 184 OF DEEDS. (TO BE QUIT CLAIMED)

(2) AN EASEMENT TO C.S. WHITCOMB AND WIFE FOR INGRESS AND EGRESS TO SAID WELL SITE AND INCIDENTAL PURPOSES, RECORDED AS BOOK 2804, PAGE 108 OF OFFICIAL RECORDS. (TO BE QUIT CLAIMED)

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(7) AN EASEMENT TO SCE FOR ELECTRIC LINE AND INCIDENTAL PURPOSES, RECORDED DECEMBER 10, 1954 AS INSTRUMENT NO. 3132, IN BOOK 46349, PAGE 400 OF OFFICIAL RECORDS.

(8) AN EASEMENT TO COUNTY OF LOS ANGELES FOR SANITARY SEWERS AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 25, 1974 AS INSTRUMENT NO. 2068 OF OFFICIAL RECORDS.

PROPOSED EASEMENTS

(9) PROPOSED EASEMENT TO THE CITY OF GLENDORA FOR STORM DRAIN PURPOSES.

(10) PROPOSED EASEMENT TO THE CITY OF GLENDORA FOR SANITARY SEWER PURPOSES.

(11) PROPOSED ACCESS EASEMENT TO ADJACENT PROPERTY OWNER.

STATEMENT OF OWNERSHIP:

WE, THE UNDERSIGNED, DO HEREBY STATE THAT WE ARE THE RECORD OWNERS OF THE PROPERTY COMPRISING THIS TENTATIVE TRACT MAP AND THAT WE HAVE CONSENTED TO THE FILING OF SAID MAP.

OWNER: _____

BY: _____ DATE: _____

SCALE VERIFICATION
BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY



VICINITY MAP

NTS

FIRE NOTES

ALL PROPOSED BUILDINGS WILL BE FIRE SPRINKLERED IN COMPLIANCE WITH NFPA 13.

LEGAL DESCRIPTION:

PARCEL 1: (APN: 8655-021-900)

THOSE PORTIONS OF LOTS 2 AND 5, OF TRACT NO. 1233, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 18 PAGE 120 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTH LINE OF THE SOUTH 10.00 FEET OF SAID LOT 5 THAT IS DISTANT ALONG SAID NORTH LINE AND THE NORTH LINE OF THE SOUTH 10.00 FEET OF LOTS 3 AND 4 OF SAID TRACT NO. 1233, (AND THE EASTERLY PROLONGATION THEREOF), SOUTH 89°43' WEST 767.00 FEET FROM THE CENTER LINE OF VALLEY CENTER AVENUE, AS SHOWN ON SAID MAP, SAID POINT OF BEGINNING BEING THE NORTHWEST CORNER OF THE LAND DESCRIBED IN DEED TO CHARLES MORRIS JOHNSON AND WIFE, RECORDED ON JUNE 14, 1945, AS INSTRUMENT NO. 875, IN BOOK 22108, PAGE 20 OF OFFICIAL RECORDS, IN THE OFFICE OF SAID RECORDER; THENCE ALONG THE WEST LINE OF THE LAND DESCRIBED IN SAID DEED SOUTH 0°23' WEST 343.45 FEET TO THE SOUTH LINE OF SAID LOT 2; THENCE WESTERLY ALONG SAID SOUTH LINE 539.19 FEET, MORE OR LESS, TO THE SOUTHWEST CORNER OF SAID LOT 2; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT 2 TO THE NORTHWEST CORNER OF SAID LOT; THENCE EASTERLY ALONG THE NORTH LINE OF SAID LOT 2 TO A POINT THEREON DISTANT EASTERLY 94.00 FEET FROM THE SOUTHWEST CORNER OF SAID LOT 5; THENCE, ALONG A STRAIGHT LINE WHICH PASSES THROUGH A POINT IN THE NORTH LINE OF SAID LOT 4 DISTANT EASTERLY 239.00 FEET FROM THE NORTHWEST CORNER OF SAID LOT 4, NORTHEASTERLY TO THE NORTH LINE OF THE SOUTH 10.00 FEET OF SAID LOT 5; THENCE EASTERLY ALONG THE LAST MENTIONED NORTH LINE TO THE POINT OF BEGINNING.

EXCEPTING THAT PORTION OF LOT 2 DESCRIBED AS FOLLOWS:

BOUNDED EASTERLY BY A LINE PARALLEL WITH AND 767 FEET WESTERLY FROM THE CENTER LINE OF VALLEY CENTER AVENUE 50 FEET WIDE AND BOUNDED WESTERLY BY THE SOUTH-EASTERLY LINE OF THE STRIP OF LAND 100 FEET WIDE DESCRIBED IN PARCEL 2 OF THE DEED TO LOS ANGELES COUNTY FLOOD CONTROL DISTRICT RECORDED IN BOOK 7358 PAGE 77 OF OFFICIAL RECORDS.

PARCEL 2: (APN: 8655-007-901 AND 8655-007-902)

THE SOUTH 113 FEET OF WEST 197.255 FEET OF LOT 6 OF TRACT NO. 1233, IN THE CITY OF GLENDORA, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 18 PAGE (S) 120 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3: (APN: 8655-007-900)

THE SOUTH HALF OF THE EAST FIVE ACRES OF LOT 9 OF TRACT NO. 1233, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 18 PAGE 120 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THE WESTERLY 16 FEET THEREOF FOR ROAD PURPOSES.

ABBREVIATIONS

Δ	DELTA
EX	EXISTING
FG	FINISHED GRADE
FL	FLOW LINE
FS	FINISHED SURFACE
FF	FINISHED FLOOR
INV	INVERT
L	LENGTH
MIN	MINIMUM
NTS	NOT TO SCALE
P	PROPERTY LINE
PR	PROPOSED
R	RADIUS
TC	TOP OF CURB
TG	TOP OF GRATE
TW	TOP OF WALL
TYP	TYPICAL
P	PAD ELEVATION

BASIS OF BEARING:

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF SAN JOSE DRIVE AS SHOWN ON TRACT NO. 21384 BEING NORTH 0°17'18" EAST.

BENCHMARK:

NAME: LACP# "NG3466"

DESCRIPTION:
LEAD AND BRASS NAIL IN NORTH CURB 1 FOOT EAST OF BCR AT NORTHEAST CORNER OF ALOSTA AVE AND LORAINE AVE

ELEV= 800.456'

DENSITY CALCULATIONS:

PROPOSED CONDOMINIUMS:	41 UNITS
NET AREA:	5.776 AC
PROPOSED DENSITY:	7.1 DU/AC

ASSESSOR PARCEL NUMBER:

APN: 8655-007-900
8655-007-901
8655-007-902
8655-021-900

PROPERTY ADDRESS:

249 S SAN JOSE DRIVE
GLENDORA, CA 91741

PROPERTY OWNER:

CITY OF GLENDORA, A MUNICIPAL CORPORATION
116 E FOOTHILL BLVD
GLENDORA, CA 91741

DEVELOPER:

THE OLSON COMPANY
3020 OLD RANCH PARKWAY, SUITE 100
SEAL BEACH, CA 90740

LEGEND

EX PALM TREE
EX TREE
EX SEWER MANHOLE
EX STREETLIGHT
EX FIRE HYDRANT
EX UTILITY BOX
EX STORM DRAIN MANHOLE
EX CATCH BASIN
EX POWER POLE
EX TRAFFIC LIGHT
EX UNDERGROUND UTILITY VAULT
EX IRRIGATION METER
EX ELECTRICAL METER
EX WATER VALVE COVER
EX WATER METER
EX MANHOLE
EX STREET SIGN
EX BOLLARD
EX MONUMENT
EX TRANSFORMER
EX FIRE WATER STRUCTURE
EX GAS STRUCTURE
EX GAS VALVE
EX PROPERTY BOUNDARY
EX STREET CENTERLINE
EX RIGHT-OF-WAY
EX PROPERTY LINE
EX EASEMENT
EX MAJOR CONTOUR
EX MINOR CONTOUR
EX SEWER LINE
EX DOMESTIC WATER LINE
EX FIRE WATER LINE
EX RECYCLED WATER LINE
EX STORM DRAIN LINE
EX OVERHEAD ELECTRIC
EX UNDERGROUND ELECTRIC
EX GAS LINE
EX IRON FENCE
EX CHAIN LINK FENCE
EX WOOD FENCE
EX WALL
EX CURB AND GUTTER
EX SWALE
EX STRIPING
EX SLOPE
EX CONCRETE
EX ASPHALT
EX STRUCTURE FOOTPRINT
PR STREET LIGHT
PR SEWER LINE
PR DOMESTIC WATER LINE
PR FIRE WATER LINE
PR RECYCLED WATER LINE
PR STORM DRAIN LINE
PR WALL
PR CURB AND GUTTER
PR SWALE
PR SLOPE
PR ASPHALT
PR BUILDING FOOTPRINT

SCALE: 1" = 30'
GROSS AREA: +/-5.776 ACRES
CONTOURS: 1 FOOT
TOTAL LOTS: 41 NUMBERED, 4 LETTERED

PREPARED BY:
ADVANCED CIVIL GROUP
ADVANCED CIVIL GROUP INC.
30251 GOLDEN LANTERN, SUITE E, PMB 251
LAGUNA NIGUEL, CA 92647
(866) 338-5778 PHONE
WWW.ADVANCEDCIVILGROUP.COM

SEAL-ENGINEER

REGISTERED PROFESSIONAL ENGINEER
R. STEVEN AUSTIN
No. 68795
CIVIL
STATE OF CALIFORNIA

VESTING TENTATIVE TRACT MAP NO. 84681

GLENDORA - WOODLAND AND SAN JOSE
249 S SAN JOSE DRIVE
GLENDORA, CA 91741

DRAWN BY: RSA
DESIGNED BY: RSA
CHECKED BY: RSA
APPROVED BY: RSA
DATE: 06/03/2025
REVISIONS:

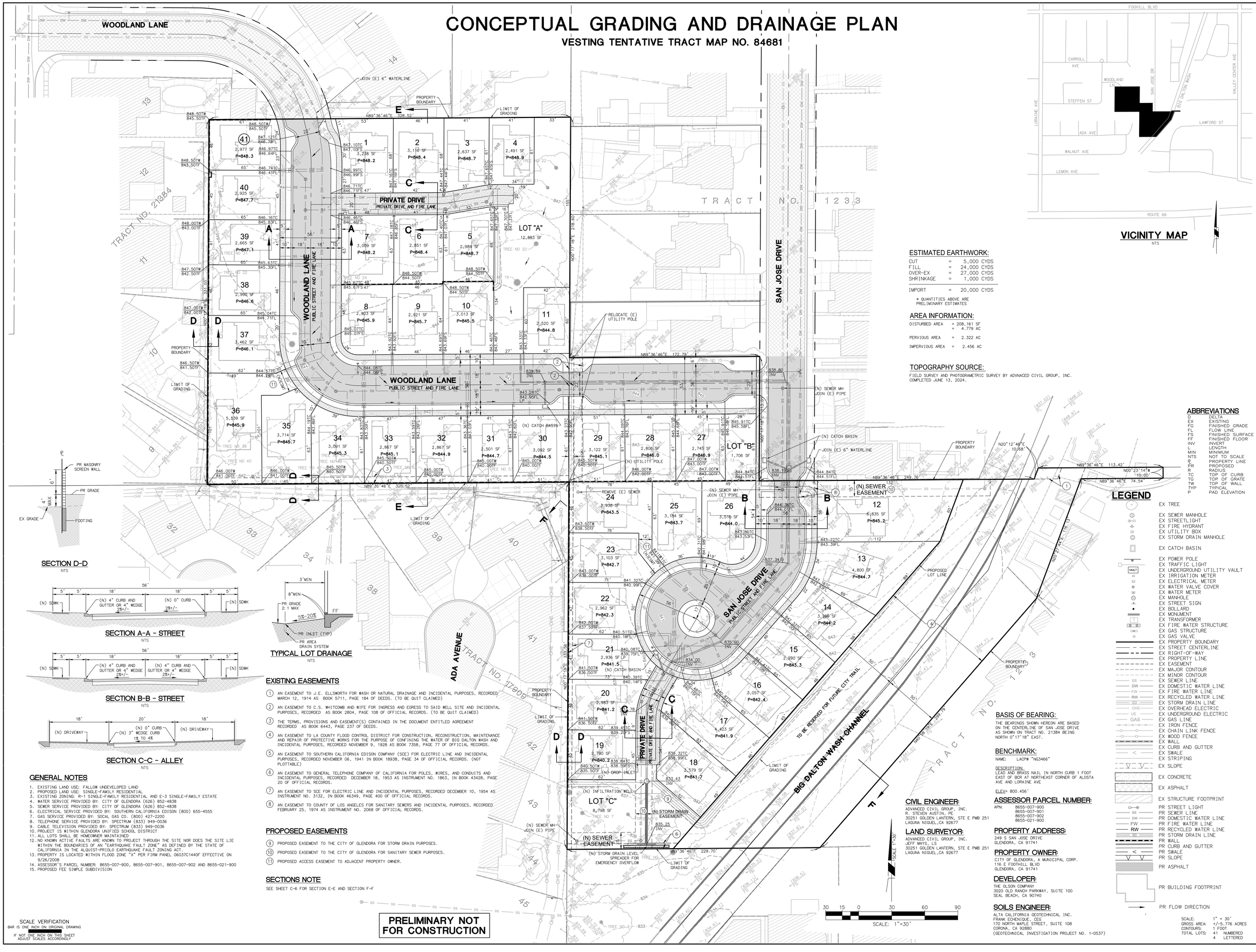
PROJECT NUMBER: 106817

SHEET NO.

C-4

CONCEPTUAL GRADING AND DRAINAGE PLAN

VESTING TENTATIVE TRACT MAP NO. 84681



VICINITY MAP

NTS

ESTIMATED EARTHWORK:

CUT	=	5,000 CYDS
FILL	=	24,000 CYDS
OVER-EX	=	27,000 CYDS
SHRINKAGE	=	1,000 CYDS
IMPORT	=	20,000 CYDS

* QUANTITIES ABOVE ARE PRELIMINARY ESTIMATES

AREA INFORMATION:

DISTURBED AREA	=	208,161 SF
	=	4.779 AC
PERVIOUS AREA	=	2.322 AC
IMPERVIOUS AREA	=	2.456 AC

TOPOGRAPHY SOURCE:

FIELD SURVEY AND PHOTOGRAMETRIC SURVEY BY ADVNACED CIVIL GROUP, INC. COMPLETED JUNE 13, 2024.

ABBREVIATIONS

D	DELTA
EX	EXISTING
FG	FINISHED GRADE
FL	FLOW LINE
FS	FINISHED SURFACE
FF	FINISHED FLOOR
INV	INVERT
L	LENGTH
MIN	MINIMUM
NTS	NOT TO SCALE
R	PROPERTY LINE
PR	PROPOSED
R	RADIUS
TC	TOP OF CURB
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TW	TOP OF WALL
TYP	TYPICAL
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LEGEND

- EX TREE
- EX SEWER MANHOLE
- EX STREETLIGHT
- EX FIRE HYDRANT
- EX UTILITY BOX
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- EX PROPERTY LINE
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- PR STORM DRAIN LINE
- PR WALL
- PR CURB AND GUTTER
- PR SWALE
- PR SLOPE
- PR ASPHALT
- PR BUILDING FOOTPRINT
- PR FLOW DIRECTION

SECTION D-D

NTS

SECTION A-A - STREET

NTS

SECTION B-B - STREET

NTS

SECTION C-C - ALLEY

NTS

TYPICAL LOT DRAINAGE

NTS

GENERAL NOTES

1. EXISTING LAND USE: FALLOW UNDEVELOPED LAND
2. PROPOSED LAND USE: SINGLE-FAMILY RESIDENTIAL
3. EXISTING ZONING: R-1 SINGLE-FAMILY RESIDENTIAL AND E-3 SINGLE-FAMILY ESTATE
4. WATER SERVICE PROVIDED BY: CITY OF GLENDORA (626) 852-4838
5. SEWER SERVICE PROVIDED BY: CITY OF GLENDORA (626) 852-4838
6. ELECTRICAL SERVICE PROVIDED BY: SOUTHERN CALIFORNIA EDISON (800) 655-4555
7. GAS SERVICE PROVIDED BY: SOCAL GAS CO. (800) 427-2200
8. TELEPHONE SERVICE PROVIDED BY: SPECTRUM (833) 949-0036
9. CABLE TELEVISION PROVIDED BY: SPECTRUM (833) 949-0036
10. PROJECT IS WITHIN GLENDORA UNIFIED SCHOOL DISTRICT
11. ALL LOTS SHALL BE HOMEOWNER MAINTAINED
12. NO KNOWN ACTIVE FAULTS ARE KNOWN TO PROJECT THROUGH THE SITE NOR DOES THE SITE LIE WITHIN THE BOUNDARIES OF AN "EARTHQUAKE FAULT ZONE" AS DEFINED BY THE STATE OF CALIFORNIA IN THE ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT.
13. PROPERTY IS LOCATED WITHIN FLOOD ZONE "X" PER FIRM PANEL 06037C1440F EFFECTIVE ON 9/26/2008
14. ASSESSOR'S PARCEL NUMBER: 8655-007-900, 8655-007-901, 8655-007-902 AND 8655-021-900
15. PROPOSED FEE SIMPLE SUBDIVISION

EXISTING EASEMENTS

1. AN EASEMENT TO J.E. ELLSWORTH FOR WASH OR NATURAL DRAINAGE AND INCIDENTAL PURPOSES, RECORDED MARCH 12, 1914 AS BOOK 5711, PAGE 184 OF DEEDS. (TO BE QUIT CLAIMED)
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10. PROPOSED EASEMENT TO THE CITY OF GLENDORA FOR SANITARY SEWER PURPOSES.
11. PROPOSED ACCESS EASEMENT TO ADJACENT PROPERTY OWNER.

SECTIONS NOTE

SEE SHEET C-6 FOR SECTION E-E AND SECTION F-F

PRELIMINARY NOT FOR CONSTRUCTION

SCALE VERIFICATION
BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

BASIS OF BEARING:

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BENCHMARK:

NAME: LACPW "NG3466"

DESCRIPTION:
LEAD AND BRASS NAIL IN NORTH CURB 1 FOOT EAST OF BCR AT NORTHEAST CORNER OF ALOSTA AVE AND LORAINE AVE

ELEV= 800.456'

CIVIL ENGINEER:

ADVANCED CIVIL GROUP, INC.
R. STEVEN AUSTIN, PE
30251 GOLDEN LANTERN, STE E PMB 251
LAGUNA NIGUEL,CA 92677

LAND SURVEYOR:

ADVANCED CIVIL GROUP, INC.
JEFF MAYS, LS
30251 GOLDEN LANTERN, STE E PMB 251
LAGUNA NIGUEL,CA 92677

ASSESSOR PARCEL NUMBER:

APN: 8655-007-900
8655-007-901
8655-007-902
8655-021-900

PROPERTY ADDRESS:

249 S SAN JOSE DRIVE
GLENDORA, CA 91741

PROPERTY OWNER:

CITY OF GLENDORA, A MUNICIPAL CORP.
116 E FOOTHILL BLVD
GLENDORA, CA 91741

DEVELOPER:

THE OLSON COMPANY
3020 OLD RANCH PARKWAY, SUITE 100
SEAL BEACH, CA 90740

SOILS ENGINEER:

ALTA CALIFORNIA GEOTECHNICAL INC.
FRANK ECHENIQUE, CEG
170 NORTH MAPLE STREET, SUITE 108
CORONA, CA 92880
(GEOTECHNICAL INVESTIGATION PROJECT NO. 1-0537)

SCALE: 1" = 30'
GROSS AREA: +/-5.776 ACRES
CONTOURS: 1 FOOT
TOTAL LOTS: 41 NUMBERED
4 LETTERED

ADVANCED CIVIL GROUP

ADVANCED CIVIL GROUP INC.
30251 GOLDEN LANTERN,
SUITE E, PMB 251
LAGUNA NIGUEL, CA 92647
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WWW.ADVANCEDCIVILGROUP.COM

SEAL-ENGINEER

REGISTERED PROFESSIONAL ENGINEER
R. STEVEN AUSTIN
No. 68795
CIVIL
STATE OF CALIFORNIA

CONCEPT GRADING PLAN

VESTING TENTATIVE TRACT MAP NO. 84681
GLENDORA - WOODLAND AND SAN JOSE
249 S SAN JOSE DRIVE
GLENDORA, CA 91741

DRAWN BY: RSA
DESIGNED BY: RSA
CHECKED BY: RSA
APPROVED BY: RSA
DATE: 06/03/2025
REVISIONS:

PROJECT NUMBER: 106817

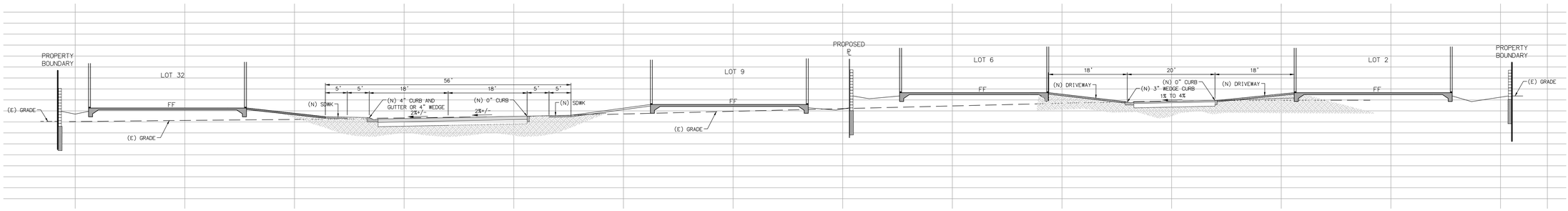
SHEET NO.

C-5

5 OF 7

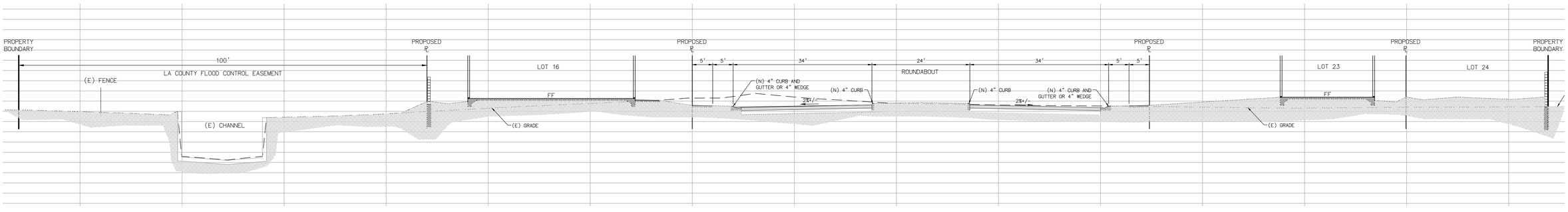
SECTIONS

VESTING TENTATIVE TRACT MAP NO. 84681



SECTION E-E

SCALE: 1" = 10'



SECTION F-F

SCALE: 1" = 10'

SCALE 1"=##'

0 ## ##

SCALE: 1"=##'

SCALE VERIFICATION

BAR IS ONE INCH ON ORIGINAL DRAWING

IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

ADVANCED CIVIL GROUP

ADVANCED CIVIL GROUP INC.

30251 GOLDEN LANTERN, SUITE E, PMB 251
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SEAL-ENGINEER

REGISTERED PROFESSIONAL ENGINEER
R. STEVEN AUSTIN
No. 68795
CIVIL
STATE OF CALIFORNIA

SECTIONS
VESTING TENTATIVE TRACT MAP NO. 84681
GLENDORA - WOODLAND AND SAN JOSE
249 S SAN JOSE DRIVE
GLENDORA, CA 91741

DRAWN BY: RSA
DESIGNED BY: RSA
CHECKED BY: RSA
APPROVED BY: RSA
DATE: 06/03/2025
REVISIONS:

PROJECT NUMBER: 106817

SHEET NO.

C-6



VICINITY MAP
NTS

LEGEND

- EX PALM TREE
- EX TREE
- EX SEWER MANHOLE
- EX STREETLIGHT
- EX FIRE HYDRANT
- EX UTILITY BOX
- EX STORM DRAIN MANHOLE
- EX CATCH BASIN
- EX POWER POLE
- EX TRAFFIC LIGHT
- EX UNDERGROUND UTILITY VAULT
- EX IRRIGATION METER
- EX ELECTRICAL M. METER
- EX WATER VALVE COVER
- EX WATER METER
- EX MANHOLE
- EX STREET SIGN
- EX BOLLARD
- EX MONUMENT
- EX TRANSFORMER
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- EX GAS STRUCTURE
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- EX PROPERTY BOUNDARY
- EX STREET CENTERLINE
- EX RIGHT-OF-WAY
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- EX ASPHALT
- EX STRUCTURE FOOTPRINT
- PR STREET LIGHT
- PR SEWER LINE
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- PR FIRE WATER LINE
- PR RECYCLED WATER LINE
- PR STORM DRAIN LINE
- PR WALL
- PR CURB AND GUTTER
- PR SWALE
- PR SLOPE
- PR ASPHALT
- PR BUILDING FOOTPRINT

EXISTING TREE INVENTORY

Health Categories Legend		A	B	C	D	TOTAL
A= Outstanding	A healthy and vigorous tree characteristic of its species and free of any visible signs of disease or pest infestation.	0	9	22	22	53
B = Above Average	A healthy and vigorous tree. However, there are minor visible signs of disease and pest infestation.	0%	17%	42%	42%	100%
C =Average	Although healthy in overall appearance, there is a normal amount of disease and/or pest infestation.					
D = Below Average/Poor*	This tree is characterized by exhibiting a greater degree of disease and/or pest infestation or structural instability than normal and appears to be in a state of decline. This tree also exhibits extensive signs of dieback.					
E = Dead*	This tree exhibits no signs of life whatsoever at the time of field evaluation.					

* A tree rating of "D" and lower is in a low stage of vigor and naturally a meaningful level of recovery is doubtful. Removal should be considered if it is within the proposed project development.

Tree No.	Tree Name	Trunk Size(s)	Health	Out-come	Location	DBH	Type	Repl. Size	Repl. Qty
1	*Quecus agrifolia*, Coast Live Oak	29, 25	C	Keep	Offsite	54	Oak	-	-
2	*Quecus agrifolia*, Coast Live Oak	35	D	Keep	Offsite	35	Oak	-	-
3	*Quecus agrifolia*, Coast Live Oak	16, 12	B	Keep	Offsite	28	Oak	-	-
4	*Quecus agrifolia*, Coast Live Oak	4	D	Keep	Offsite	4	Oak	-	-
5	*Quecus agrifolia*, Coast Live Oak	17, 29	C	Keep	Offsite	46	Oak	-	-
6	*Quecus agrifolia*, Coast Live Oak	33	C	Keep	Lot C	33	Oak	-	-
7	*Quecus agrifolia*, Coast Live Oak	15, 34	B	Keep	Lot C	49	Oak	-	-
8	*Quecus agrifolia*, Coast Live Oak	29	C	Keep	Lot C	29	Oak	-	-
9	*Quecus agrifolia*, Coast Live Oak	33, 21, 27	B	Remove	Lot 19	81	Oak	CF	CF
10	*Quecus agrifolia*, Coast Live Oak	21, 10	C	Keep	Street ROW	31	Oak	-	-
11	*Quecus agrifolia*, Coast Live Oak	9, 14, 15	C	Keep	Lot 12	38	Oak	-	-
12	*Ulmas parvifolia*, Chinese Elm	9,9,6,6,8,7,8	D	Remove	Health	53	Non Oak	-	-
13	*Ulmas parvifolia*, Chinese Elm	19	C	Keep	Lot B	19	Non Oak	-	-
14	*Ulmas parvifolia*, Chinese Elm	20	C	Keep	Lot B	20	Non Oak	-	-
15	*Quecus agrifolia* , Coast Live Oak	21, 26	C	Keep	Street ROW	47	Oak	-	-
16	*Quecus agrifolia* , Coast Live Oak	6, 6	D	Remove	Health	12	Oak	-	-
17	*Quecus agrifolia* , Coast Live Oak	5,6,4,4,6,8	D	Remove	Health	33	Oak	-	-
18	*Quecus agrifolia* , Coast Live Oak	10, 8, 7	D	Remove	Health	25	Oak	-	-
19	*Quecus agrifolia* , Coast Live Oak	21,21,21,21,15,22,18	B	Keep	Lot A	139	Oak	-	-
20	*Quecus agrifolia* , Coast Live Oak	26, 12, 15	B	Keep	Lot A	53	Oak	-	-
21	*Quecus agrifolia* , Coast Live Oak	34	B	Keep	Lot A	34	Oak	-	-
22	*Quecus agrifolia* , Coast Live Oak	9, 14, 12	C	Keep	Lot A	35	Oak	-	-
23	*Quecus agrifolia* , Coast Live Oak	3, 3, 2, 1	D	Remove	Health	9	Oak	-	-
24	*Quecus agrifolia* , Coast Live Oak	14, 15	B	Keep	Street ROW	29	Oak	-	-
25	*Quecus agrifolia* , Coast Live Oak	30, 36	B	Keep	Street ROW	66	Oak	-	-
26	*Ulmas parvifolia* , Chinese Elm	5, 3	D	Remove	Lot 41	8	Non Oak	-	-
27	*Ulmas parvifolia* , Chinese Elm	7,4,4,7,5,3	D	Remove	Lot 41	30	Non Oak	-	-
28	*Ulmas parvifolia* , Chinese Elm	7	D	Remove	Lot 41	7	Non Oak	-	-
29	*Ulmas parvifolia* , Chinese Elm	8, 6, 6	D	Remove	Lot 41	20	Non Oak	-	-
30	*Quecus agrifolia* , Coast Live Oak	37	B	Keep	Lot 40	37	Oak	-	-
31	*Quecus agrifolia* , Coast Live Oak	3, 3	D	Remove	Health	6	Oak	-	-
32	*Quecus agrifolia* , Coast Live Oak	5, 6	D	Remove	Health	11	Oak	-	-
33	*Quecus agrifolia* , Coast Live Oak	29	C	Remove	House Conflict	29	Oak	48	3
34	*Quecus agrifolia* , Coast Live Oak	6, 6, 8	D	Remove	Health	20	Oak	-	-
35	*Quecus agrifolia* , Coast Live Oak	9, 9, 9	D	Remove	Health	27	Oak	-	-
36	*Quecus agrifolia* , Coast Live Oak	7	D	Remove	Health	7	Oak	-	-
37	*Quecus agrifolia* , Coast Live Oak	9, 7, 5, 5	D	Remove	Health	26	Oak	-	-
38	*Quecus agrifolia* , Coast Live Oak	6, 9, 5, 6	D	Remove	Health	26	Oak	-	-
39	*Quecus agrifolia* , Coast Live Oak	6, 5	C	Keep	Lot 36	11	Oak	-	-
40	*Quecus agrifolia* , Coast Live Oak	10	C	Keep	Lot 36	10	Oak	-	-
41	*Quecus agrifolia* , Coast Live Oak	10, 6	D	Keep	Lot 36	16	Oak	-	-
42	*Platanus racemosa* , Western Sycamore	5	D	Keep	Lot 36	5	Non Oak	-	-
43	*Platanus racemosa* , Western Sycamore	13	D	Keep	Lot 36	13	Non Oak	-	-
44	*Quecus agrifolia* , Coast Live Oak	42	C	Keep	Lot 36	42	Oak	-	-
45	*Quecus agrifolia* , Coast Live Oak	28	C	Keep	Lot 36	28	Oak	-	-
46	*Platanus racemosa* , Western Sycamore	22,16,13,4,4	C	Remove	House Conflict	59	Non Oak	CF	CF
47	*Quecus agrifolia* , Coast Live Oak	6	C	Remove	House Conflict	6	Oak	36	2
48	*Quecus agrifolia* , Coast Live Oak	6	C	Keep	Lot 34	6	Oak	-	-
49	*Quecus agrifolia* , Coast Live Oak	6, 4	C	Keep	Lot 33	10	Oak	-	-
50	*Quecus agrifolia* , Coast Live Oak	7, 5, 5	C	Keep	Lot 33	17	Oak	-	-
51	*Quecus agrifolia* , Coast Live Oak	6	D	Remove	House Conflict	6	Oak	-	-
52	*Quecus agrifolia* , Coast Live Oak	15, 15, 15	C	Keep	Lot 32	45	Oak	-	-
53	*Quecus agrifolia* , Coast Live Oak	12, 12	C	Keep	Lot 31	24	Oak	-	-

NOTE: "CF" denotes specimen tree replacement as designated by City Forester

SCALE VERIFICATION
BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

ADVANCED CIVIL GROUP

ADVANCED CIVIL GROUP INC.
30251 GOLDEN LANTERN,
SUITE E, PMB 251
LAGUNA NIGUEL, CA 92647
(866) 338-5778 PHONE
WWW.ADVANCEDCIVILGROUP.COM

SEAL–ENGINEER

REGISTERED PROFESSIONAL ENGINEER
R. STEVEN AUSTIN
No. 68795
CIVIL
STATE OF CALIFORNIA

TREE SURVEY
GLENDORA - WOODLAND AND SAN JOSE
249 S SAN JOSE DRIVE
GLENDORA, CA 91741

DRAWN BY: RSA
DESIGNED BY: RSA
CHECKED BY: RSA
APPROVED BY: RSA
DATE: 06/03/2025
REVISIONS:

PROJECT NUMBER: 106817

SHEET NO.
C-7
7 OF 7

NOTICE OF PUBLIC HEARING
City Council

NOTICE IS HEREBY GIVEN that the City Council of the City of Glendora will hold a public hearing pursuant to §21.01.030 (E) and §21.02.040, of the Glendora Municipal Code in the City Council Chamber of City Hall, 116 E. Foothill Boulevard, Glendora, California, to receive and consider all evidence and reports relating to the following application/project:

Hearing Date:	**Tuesday, August 26, 2025, at 7:00 p.m.**
File Number:	PLN24-0045
Subject Property:	263 S. San Jose Drive
Request:	Development Plan Review (DPR) and Vesting Tentative Tract Map (VTTM) to develop 41 detached, single-family residential homes.
Applicant:	The Olson Company
General Plan Land Use / Zoning:	*Low/Medium Density / R-1 Single-family residential, E-3 Single-family estate, E-4 Single-family estate*
Environmental:	A Categorical Exemption is being recommended for this project, pursuant to §15332 of the California Environmental Quality Act guidelines.
Contact Person:	Yalini Siva, Senior Planner (626) 914-8213 or *ysiva@cityofglendora.gov*

All interested parties are invited to attend said hearing and express their views on this matter. Should you be unable to attend the public hearing, your testimony must be made in writing and delivered prior to the scheduled hearing date as follows: City Clerk Department, 116 E. Foothill Blvd, Glendora, CA, 91741, City_Clerk@cityofglendora.gov.

Further information on this item will be posted to the city's website at *CityofGlendora.gov/citymeetings* and will be on file for public inspection and copying for the cost of duplication, at the office of the City Clerk, 116 E. Foothill Blvd, Glendora, CA, between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, exclusive of holidays, within those hours for agenda posting and public inspection as required by the Ralph M. Brown Act, California Government Code § 54950 et seq. as applicable to this meeting.

Further Information on the above application may be obtained or viewed at the Community Development Department Planning Division, located at 116 E. Foothill Blvd, Glendora, CA, 91741 or by telephone at

(626) 914-8214.

If you challenge this action(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

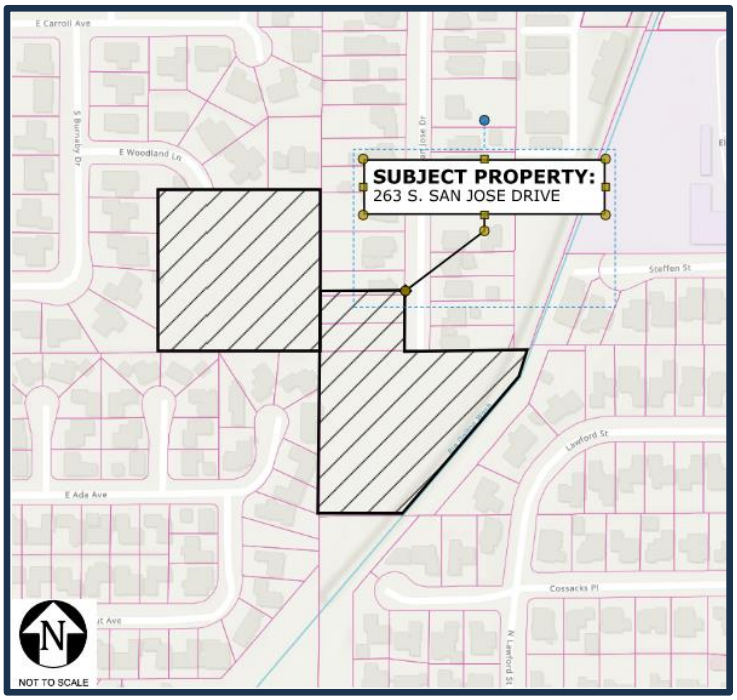
Kathleen R. Sessman, MMC
City Clerk

Mailed: August 14, 2025
Published: August 14, 2025 (*San Gabriel Valley Examiner*)

CERTIFICATION

I, hereby certify that I posted a copy of this Notice on the bulletin board outside the City Hall Council Chamber, 116 E. Foothill Boulevard on August 14, 2025.

Kathleen R. Sessman, MMC
City Clerk



DEVELOPMENT PLAN REVIEW AND TENTATIVE TRACT MAP

SAN JOSE DRIVE/WOODLAND LANE PROJECT

COMMUNITY DEVELOPMENT
CITY COUNCIL
AUGUST 26, 2025
YALINI SIVA, SENIOR PLANNER

PROJECT / REQUEST

- *The Olson Company*
- Tentative Tract Map (TTM) No. 84681 to subdivide land to create 41 residential detached, single-family homes.
- Development Plan Review (DPR) for approval of the project's development plans.
- SB 330 for early vesting for overall fees and streamlining of process.
- CEQA Notice of Categorical Exemption.

PROJECT LOCATION



SURPLUS LAND

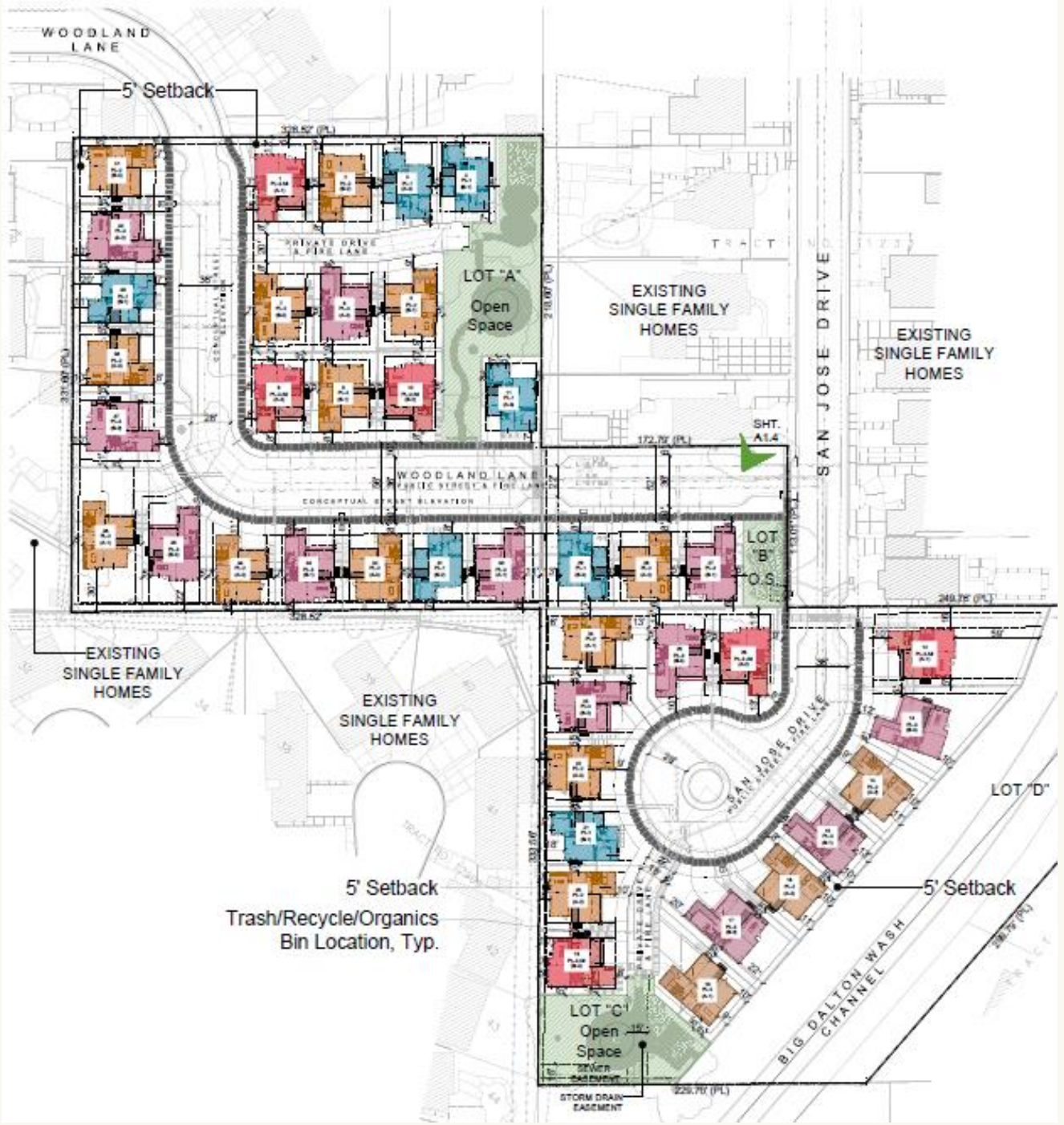
- State Surplus Land Act and HCD allowed the City to list the property for sale to developers who would set aside 15% of new homes to moderate-income households.

- Project site is City-owned property, currently in escrow with the Olson Company.

AFFORDABLE HOUSING

- Seven of the 41 homes will be available for purchase to moderate income qualified buyers. State law allows developers to request concessions, waivers and incentives.
  - Reduced parking, pursuant to Govt State Code 65915(p)(1)
  - Reduced lot area, lot width, depth, setbacks
  - Additional building height, 2nd floor area
  - Reduced number of parking spaces

SITE PLAN


WOODLAND LANE
5' Setback
LOT "A"
Open Space
EXISTING SINGLE FAMILY HOMES
SAN JOSE DRIVE
EXISTING SINGLE FAMILY HOMES
SHT. A1.4
WOODLAND LANE
LOT "B" O.S.
EXISTING SINGLE FAMILY HOMES
EXISTING SINGLE FAMILY HOMES
LOT "D"
5' Setback
5' Setback
Trash/Recycle/Organics Bin Location, Typ.
LOT "C" Open Space
BIG DALTON WASH CHANNEL
STORM DRAIN EASEMENT

CIRCULATION & SAFETY

Traffic Study studied 9 intersections and a traffic signal was not warranted.

Circulation

- With the extension, vehicle trips are better disbursed through the neighborhood.
- Proposes approximately 29 daily AM trips and 39 daily PM trips

Safety

- San Jose is a dead end with no turnaround and does not comply with LA County Fire Standards
- Woodland Lane will provide secondary access to San Jose for improved safety

LANDSCAPE PLAN



ELEVATIONS



STREET VIEW RENDERING





PUBLIC NOTICE

On August 14, 2025:

- Notices were sent out to all property owners within 300 feet of the site per GMC;
- Notice was published in the *San Gabriel Valley Examiner;*
- Notices were posted to site notification boards.

RECOMMENDATIONS

That the City Council:

1. Adopt a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA) for the project; and
2. Adopt a Resolution entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA APPROVING TENTATIVE TRACT MAP NO. 84681 FOR SUBDIVISION OF LAND TO CREATE 41 DETACHED SINGLE-FAMILY RESIDENTIAL HOMES AND DEVELOPMENT PLAN REVIEW FOR THE CONSTRUCTION OF THE HOMES ON CERTAIN PROPERTY LOCATED AT 263 S. SAN JOSE DRIVE (AIN #S 8655-007-900, 8655-007-901, 8655-007-902 AND 8655-021-900), LOCATED AT THE TERMINUS OF SAN JOSE DRIVE AND WOODLAND LANE, GLENDORA, CALIFORNIA (PROJECT FILE NO. PLN24-0045; APPLICANT: THE OLSON COMPANY; PROPERTY OWNER: CITY OF GLENDORA."

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**August 26, 2025**
FROM:	**City Clerk**	**DISTRICT(S):**	**Not Applicable**
SUBJECT:	**Affirm minutes from the July 8, 2025 Regular Joint City Council Meeting Minutes**		

RECOMMENDATION

That the City Council, Successor Agency and Housing Authority:

1. Affirm minutes as presented.

STRATEGIC FOCUS AREAS

Not Applicable

EXECUTIVE SUMMARY

This staff report requests affirmation of the minutes from previous meetings. The minutes have been prepared and reviewed in accordance with city procedures and transparency requirements. Affirming these minutes ensures the accuracy and integrity of the official record. Staff recommends approval to maintain proper documentation and compliance with meeting protocols.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

Not Applicable.

DISCUSSION

Pursuant to the City's standard practives and the Brown Act, meeting action minutes are reviewed and affirmed by the legislative bodies to ensure transparency and accuracy in government proceedings. The action minutes for the July 8, 2025 meeting was compiled base on staff notes and official recordings. No requests for revisions or amendments have been received to date.

By affirming minutes, legislatice bodies acknowledge their accuracy and preserve them as an official record of the meeting. If any corrections or amendments are desired, they can be addressed before final affirmation.

FISCAL IMPACT

There is no impact associated with this action.

ENVIRONMENTAL DETERMINATION

There are no environmental impacts associated with this action.

Prepared By	Roxanne Breceda, Deputy City Clerk/Records Manager
Concurs With	Not Applicable
Reviewed By	Kathleen R. Sessman, City Clerk/Communications Director

Certified to Availability of Funds	Not Applicable
Approved By	Not Applicable
Legal Review	Not Applicable
CEQA Review	Not Applicable

ATTACHMENTS:

A. July 8, 2025 Regular Meeting Minutes

Attachments

A. July 8 2025 Regular Joint Meeting Minutes.pdf

City of Glendora Minutes
Regular Meeting

Tuesday, July 8, 2025
City Hall Council Chamber
116 E. Foothill Boulevard
Virtually via Zoom ID# 9329247224

The City Council also serves as members of the Board of Directors of the Successor Agency of the former Community Redevelopment Agency, and Housing Authority, which are concurrently convening this evening.

CALL TO ORDER

The City Council, Successor Agency and Housing Authority meeting was called to order at 6:00 PM.

ROLL CALL

Members Present: Karen Davis, Shaunna Elias, Mendell L. Thompson, Mayor Pro Tem/Vice-Chair Michael Allawos, Mayor/Chair David Fredendall

Members Absent: None

Staff Present: City Manager/Executive Director Adam Raymond, City/Agency Attorney Danny Aleshire, Assistant City Manager Moises Lopez, Deputy City Manager Marie Ricci, Chief of Police Mike Randazzo, Public Works Director William Wittkopf, Finance Director/City Treasurer Kyle Johnson, Community Development Director Jeff Kugel, Library Director Janet Stone, City Clerk/Communications Director Kathleen Sessman, Captain Shelly Gold, Captain Chris Stabio, Assistant Director of Human Resources Rita Wendling, Economic Development and Housing Manager Tiffany Chew, Business Services Manager Julie Linger, Support Services Supervisor Marc Archibald, Principal Planner Hans Friedel, Senior Media Specialist Greg Morton, Media Specialist Craig Gill, Senior Office Assistant Tori Tevelow, City Clerk Specialist Lorena Cordova, and Deputy City Clerk/Records Manager Roxanne Breceda

CLOSED SESSION

Closed Session titles were read into the record. There was no one wishing to provide comment. The meeting convened into Closed Session at 6:03 PM.

1. CONFERENCE WITH REAL PROPERTY NEGOTIATORS A closed session will be held, pursuant to Government Code § 54956.8, to enable the City Council to give direction to its negotiator(s) City Manager Adam Raymond, City Attorney Danny Aleshire, Assistant City Manager Moises Lopez, and Community Development Director Jeff Kugel regarding certain real property Lot Adjacent to Nelson's Drugstore (APN: 8638-015-011; Approx. 6,000 Sq. Ft.). The City's real property negotiator will seek direction from the City Council regarding this property.

2. THREAT TO PUBLIC FACILITIES A closed session will be held, pursuant to Government Code §54957, regarding a possible threat to public facilities.

Closed Session adjourned at 6:47 PM and the meeting reconvened into Open Session at 7:03 PM with all members present. City Attorney Aleshire reported the following actions: Privileged and confidential briefings were given on both Closed Session items and there were no reportable actions taken.

PLEDGE OF ALLEGIANCE

The Invocation was given by Reverend Karen Davis of First Christian Church of Glendora.

The Pledge of Allegiance was led by Dan Tron.

REORDERING OF AND ADDITIONS TO THE AGENDA

There were no requests received.

Mayor Fredendall read into the record the "Immigration Letter to the Community" from the City Manager and the Chief of Police.

PUBLIC COMMENT

3. Public Comments received

Comments and/or correspondence were received from: Linda Davidson, Devon Wemple, Elijah Kouyoumdjian, Teri Merrick, Bob Moore, Susan J Kramer, Bill Shook, Helen Glaze, Kate Hamilton, Andrew Turner, Karen Fortus-Garcia, Dan Tron, Linda Granicy, Tomoko Toland, Jennifer DesCombes, Andrew Turner, Lily Urrutia, Krista Granger, Robert Denman, Richard Viveros Jr., Eric Hamilton, Alicia Romero, Sara Baron, Michael Baron, Lona Ferrari, Reed Pew, Raquel Botero, Robert Chacon, Judy Nelson, Tonya Pace, Monica Garcia, Chris Fense, Jackson Glaze, Ian Jameson, John Kachirisky, John Harrold Esq. and Erica Landmann relating to agenda item 11, Ray Kolbe, and Alexander Mujica.

Mayor Fredendall called for a recess at 8:42 PM and reconvened the meeting back into session at 8:50 PM with all members present.

MEMBER STATEMENTS/REPORTS

Council Member/Commissioner Elias commented on public comments and immigration, encouraged the community to visit City's website, and thanked speakers for their comments but also encouraged speakers to share their concerns with state representatives.

Council Member/Commissioner Thompson commented on public comments, immigration, and the California Values Act (SB54); affirmed his support for the City's published "Immigration Letter to the Community" and commented the role of the faith communities and religious leaders; and recognized the Glendora Tartan Band and Pageantry for their representation at the Washington, D.C. Independence Day Parade on July 4, 2025.

Council Member/Commissioner Davis commented on public comments, immigration and the importance of engaging with values of liberty, freedom, and justice for all; affirmed her support for the City's published "Immigration Letter to the Community;" and commented on the City's commitment to ensure that all community members live free from fear and are valued.

Mayor Pro Tem/Vice-Chair Allawos commented on hometown values of the community; staying connected with residents; public comments, immigration and the Dale Property; the Glendora Rotary Club for Field of Heroes event; issues related to homelessness, Proposition 1 funding, opposition to Senator Perez's homeless bill; and announced that the Glendora Public Library Friends Foundation "Night on the Plaza" event was scheduled for July 12, 2025.

Mayor/Chair Fredendall reaffirmed his support of the City's "Immigration Letter to the Community"; clarified that the City became aware of the related incident at the same time as the public and that the Glendora Police Department is not engaging in these types of activities; and reiterated the City's commitment to the "Immigration Letter to the Community" letter.

DIRECTOR/STAFF LIAISON AND ATTORNEY STATEMENTS
City Manager/Executive Director Raymond announced that this would be the last City Council meeting until the second meeting in August.

SPECIAL ITEMS
4. A Proclamation Proclaiming July as Parks and Recreation month

Proclamation presented to Community Services Commissioner Eddie Kouyoumdjian and Administrative Assistant Megan Stone.

5. Recognition of the Glendora Community Emergency Response Team (CERT) from the California Services Association for their assistance during the Eaton Fire

California Emergency Services Association (CESA) Board Members, Disaster Management Area Coordinator (DMAC) for Area D Diana Manzano-Garcia and Duarte Public Safety Manager and Area D Advisory Board Chair Bryan Arizumi recognized Stephen Avalos, Sharon Martinez, and the Glendora Community Emergency Response Team (CERT)for their assistance during the Eaton Fire.

6. Police Department Quarterly Update

Update presented.

7. National Night Out

Announcement of the upcoming National Night Out event schedule for August 8, 2025.

CONSENT CALENDAR
A motion was made by Mayor Pro Tem/Vice-Chair Allawos, seconded by Council Member/Commissioner Thompson, to approve Consent Calendar Items #8 - #10 as presented, affirming the actions appropriate to each item. Motion carried 5 - 0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

8. Affirm minutes from the June 10, 2025 Special City Council meeting, June 10, 2025 City Council, Successor Agency, Housing and Public Financing Authority meeting, and June 24, 2025 City Council, Successor Agency and Housing Authority meeting

The City Council, Successor Agency, Housing and Public Financing Authority affirmed the minutes as presented.

9. Review and Affirm Disbursements for June 2025 in the Amount of $6,070,136.96

The City Council and Successor Agency reviewed and affirmed the disbursements for June 2025 in the amount of $6,070,136.96.

10. Second Reading and Adoption of Ordinance No. 2094 Updating the City's Fire Hazard Severity Zone Maps

The City Council adopted on second reading **Ordinance No 2094** entitled, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GLENDORA ADOPTING THE OFFICIAL FIRE HAZARD SEVERITY ZONE MAP PREPARED BY THE CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION AND THE OFFICE OF THE STATE FIRE MARSHAL FOR LOCAL RESPONSIBILITY AREAS WITHIN THE CITY, PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTIONS 51175-51189."

NEW BUSINESS

11. Adopt the Glendora Station Area Vision Plan (PLN22-0059)

Written correspondence was received from: John Harrold Esq. and Erica Landmann.

City Council discussion included the City's 6th Regional Housing Needs Assessment (RHNA) cycle Housing Element requirements and associated unit expectations; the Metro Gold Line transit rider parking lot elements, shared-rider parking; potential developments opportunities and requirements of the Metro owned property; parcel subdivision implications under Senate Bill 9 (SB9); promenade design; development zoning considerations and scenarios; State Housing Element law requirements relating to site densities; statutory exemption from the California Environmental Quality Act (CEQA) that went into effect on July 1, 2025; and community outreach efforts.

Following discussion, multiple motions were made.

A motion was made by Council Member Davis, that the City Council approve the recommendations as presented with revisions to the Glendora Station Area Vision Plan specifically relating to Metro requiring potential developers on Metro owned property to include public parking to preserve the Park & Ride amenity adjacent to the station.

An alternate motion was made by Mayor Pro Tem Allawos, that the City Council table or continue the item until a public meeting was held. Motion failed due to the lack of a second.

The original motion made by Council Member Davis, seconded by Council Member Thompson, moved that the City Council 1. Adopt a finding of Statutory Exemption pursuant to Title 14 of the California Code of Regulations (CCR), Section 15262 Feasibility and Planning Studies of the California Environmental Quality Act (CEQA) Guidelines; and 2. Adopt Resolution **CC 2025-30** entitled, "A RESOLUTION OF THE CITY COUNCIL ADOPTING THE GLENDORA STATION AREA VISION PLAN," with a revision to the Glendora Station Area Vision Plan (PLN22-0059) specifically relating to property adjacent to the station owned by Metro require potential developers to include accessible public parking to preserve the Park & Ride amenity. Motion carried 4 - 1 as follows: AYES: Davis, Elias, Thompson, Fredendall; NOES: Allawos; ABSENT: None; ABSTAIN: None.

Mayor Fredendall requested a motion to extend tonight's meeting past the 10:30 PM meeting curfew. A motion was made by Mayor Pro Tem Allawos, seconded by Council Member Thompson. There were no objections, meeting continued.

12. Exclusive Right to Negotiate Agreement (ENA) with Mercy Housing Related to the Disposition and Development of 1762 Dale Road

A motion was made by Council Member Thompson, seconded by Council Member Davis, that the City Council 1. Approve the Exclusive Right to Negotiate Agreement (ENA). Motion carried 5 - 0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

13. Award the agreement for contract services with Yunex, LLC for traffic signal maintenance for a three-Year term with an option to extend the term for three additional one-year periods for an amount not to exceed Nine Hundred Fifty Thousand Dollars ($950,000) annually during the Term or any Extended Term

A motion was made by Mayor Pro Tem Allawos, seconded by Council Member Thompson, that the City Council, 1. Award an Agreement for Contract Services with Yunex, LLC for Traffic Signal Maintenance in an amount not to exceed Nine Hundred Fifty Thousand Dollars ($950,000) annually during the Term or any Extended Term; 2. Authorized a ten percent (10%) contingency in the amount of $95,000 annually; and 3. Authorize the City Manager to execute the Agreement. Motion carried 5 - 0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

14. Memorandum of Understanding between the City of Glendora and Glendora Police Management Association (GPMA) for the three-year term of July 1, 2025, through June 30, 2028

A motion was made by Mayor Pro Tem Allawos, seconded by Council Member Thompson, that the City Council 1. Adopt Resolution **CC 2025-31** entitled, “A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A 2025-2028 MEMORANDUM OF UNDERSTANDING (MOU) WITH THE GLENDORA POLICE MANAGEMENT ASSOCIATION;" and 2. Authorize the City Manager to execute the agreement and any and all non-substantive changes to the Memorandum of Understanding. Motion carried 5 - 0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

MEMBER/STAFF CLOSING COMMENTS
Mayor/Chair Fredendall thanked staff and team for their reports.

City Manager/Executive Director Raymond thanked staff for their efforts in planning and coordinating tonight’s meeting.

ADJOURNMENT
Meeting was adjourned at 11:20 PM.

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Minutes were approved on _____.

STAFF REPORT

TO: Mayor and Council Members
Chair and Board Members

DATE: August 26, 2025

FROM: Finance

DISTRICT(S): Citywide

SUBJECT: Review and Affirm Disbursements for July 2025 in the amount of $7,374,278.38

RECOMMENDATION

That the City Council and Successor Agency:

1. Review and affirm disbursements for July 2025 in the amount of $7,374,278.38.

STRATEGIC FOCUS AREAS

Goal 2: Maintain Financial Stability and Sustainability (MFSS)

EXECUTIVE SUMMARY

For July 2025 the City disbursed the following amounts through accounts payable and payroll.

Month	A/P	Payroll	Total
July 2025	$5,921,638.82		$5,921,638.82
07/11/2025		$720,004.17	$720,004.17
07/25/2025		$732,635.39	$732,635.39
Total	**$5,921,638.82**	**$1,452,639.56**	**$7,374,278.38**

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

Pursuant to the Glendora Municipal Code Section 2.20.030 Departmental Reports, the Finance Department shall provide a comprehensive report on disbursements, at least on a quarterly basis.

DISCUSSION

Notable disbursements in the month of July include:

Name	Amount	Description
ICRMA	$2,692,521.02	Liability Program Assessment & Member Contributions
California Dept. of Technology	$254,468.78	Microsoft 365 Subscriptions
72 Hour LLC	$249,245.10	Police Vehicles
Transtech Engineers, Inc.	$195,771.54	Contract Engineering Services
Tyler Technologies Inc.	$125,355.83	ERP & EPL Software Updates
Mariposa Landscapes, Inc.	$110,692.75	Citywide Landscape Maintenance

FISCAL IMPACT

There is no impact associated with the recommendation of this report.

ENVIRONMENTAL DETERMINATION

Not Applicable.

Prepared By	George Perez-Sosa, Accounting Technician
Concurs With	Not Applicable
Reviewed By	Kyle Johnson, Finance Director/City Treasurer
Certified to Availability of Funds	Kyle Johnson, Finance Director/City Treasurer
Approved By	Adam Raymond, City Manager
Legal Review	Not Applicable
CEQA Review	Not Applicable

Attachments

A. Warrant Register - July 2025.pdf

CITY OF GLENDORA

CITY COUNCIL MEETING **8/26/2025**

WARRANT REGISTER - JULY 2025			$5,921,638.82
PAYROLL EFT	7/11/2025	$	720,004.17
	7/25/2025	$	732,635.39
TOTAL			**$7,374,278.38**

PREPARED BY: George Perez

REVIEWED BY
Finance Director/City Treasurer

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3703	EFT	7/4/2025	6858	72 HOUR LLC	55470530	72350	250473	JT25029	DB JEEP GRAND CHEROKEE UNIT 24	$44,607.81
										$44,607.81
3704	EFT	7/4/2025	6487	DF POLYGRAPH	10150300	59100		2025/1	polygraph - patrick cam	$200.00
										$200.00
3705	EFT	7/4/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	250195	2039136731	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$85.67
	EFT	7/4/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	250195	2039139800	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$48.18
	EFT	7/4/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	250195	2039139804	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$54.93
										$188.78
3706	EFT	7/4/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10170560	56101		629664	TISSUE AND LINERS	$149.34
	EFT	7/4/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10170560	56101		630569	TISSUE AND LINERS	$252.22
	EFT	7/4/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10170560	56101		630942	TISSUE, LINERS, CLEANING SUPPLIES	$206.54
	EFT	7/4/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10170560	56101		630943	RESTROOM SUPPLIES	$201.45
	EFT	7/4/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10170560	56101		630944	TOWELS, TOILET TISSUE, LINERS	$191.92
	EFT	7/4/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10190810	56100		630945	Legion Janitorial Supplies	$218.72
										$1,220.19
3707	EFT	7/4/2025	6830	ESPERANZA FLORES	10190810	58300		W25-EF.1	Instructor Payment W25 Sessions 1-3	$1,969.80
										$1,969.80
3708	EFT	7/4/2025	6480	GRIGOLLA & SONS CONSTRUCTION CO.INC	25570520	59100	250107	923-F	PUBLIC WORKS AND RELATED SERVICES	$50,942.80
										$50,942.80
3709	EFT	7/4/2025	3742	LOS ANGELES PARTYWORKS INC	10190810	58100		204309	Culture Fest Inflatables	$1,570.00
										$1,570.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3710	EFT	7/4/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10150360	51110		424054666001	folders, paper, memo books	$534.52
	EFT	7/4/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190800	51110	250037	427351457001	OFFICE SUPPLIES, GENERAL	$621.77
										$1,156.29
3711	EFT	7/4/2025	1489	OFFICE SOLUTIONS	10115030	51110		I-02322688	Office Supplies	$275.36
	EFT	7/4/2025	1489	OFFICE SOLUTIONS	50115030	51110		I-02322688	Office Supplies	$275.34
										$550.70
3712	EFT	7/4/2025	1489	OFFICE SOLUTIONS	10160410	51110		I-02319900	Ink and markers	$1,595.74
										$1,595.74
3713	EFT	7/4/2025	1138	PINPOINT INDUSTRIES, INC.	55330150	59100		11389	CITY APPAREL FOR IT DEPARTMENT	$875.95
										$875.95
3714	EFT	7/4/2025	21	PITNEY BOWES POSTAGE BY PHONE	10115030	55340		05-2025	May Postage - Account #8000-9090-0934-6847	$1,564.54
	EFT	7/4/2025	21	PITNEY BOWES POSTAGE BY PHONE	50170620	55340		05-2025	May Postage - Account #8000-9090-0934-6847	$12.78
										$1,577.32
3715	EFT	7/4/2025	5987	PRESCREEN SOLUTIONS, INC	10140250	55316		13495	New Hire Pre Screening	$209.09
										$209.09
3716	EFT	7/4/2025	4892	PRIORITY LANDSCAPE SERVICES LLC	10170580	59100		18935	South Hill brush clearance for PD	$800.00
	EFT	7/4/2025	4892	PRIORITY LANDSCAPE SERVICES LLC	10170580	59100		19055	South Hills brush clearance for PD	$800.00
	EFT	7/4/2025	4892	PRIORITY LANDSCAPE SERVICES LLC	10170580	59100		19056	South Hill brush clearance for PD	$1,600.00
	EFT	7/4/2025	4892	PRIORITY LANDSCAPE SERVICES LLC	10170580	59100		19089	South Hill brush clearance for PD	$800.00
	EFT	7/4/2025	4892	PRIORITY LANDSCAPE SERVICES LLC	10170580	59100		19090	South Hill brush clearance for PD	$800.00
	EFT	7/4/2025	4892	PRIORITY LANDSCAPE SERVICES LLC	10170580	59100		19203	South Hill brush clearance for PD	$1,600.00
	EFT	7/4/2025	4892	PRIORITY LANDSCAPE SERVICES LLC	10170580	59100		19233	South Hill brush clearance for PD	$1,600.00
										$8,000.00
3717	EFT	7/4/2025	4892	PRIORITY LANDSCAPE SERVICES LLC	10170580	59100		18936	South Hill brush clearance for PD	$800.00

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3717	EFT	7/4/2025	4892	PRIORITY LANDSCAPE SERVICES LLC	10170580	59100		19054	South Hill brush clearance for PD	$800.00
										$1,600.00
3718	EFT	7/4/2025	6493	QUALITY PUMPING SERVICES INC	10170560	59100		37	PUMPED SEPTIC BIG DALTON AND LASSIE LEAGUE	$1,600.00
										$1,600.00
3719	EFT	7/4/2025	6493	QUALITY PUMPING SERVICES INC	10170560	59100		36	PUMPED SEPTIC BIG DALTON AND LASSIE LEAGUE	$1,600.00
	EFT	7/4/2025	6493	QUALITY PUMPING SERVICES INC	10170560	59100		38	PUMPED SEPTIC BIG DALTON AND LASSIE LEAGUE	$1,600.00
										$3,200.00
3720	EFT	7/4/2025	6537	RICHDAL, INC	10190810	58300		SU25-YR.1	Instructor Payment - Session #1	$1,512.00
										$1,512.00
3721	EFT	7/4/2025	6828	RIGHT IMAGE BUILDERS INC	23100990	70000	250525	818	BUILDER'S SUPPLIES, COMPLETION OF 1,2,3	$9,500.00
										$9,500.00
3722	EFT	7/4/2025	3498	STERICYCLE, INC.	10150360	59100		8011071413	May Services	$512.24
										$512.24
3723	EFT	7/4/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	240230	20251504	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$3,850.00
	EFT	7/4/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	240230	20251505	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$1,760.00
	EFT	7/4/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	240230	20251506	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$2,560.00
	EFT	7/4/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	240230	20251507	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$3,220.00
	EFT	7/4/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	240230	20251508	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$375.00
	EFT	7/4/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	240230	20251510	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$2,420.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3723	EFT	7/4/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	240230	20251511	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$220.00
	EFT	7/4/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	240230	20251513	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$880.00
	EFT	7/4/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	240230	20251514	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$660.00
	EFT	7/4/2025	6780	TRANSTECH ENGINEERS, INC	28500990	70000	250378	20251517	CDBG GRIND AND OVERLAY	$5,620.00
										$21,565.00
3724	EFT	7/4/2025	2324	WALTERS WHOLESALE ELECTRIC CO	10170560	56101		S128087822.001	ELECTRICAL SUPPLIES	$72.52
										$72.52
3725	EFT	7/4/2025	6241	Y TIRE PERFORMANCE LLC	55470530	51500		58904	TRAILER AND POLICE TIRES	$1,358.84
										$1,358.84
3726	EFT	7/4/2025	105	AFSCME DISTRICT COUNCIL 36	92000000	20104		24038	Payroll Run 1 - Warrant 250622 AFSCME DUES	$1,430.00
										$1,430.00
3727	EFT	7/4/2025	6825	DANA SIMPSON	92000000	20105		24048	Payroll Run 1 - Warrant 250622 GARNISHMENT SPOUSAL	$100.00
										$100.00
3728	EFT	7/4/2025	104	GLENDORA CITY EMPLOYEE ASSOCIATION	92000000	20104		24037	Payroll Run 1 - Warrant 250622 CITY EMPLOYEE ASSOC	$700.00
										$700.00
3729	EFT	7/4/2025	107	GLENDORA MANAGEMENT ASSOCIATION	92000000	20104		24039	Payroll Run 1 - Warrant 250622 GMA DUES	$510.00
										$510.00
3730	EFT	7/4/2025	109	GLENDORA POLICE MANAGEMENT	92000000	20104		24041	Payroll Run 1 - Warrant 250622 PMA DUES	$613.50
										$613.50
3731	EFT	7/4/2025	6730	JASON TIBBETTS	10100001	42300		24269	Medical Reimbursement Q2 2025	$864.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3731	EFT	7/4/2025	6730	JASON TIBBETTS	50100001	42300		24269	Medical Reimbursement Q2 2025	$336.00
										$1,200.00
3732	EFT	7/4/2025	6731	MATTHEW WILLIAMS	10100001	42300		24274	Medical Reimbursement 2025 Q2	$864.00
	EFT	7/4/2025	6731	MATTHEW WILLIAMS	50100001	42300		24274	Medical Reimbursement 2025 Q2	$336.00
										$1,200.00
3733	EFT	7/4/2025	6115	MIDAMERICA ADMIN&RETIRE SOLUTIONS	92000000	20103		24046	Payroll Run 1 - Warrant 250622 MIDAMERICA PT RETIR	$6,207.20
										$6,207.20
3734	EFT	7/4/2025	6115	MIDAMERICA ADMIN&RETIRE SOLUTIONS	92000000	20101		24047	Payroll Run 1 - Warrant 250622 MIDAMERICA HRA	$500.00
										$500.00
3735	EFT	7/4/2025	108	POLICE ASSOCIATION	92000000	20104		24040	Payroll Run 1 - Warrant 250622 POA DUES	$4,065.00
										$4,065.00
3736	EFT	7/4/2025	6929	STERLING HEALTH SERVICES, INC	92000000	20106		24049	Payroll Run 1 - Warrant 250622 STERLING HEALTH HSA	$361.01
										$361.01
3737	EFT	7/11/2025	1339	AFLAC	92000000	20108		497735	AFLAC Individual July 2025	$2,045.52
										$2,045.52
3738	EFT	7/11/2025	1339	AFLAC	92000000	20108		INV0000869199	AFLAC Group July 2025 Bill	$3,122.81
										$3,122.81
3739	EFT	7/11/2025	180	AQUA-METRIC SALES COMPANY	50170610	53540	250315	INV0108694	PUBLIC WORKS AND RELATED SERVICES	$10,527.80
										$10,527.80
3740	EFT	7/11/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	250195	2039136753	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$86.94
	EFT	7/11/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	250195	2039137183	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$91.33

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3740	EFT	7/11/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	250195	2039137196	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$58.52
	EFT	7/11/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	250195	2039139799	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$218.22
	EFT	7/11/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	250195	2039139923	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$13.91
	EFT	7/11/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	250195	2039142692	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$19.61
	EFT	7/11/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	250195	2039142693	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$21.64
	EFT	7/11/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	250195	2039142694	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$15.00
										$525.17
3741	EFT	7/11/2025	113	BRODART COMPANY	10180730	51300		B7006905	CONTENT FOR THE PUBLIC	$133.49
										$133.49
3742	EFT	7/11/2025	5194	CHARTER COMMUNICATIONS HOLDINGS,LLC	55330150	57055		187847801061425	PD CABLE	$396.64
										$396.64
3743	EFT	7/11/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10190820	56100		631223	LFC 2025-06-23	$593.00
										$593.00
3744	EFT	7/11/2025	6969	COMPLETE PAPERLESS SOLUTIONS, LLC	30100990	70000	250445	4494	CONSULTING SERVICES	$20,784.64
										$20,784.64
3745	EFT	7/11/2025	6531	CORE & MAIN LP	50170630	53520	250537	X159712	FIRE HYDRANTS FOR EMERGENCY USE JUNE 2025	$15,456.80
										$15,456.80
3746	EFT	7/11/2025	843	NANCY K. BOHL INC	10150360	59100		INV104984	Employee Support Services - May 2025	$800.00
										$800.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3747	EFT	7/11/2025	6328	TANGLED WEB SOLUTIONS	10150300	59100	250161	112035	N. Martinez Background	$1,765.00
										$1,765.00
3748	EFT	7/11/2025	6729	DOANE AND HARTWIG WATER SYSTEMS, INC.	50170640	51500		I2025-0889	PRODUCTION PARTS	$2,059.13
										$2,059.13
3749	EFT	7/11/2025	2209	DOCU-TRUST	10190800	59100		0056115	OFF SITE DOCUMENT STORAGE	$14.97
	EFT	7/11/2025	2209	DOCU-TRUST	10115030	59100		0056118	Storage Docs - Invoice# 0056118	$98.46
	EFT	7/11/2025	2209	DOCU-TRUST	10190800	51110		0056297	OFF SITE DOCUMENT STORAGE	$96.64
										$210.07
3750	EFT	7/11/2025	233	DURHAM SCHOOL SERVICES, L.P.	23190800	58240	5	100008202	Dirt Camp Bussing - 6.23.25	$1,036.04
	EFT	7/11/2025	233	DURHAM SCHOOL SERVICES, L.P.	23190800	58240	5	100008274	Dirt Camp Bussing - 6.24.25	$1,036.04
	EFT	7/11/2025	233	DURHAM SCHOOL SERVICES, L.P.	23190800	58240	5	100008325	Dirt Camp Bussing - 6.25.25	$1,036.04
	EFT	7/11/2025	233	DURHAM SCHOOL SERVICES, L.P.	23190800	58240	5	100008327	Dirt Camp Bussing 6.26.25	$1,036.04
	EFT	7/11/2025	233	DURHAM SCHOOL SERVICES, L.P.	23190800	58240	5	100008460	Dirt Camp Bussing 6.27.25	$1,036.04
	EFT	7/11/2025	233	DURHAM SCHOOL SERVICES, L.P.	23190800	58240	5	100008512	Dirt Camp Bussing - 6.30.25	$1,036.04
										$6,216.24
3751	EFT	7/11/2025	2508	ENVISIONWARE INC	10180710	51200		INV-US-76534	Terminal Stand	$157.77
										$157.77
3752	EFT	7/11/2025	6541	FIRE RISK MANAGEMENT SERVICES	92000000	20109		FRMS0725-GLENDORA	FRMS Medical Bill July 2025	$77,546.10
										$77,546.10
3753	EFT	7/11/2025	3316	GEORGE E. BOOTH CO., INC.	50170640	53560	250244	1144454	SCADA CONSULTING	$45,000.00
										$45,000.00
3754	EFT	7/11/2025	6459	GERALD L. GOMER	10190810	59200		31615	Summer Tee Ball Shirts	$617.98
										$617.98

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3755	EFT	7/11/2025	2528	GLENDORA AFTER STROKE CENTER	10190820	59100	250079	2508	LFC AFTER STROKE JUNE 2025	$833.33
										$833.33
3756	EFT	7/11/2025	3947	GLENDORA AQUATICS INC	10190810	58300		SU25-GAS.3	Instructor Payment Group Swim Session 2	$11,812.50
										$11,812.50
3757	EFT	7/11/2025	11	GLENDORA CHAMBER OF COMMERCE	20460460	57220		JUNE 2025	BID FEES FROM 06/01/2025 - 06/30/2025	$6,300.00
										$6,300.00
3758	EFT	7/11/2025	6923	FIVESTAR RUBBER STAMP ETC., INC	10120100	51780		75497	Retirement Plate Engraving	$50.95
										$50.95
3759	EFT	7/11/2025	902	GRAINGER	50170640	59100		9549687037	GEAR TIES - WATER DIV.	$29.06
	EFT	7/11/2025	902	GRAINGER	50170640	59100		9561180465	PIPE CEMENT - WATER DIV.	$66.43
	EFT	7/11/2025	902	GRAINGER	50170640	59100		9562147505	WATER DIV - PIPE COUPLING	$1,116.63
	EFT	7/11/2025	902	GRAINGER	50170640	59100		9562346529	WATER DIV - THRO BODY	$975.01
	EFT	7/11/2025	902	GRAINGER	50170640	59100		9562346537	WATER DIV - REPAIR CLAMPS	$770.74
	EFT	7/11/2025	902	GRAINGER	50170640	59100		9562468018	WATER DIV - REPAIR CLAMP	$540.07
										$3,497.94
3760	EFT	7/11/2025	6499	HD SUPPLY, INC.	50170640	53530		INV00742405	FILLED GAUGES - WATER DIV.	$152.78
										$152.78
3761	EFT	7/11/2025	1446	IMS REFRIGERATION INC.	10170560	56101		57291	ICE MACHINE, FRIDGE SERVICE	$611.93
										$611.93
3762	EFT	7/11/2025	6990	INFINITE CREATIVE ENTERPRISES	28050310	55600	250484	273250	Massage Chair - Sales Order#167647	$4,558.50
										$4,558.50
3763	EFT	7/11/2025	1198	JOHNNY ALLEN TENNIS ACADEMY	10190810	58300		SU25-JAT.3	Instructor Payment SU25	$1,434.30
										$1,434.30

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3764	EFT	7/11/2025	6398	LA - C.A.D.A.	22890820	58600	250144	City of Glendora #38	LA CADA - June 2025	$20,833.33
	EFT	7/11/2025	6398	LA - C.A.D.A.	22890820	58600	250144	City of Glendora#39	LA CADA-Adjustment for May and June '25.	$2,084.00
										$22,917.33
3765	EFT	7/11/2025	6773	LOS ANGELES CITY CLEANING INC.	10160430	59100	240229	7416	JANITORIAL SERVICES FOR MEDA AVE AND BUS PLAZA	$1,650.00
										$1,650.00
3766	EFT	7/11/2025	37	LIEBERT CASSIDY WHITMORE	10150300	59100		291324	Client/Matter No.: GL050-00001	$270.00
	EFT	7/11/2025	37	LIEBERT CASSIDY WHITMORE	10150300	59100		291325	Client/Matter No: GL050-00062	$900.00
										$1,170.00
3767	EFT	7/11/2025	1286	MARIPOSA LANDSCAPES, INC.	10170580	59100	250145	113960	CITYWIDE LANDSCAPE MAINTENANCE MAY 2025	$59,885.00
	EFT	7/11/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54001	250145	113960	CITYWIDE LANDSCAPE MAINTENANCE MAY 2025	$208.00
	EFT	7/11/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54002	250145	113960	CITYWIDE LANDSCAPE MAINTENANCE MAY 2025	$375.00
	EFT	7/11/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54003	250145	113960	CITYWIDE LANDSCAPE MAINTENANCE MAY 2025	$167.00
	EFT	7/11/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54004	250145	113960	CITYWIDE LANDSCAPE MAINTENANCE MAY 2025	$283.00
	EFT	7/11/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54006	250145	113960	CITYWIDE LANDSCAPE MAINTENANCE MAY 2025	$50.00
	EFT	7/11/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54007	250145	113960	CITYWIDE LANDSCAPE MAINTENANCE MAY 2025	$242.00
	EFT	7/11/2025	1286	MARIPOSA LANDSCAPES, INC.	20460460	56500	250145	113960	CITYWIDE LANDSCAPE MAINTENANCE MAY 2025	$426.00
	EFT	7/11/2025	1286	MARIPOSA LANDSCAPES, INC.	23470580	56500	250145	113960	CITYWIDE LANDSCAPE MAINTENANCE MAY 2025	$567.00
	EFT	7/11/2025	1286	MARIPOSA LANDSCAPES, INC.	25570580	59100	250145	113960	CITYWIDE LANDSCAPE MAINTENANCE MAY 2025	$9,571.00
	EFT	7/11/2025	1286	MARIPOSA LANDSCAPES, INC.	50170580	59100	250145	113960	CITYWIDE LANDSCAPE MAINTENANCE MAY 2025	$1,528.00
	EFT	7/11/2025	1286	MARIPOSA LANDSCAPES, INC.	50170640	59100	250145	113960	CITYWIDE LANDSCAPE MAINTENANCE MAY 2025	$4,521.00
										$77,823.00
3768	EFT	7/11/2025	5635	MUNICIPAL DENTAL POOL	92000000	20110		21031.07.2025	Delta Dental Bill July 2025	$12,431.00
										$12,431.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3769	EFT	7/11/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190820	51110		425399922001	LFC - ODP 2025-05-23	$64.48
										$64.48
3770	EFT	7/11/2025	1138	PINPOINT INDUSTRIES, INC.	10190820	55320		11404	JULY 2025 LA FETRA TIMES	$837.10
										$837.10
3771	EFT	7/11/2025	5987	PRESCREEN SOLUTIONS, INC	10140250	55316		13561	Prescreening New Hire Background	$235.04
										$235.04
3772	EFT	7/11/2025	813	PROFORCE LAW ENFORCEMENT	10150310	59100	250545	723600	Helmets - Quote #723600	$9,388.72
										$9,388.72
3773	EFT	7/11/2025	2560	RIGHT OF WAY, INC.	25570520	56600		74276	TRAFFIC CONTROL GHS MARCHING BAND PRACTICE	$1,980.00
										$1,980.00
3774	EFT	7/11/2025	6782	Roadline Products	25570520	56600		21497	25 GALLONS FAST DRY WHITE, 4 SPRAY TIPS	$836.33
										$836.33
3775	EFT	7/11/2025	5189	ELSER PLUMBING	10170560	59100		19322	plumbing repair service	$580.00
										$580.00
3776	EFT	7/11/2025	215	SAN GABRIEL BASIN WATER QUALITY	50170640	53110		0005098-IN	SAN GABRIEL BASIN WATER QUALITY	$56,356.80
										$56,356.80
3777	EFT	7/11/2025	996	DS SERVICES OF AMERICA, INC.	10120100	51750		05F8710345837	DRINKING WATER	$320.07
	EFT	7/11/2025	996	DS SERVICES OF AMERICA, INC.	10140200	51110		05F8710345837	DRINKING WATER	$169.68
	EFT	7/11/2025	996	DS SERVICES OF AMERICA, INC.	10150300	51750		05F8710345837	DRINKING WATER	$223.31
	EFT	7/11/2025	996	DS SERVICES OF AMERICA, INC.	10170500	51750		05F8710345837	DRINKING WATER	$263.31
	EFT	7/11/2025	996	DS SERVICES OF AMERICA, INC.	10170580	51750		05F8710345837	DRINKING WATER	$14.38
	EFT	7/11/2025	996	DS SERVICES OF AMERICA, INC.	10180700	51400		05F8710345837	DRINKING WATER	$162.29
	EFT	7/11/2025	996	DS SERVICES OF AMERICA, INC.	10190800	51750		05F8710345837	DRINKING WATER	$74.46

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3777	EFT	7/11/2025	996	DS SERVICES OF AMERICA, INC.	10190820	51750		05F8710345837	DRINKING WATER	$558.59
	EFT	7/11/2025	996	DS SERVICES OF AMERICA, INC.	23160430	51200		05F8710345837	DRINKING WATER	$75.01
	EFT	7/11/2025	996	DS SERVICES OF AMERICA, INC.	50140200	51110		05F8710345837	DRINKING WATER	$169.68
										$2,030.78
3778	EFT	7/11/2025	5671	SPECIAL T WATER SYSTEMS INC	50170640	53510		248254	WATER SOFTENER RENTAL	$125.00
										$125.00
3779	EFT	7/11/2025	3450	SPOK INC.	50170640	59100		J6215595Q	WATER DIV - 6/9/25	$23.61
										$23.61
3780	EFT	7/11/2025	3498	STERICYCLE, INC.	50170640	51110		8010966075	PAPER RECYCLE FOR WATER DIV.	$128.44
										$128.44
3781	EFT	7/11/2025	1638	HAAKER EQUIPMENT COMPANY	50170630	51500		INV9875	MALE DISCONNECT & GASKET - WATER DIV.	$222.36
										$222.36
3782	EFT	7/11/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	240230	20253425	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$930.00
	EFT	7/11/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	240230	20253426	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$880.00
	EFT	7/11/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	240230	20253427	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$880.00
	EFT	7/11/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	240230	20253843	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$1,085.00
	EFT	7/11/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	240230	20253844	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$220.00
	EFT	7/11/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	240230	20253845	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$660.00
										$4,655.00
3783	EFT	7/11/2025	6811	TRI COUNTY PUMP COMPANY	50200990	70000	250541	18744	EMERGENCY MOTOR REPAIR JUNE 2025	$12,385.75
										$12,385.75

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3784	EFT	7/11/2025	6590	TRUSTMARK VOLUNTARY BENEFIT ADMIN	92000000	20108		00989407152025	Trustmark Bill July 2025	$1,833.38
										$1,833.38
3785	EFT	7/11/2025	2584	ULINE	50170640	51110		193802594	WATER DIV. MAINTENANCE SUPPLIES	$248.86
										$248.86
3786	EFT	7/11/2025	1651	UNITED MAINTENANCE SYSTEMS	10170560	59100	250069	16016	CITYWIDE JANITORIAL MAINTENANCE MAY 2025	$11,100.00
	EFT	7/11/2025	1651	UNITED MAINTENANCE SYSTEMS	10170580	59100	250069	16016	CITYWIDE JANITORIAL MAINTENANCE MAY 2025	$19,631.00
	EFT	7/11/2025	1651	UNITED MAINTENANCE SYSTEMS	10190810	59100	250069	16016	CITYWIDE JANITORIAL MAINTENANCE MAY 2025	$2,600.00
	EFT	7/11/2025	1651	UNITED MAINTENANCE SYSTEMS	10190820	56100	250069	16016	CITYWIDE JANITORIAL MAINTENANCE MAY 2025	$1,550.00
	EFT	7/11/2025	1651	UNITED MAINTENANCE SYSTEMS	50170600	59100	250069	16016	CITYWIDE JANITORIAL MAINTENANCE MAY 2025	$550.00
	EFT	7/11/2025	1651	UNITED MAINTENANCE SYSTEMS	10190810	56100	250036	16038	Legion & La Fetra Cleaning - June	$500.00
	EFT	7/11/2025	1651	UNITED MAINTENANCE SYSTEMS	10190820	56100	250036	16038	Legion & La Fetra Cleaning - June	$750.00
										$36,681.00
3787	EFT	7/11/2025	130	UNDERGROUND SERVICE ALERT/SC	50170600	59100		24-253906	California State Fee for Regulatory Costs	$127.88
	EFT	7/11/2025	130	UNDERGROUND SERVICE ALERT/SC	50170600	59100		24-254273	State Fee for Regulatory Costs - Water Div.	$127.88
	EFT	7/11/2025	130	UNDERGROUND SERVICE ALERT/SC	25070600	59100		520250308	WATER DIV. BOARD OPERATIONAL MONTHLY EXPENSE	$389.25
	EFT	7/11/2025	130	UNDERGROUND SERVICE ALERT/SC	50170600	59100		620250309	DIG ALERT MAINTENANCE FEE - WATER DIV.	$381.85
										$1,026.86
3788	EFT	7/11/2025	751	UNITED RENTALS (NORTH AMERICA)	25570520	56600		249627488-001	SAW BLADE	$83.05
										$83.05
3789	EFT	7/11/2025	751	UNITED RENTALS (NORTH AMERICA)	10190810	58100	250478	248967640-001	Portable Toilets	$9,831.38
										$9,831.38
3790	EFT	7/11/2025	2324	WALTERS WHOLESALE ELECTRIC CO	10170560	56101		S128087822.002	ELECTRICAL SUPPLIES	$974.28
										$974.28

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3791	EFT	7/11/2025	2474	WATERWISE CONSULTING INC.	50170620	66010	250349	8687	CONSULTING SERVICES	$4,898.50
										$4,898.50
3792	EFT	7/11/2025	1524	XEROX CORPORATION	55330150	51560	250171	40631272	LEASE OF XEROX PRINTERS	$9,554.54
										$9,554.54
3793	EFT	7/14/2025	5899	WILLIAM TURNLEY	10100001	42300		24981	Medical Retiree Reimbursement Quarter 2 2025	$432.00
	EFT	7/14/2025	5899	WILLIAM TURNLEY	50100001	42300		24981	Medical Retiree Reimbursement Quarter 2 2025	$168.00
										$600.00
3794	EFT	7/18/2025	6765	A&P COMPLIANCE TESTING, INC.	55470530	59100	250014	12209	ENVIRONMENTAL AND ECOLOGICAL SERVICES	$275.00
	EFT	7/18/2025	6765	A&P COMPLIANCE TESTING, INC.	55470530	59100	250014	12210	ENVIRONMENTAL AND ECOLOGICAL SERVICES	$275.00
	EFT	7/18/2025	6765	A&P COMPLIANCE TESTING, INC.	55470530	59100	250014	12229	ENVIRONMENTAL AND ECOLOGICAL SERVICES	$2,558.00
										$3,108.00
3795	EFT	7/18/2025	287	CWF INC	10100001	59990	250482	77086	AMUSEMENT, DECORATIONS, ENTERTAINMENT, GIFTS, TOYS	$19,815.44
										$19,815.44
3796	EFT	7/18/2025	4163	ADVANTEC CONSULTING ENGINEERS INC.	30170550	59100	250343	9803-0305-01-06	DESIGN SERVICES FOR CITWIDE ENG & TRAFFIC SURVEY	$12,512.50
										$12,512.50
3797	EFT	7/18/2025	105	AFSCME DISTRICT COUNCIL 36	92000000	20104		24470	Payroll Run 1 - Warrant 250706 AFSCME DUES	$1,402.50
										$1,402.50
3798	EFT	7/18/2025	1166	AGI ACADEMY	10190820	58300		COMPADV-AGI-LFC-S-S1	COMPADV-AGI-LFC-S-S1	$187.60
										$187.60
3799	EFT	7/18/2025	318	ANIMAL PEST MANAGEMENT SERVICES	10170560	59100		677851	PEST SERVICES	$1,530.00

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3799	EFT	7/18/2025	318	ANIMAL PEST MANAGEMENT SERVICES	10170560	59100		737272	AFTER HOUR TREATMENT CITY HALL	$375.00
										$1,905.00
3800	EFT	7/18/2025	117	ATHENS SERVICES	50170630	57170	250077	19504380	FY 24-25 REMOVAL OF MIXED WASTE	$13,905.31
										$13,905.31
3801	EFT	7/18/2025	6469	BAKER & TAYLOR, LLC	10180720	51300	250196	2039136382	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$483.70
	EFT	7/18/2025	6469	BAKER & TAYLOR, LLC	10180710	51200		2039137184	DIVISION SUPPLIES	$12.23
	EFT	7/18/2025	6469	BAKER & TAYLOR, LLC	10180710	51200		2039137197	DIVISION SUPPLIES	$5.73
	EFT	7/18/2025	6469	BAKER & TAYLOR, LLC	10180720	51300	250196	2039139803	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$71.75
	EFT	7/18/2025	6469	BAKER & TAYLOR, LLC	10180710	51200		2039139924	DIVISION SUPPLIES	$1.36
	EFT	7/18/2025	6469	BAKER & TAYLOR, LLC	10180720	51300	250196	2039142695	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$103.38
	EFT	7/18/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	250195	2039143000	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$23.00
	EFT	7/18/2025	6469	BAKER & TAYLOR, LLC	10180710	51200		2039143001	DIVISION SUPPLIES	$1.73
	EFT	7/18/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	250195	2039161767	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$20.28
										$723.16
3802	EFT	7/18/2025	6781	BAY ALARM COMPANY	10190830	56100		22328162	August Monitoring	$115.00
										$115.00
3803	EFT	7/18/2025	3516	BIG BEN CONSTRUCTION	50170630	59100	250090	2503-03	FY 24-25 EMERGENCY MAINLINE REPAIRS	$82,254.07
										$82,254.07
3804	EFT	7/18/2025	2568	BURRO CANYON SHOOTING PARK	10150310	59100		3542	Range Fees 06 19 2025	$60.00
										$60.00

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3805	EFT	7/18/2025	2628	CELLEBRITE USA CORP	10150360	51110	250532	INVUS286804	Certified Operator Trainings - J. Watkins	$3,800.00
										$3,800.00
3806	EFT	7/18/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10190830	56100		630941	Teen Center Supplies	$263.94
										$263.94
3807	EFT	7/18/2025	594	CLINICAL LAB OF SAN BERNARDINO	50170640	59100	250043	2501050-GLE01	STATE MANDATED WATER TESTING SERVICES	$2,550.00
										$2,550.00
3808	EFT	7/18/2025	6531	CORE & MAIN LP	50170630	53520		X179578	WATER DIV. SUPPLY ORDER	$2,267.31
										$2,267.31
3809	EFT	7/18/2025	3762	DONNA COUPLAND	10190820	58300		CLD-DC-LFC-B&I-S-S1	CLD-DC-LFC-B&I-S-S1	$273.00
	EFT	7/18/2025	3762	DONNA COUPLAND	10190810	58300		SU25-DC.1	Instructor Payment -- Session 1	$754.60
										$1,027.60
3810	EFT	7/18/2025	297	COVINA VALLEY WATER COMPANY	50170640	53100		JUNE-25	WATER/SHARES	$10,658.03
										$10,658.03
3811	EFT	7/18/2025	3465	CSG CONSULTANTS INC	10160410	59100	250205	61119	CONSULTING SERVICES - MARCH	$18,135.00
	EFT	7/18/2025	3465	CSG CONSULTANTS INC	10160410	59100	250205	61478	CONSULTING SERVICES - MAY	$21,528.00
	EFT	7/18/2025	3465	CSG CONSULTANTS INC	10160410	59100	250205	B250675	PLAN REVIEW - MAY	$13,462.54
										$53,125.54
3812	EFT	7/18/2025	2209	DOCU-TRUST	10140200	59100		0056116	OFFSITE STORAGE OF DOCS	$21.71
	EFT	7/18/2025	2209	DOCU-TRUST	50140200	59100		0056116	OFFSITE STORAGE OF DOCS	$9.31
										$31.02
3813	EFT	7/18/2025	233	DURHAM SCHOOL SERVICES, L.P.	23190800	58240	260008	100008622	Dirt Camp Transportation - 7/1/2025	$1,036.04
	EFT	7/18/2025	233	DURHAM SCHOOL SERVICES, L.P.	23190800	58240	260008	100008755	Dirt Camp Transportation - 7/2/2025	$1,036.04
	EFT	7/18/2025	233	DURHAM SCHOOL SERVICES, L.P.	23190800	58240	260008	100008768	Dirt Camp Transportation 7/3/2025	$1,036.04

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3813	EFT	7/18/2025	233	DURHAM SCHOOL SERVICES, L.P.	23190800	58240	260008	100008822	Dirt Camp Transportation 7/7/2025	$1,036.04
										$4,144.16
3814	EFT	7/18/2025	6991	G&G ENVIRONMENTAL COMPLIANCE, INC.	50170600	59100	250518	Glendora_0625	G & G ENVIRONMENTAL COMPLIANCE ASSESSMENT JUN 2025	$14,663.75
										$14,663.75
3815	EFT	7/18/2025	125	GENERAL PUMP CO. INC.	50170640	56320	250076	32608	FY 24-25 WELL ASK BOOSTER MAINTENANCE	$3,536.00
										$3,536.00
3816	EFT	7/18/2025	3316	GEORGE E. BOOTH CO., INC.	50170640	53560	250244	1144640	SCADA CONSULTING	$3,132.50
										$3,132.50
3817	EFT	7/18/2025	11	GLENDORA CHAMBER OF COMMERCE	10160420	59600	260017	21427271	BID CONSULTING SERVICES - JUL 25	$4,166.67
										$4,166.67
3818	EFT	7/18/2025	104	GLENDORA CITY EMPLOYEE ASSOCIATION	92000000	20104		24469	Payroll Run 1 - Warrant 250706 City Employee Assoc	$710.00
										$710.00
3819	EFT	7/18/2025	3381	GLENDORA GARDENS NURSERY	50170620	66010	250536	4375	GLENDORA GARDENS NURSERY VOUCHER PROGRAM JUNE 2025	$1,700.00
										$1,700.00
3820	EFT	7/18/2025	107	GLENDORA MANAGEMENT ASSOCIATION	92000000	20104		24471	Payroll Run 1 - Warrant 250706 GMA DUES	$510.00
										$510.00
3821	EFT	7/18/2025	109	GLENDORA POLICE MANAGEMENT	92000000	20104		24473	Payroll Run 1 - Warrant 250706 PMA DUES	$613.50
										$613.50
3822	EFT	7/18/2025	2923	GMS ELEVATOR SERVICES, INC	10190820	56100		124966	LFC GMS ELEVATOR SERVICE MAY 2025	$123.05
	EFT	7/18/2025	2923	GMS ELEVATOR SERVICES, INC	10190820	56100		125376	LFC GMS ELEVATOR SERVICE JUNE 2025	$123.05
										$246.10

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3823	EFT	7/18/2025	902	GRAINGER	55470530	51500		9553310807	TRAILER WIRING ADAPTER, 6-WAY PIN, 7-WAY PLUG	$1,335.23
	EFT	7/18/2025	902	GRAINGER	50170640	59100		9564778596	WATER DIV - SOFT COIL	$1,774.32
										$3,109.55
3824	EFT	7/18/2025	5300	INTELLIGENT FIRE SYSTEMS & SOLUTION	50170640	59100		113656	WATER DIV. QUARTERLY MONITORING APR 25 TO JUNE 25	$135.00
										$135.00
3825	EFT	7/18/2025	6227	JEFF JENKINS SERVICE TECHNICIAN	50170640	53510	250512	2198	CONTROL PANEL FOR PUMPING EQUIPMENT	$16,433.00
										$16,433.00
3826	EFT	7/18/2025	4184	JMD	30170550	59100	250138	098 (25-118)	AS NEEDED CIVIL ENG FOR GOLD LINE	$26,035.02
										$26,035.02
3827	EFT	7/18/2025	6409	KANOPY	21680730	51300	250116	459245 - PPU	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$362.00
										$362.00
3828	EFT	7/18/2025	6992	KIMBERLY BOYLE	10190810	58300		SU25-KB.1	Instructor Payment Summer 2025 PreSchool	$5,040.00
										$5,040.00
3829	EFT	7/18/2025	256	LANCE, SOLL & LUNGHARD	10140200	45100	240111	69444	PROFESSIONAL SVCS - TEMP IN LIEU OF	$19,151.25
	EFT	7/18/2025	256	LANCE, SOLL & LUNGHARD	50140200	45100	240111	69444	PROFESSIONAL SVCS - TEMP IN LIEU OF	$19,151.25
										$38,302.50
3830	EFT	7/18/2025	1496	LAW ENFORCEMENT MEDICAL	10150330	59100		18592	On Call Blood Draws - June 23 2025	$1,010.00
										$1,010.00
3831	EFT	7/18/2025	6745	MALISSA J. APODACA INC.	10190810	58300		SU25-MA.2	Instructor Payment - Session 2	$1,522.50
										$1,522.50
3832	EFT	7/18/2025	1286	MARIPOSA LANDSCAPES, INC.	10170580	59100	250145	114501	XTRA WEED ABATEMENT, SPRAY AND OTHERS	$986.00
										$986.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3833	EFT	7/18/2025	6746	MARTIN B FELGEN	10190810	58300		SU25-PSE.1	Instructor Payment- Session 1	$8,092.00
										$8,092.00
3834	EFT	7/18/2025	7037	MATRIX CONSULTING GROUP LTD	10100001	59100	250546	1	CONSULTING - CAP AND FEE STUD GUIDE	$12,100.00
	EFT	7/18/2025	7037	MATRIX CONSULTING GROUP LTD	10100001	59100	250546	2	CONSULTING - CAP AND FEE STUD GUIDE	$11,300.00
										$23,400.00
3835	EFT	7/18/2025	5712	MIDWEST TAPE LLC	10180730	51300		507175362	CONTENT FOR THE PUBLIC	$124.02
	EFT	7/18/2025	5712	MIDWEST TAPE LLC	21680730	51300	250151	507397641	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$2,361.55
										$2,485.57
3836	EFT	7/18/2025	6858	72 HOUR LLC	55470530	72350	240163	WF12368	FORD EXPLORER	$68,212.43
	EFT	7/18/2025	6858	72 HOUR LLC	55470530	72350	240163	WF12394	FORD EXPLORER	$68,212.43
	EFT	7/18/2025	6858	72 HOUR LLC	55470530	72350	240163	WF12439	FORD EXPLORER	$68,212.43
										$204,637.29
3837	EFT	7/18/2025	513	OCLC INC.	21680730	51300	250113	1000424290	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$229.58
	EFT	7/18/2025	513	OCLC INC.	21680730	51300	250113	1000424384	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$250.48
	EFT	7/18/2025	513	OCLC INC.	21680730	51300	250113	1000450421	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$237.29
	EFT	7/18/2025	513	OCLC INC.	21680730	51300	250113	1000450512	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$225.97
										$943.32
3838	EFT	7/18/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190820	51110		427420881001	OFC ODP ORDER 06/27/2025	$136.69
	EFT	7/18/2025	6892	ODP BUSINESS SOLUTIONS, LLC	50170600	51110		428815864001	WATER DIV. OFFICE SUPPLIES	$239.46
	EFT	7/18/2025	6892	ODP BUSINESS SOLUTIONS, LLC	50170600	51110		428825946001	WATER DIV OFFICE SUPPLIES	$4.78

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3838	EFT	7/18/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10150360	51110		429810947001	paper, pens, mthly calendar, tape	$361.28
										$742.21
3839	EFT	7/18/2025	1810	OVERDRIVE, INC.	21680730	51300	250175	01148SV25207881	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$50.83
	EFT	7/18/2025	1810	OVERDRIVE, INC.	21680730	51300	250175	01148SV25207929	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$5.98
										$56.81
3840	EFT	7/18/2025	108	POLICE ASSOCIATION	92000000	20104		24101	Payroll Run 4 - Warrant 2506S4	($2,700.00)
	EFT	7/18/2025	108	POLICE ASSOCIATION	92000000	20104		24472	Payroll Run 1 - Warrant 250706 POA DUES	$4,065.00
										$1,365.00
3841	EFT	7/18/2025	6580	REFRIGERATION SUPPLIES DISTRIBUTOR	10170560	56101		46335232-00	MODULATING/FLOATING 174 IB-IN SPRING RETURN	$1,235.44
										$1,235.44
3842	EFT	7/18/2025	6928	REGIONAL GOVERNMENT SERVICES	10100001	59990	250364	18272	CONSULTING SERVICES - FEBRUARY	$293.35
										$293.35
3843	EFT	7/18/2025	2560	RIGHT OF WAY, INC.	25570520	56600		74247	ET SIGN FOR JANET STONE RETIREMENT	$120.73
										$120.73
3844	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	10115030	55310		GE052025	May Citywide Publications	$79.75
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	10115030	55310		GE052025	May Citywide Publications	$60.50
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	10115030	55310		GE052025	May Citywide Publications	$104.50
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	10115030	55310		GE052025	May Citywide Publications	$118.25
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	10115030	55310		GE052025	May Citywide Publications	$74.25
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	10115030	55310		GE052025	May Citywide Publications	$68.75
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	10115030	55310		GE052025	May Citywide Publications	$74.25
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	10115030	55310		GE052025	May Citywide Publications	$71.50

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3844	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	10140200	55320		GE052025	May Citywide Publications	$177.10
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	10140200	55320		GE052025	May Citywide Publications	$126.50
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	10160400	55310		GE052025	May Citywide Publications	$253.00
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	10160400	55310		GE052025	May Citywide Publications	$214.50
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	10160400	55310		GE052025	May Citywide Publications	$214.50
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	10170560	59100		GE052025	May Citywide Publications	$82.50
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	50115030	55310		GE052025	May Citywide Publications	$79.75
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	50115030	55310		GE052025	May Citywide Publications	$60.50
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	50115030	55310		GE052025	May Citywide Publications	$104.50
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	50115030	55310		GE052025	May Citywide Publications	$118.25
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	50115030	55310		GE052025	May Citywide Publications	$74.25
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	50115030	55310		GE052025	May Citywide Publications	$68.75
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	50115030	55310		GE052025	May Citywide Publications	$74.25
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	50115030	55310		GE052025	May Citywide Publications	$71.50
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	50140200	55320		GE052025	May Citywide Publications	$75.90
	EFT	7/18/2025	23	SAN GABRIEL VALLEY EXAMINER	50140200	55320		GE052025	May Citywide Publications	$126.50
										$2,574.00
3845	EFT	7/18/2025	786	SPORTS FACILITIES GROUP, INC.	30100990	70000	250377	A018459B	FURNITURE: CAFETERIA, CHAPEL, DORMITORY, HOUSEHOLD	$23,594.81
										$23,594.81
3846	EFT	7/18/2025	6875	SPRINGSTEAD & ASSOCIATES	10160420	59100	250208	JULY 2025	CONSULTING SERVICES	$4,150.00
										$4,150.00
3847	EFT	7/18/2025	3498	STERICYCLE, INC.	10150370	51200		8011124775	July Steri Safe Services	$109.74
										$109.74

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3848	EFT	7/18/2025	7038	ENGSTROM-SMITH LITHOGRAPHY, INC.	10190810	55320		74410	Dirt Camp Forms	$99.45
										$99.45
3849	EFT	7/18/2025	347	THREE VALLEYS MUNICIPAL WATER	50170620	66010		6763	Supplemental Rebates	$285.93
										$285.93
3850	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	240230	20251509	TRANSTECH ENGINEERS, INC PROFESSIONAL SERVICES	$34,722.50
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20251512	ENGINEERING SERVICES, PROFESSIONAL	$5,530.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20251515	ENGINEERING SERVICES, PROFESSIONAL	$440.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20251516	ENGINEERING SERVICES, PROFESSIONAL	$5,045.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20251518	ENGINEERING SERVICES, PROFESSIONAL	$660.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20251520	ENGINEERING SERVICES, PROFESSIONAL	$440.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20251521	ENGINEERING SERVICES, PROFESSIONAL	$220.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20251522	ENGINEERING SERVICES, PROFESSIONAL	$2,520.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20251523	ENGINEERING SERVICES, PROFESSIONAL	$4,017.50
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253428	ENGINEERING SERVICES, PROFESSIONAL	$36,210.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253429	ENGINEERING SERVICES, PROFESSIONAL	$440.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253430	ENGINEERING SERVICES, PROFESSIONAL	$1,320.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253431	ENGINEERING SERVICES, PROFESSIONAL	$4,435.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253432	ENGINEERING SERVICES, PROFESSIONAL	$4,240.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253433	ENGINEERING SERVICES, PROFESSIONAL	$2,010.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253434	ENGINEERING SERVICES, PROFESSIONAL	$4,240.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253435	ENGINEERING SERVICES, PROFESSIONAL	$14,714.04
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253436	ENGINEERING SERVICES, PROFESSIONAL	$1,930.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253846	ENGINEERING SERVICES, PROFESSIONAL	$34,390.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3850	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253847	ENGINEERING SERVICES, PROFESSIONAL	$1,150.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253848	ENGINEERING SERVICES, PROFESSIONAL	$2,805.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253850	ENGINEERING SERVICES, PROFESSIONAL	$2,470.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253851	ENGINEERING SERVICES, PROFESSIONAL	$1,320.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253853	ENGINEERING SERVICES, PROFESSIONAL	$1,255.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253854	ENGINEERING SERVICES, PROFESSIONAL	$2,417.50
										$168,941.54
3851	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20251519	ENGINEERING SERVICES, PROFESSIONAL	$220.00
	EFT	7/18/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253849	ENGINEERING SERVICES, PROFESSIONAL	$220.00
										$440.00
3852	EFT	7/18/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	025-516224	FINANCE SOFTWARE UPDATE - EPL	$480.77
	EFT	7/18/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	025-516224	FINANCE SOFTWARE UPDATE - EPL	$393.35
	EFT	7/18/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	025-518281	FINANCE SOFTWARE UPDATE - EPL IMPLEMENTATION	$1,419.41
	EFT	7/18/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	025-518281	FINANCE SOFTWARE UPDATE - EPL IMPLEMENTATION	$1,161.34
	EFT	7/18/2025	3621	TYLER TECHNOLOGIES INC	22160410	59100	260043	025-518667	SUBSCRIPTION - EPL	$26,243.50
	EFT	7/18/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	045-527244	FINANCE SOFTWARE UPDATE	$5,747.50
	EFT	7/18/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	045-527244	FINANCE SOFTWARE UPDATE	$4,702.50
	EFT	7/18/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	045-527590	FINANCE SOFTWARE UPDATE	$634.43
	EFT	7/18/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	045-527590	FINANCE SOFTWARE UPDATE	$691.19
	EFT	7/18/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	045-527590	FINANCE SOFTWARE UPDATE	$519.08
	EFT	7/18/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	045-527590	FINANCE SOFTWARE UPDATE	$565.51
	EFT	7/18/2025	3621	TYLER TECHNOLOGIES INC	55330150	59100	260043	045-528298	SUBSCRIPTION - ERP	$68,417.25
										$110,975.83

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3853	EFT	7/18/2025	543	TAS	10180700	59200		27549	City Branded hats	$685.27
										$685.27
3854	EFT	7/18/2025	5313	WATERSIDE INDUSTRIAL INC	10170560	56101		WSI4127	CHILLER TOWER CONTROLLER MANIFOLD	$375.00
										$375.00
3855	EFT	7/18/2025	3368	WILLDAN FINANCIAL SERVICES	10140200	59100	250510	010-61830	CONTINUING DISCLOSURES	$2,950.00
	EFT	7/18/2025	3368	WILLDAN FINANCIAL SERVICES	40100001	59100	250510	010-61830	CONTINUING DISCLOSURES	$1,250.00
										$4,200.00
3856	EFT	7/18/2025	159	YWCA	10190820	59100	250276	YWCA LFC JUNE 2025	LFC YWCA JUNE 2025	$500.00
										$500.00
3857	EFT	7/18/2025	3845	JOSE M AMARO	10100001	42300		25172	Retiree Medical Reimbursement 2025 Q2	$648.00
	EFT	7/18/2025	3845	JOSE M AMARO	50100001	42300		25172	Retiree Medical Reimbursement 2025 Q2	$252.00
										$900.00
3858	EFT	7/18/2025	6477	CHRISTOPHER LUBBOCK	10100001	42300		25175	Retiree Medical Reimbursement 2025 Q2	$216.00
	EFT	7/18/2025	6477	CHRISTOPHER LUBBOCK	50100001	42300		25175	Retiree Medical Reimbursement 2025 Q2	$84.00
										$300.00
3859	EFT	7/18/2025	6825	DANA SIMPSON	92000000	20105		24480	Payroll Run 1 - Warrant 250706 SPOUSAL GARNISHMENT	$100.00
										$100.00
3860	EFT	7/18/2025	6331	JAMES DE MOND	10100001	42300		25173	Retiree Medical Reimbursement 2025 Q2	$864.00
	EFT	7/18/2025	6331	JAMES DE MOND	50100001	42300		25173	Retiree Medical Reimbursement 2025 Q2	$336.00
										$1,200.00
3861	EFT	7/18/2025	6447	MARTIN BARRETT	10100001	42300		25171	Retiree Medical Reimbursement 2025 Q2	$864.00
	EFT	7/18/2025	6447	MARTIN BARRETT	50100001	42300		25171	Retiree Medical Reimbursement 2025 Q2	$336.00
										$1,200.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3862	EFT	7/18/2025	6115	MIDAMERICA ADMIN&RETIRE SOLUTIONS	92000000	20103		24478	Payroll Run 1 - Warrant 250706 MIDAMERICA RETIRE	$5,486.54
										$5,486.54
3863	EFT	7/18/2025	6115	MIDAMERICA ADMIN&RETIRE SOLUTIONS	92000000	20101		24479	Payroll Run 1 - Warrant 250706 MIDAMERICA HRA	$500.00
										$500.00
3864	EFT	7/18/2025	5072	PATRICIA SORENSEN	10100001	42300		25176	Retiree Medical Reimbursement 2025 Q2	$432.00
	EFT	7/18/2025	5072	PATRICIA SORENSEN	50100001	42300		25176	Retiree Medical Reimbursement 2025 Q2	$168.00
										$600.00
3865	EFT	7/18/2025	4284	TIMOTHY P. STAAB	10100001	42300		25177	Retiree Medical Reimbursement 2025 Q2	$648.00
	EFT	7/18/2025	4284	TIMOTHY P. STAAB	50100001	42300		25177	Retiree Medical Reimbursement 2025 Q2	$252.00
										$900.00
3866	EFT	7/18/2025	6929	STERLING HEALTH SERVICES, INC	92000000	20106		24481	HSA WITH HDHP MEDICAL PLAN STERLING HEALTH HSA	$361.01
										$361.01
3867	EFT	7/18/2025	3063	BRIAN SUMMERS	10100001	42300		25178	Retiree Medical Reimbursement 2025 Q2	$432.00
	EFT	7/18/2025	3063	BRIAN SUMMERS	50100001	42300		25178	Retiree Medical Reimbursement 2025 Q2	$168.00
										$600.00
3868	EFT	7/25/2025	6091	ADOPT A HWY LITTER REMOVAL SVC, LLC	10100000	13291	260045	302205	ADOPT A HIGHWAY LITTER REMOVAL	$3,303.00
										$3,303.00
3869	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100	250548	SD5429	EMERGENCY REPAIR HR AC UNIT	$5,633.66
										$5,633.66
3870	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		2956	JUNE MAINTENANCE MUSEUM	$262.00
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		2957	JUNE MAINTENANCE CITY HALL	$1,368.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3870	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		2958	JUNE MAINTENACE CITY HALL	$1,430.00
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		2959	JUNE MAINT LIBRARY	$1,510.00
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		2960	JUNE MAINT LA FETRA	$972.00
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		2961	JUNE MAINT TRANSPORTATION BUILDING	$279.00
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		2962	JUNE MAINT YOUTH CENTER	$252.00
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		2963	JUNE MAINT LEGION BUILDING	$426.00
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		2964	JUNE MAINT LIBERTY HOUSE	$145.00
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		2965	JUNE MAINT TEEN CENTER	$695.00
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		2966	JUNE MAINT LOUIE POMPIE	$145.00
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		2967	JUNE MAINT PARKS YARD	$158.00
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		2968	JUNE MAINT WATER DEPART	$236.00
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		2969	JUNE MAINT OFFSITE WATER YARD	$478.00
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		2970	JUNE MAINT SCOUT HUT	$254.00
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		SD5465	SERVICE CALL TEEN CENTER	$292.50
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		SD5477	JUNE MAINT CHAMBER OF COMMERCE	$386.33
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		SD5481	JUNE MAINT POLICE DEPARTMENT	$365.00
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		SD5495	SERVICE CALL POLICE DEPARTMENT	$808.51
	EFT	7/25/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		SD5496	SERVICE CALL WATER DEPARTMENT	$290.00
										$10,752.34
3871	EFT	7/25/2025	7	ALTA-FOODCRAFT INC.	10120100	59100		12531890	ALTA FOOD CRAFT CONTRACT	$35.00
										$35.00
3872	EFT	7/25/2025	6846	AMERINATIONAL COMMUNITY SERVICES, LLC	10160420	59100	260053	25-4969	CONSULTING SERVICES	$9,000.00
										$9,000.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3873	EFT	7/25/2025	6823	ANN MARIE VERNER	10190810	58300		SU25-WSF.1	Instructor Payment SU25 Session 1	$265.50
										$265.50
3874	EFT	7/25/2025	5167	AZTECH ELEVATOR COMPANY	10170560	59100		AZ19623	MONTHLY SERVICE FEE LIBRARY	$145.00
	EFT	7/25/2025	5167	AZTECH ELEVATOR COMPANY	10170560	59100		AZ20007	MONTHLY ELEVATOR FEE	$145.00
										$290.00
3875	EFT	7/25/2025	6840	CASCIO CREATIVE CO.	10140200	59100	250119	CG-2025-9	DESIGN OF FORMS - EE HANDBOOK	$0.00
	EFT	7/25/2025	6840	CASCIO CREATIVE CO.	10140250	59100	250119	CG-2025-9	DESIGN OF FORMS - EE HANDBOOK	$217.00
	EFT	7/25/2025	6840	CASCIO CREATIVE CO.	50140200	59100	250119	CG-2025-9	DESIGN OF FORMS - EE HANDBOOK	$0.00
	EFT	7/25/2025	6840	CASCIO CREATIVE CO.	50140250	59100	250119	CG-2025-9	DESIGN OF FORMS - EE HANDBOOK	$217.00
										$434.00
3876	EFT	7/25/2025	5194	CHARTER COMMUNICATIONS HOLDINGS,LLC	22315050	57060		188628501070125	Monthly Cable Bill	$173.88
										$173.88
3877	EFT	7/25/2025	5194	CHARTER COMMUNICATIONS HOLDINGS,LLC	55330150	57055		188628701070125	LIBRARY INTERNET	$1,699.00
	EFT	7/25/2025	5194	CHARTER COMMUNICATIONS HOLDINGS,LLC	55330150	57055		188628801062125	PD FIBER	$335.35
	EFT	7/25/2025	5194	CHARTER COMMUNICATIONS HOLDINGS,LLC	55330150	57055		213493001070125	CITY HALL INTERNET	$1,219.99
										$3,254.34
3878	EFT	7/25/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10170560	59100		631347	RESTROOM SUPPLIES	$83.16
	EFT	7/25/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10190810	56100		631364	Legion Janitorial Supplies	$363.65
										$446.81
3879	EFT	7/25/2025	6287	CYNTHIA ESTRADA HAEBE	10150330	59100		25-077	June 2025 Services	$1,372.25
										$1,372.25

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3880	EFT	7/25/2025	6525	DE NOVO PLANNING GROUP	10150300	59100	923442	4778	LEGACY - SERVICES JUNE	$2,017.90
	EFT	7/25/2025	6525	DE NOVO PLANNING GROUP	22260400	59100	923442	4778	LEGACY - SERVICES JUNE	$2,827.50
										$4,845.40
3881	EFT	7/25/2025	2119	DEKRA-LITE INDUSTRIES INC	23190800	59100	260024	SO073219	BUS PLAZA TREE - 50% DEPOSIT	$6,650.55
										$6,650.55
3882	EFT	7/25/2025	6972	DISABILITY ACCESS CONSULTANTS, LLC	30100990	70000	250475	25-211	DAC-ADA SELF-EVALUATION AND TRANSITION PLAN	$17,400.99
	EFT	7/25/2025	6972	DISABILITY ACCESS CONSULTANTS, LLC	50200990	70000	250475	25-211	DAC-ADA SELF-EVALUATION AND TRANSITION PLAN	$3,469.01
										$20,870.00
3883	EFT	7/25/2025	2209	DOCU-TRUST	10140200	59100	250114	0056117	STORAGE - JULY	$1.57
	EFT	7/25/2025	2209	DOCU-TRUST	50140200	59100	250114	0056117	STORAGE - JULY	$0.67
										$2.24
3884	EFT	7/25/2025	3184	DUNN-EDWARDS CORPORATION	10170560	51400		2160A35149	PAINT SUPPLIES	$361.06
										$361.06
3885	EFT	7/25/2025	233	DURHAM SCHOOL SERVICES, L.P.	23190800	58240	260008	100008909	Dirt Camp Transportation 7.8.25	$1,036.04
	EFT	7/25/2025	233	DURHAM SCHOOL SERVICES, L.P.	23190800	58240	260008	100008976	Dirt Camp Transportation 7.9.25	$1,036.04
	EFT	7/25/2025	233	DURHAM SCHOOL SERVICES, L.P.	23190800	58240	260050	100008984	Teen Trips- Wild Rivers	$1,141.80
	EFT	7/25/2025	233	DURHAM SCHOOL SERVICES, L.P.	23190800	58240	260008	100009085	Dirt Camp Transportation 7.10.25	$1,036.04
	EFT	7/25/2025	233	DURHAM SCHOOL SERVICES, L.P.	23190800	58240	260008	100009088	Dirt Camp Transportation 7.11.25	$1,036.04
										$5,285.96
3886	EFT	7/25/2025	152	EBSCO INFORMATION SERVICES	10180730	51300	250497	0565623	LIBRARY AND SUBSCRIPTION SERVICES (INCLUDES RESEAR	$12,141.65
										$12,141.65
3887	EFT	7/25/2025	592	FORENSIC NURSE SPECIALISTS INC.	10150330	59100		6302	SART Exam - 06/18/25	$1,300.00
										$1,300.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3888	EFT	7/25/2025	6824	Gayton & Sons Inc	23100990	70000	260058	9599-4504	PAINTING OF 410 E. DALTON AVE	$39,140.00
										$39,140.00
3889	EFT	7/25/2025	3947	GLENDORA AQUATICS INC	10190810	58300		SU25-GAS.4	Instructor Payment SU25 Session 3	$11,340.00
										$11,340.00
3890	EFT	7/25/2025	11	GLENDORA CHAMBER OF COMMERCE	10120100	59100	260010	21427270	GLENDORA CHAMBER JULY INVOICE	$2,083.33
										$2,083.33
3891	EFT	7/25/2025	4426	GNA-BROOK FIRE PROTECTION INC.	10170560	59100		10020080	FIRE SPRINKLER SERVICE LOUIE POMPIE PARK	$2,031.00
	EFT	7/25/2025	4426	GNA-BROOK FIRE PROTECTION INC.	10170560	59100		10020201	FIRE HOSE REPAIR POLICE DEPARTMENT	$1,845.75
										$3,876.75
3892	EFT	7/25/2025	902	GRAINGER	10170560	56101		9555221143	ELECTRICAL PARTS	$221.44
										$221.44
3893	EFT	7/25/2025	14	H & L CHARTER CO., INC.	23190800	58240	260030	31996	TRANSPORTATION FOR DAY TRIP ON 07/11/2025	$1,427.50
										$1,427.50
3894	EFT	7/25/2025	716	HACH COMPANY	50170640	53510		14566380	WATER DIV. - CHLORINE	$541.67
										$541.67
3895	EFT	7/25/2025	98	ICRMA	55040260	57410		4403	MEMBER CONTRIBUTION	$250,570.00
	EFT	7/25/2025	98	ICRMA	55140260	57411		4403	MEMBER CONTRIBUTION	$1,662,209.00
	EFT	7/25/2025	98	ICRMA	55140260	57412		4403	MEMBER CONTRIBUTION	$661,609.00
	EFT	7/25/2025	98	ICRMA	55140260	57411		4416	LIABILITY PROGRAM ASSESSMENT	$118,133.02
										$2,692,521.02
3896	EFT	7/25/2025	5947	INFOSEND, INC.	50140200	55340		289599	WATER BILLING MAILER	$568.48
	EFT	7/25/2025	5947	INFOSEND, INC.	30100990	70000		290473	SOFTWARE CONVERSION	$1,000.00
										$1,568.48

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
3897	EFT	7/25/2025	163	INLAND VALLEY HUMANE SOCIETY &	10150380	32507	250174	JUNE 2025	ANIMAL CARE CONTROL - JUNE 2025	($9,125.00)
	EFT	7/25/2025	163	INLAND VALLEY HUMANE SOCIETY &	10150380	59135	250174	JUNE 2025	ANIMAL CARE CONTROL - JUNE 2025	$37,553.67
										$28,428.67
3898	EFT	7/25/2025	1888	INTER-CON SECURITY SYSTEMS INC.	10150310	59100	250167	BD0545253	Parking Enforcement - June 2025	$22,606.08
										$22,606.08
3899	EFT	7/25/2025	4184	JMD	10160400	45100	250202	022 (25-120)	CONSULTING SERVICES - MAY	$18,792.40
	EFT	7/25/2025	4184	JMD	22260400	59100	250202	022 (25-120)	CONSULTING SERVICES - MAY	$4,698.10
										$23,490.50
3900	EFT	7/25/2025	6566	JPW COMMUNICATIONS, INC	55330150	59100	250453	3683	COMMUNICATIONS AND MEDIA RELATED SERVICES	$8,152.50
										$8,152.50
3901	EFT	7/25/2025	2186	REGIONAL TAP SERVICE CENTER	23160430	58250	250154	GLENDORA07152025	TAP SALES REIMBURSEMENTS	$961.85
										$961.85
3902	EFT	7/25/2025	2548	LA VERNE POWER EQUIPMENT INC	10170580	51500		479061	Pole saw for tree trimming	$85.28
										$85.28
3903	EFT	7/25/2025	6714	LARISSA M JONES	23100990	70000	250540	INV0945	FLOOR COVERING, FLOOR COVERING INSTALLATION AND RE	$25,544.73
										$25,544.73
3904	EFT	7/25/2025	1286	MARIPOSA LANDSCAPES, INC.	10570580	59100	250145	114515	CITYWIDE LANDSCAPE MAINTENANCE - GUSD	$31,883.75
										$31,883.75
3905	EFT	7/25/2025	6807	NAVIANT, INC	10115030	59100	240271	00154063	CONSULTING SERVICES	$150.00
										$150.00
3906	EFT	7/25/2025	6892	ODP BUSINESS SOLUTIONS, LLC	50170600	51110		421218498001	PORTABLE MIRRORS REFUND	($86.60)
	EFT	7/25/2025	6892	ODP BUSINESS SOLUTIONS, LLC	50170600	51110		422052885001	CREDIT FOR MISSING ITEM	($34.23)
	EFT	7/25/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10140200	51110		426825801001	THERMAL PAPER	$38.49
	EFT	7/25/2025	6892	ODP BUSINESS SOLUTIONS, LLC	50140200	51110		426825801001	THERMAL PAPER	$38.49

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3906	EFT	7/25/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190820	51110		427426146001	LFC ODP 07/01/2025	$9.42
	EFT	7/25/2025	6892	ODP BUSINESS SOLUTIONS, LLC	50170600	51110		428825946002	WATER DIV - EMPLOYEE SPACE HEATER	$79.23
	EFT	7/25/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190810	51110		429708318001	Legion Office Supplies	$70.64
	EFT	7/25/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190820	51110		431049716001	LFC ODP 07/04/2025	$203.36
										$318.80
3907	EFT	7/25/2025	1489	OFFICE SOLUTIONS	10160410	51110		I-02325243	WIPES. POST IT. CLEANER	$132.63
										$132.63
3908	EFT	7/25/2025	1810	OVERDRIVE, INC.	21680730	51300		01148CO25199840	CONTENT FOR THE PUBLIC	$1,009.31
										$1,009.31
3909	EFT	7/25/2025	2114	PLACEWORKS	22260400	59100	923471	COG-10.0 - 7	LEGACY - OBJECTIVE DESIGN STANDARDS - JUNE	$8,506.25
	EFT	7/25/2025	2114	PLACEWORKS	28060400	59100	240282	COG-11.0 - 9	GLENDORA STATION AREA VISION PLAN - JUNE	$1,894.75
	EFT	7/25/2025	2114	PLACEWORKS	30100990	70000	250256	COG-12.0-9	CONSULTING SERVICES - PLACEWORKS SOUTH HILLS	$2,156.25
										$12,557.25
3910	EFT	7/25/2025	4515	ANTON PLASIL	10190810	58300		SU25-TP.1	Instructor Payment - Session 1	$210.00
										$210.00
3911	EFT	7/25/2025	273	SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS	10120100	55400	260002	2611	San Gabriel Valley Council of Governments Membersh	$26,851.82
										$26,851.82
3912	EFT	7/25/2025	23	SAN GABRIEL VALLEY EXAMINER	10150310	59100		GF062025	June Citywide Publications	$77.00
	EFT	7/25/2025	23	SAN GABRIEL VALLEY EXAMINER	10160400	55310		GF062025	June Citywide Publications	$176.00
	EFT	7/25/2025	23	SAN GABRIEL VALLEY EXAMINER	10160400	55310		GF062025	June Citywide Publications	$275.00
	EFT	7/25/2025	23	SAN GABRIEL VALLEY EXAMINER	25000990	70000		GF062025	June Citywide Publications	$165.00
	EFT	7/25/2025	23	SAN GABRIEL VALLEY EXAMINER	50170600	59100		GF062025	June Citywide Publications	$77.00

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3912	EFT	7/25/2025	23	SAN GABRIEL VALLEY EXAMINER	50170600	59100		GF062025	June Citywide Publications	$77.00
										$847.00
3913	EFT	7/25/2025	6864	SAN GABRIEL VALLEY REGIONAL HOUSING TRUST	10160420	55400	260049	FY26-RHT-10	CONSULTING SERVICES	$16,910.72
										$16,910.72
3914	EFT	7/25/2025	370	R&R CUSTOM SIGNS	23100990	70000	260018	230280	SIGNS, SIGN MATERIALS, SIGN MAKING EQUIPMENT, AND	$4,173.06
										$4,173.06
3915	EFT	7/25/2025	1723	SPRAGUES READY MIX	25570520	56600		275003	SIDEWALK REPAIR ON VALLEY CENTER AVE	$1,820.73
										$1,820.73
3916	EFT	7/25/2025	2741	THYSSENKRUPP ELEVATOR CORP	10170560	59100		3008714714	ELEVATOR CITY HALL MAINTENANCE	$113.90
	EFT	7/25/2025	2741	THYSSENKRUPP ELEVATOR CORP	10170560	59100		3008714874	ELEVATOR MAINTNACE INVOICE	$757.14
										$871.04
3917	EFT	7/25/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	250387	20253852	ENGINEERING SERVICES, PROFESSIONAL	$170.00
										$170.00
3918	EFT	7/25/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	045-523297	FINANCE SOFTWARE UPDATE	$4,840.00
	EFT	7/25/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	045-523297	FINANCE SOFTWARE UPDATE	$3,960.00
	EFT	7/25/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	045-526691	FINANCE SOFTWARE UPDATE - ERP IMPLEMENTATION	$3,069.00
	EFT	7/25/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	045-526691	FINANCE SOFTWARE UPDATE - ERP IMPLEMENTATION	$2,511.00
										$14,380.00
3919	EFT	7/25/2025	543	TAS	10160420	55320		27550	DALE PROJECT FLYER	$271.34
	EFT	7/25/2025	543	TAS	10160420	51110		27596	SUPPLY ORDER	$265.80
										$537.14

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3920	EFT	7/25/2025	2324	WALTERS WHOLESALE ELECTRIC CO	10170560	59100		S127743609.001	ELECTRICAL SUPPLIES	$107.57
	EFT	7/25/2025	2324	WALTERS WHOLESALE ELECTRIC CO	10170560	59100		S128185044.001	ELECTRICAL SUPPLY LIGHT FRAME	$154.26
	EFT	7/25/2025	2324	WALTERS WHOLESALE ELECTRIC CO	10170560	59100		S128185044.003	ELECTRICAL LIGHT FIXTURE PD	$351.20
										$613.03
3921	EFT	7/25/2025	232	WEST COAST ARBORISTS, INC.	10170580	59150	250143	230845	CITY WIDE TREE MAINTENANCE	$303.90
										$303.90
3922	EFT	7/25/2025	3368	WILLDAN FINANCIAL SERVICES	50140200	59100		010-62384	ARBITRAGE REBATE SVCS	$500.00
										$500.00
3923	EFT	7/25/2025	1524	XEROX CORPORATION	55330150	51560	250547	40524719	XEROX LEASING	$5,098.07
										$5,098.07
119150	Printed	7/4/2025	183	AT&T	55330150	57050		3312545632 JUNE 25	PD PHONES	$67.75
	Printed	7/4/2025	183	AT&T	55330150	57050		3393448383 JUNE 25	PD PHONES	$580.53
										$648.28
119151	Printed	7/4/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	250195	2039142691	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$40.59
										$40.59
119152	Printed	7/4/2025	889	CALIFORNIA PEACE OFFICERS'	10150300	55400		435340	Glendora PD - #201187 - Membership	$1,785.00
										$1,785.00
119153	Printed	7/4/2025	702	CHARTER OAK UNIFIED SCHOOL	23000990	70000	250508	FILE 4635.006	CHARTER OAK EASEMENT	$10,860.50
										$10,860.50
119154	Printed	7/4/2025	3398	DUDEK	10170580	59100	250111	202504903	URBAN FORSTRY UPDATE RELATED TO MUNICIPAL CODES	$5,595.00
										$5,595.00
119155	Printed	7/4/2025	4264	YOUNGBLOOD & ASSOCIATES	10150300	59100		2557A	Polygraph - Sotelo	$350.00
	Printed	7/4/2025	4264	YOUNGBLOOD & ASSOCIATES	10150300	59100		2562A	Polygraph - Lehotsky	$350.00
	Printed	7/4/2025	4264	YOUNGBLOOD & ASSOCIATES	10150300	59100		2563A	Polygraph - Ramirez	$350.00

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119155	Printed	7/4/2025	4264	YOUNGBLOOD & ASSOCIATES	10150300	59100		2564A	Polygraphs - DeVaughn and Boodaghian	$700.00
										$1,750.00
119156	Printed	7/4/2025	3858	FRONTIER	55330150	57050		2091885318 JUNE 25	CITYWIDE PHONES	$13,361.52
										$13,361.52
119157	Printed	7/4/2025	3750	GINO MUNOZ PRODUCTIONS	10190810	58100		Band Agreement- WK3	Concert in the Park- Sound for week 3	$600.00
										$600.00
119158	Printed	7/4/2025	2553	HOLLIDAY ROCK CO., INC.	25570520	56600		1776186	ASPHALT STREET REPAIRS	$707.92
										$707.92
119159	Printed	7/4/2025	342	DEPARTMENT OF JUSTICE	10140250	59100		820149	Fingerprinting - May 2025	$654.00
	Printed	7/4/2025	342	DEPARTMENT OF JUSTICE	10150360	59100		820149	Fingerprinting - May 2025	$294.00
										$948.00
119160	Printed	7/4/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	070841	Police Patches	$420.05
	Printed	7/4/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071146	Name Tape, Patches, Buttons	$94.30
	Printed	7/4/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071192	Cam Uniforms	$893.39
	Printed	7/4/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071193	Cam Uniform Patch	$64.84
	Printed	7/4/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071203	Toscano Uniforms	$172.27
	Printed	7/4/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071208	Uniforms - Smith	$87.24
	Printed	7/4/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071213	Jimenez Uniforms	$87.24
	Printed	7/4/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071214	Ramos Uniforms	$172.27
										$1,991.60
119161	Printed	7/4/2025	115	COUNTY OF LOS ANGELES	23160430	59100		99041052501	CWIRS AC TELECOMMUNICATIONS	$776.80
										$776.80
119162	Printed	7/4/2025	6101	CONCENTRA MEDICAL CENTERS	10140250	59100		87096675	DOT Physical	$135.00
										$135.00

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119163	Printed	7/4/2025	999999	ONE TIME VENDOR	10190800	34904		2000995.004	REFUND FOR RENTAL ON 06-21-2025	$300.00
										$300.00
119164	Printed	7/4/2025	999999	ONE TIME VENDOR	10190810	36901		2011804.001	REFUND OF CREDIT ON ACCOUNT	$400.00
										$400.00
119165	Printed	7/4/2025	999999	ONE TIME VENDOR	10190810	36901		2011803.001	REFUND OF CREDIT ON ACCOUNT	$100.00
										$100.00
119166	Printed	7/4/2025	999999	ONE TIME VENDOR	10190800	34904		2000996.004	REFUND FOR RENTAL ON 06-22-2025	$300.00
										$300.00
119167	Printed	7/4/2025	999999	ONE TIME VENDOR	10400000	22701		WMP23-0134	REFUND	$7,340.25
										$7,340.25
119168	Printed	7/4/2025	999999	ONE TIME VENDOR	10400000	22701		WMP23-0068	REFUND	$3,651.52
										$3,651.52
119169	Printed	7/4/2025	999999	ONE TIME VENDOR	10180710	36801		21CA	Refund for Lost Book Ireland 33008001196373	$24.99
										$24.99
119170	Printed	7/4/2025	999999	ONE TIME VENDOR	50170620	66010		961EJuanitaAve	Conservation Rebate - Dishwasher	$175.00
										$175.00
119171	Printed	7/4/2025	999999	ONE TIME VENDOR	50170620	66010		1304BruningAve	Conservation Rebate - Pool Cover	$125.00
										$125.00
119172	Printed	7/4/2025	182	RIO HONDO COLLEGE	10150300	59100		S25-225-ZGRA	PAT - 5/4/2025	$343.19
										$343.19
119173	Printed	7/4/2025	6535	SARAH KELLY	10190810	58100		Concert Week 3	Concerts in the Park- Band Week 3	$2,000.00
										$2,000.00
119174	Printed	7/4/2025	25	SOCALGAS	10170580	57150		021 217 7500 7 05.25	GAS SERVICE / MAY	$45.03

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119174	Printed	7/4/2025	25	SOCALGAS	50170610	57150		113 718 2000 9 05.25	GAS SERVICE / MAY	$120.66
										$165.69
119175	Printed	7/4/2025	213	SOUTHERN CALIFORNIA EDISON	10150300	57100		700078595912 06.25	ELECTRIC UTILITY / JUN	$690.75
	Printed	7/4/2025	213	SOUTHERN CALIFORNIA EDISON	50170640	53150		700373809853 06.25	ELECTRIC UTILITY / JUN	$2,620.65
										$3,311.40
119176	Printed	7/4/2025	26	VERIZON CALIFORNIA	55330150	57051		6115915246	CITYWIDE CELLPHONES	$6,169.89
	Printed	7/4/2025	26	VERIZON CALIFORNIA	55330150	57051		6115915247	PD UNIT PHONES	$1,623.65
	Printed	7/4/2025	26	VERIZON CALIFORNIA	55330150	57051		6115915248	TRANSPORTATION CELLPHONES	$343.77
										$8,137.31
119177	Printed	7/4/2025	798	FRANCHISE TAX BOARD	92000000	20105		24043	Payroll Run 1 - Warrant 250622 FTB GARNISHMENT	$50.00
										$50.00
119178	Printed	7/4/2025	3383	JOEY GUTIERREZ	10100001	42300		24271	Medical Reimbursement 2025 Q1,Q2	$648.00
	Printed	7/4/2025	3383	JOEY GUTIERREZ	50100001	42300		24271	Medical Reimbursement 2025 Q1,Q2	$252.00
										$900.00
119179	Printed	7/11/2025	183	AT&T	10150300	51219		287309283967x6182025	First Net - June 2025	$48.23
										$48.23
119180	Printed	7/11/2025	292	AZUSA LIGHT & WATER	50170640	53150		016-6043.300 JULY 25	E05236 - 6/1/25 TO 7/1/25	$89,192.83
										$89,192.83
119181	Printed	7/11/2025	5659	BIG SKY ELECTRIC INC	50170640	59100	250053	25-005-06	FY 24-25 EMERGENCY ELECTRICAL SERVICES	$5,475.00
										$5,475.00
119182	Printed	7/11/2025	2232	CHARLES P. CROWLEY COMPANY, INC.	50170640	53150	250052	CSIV01249	FY 24-25 REPAIRS CHEMICAL FEED SYSTEM	$8,831.87
										$8,831.87

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119183	Printed	7/11/2025	6534	MAMA SAID ENTERTAINMENT	10190810	58100		Band Agreement #5	Concerts in the Park Band- Week 5	$2,250.00
										$2,250.00
119184	Printed	7/11/2025	6832	G.M. SAGER CONSTRUCTION CO., INC	50170630	59100	250538	44448	WATER DIV - ASPHALT PAVING MAINTENANCE & REPAIRS	$73,801.00
										$73,801.00
119185	Printed	7/11/2025	3750	GINO MUNOZ PRODUCTIONS	10190810	58100	260005	Sound Agreement- #4	Concerts in the Park- Sound Vendor Week 5	$600.00
	Printed	7/11/2025	3750	GINO MUNOZ PRODUCTIONS	10190810	58100	260005	Sound Agreement- #5	Concerts in the Park- Sound Vendor Week 5	$600.00
	Printed	7/11/2025	3750	GINO MUNOZ PRODUCTIONS	10190810	58100	260005	Sound Agreement- #6	Concerts in the Park- Sound Vendor Week 6	$600.00
	Printed	7/11/2025	3750	GINO MUNOZ PRODUCTIONS	10190810	58100	260005	Sound Agreement- #7	Concerts in the Park- Sound Vendor Week 7	$600.00
										$2,400.00
119186	Void	7/11/2025	3326	L.A. COUNTY SANDBAGS	25570520	56600		25-M152309	sandbags for residents	$2,366.25
										$2,366.25
119187	Printed	7/11/2025	115	COUNTY OF LOS ANGELES	10150370	51750	250228	253214BL	Inmate Meals - May 2025	$550.10
										$550.10
119188	Printed	7/11/2025	2150	CHEMSEARCH	25570520	51500		9189337	YIELD AEROSOL, DOZEN	$282.36
										$282.36
119189	Printed	7/11/2025	999999	ONE TIME VENDOR	10160410	36604		BPC25-0055	PERMIT REFUND	$495.79
										$495.79
119190	Printed	7/11/2025	999999	ONE TIME VENDOR	50170620	66010		753EVirginiaAve	Conservation Rebate - Pool Cover	$125.00
										$125.00
119191	Printed	7/11/2025	999999	ONE TIME VENDOR	10190800	34904		2001005.004	REFUND FOR RENTAL ON 06/28/2025	$300.00
										$300.00
119192	Printed	7/11/2025	999999	ONE TIME VENDOR	10190800	34903		2001350.011	Legion Rental Deposit 6.28.25	$300.00
										$300.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119193	Printed	7/11/2025	999999	ONE TIME VENDOR	10190800	34904		2000989.004	RENTAL CANCELLATION REFUND 09/20/2025	$400.00
										$400.00
119194	Printed	7/11/2025	999999	ONE TIME VENDOR	50170620	66010		829InvernessAve2	Conservation Rebate - Pool Cover	$118.38
										$118.38
119195	Printed	7/11/2025	999999	ONE TIME VENDOR	50170620	66010		733ELaurelAve	Conservation Rebate - Dishwasher	$175.00
										$175.00
119196	Printed	7/11/2025	999999	ONE TIME VENDOR	50170620	66010		1331SBenderAve	Conservation Rebate - Pool Cover	$125.00
										$125.00
119197	Printed	7/11/2025	999999	ONE TIME VENDOR	10190800	34904		2000993.004	RENTAL REFUND 06-08-2025	$225.00
										$225.00
119198	Printed	7/11/2025	999999	ONE TIME VENDOR	10400000	22701		WMP25-0006	REFUND	$5,939.95
										$5,939.95
119199	Printed	7/11/2025	3566	POLLARD WATER	50170630	53520		0290186	CLAMPS - WATER DIV.	$1,952.37
										$1,952.37
119200	Printed	7/11/2025	7031	RIGHTEOUS & THE WICKED TRIBUTE	10190810	58100		Band Agreement #6	Concerts in the Park- Week 6	$2,250.00
										$2,250.00
119201	Printed	7/11/2025	7030	ROBERT HERNANDEZ	10190810	58100		Band Agreement #4	Concerts in the Park- Week 4	$1,300.00
										$1,300.00
119202	Printed	7/11/2025	1966	SOUTHEAST CONSTRUCTION	25570520	56600		2506-209580	METAL MORTAR PLAN BLUE 29"X29"	$60.22
	Printed	7/11/2025	1966	SOUTHEAST CONSTRUCTION	25570520	56600		2506-215724	3.5 GALLON CONCRETE SPRAYER, RED PWDRD CHALK	$508.58
										$568.80
119203	Printed	7/11/2025	24	STANDARD INSURANCE COMPANY	92000000	20111		160759462.07.2025	Standard Vision Bill July 2025	$2,713.92
										$2,713.92

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119204	Printed	7/11/2025	224	STETSON ENGINEERS INC.	50170600	59100	250472	2836-01-2501	2025 ANNUAL ASSESSMENT WATER SUPPLY & DEMAND	$2,698.00
										$2,698.00
119205	Printed	7/11/2025	2189	T-MOBILE USA, INC.	55330150	57051		998091690 JUNE 2025	CITY CELLPHONES	$701.34
										$701.34
119206	Printed	7/11/2025	6789	THE DREAMBOATS	10190810	58100	260006	Band Agreement #7	Concerts in the Park- Week 7 band	$2,500.00
										$2,500.00
119207	Printed	7/11/2025	1563	U.S. BANK CORPORATE PAYMENT	92200000	20045		0445555649874 MAY 25	CAL CARD PURCHASES / MAY	$101,435.33
										$101,435.33
119208	Printed	7/11/2025	3786	VCA CENTRAL ANIMAL HOSPITAL	10150310	51210		5760659106	Biba - 06 30 2025	$176.72
										$176.72
119209	Printed	7/11/2025	179	VULCAN MATERIALS COMPANY	50170630	59100	250060	3784797	FY 24-25 BASE, SAND AND COLD MIX FOR EMERGENCY REP	$1,791.28
										$1,791.28
119232	Printed	7/18/2025	7017	21ST CENTURY PROPERTY MANAGEMENT	50100000	22751		23362	UB 312106000 568 COLORADO	$151.58
										$151.58
119233	Printed	7/18/2025	6973	AMV PROPERTY MAINTENANCE LLC	30100990	70000		2509	PROPERTY MAINTENANCE	$2,175.00
										$2,175.00
119234	Void	7/18/2025	7019	ANNA M POOL	50100000	22751		23364	UB 411128000 854 JENIFER	$25.73
										$25.73
119235	Printed	7/18/2025	4674	AUTOZONE STORES INC	55470530	51500	250016	03674392789	DURALAST PLATINUM BATTERY	$435.90
	Printed	7/18/2025	4674	AUTOZONE STORES INC	55470530	51500	250016	03674392790	DURALAST PLATINUM BATTERY RETURN	($217.95)
	Printed	7/18/2025	4674	AUTOZONE STORES INC	55470530	51500	250016	03674392878	AUTOMOTIVE ACCESSORIES FOR AUTOMOBILES, BUSES, TRA	$433.90

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119235	Printed	7/18/2025	4674	AUTOZONE STORES INC	55470530	51500	250016	03674392879	DURALAST PLATINUM BATTERY	$449.19
	Printed	7/18/2025	4674	AUTOZONE STORES INC	55470530	51500	250016	03674392881	BATTERIES RETURN	($433.90)
	Printed	7/18/2025	4674	AUTOZONE STORES INC	55470530	51500	250016	03674393588	BATTERIES	$673.46
	Printed	7/18/2025	4674	AUTOZONE STORES INC	55470530	51500	250016	03674393595	2008 GMC TRUCK SIERRA 1500 2WD TAIL LAMP	$84.97
	Printed	7/18/2025	4674	AUTOZONE STORES INC	55470530	51500	250016	03674400509	AUTOMOTIVE ACCESSORIES FOR AUTOMOBILES, BUSES, TRA	$122.99
	Printed	7/18/2025	4674	AUTOZONE STORES INC	55470530	51500	250016	03674401119	SERIES 2250A SCHUMACHER JUMP STARTER	$324.49
	Printed	7/18/2025	4674	AUTOZONE STORES INC	55470530	51500	250016	03674406925	HIGH MILEAGE TRANSMISSION TREATMENT	$106.90
										$1,979.95
119236	Printed	7/18/2025	7035	BAGRAT KHATCHATOURIAN	50100000	11024		24283	UB 891041000 647 FOXBROOK	$85.94
										$85.94
119237	Printed	7/18/2025	7024	BALAJI SETHURAMASAMYRAJA	50100000	22751		23369	UB 401249000 136 BARRANCA	$52.71
										$52.71
119238	Void	7/18/2025	4946	BOA EXPRESS TAX	92000000	20100		24477	Payroll Run 1 - Warrant 250706	$173,159.94
										$173,159.94
119239	Printed	7/18/2025	7025	BRITTANY ORDUNO	50100000	22751		23370	UB 642000000 835 BRADISH	$127.27
										$127.27
119240	Printed	7/18/2025	184	CPCA	10150300	55400		11637	Membership Dues - M. Randazzo	$1,872.00
										$1,872.00
119241	Printed	7/18/2025	6152	CALIFORNIA DEPT. OF TECHNOLOGY	55330150	59110	250542	DC2425112QX	MICROSOFT LICENSES	$254,468.78
										$254,468.78
119242	Printed	7/18/2025	532	CALIFORNIA DEPT OF TAX FEE	10100000	20012		0-050-198-294 Q2 25	SALES AND USE TAX APR-JUN	$1,931.00
	Printed	7/18/2025	532	CALIFORNIA DEPT OF TAX FEE	10340200	59100		TF500682	TAX IMPLEMENTATION	$3,130.57
										$5,061.57

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119243	Printed	7/18/2025	6239	SOUTHWEST HYDROTECH	50170640	59100		31725	JUNE 5, 2025 SERVICES FOR WATER DIV	$2,069.37
										$2,069.37
119244	Printed	7/18/2025	7026	DOLLAR GREEN STORE PLUS	50100000	22751		23371	UB 841027000 1750 GRAND	$51.90
										$51.90
119245	Printed	7/18/2025	7022	DOUGLAS CRAVEN	50100000	22751		23367	UB 411249000 905 DODSWORTH	$32.41
										$32.41
119246	Printed	7/18/2025	3407	ARROYO BACKGROUND INVESTIGATIONS	10150300	59100		3697	Background - Lehotsky	$2,025.00
	Printed	7/18/2025	3407	ARROYO BACKGROUND INVESTIGATIONS	10150300	59100		3698	background - Boodaghian	$2,025.00
	Printed	7/18/2025	3407	ARROYO BACKGROUND INVESTIGATIONS	10150300	59100		3699	Background - Salas	$2,025.00
										$6,075.00
119247	Printed	7/18/2025	4264	YOUNGBLOOD & ASSOCIATES	10150300	59100		2569A	Polygraph - Beadle	$350.00
	Printed	7/18/2025	4264	YOUNGBLOOD & ASSOCIATES	10150300	59100		2570A	Polygraph - Lehotsky	$350.00
	Printed	7/18/2025	4264	YOUNGBLOOD & ASSOCIATES	10150300	59100		2573A	Polygraph - Tino - Jailer	$350.00
										$1,050.00
119248	Printed	7/18/2025	798	FRANCHISE TAX BOARD	92000000	20105		24475	Payroll Run 1 - Warrant 250706 FTB GARNISHMENT	$50.00
										$50.00
119249	Printed	7/18/2025	3858	FRONTIER	55330150	57050		2091885318 JULY 2025	CITYWIDE PHONES	$12,847.97
										$12,847.97
119250	Printed	7/18/2025	970	GROSSENBACHER BROS., INC.	10150360	51110		49001	Police Notebooks	$693.50
										$693.50

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119251	Printed	7/18/2025	7020	HAO LI	50100000	22751		23365	UB 841066000 417 NEWBURGH	$109.12
										$109.12
119252	Printed	7/18/2025	407	HDL COREN & CONE	10140200	59100		SIN050918	SALES TAX	$2,149.34
	Printed	7/18/2025	407	HDL COREN & CONE	10340200	59100		SIN050918	SALES TAX	$557.90
										$2,707.24
119253	Printed	7/18/2025	203	INDEPENDENT CITIES ASSOCIATION	10120100	55400	260001	1449	Independent Cities Association Membership	$2,627.90
										$2,627.90
119254	Printed	7/18/2025	6742	JOSE LUIS ZAVALA	10100001	59990	250470	GLEN006	AMUSEMENT, DECORATIONS, ENTERTAINMENT, GIFTS, TOYS	$4,775.00
										$4,775.00
119255	Printed	7/18/2025	342	DEPARTMENT OF JUSTICE	10150360	32506		07 14 2025	CCW Renewal Fees - 10 Applicants	$520.00
										$520.00
119256	Printed	7/18/2025	7016	KATHLEEN C CUCCIA	50100000	22751		23361	UB 201048000 135 WABASH	$25.57
										$25.57
119257	Printed	7/18/2025	7016	KATHLEEN C CUCCIA	50100000	22751		23374	UB 201049000 121 WABASH	$40.77
										$40.77
119258	Printed	7/18/2025	7023	KATHY KEEGAN	50100000	22751		23368	UB 212034000 961 BENNETT	$59.28
										$59.28
119259	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071231	Uniforms - Valdivia	$363.27
	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071232	Uniforms - Molina	$363.27
	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071233	Uniforms - Herrera	$352.22
	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071235	Uniforms - Garcia	$113.70
	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071236	Pants - Lopez	$113.70
	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071238	Uniforms - Valdivia	$212.49

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119259	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071239	Uniforms - Herrera	$208.07
	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071241	Uniforms - Lopez	$385.31
	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071242	Uniforms - Garcia	$385.31
	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071243	Uniforms - Molina	$198.68
	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071265	Pants - Davis	$44.14
	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071268	Sew On - Verduzco	$12.00
	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071269	embroidery - garcia	$64.00
	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071270	Embroidery - Lopez	$64.00
	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071271	Embroidery - Reyes	$56.00
	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071272	Embroidery - Gaudet	$56.00
	Printed	7/18/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	250160	071273	Sew On - 15	$60.00
										$3,052.16
119260	Printed	7/18/2025	1666	LACPCA	10150300	55600		M Randazzo	2025 Strategic Planning Workshop	$300.00
										$300.00
119261	Printed	7/18/2025	7041	MARIO I MORENO	50100000	11024		25148	UB 903260400 1350 CANDISH	$5,584.49
										$5,584.49
119262	Printed	7/18/2025	7033	MICHAEL HOROWITZ	50100000	11024		24281	UB 561129000 1226 ADA	$109.04
										$109.04
119263	Printed	7/18/2025	3000	O'REILLY AUTO PARTS	55470530	51500	250018	3123-111307	AUTOMOTIVE ACCESSORIES FOR AUTOMOBILES, BUSES, TRA	($21.91)
	Printed	7/18/2025	3000	O'REILLY AUTO PARTS	55470530	51500	250018	3123-118930	AIR FILTER	$19.76
	Printed	7/18/2025	3000	O'REILLY AUTO PARTS	55470530	51500	250018	3123-119424	DOOR ROD CLIPS	$8.26
	Printed	7/18/2025	3000	O'REILLY AUTO PARTS	55470530	51500	250018	3123-119603	ADAPTER KIT	$19.92
										$26.03

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119264	Printed	7/18/2025	999999	ONE TIME VENDOR	10180710	36801		22CA	Refund for lost book Minecraft 33008010042087	$5.99
										$5.99
119265	Printed	7/18/2025	999999	ONE TIME VENDOR	10100000	22613		B21-0805	PERMIT REFUND	$4.84
	Printed	7/18/2025	999999	ONE TIME VENDOR	10100000	22614		B21-0805	PERMIT REFUND	$2.00
	Printed	7/18/2025	999999	ONE TIME VENDOR	10160410	32601		B21-0805	PERMIT REFUND	$861.72
	Printed	7/18/2025	999999	ONE TIME VENDOR	10160410	36606		B21-0805	PERMIT REFUND	$26.13
	Printed	7/18/2025	999999	ONE TIME VENDOR	22160410	36602		B21-0805	PERMIT REFUND	$113.91
	Printed	7/18/2025	999999	ONE TIME VENDOR	22260400	36607		B21-0805	PERMIT REFUND	$136.69
										$1,145.29
119266	Printed	7/18/2025	999999	ONE TIME VENDOR	10400000	22701		WMP25-0052	REFUND	$3,776.00
										$3,776.00
119267	Printed	7/18/2025	999999	ONE TIME VENDOR	10190800	34903		2001342.011	LEGION BUILDING RENTAL REFUND	$300.00
										$300.00
119268	Printed	7/18/2025	999999	ONE TIME VENDOR	10400000	22701		WMP25-0053	PERMIT REFUND	$4,378.40
										$4,378.40
119269	Printed	7/18/2025	999999	ONE TIME VENDOR	10190810	36902		2011835.001	REFUND OF CREDIT ON ACCOUNT	$194.00
										$194.00
119270	Printed	7/18/2025	999999	ONE TIME VENDOR	10400000	22701		WMP24-0110	REFUND	$3,976.71
										$3,976.71
119271	Printed	7/18/2025	2784	SEQUOIA PACIFIC SOLAR I, LLC	24090830	57100		37743981	SOLAR SERVICE / JUNE 2025	$1,298.39
										$1,298.39
119272	Printed	7/18/2025	7034	PHO EVERYDAY	50100000	11024		24282	UB 641264600 1832 ROUT66 UNIT C	$39.90
										$39.90

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119273	Printed	7/18/2025	4474	PRES-TECH, PRES TECH EQUIPMENT	50170630	53520		INV-001301	OD Range SS1	$2,282.23
										$2,282.23
119274	Printed	7/18/2025	7021	RAFAEL VAZQUEZ	50100000	22751		23366	UB 882150000 1513 PINKERTON	$110.61
										$110.61
119275	Printed	7/18/2025	5289	PARTY XTREME	10190810	58100		5613	Laser Tag for Ultimate Game Night on 7/19	$500.00
										$500.00
119276	Printed	7/18/2025	266	SAM'S CLUB/SYNCHRONY BANK	10190800	51750		SAMS-7/7/25	SAM'S CLUB CARD - JULY 2025	$53.54
	Printed	7/18/2025	266	SAM'S CLUB/SYNCHRONY BANK	23160430	51200		SAMS-7/7/25	SAM'S CLUB CARD - JULY 2025	$44.26
										$97.80
119277	Printed	7/18/2025	1399	SCMAF-SAN GABRIEL VALLEY	10190830	58230		032125GLEDNORA	Girls Basketball SCMAF Tournament	$260.00
										$260.00
119278	Printed	7/18/2025	7029	SENLIN WANG	50100000	22751		23375	UB 561181000 1156 EFFEN	$14.18
										$14.18
119279	Printed	7/18/2025	212	PECK ROAD GRAVEL	25570520	56600		879301	SPOILS DUMP	$460.00
										$460.00
119280	Printed	7/18/2025	25	SOCALGAS	10190810	57150		010 818 4100 7 06.25	GAS SERVICE / JUN	$132.48
	Printed	7/18/2025	25	SOCALGAS	10170580	57150		021 217 7500 7 06.25	GAS SERVICE / JUN	$21.06
	Printed	7/18/2025	25	SOCALGAS	23160430	57150		067 577 0039 5 06.25	GAS SERVICE / JUN	$76.60
	Printed	7/18/2025	25	SOCALGAS	10150300	57150		082 218 3000 6 06.25	GAS SERVICE / JUN	$124.82
	Printed	7/18/2025	25	SOCALGAS	10180700	57150		082 218 3000 6 06.25	GAS SERVICE / JUN	$469.29
	Printed	7/18/2025	25	SOCALGAS	10180740	57150		082 218 3000 6 06.25	GAS SERVICE / JUN	$29.95
	Printed	7/18/2025	25	SOCALGAS	10150300	57150		084 318 3000 2 06.25	GAS SERVICE / JUN	$3,420.98
	Printed	7/18/2025	25	SOCALGAS	10190810	57150		090 618 4900 7 06.25	GAS SERVICE / JUN	$20.75
	Printed	7/18/2025	25	SOCALGAS	55470530	57150		105 217 8300 0 05.25	GAS SERVICE / MAY	$51.40

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119280	Printed	7/18/2025	25	SOCALGAS	55470530	57150		105 217 8300 0 06.25	GAS SERVICE / JUN	$46.50
	Printed	7/18/2025	25	SOCALGAS	50170610	57150		113 718 2000 9 06.25	GAS SERVICE / JUN	$90.35
	Printed	7/18/2025	25	SOCALGAS	10170560	57150		157 870 5340 2 06.25	GAS SERVICE / JUN	$19.03
	Printed	7/18/2025	25	SOCALGAS	50170560	57150		157 870 5340 2 06.25	GAS SERVICE / JUN	$6.01
	Printed	7/18/2025	25	SOCALGAS	10190810	57150		172 518 4900 0 06.25	GAS SERVICE / JUN	$46.53
										$4,555.75
119281	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700012556591 06.25	ELECTRIC UTILITY / JUN	$99.26
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700043404110.1 06.25	ELECTRIC UTILITY / JUN	$60.45
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700044746144 06.25	ELECTRIC UTILITY / JUN	$91.82
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700105419240 06.25	ELECTRIC UTILITY / JUN	$3,280.31
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	50170640	53150		700115006779 06.25	ELECTRIC UTILITY / JUN	$15.55
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	23160430	57100		700186875190 06.25	ELECTRIC UTILITY / JUN	$203.06
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	23160430	57100		700188418302 06.25	ELECTRIC UTILITY / JUN	$3,459.65
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700204872330.1 06.25	ELECTRIC UTILITY / JUN	$38.08
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700311071869.1 06.25	ELECTRIC UTILITY / JUN	$34.38
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	20170520	57110		700382717584 06.25	ELECTRIC UTILTIY / JUN	$34,892.37
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	25570520	57110		700382717584 06.25	ELECTRIC UTILTIY / JUN	$8,723.09
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700434430409 06.25	ELECTRIC UTILITY / JUN	$78.32
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	25570520	57110		700483746320 06.25	ELECTRIC UTILITY / JUN	$15.44
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	50170630	57100		700483790372 06.25	ELECTRIC UTILITY / JUN	$14.18
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	50170640	53150		700485998740 06.25	ELECTRIC UTILITY / JUN	$21.77
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700544079108.1 06.25	ELECTRIC UTILITY / JUN	$442.13
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	25570580	57100		700544079108.1 06.25	ELECTRIC UTILITY / JUN	$442.13
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10150300	57100		700544090222 05.25	ELECTRIC UTILITY / MAY	$8,529.61
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10170560	57100		700544090222 05.25	ELECTRIC UTILITY / MAY	$2,240.75

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119281	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700544090222 05.25	ELECTRIC UTILITY / MAY	$15.65
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10180700	57100		700544090222 05.25	ELECTRIC UTILITY / MAY	$6,111.57
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10180740	57100		700544090222 05.25	ELECTRIC UTILITY / MAY	$390.11
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	25570520	57110		700544090222 05.25	ELECTRIC UTILITY / MAY	$161.95
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	50170560	57100		700544090222 05.25	ELECTRIC UTILITY / MAY	$710.62
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	50170630	57100		700544090222 05.25	ELECTRIC UTILITY / MAY	$214.86
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	55470530	57100		700544090222 05.25	ELECTRIC UTILITY / MAY	$1,228.09
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	50170640	53150		700544140843 06.25	ELECTRIC UTILITY / JUN	$44,161.09
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700544149331 06.25	ELECTRIC UTILITY / JUN	$7,967.95
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	20370580	54001		700544149331 06.25	ELECTRIC UTILITY / JUN	$14.94
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	20370580	54002		700544149331 06.25	ELECTRIC UTILITY / JUN	$14.85
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	20370580	54004		700544149331 06.25	ELECTRIC UTILITY / JUN	$14.54
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	50170640	53150		700563209932 06.25	ELECTRIC UTILITY / JUN	$36.70
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700576803975.1 06.25	ELECTRIC UTILITY / JUN	$14.14
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	50170640	53150		700576818830 06.25	ELECTRIC UTILITY / JUN	$16.27
	Printed	7/18/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700597856211 06.25	ELECTRIC UTILITY / JUN	$89.96
										$123,845.64
119282	Printed	7/18/2025	7028	SOUTHLAND PROPERTIES	50100000	22751		23373	UB 124160000 305 WESTRIDGE	$48.69
										$48.69
119283	Printed	7/18/2025	224	STETSON ENGINEERS INC.	50170600	59100		2740-04-018	WATER DIV. 2025 RRP & ERP	$1,055.00
	Printed	7/18/2025	224	STETSON ENGINEERS INC.	50170600	59100		2740-04-019	WATER DIV. 2025 RRP & ERP MAY 2025	$2,259.50
										$3,314.50
119284	Printed	7/18/2025	7027	TIFFANY/MAXWELL HEWITT	50100000	22751		23372	UB 902091000 1126 RENWICK	$56.64
										$56.64

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119285	Printed	7/18/2025	3552	TOP BILLING ENTERTAINMENT	10190810	58300		SU25-TBE.2	Instructor Payment Session 2	$750.00
										$750.00
119286	Printed	7/18/2025	2165	TRANSPORTATION CONCEPTS	23160430	59145	250102	513-0625	TRANSIT OPERATIONS AND MAINTENANCE	$64,523.29
										$64,523.29
119287	Printed	7/18/2025	3860	TRANSUNION RISK & ALTERNATIVE	10150330	59100		2677112-202506-1	June 2025 Services	$96.20
										$96.20
119288	Printed	7/18/2025	1563	U.S. BANK CORPORATE PAYMENT	92200000	20045		0445555649874 JUN 25	CAL CARD PURCHASES / JUNE	$107,108.59
										$107,108.59
119289	Printed	7/18/2025	886	UNIFIRST CORPORATION	50170630	51200		L100783	FIRST AID SUPPLIES - WATER DIV.	$119.23
										$119.23
119290	Printed	7/18/2025	3786	VCA CENTRAL ANIMAL HOSPITAL	10150310	51210		5760659152	K9 Biba - Fecal Screening	$46.97
										$46.97
119291	Printed	7/18/2025	179	VULCAN MATERIALS COMPANY	50170630	59100	250060	3664875	IRWINDALE HMA - JUNE 16, 2025	$2,774.36
	Printed	7/18/2025	179	VULCAN MATERIALS COMPANY	50170630	59100	250060	3871408	FY 24-25 BASE, SAND AND COLD MIX FOR EMERGENCY REP	$1,725.35
	Printed	7/18/2025	179	VULCAN MATERIALS COMPANY	50170630	59100	250060	3871423	FY 24-25 BASE, SAND AND COLD MIX FOR EMERGENCY REP	$2,368.30
										$6,868.01
119292	Printed	7/18/2025	7018	WELLS FARGO	50100000	22751		23363	UB 402188000 605 ROUTE 66	$187.81
										$187.81
119293	Printed	7/18/2025	7032	YAN XIE	50100000	11024		24280	UB 402137000 151 ROUTE 66	$129.72
										$129.72
119294	Printed	7/18/2025	6839	MATTHEW EGAN	10100001	42300		25174	Retiree Medical Reimbursement 2025 Q2	$864.00
	Printed	7/18/2025	6839	MATTHEW EGAN	50100001	42300		25174	Retiree Medical Reimbursement 2025 Q2	$336.00
										$1,200.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119295	Printed	7/25/2025	183	AT&T	10150300	51219		287309283967x7182025	First Net - July 2025	$48.23
										$48.23
119296	Printed	7/25/2025	184	CPCA	10150300	55610		12588	WLLE 2025 - L. Taylor & K. Dargel	$1,150.00
										$1,150.00
119297	Printed	7/25/2025	3040	CALIFORNIA ASSOCIATION FOR	10160420	55400		300006224	MEMBERSHIP	$800.00
										$800.00
119298	Printed	7/25/2025	3538	CALIFORNIA CONTRACT CITIES	10120100	55400	260047	515839	CALIFORNIA CONTRACT CITIES MEMBERSHIP DUES	$7,200.00
										$7,200.00
119299	Printed	7/25/2025	7039	CALIFORNIA STATE UNIVERSITY LONG BEACH RESEARCH	10150300	55610		3540	FTP/SAC Farino	$447.00
										$447.00
119300	Printed	7/25/2025	127	CINTAS CORPORATION	50170610	59200	250416	4229874599	RENTAL OR LEASE SERVICES OF CLOTHING	$272.91
	Printed	7/25/2025	127	CINTAS CORPORATION	50170630	59200	250416	4229874599	RENTAL OR LEASE SERVICES OF CLOTHING	$272.91
	Printed	7/25/2025	127	CINTAS CORPORATION	50170640	59200	250416	4229874599	RENTAL OR LEASE SERVICES OF CLOTHING	$272.92
	Printed	7/25/2025	127	CINTAS CORPORATION	55470530	59200	250416	4229874599	RENTAL OR LEASE SERVICES OF CLOTHING	$48.00
	Printed	7/25/2025	127	CINTAS CORPORATION	10170580	59200	250416	4230672053	RENTAL OR LEASE SERVICES OF CLOTHING	$117.22
	Printed	7/25/2025	127	CINTAS CORPORATION	25570520	59200	250416	4230672053	RENTAL OR LEASE SERVICES OF CLOTHING	$117.23
	Printed	7/25/2025	127	CINTAS CORPORATION	50170520	59200	250416	4230672053	RENTAL OR LEASE SERVICES OF CLOTHING	$117.23
	Printed	7/25/2025	127	CINTAS CORPORATION	55470530	59200	250416	4230672053	RENTAL OR LEASE SERVICES OF CLOTHING	$12.00
	Printed	7/25/2025	127	CINTAS CORPORATION	50170610	59200	250416	4230672421	RENTAL OR LEASE SERVICES OF CLOTHING	$272.91
	Printed	7/25/2025	127	CINTAS CORPORATION	50170630	59200	250416	4230672421	RENTAL OR LEASE SERVICES OF CLOTHING	$272.91
	Printed	7/25/2025	127	CINTAS CORPORATION	50170640	59200	250416	4230672421	RENTAL OR LEASE SERVICES OF CLOTHING	$272.92
	Printed	7/25/2025	127	CINTAS CORPORATION	55470530	59200	250416	4230672421	RENTAL OR LEASE SERVICES OF CLOTHING	$48.00
	Printed	7/25/2025	127	CINTAS CORPORATION	10170580	59200	250416	4231395385	RENTAL OR LEASE SERVICES OF CLOTHING	$92.95

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119300	Printed	7/25/2025	127	CINTAS CORPORATION	25570520	59200	250416	4231395385	RENTAL OR LEASE SERVICES OF CLOTHING	$92.96
	Printed	7/25/2025	127	CINTAS CORPORATION	50170520	59200	250416	4231395385	RENTAL OR LEASE SERVICES OF CLOTHING	$92.96
	Printed	7/25/2025	127	CINTAS CORPORATION	55470530	59200	250416	4231395385	RENTAL OR LEASE SERVICES OF CLOTHING	$12.00
	Printed	7/25/2025	127	CINTAS CORPORATION	50170610	59200	250416	4231395594	RENTAL OR LEASE SERVICES OF CLOTHING	$272.91
	Printed	7/25/2025	127	CINTAS CORPORATION	50170630	59200	250416	4231395594	RENTAL OR LEASE SERVICES OF CLOTHING	$272.91
	Printed	7/25/2025	127	CINTAS CORPORATION	50170640	59200	250416	4231395594	RENTAL OR LEASE SERVICES OF CLOTHING	$272.92
	Printed	7/25/2025	127	CINTAS CORPORATION	55470530	59200	250416	4231395594	RENTAL OR LEASE SERVICES OF CLOTHING	$48.00
	Printed	7/25/2025	127	CINTAS CORPORATION	10170580	59200	250416	4232071109	RENTAL OR LEASE SERVICES OF CLOTHING	$92.95
	Printed	7/25/2025	127	CINTAS CORPORATION	25570520	59200	250416	4232071109	RENTAL OR LEASE SERVICES OF CLOTHING	$92.96
	Printed	7/25/2025	127	CINTAS CORPORATION	50170520	59200	250416	4232071109	RENTAL OR LEASE SERVICES OF CLOTHING	$92.96
	Printed	7/25/2025	127	CINTAS CORPORATION	55470530	59200	250416	4232071109	RENTAL OR LEASE SERVICES OF CLOTHING	$12.00
	Printed	7/25/2025	127	CINTAS CORPORATION	50170610	59200	250416	4232071557	RENTAL OR LEASE SERVICES OF CLOTHING	$268.18
	Printed	7/25/2025	127	CINTAS CORPORATION	50170630	59200	250416	4232071557	RENTAL OR LEASE SERVICES OF CLOTHING	$268.19
	Printed	7/25/2025	127	CINTAS CORPORATION	50170640	59200	250416	4232071557	RENTAL OR LEASE SERVICES OF CLOTHING	$268.19
	Printed	7/25/2025	127	CINTAS CORPORATION	55470530	59200	250416	4232071557	RENTAL OR LEASE SERVICES OF CLOTHING	$48.00
	Printed	7/25/2025	127	CINTAS CORPORATION	10170580	59200	250416	4232874685	RENTAL OR LEASE SERVICES OF CLOTHING	$98.28
	Printed	7/25/2025	127	CINTAS CORPORATION	25570520	59200	250416	4232874685	RENTAL OR LEASE SERVICES OF CLOTHING	$98.28
	Printed	7/25/2025	127	CINTAS CORPORATION	50170520	59200	250416	4232874685	RENTAL OR LEASE SERVICES OF CLOTHING	$98.29
	Printed	7/25/2025	127	CINTAS CORPORATION	55470530	59200	250416	4232874685	RENTAL OR LEASE SERVICES OF CLOTHING	$12.30
	Printed	7/25/2025	127	CINTAS CORPORATION	50170610	59200	250416	4232874951	RENTAL OR LEASE SERVICES OF CLOTHING	$273.77
	Printed	7/25/2025	127	CINTAS CORPORATION	50170630	59200	250416	4232874951	RENTAL OR LEASE SERVICES OF CLOTHING	$273.77
	Printed	7/25/2025	127	CINTAS CORPORATION	50170640	59200	250416	4232874951	RENTAL OR LEASE SERVICES OF CLOTHING	$273.78
	Printed	7/25/2025	127	CINTAS CORPORATION	55470530	59200	250416	4232874951	RENTAL OR LEASE SERVICES OF CLOTHING	$49.20
	Printed	7/25/2025	127	CINTAS CORPORATION	10170580	59200	250416	4233616432	RENTAL OR LEASE SERVICES OF CLOTHING	$161.61
	Printed	7/25/2025	127	CINTAS CORPORATION	25570520	59200	250416	4233616432	RENTAL OR LEASE SERVICES OF CLOTHING	$161.61

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119300	Printed	7/25/2025	127	CINTAS CORPORATION	50170520	59200	250416	4233616432	RENTAL OR LEASE SERVICES OF CLOTHING	$161.61
	Printed	7/25/2025	127	CINTAS CORPORATION	55470530	59200	250416	4233616432	RENTAL OR LEASE SERVICES OF CLOTHING	$12.30
	Printed	7/25/2025	127	CINTAS CORPORATION	50170610	59200	250416	4233616649	RENTAL OR LEASE SERVICES OF CLOTHING	$336.08
	Printed	7/25/2025	127	CINTAS CORPORATION	50170630	59200	250416	4233616649	RENTAL OR LEASE SERVICES OF CLOTHING	$336.08
	Printed	7/25/2025	127	CINTAS CORPORATION	50170640	59200	250416	4233616649	RENTAL OR LEASE SERVICES OF CLOTHING	$336.08
	Printed	7/25/2025	127	CINTAS CORPORATION	55470530	59200	250416	4233616649	RENTAL OR LEASE SERVICES OF CLOTHING	$49.20
	Printed	7/25/2025	127	CINTAS CORPORATION	10170580	59200	250416	4234284839	RENTAL OR LEASE SERVICES OF CLOTHING	$118.71
	Printed	7/25/2025	127	CINTAS CORPORATION	25570520	59200	250416	4234284839	RENTAL OR LEASE SERVICES OF CLOTHING	$118.71
	Printed	7/25/2025	127	CINTAS CORPORATION	50170520	59200	250416	4234284839	RENTAL OR LEASE SERVICES OF CLOTHING	$118.72
	Printed	7/25/2025	127	CINTAS CORPORATION	55470530	59200	250416	4234284839	RENTAL OR LEASE SERVICES OF CLOTHING	$12.30
	Printed	7/25/2025	127	CINTAS CORPORATION	50170610	59200	250416	4234285272	RENTAL OR LEASE SERVICES OF CLOTHING	$102.29
	Printed	7/25/2025	127	CINTAS CORPORATION	50170630	59200	250416	4234285272	RENTAL OR LEASE SERVICES OF CLOTHING	$912.48
	Printed	7/25/2025	127	CINTAS CORPORATION	50170640	59200	250416	4234285272	RENTAL OR LEASE SERVICES OF CLOTHING	$416.12
	Printed	7/25/2025	127	CINTAS CORPORATION	55470530	59200	250416	4234285272	RENTAL OR LEASE SERVICES OF CLOTHING	$301.02
	Printed	7/25/2025	127	CINTAS CORPORATION	10170580	59200	250416	4235055102	RENTAL OR LEASE SERVICES OF CLOTHING	$94.37
	Printed	7/25/2025	127	CINTAS CORPORATION	25570520	59200	250416	4235055102	RENTAL OR LEASE SERVICES OF CLOTHING	$94.38
	Printed	7/25/2025	127	CINTAS CORPORATION	50170520	59200	250416	4235055102	RENTAL OR LEASE SERVICES OF CLOTHING	$94.38
	Printed	7/25/2025	127	CINTAS CORPORATION	55470530	59200	250416	4235055102	RENTAL OR LEASE SERVICES OF CLOTHING	$12.30
	Printed	7/25/2025	127	CINTAS CORPORATION	10170560	59100	260038	4235922075	LAUNDRY AND CLEANING SERVICES - M&O	$8.37
	Printed	7/25/2025	127	CINTAS CORPORATION	10170580	59200	260038	4235922075	LAUNDRY AND CLEANING SERVICES - M&O	$34.98
	Printed	7/25/2025	127	CINTAS CORPORATION	23470580	59200	260038	4235922075	LAUNDRY AND CLEANING SERVICES - M&O	$9.99
	Printed	7/25/2025	127	CINTAS CORPORATION	25570520	59200	260038	4235922075	LAUNDRY AND CLEANING SERVICES - M&O	$146.49
	Printed	7/25/2025	127	CINTAS CORPORATION	50170520	59200	260038	4235922075	LAUNDRY AND CLEANING SERVICES - M&O	$39.74
	Printed	7/25/2025	127	CINTAS CORPORATION	55470530	59200	260038	4235922075	LAUNDRY AND CLEANING SERVICES - M&O	$54.86
										$9,820.65

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119301	Printed	7/25/2025	378	CITRUS COLLEGE	10150310	32505		alarm refund 7 15 25	Alarm Refund - 51696	$100.00
										$100.00
119302	Printed	7/25/2025	6587	DOORKING INC	50170600	59100		2541338	WATER YARD FRONT GATE PHONE ACCESS	$45.95
										$45.95
119303	Printed	7/25/2025	1279	EWING IRRIGATION PRODUCTS, INC.	10170580	51500		2642284	IRRIGATION REPAIR SUPPLIES	$536.95
										$536.95
119304	Printed	7/25/2025	302	HILLYARD/LOS ANGELES	10190810	56100		605881523	Legion Floor Maintenance Supply	$538.38
										$538.38
119305	Printed	7/25/2025	2553	HOLLIDAY ROCK CO., INC.	25570520	56600		1781223	asphalt repair on Myrtle	$1,022.55
										$1,022.55
119306	Printed	7/25/2025	7006	JACOB GREEN AND ASSOCIATES, INC	10120100	59100	250514	3027	Organization Assessment	$9,656.00
										$9,656.00
119307	Printed	7/25/2025	115	COUNTY OF LOS ANGELES	23160430	59100		99041062501	SERVICES FROM JUNE 1-JUNE 30, 2025	$776.80
										$776.80
119308	Printed	7/25/2025	115	COUNTY OF LOS ANGELES	10150370	51750	250228	253580BL	Inmate Meals - June 2025	$430.32
										$430.32
119309	Printed	7/25/2025	115	COUNTY OF LOS ANGELES	10160400	55310		NOE - TOCTAP	NOE; TOCTAP CEQA	$75.00
										$75.00
119310	Printed	7/25/2025	999999	ONE TIME VENDOR	10180710	36801		23CA	Refund for lost book Get the Scoop 33008008925608	$6.99
										$6.99
119311	Printed	7/25/2025	999999	ONE TIME VENDOR	10150310	32505		barajas 07 15 2025	Alarm Refund 50637	$50.00
										$50.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119312	Printed	7/25/2025	999999	ONE TIME VENDOR	10190800	34903		2001353.011	Legion Rental 7.19.25 Deposit Refund	$300.00
										$300.00
119313	Printed	7/25/2025	999999	ONE TIME VENDOR	10190810	36902		2011875.001	REFUND OF CREDIT ON FILE	$100.00
										$100.00
119314	Printed	7/25/2025	999999	ONE TIME VENDOR	10150310	32505		Elwood Apts 07 15 25	Alarm Refund 54949	$35.00
										$35.00
119315	Printed	7/25/2025	999999	ONE TIME VENDOR	50170620	66010		127VerdugoAve	Conservation Rebate - Pool Cover	$125.00
										$125.00
119316	Printed	7/25/2025	999999	ONE TIME VENDOR	50170620	66010		1518SWabashSt	Conservation Rebate - Pool Cover	$125.00
										$125.00
119317	Printed	7/25/2025	999999	ONE TIME VENDOR	10190810	36902		2011865.001	REFUND FOR CLASS	$250.00
										$250.00
119318	Printed	7/25/2025	999999	ONE TIME VENDOR	50170620	66010		643ENorthridgeAve	Conservation Rebate - Pool Cover	$125.00
										$125.00
119319	Printed	7/25/2025	999999	ONE TIME VENDOR	10150310	32505		Mangini 7 15 2025	Alarm Refunds - 53899 53897 53898	$116.43
										$116.43
119320	Printed	7/25/2025	999999	ONE TIME VENDOR	10150310	32505		Zhong 07 15 2025	Alarm Refund 50568	$50.00
										$50.00
119321	Printed	7/25/2025	999999	ONE TIME VENDOR	10160410	32601		B24-1555	PERMIT REFUND	$117.00
	Printed	7/25/2025	999999	ONE TIME VENDOR	22160410	36602		B24-1555	PERMIT REFUND	$11.70
										$128.70
119322	Printed	7/25/2025	999999	ONE TIME VENDOR	10150310	32505		sherick 07 15 2025	Alarm Refund 50597	$10.00
										$10.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119323	Printed	7/25/2025	999999	ONE TIME VENDOR	10150310	32505		wolff 07 15 2025	Alarm Refund 49389	$10.00
										$10.00
119324	Printed	7/25/2025	999999	ONE TIME VENDOR	10190800	34904		2001012.004	REFUND FOR RENTAL ON 07-12-2025	$300.00
										$300.00
119325	Printed	7/25/2025	2987	PINS	55040260	59100		3273	ANNUAL SUBSCRIPTION	$2,150.00
										$2,150.00
119326	Printed	7/25/2025	1074	SHRED-IT USA	10140200	59100		8011351624	SHREDDING SVCS	$84.21
	Printed	7/25/2025	1074	SHRED-IT USA	50140200	59100		8011351624	SHREDDING SVCS	$36.09
										$120.30
119327	Printed	7/25/2025	212	PECK ROAD GRAVEL	25570520	56600		879370	SPOILS DUMP	$240.00
										$240.00
119328	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700044813337 06.25	ELECTRIC UTILITY / JUN	$16.59
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700141071891 06.25	ELECTRIC UTILITY / JUN	$162.70
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700171323464 06.25	ELECTRIC UTILITY / JUN	$75.43
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	25570520	57100		700171869593 06.25	ELECTRIC UTILITY / JUN	$137.97
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	24090830	57100		700486170108 07.25	ELECTRIC UTILITY / JUL	$5,545.86
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	10150300	57100		700544090222 06.25	ELECTRIC UTILITY / JUN	$9,915.19
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	10170560	57100		700544090222 06.25	ELECTRIC UTILITY / JUN	$2,601.34
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700544090222 06.25	ELECTRIC UTILITY / JUN	$14.71
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	10180700	57100		700544090222 06.25	ELECTRIC UTILITY / JUN	$7,104.15
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	10180740	57100		700544090222 06.25	ELECTRIC UTILITY / JUN	$453.46
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	25570520	57110		700544090222 06.25	ELECTRIC UTILITY / JUN	$158.32
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	50170560	57100		700544090222 06.25	ELECTRIC UTILITY / JUN	$824.32
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	50170630	57100		700544090222 06.25	ELECTRIC UTILITY / JUN	$211.06

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119328	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	55470530	57100		700544090222 06.25	ELECTRIC UTILITY / JUN	$1,344.22
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700544160142 06.25	ELECTRIC UTILITY / JUN	$3,348.09
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700603290736 06.25	ELECTRIC UTILITY / JUN	$16.15
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	23160430	57100		700880058917 06.25	ELECTRIC UTILITY / JUN	$1,163.15
	Printed	7/25/2025	213	SOUTHERN CALIFORNIA EDISON	20170520	57110		700916370057 06.25	ELECTRIC UTILITY / JUN	$85.15
										$33,177.86
119329	Printed	7/25/2025	1098	SOUTHERN CALIFORNIA ASSOCIATION	10120100	55400	260046	0063	SCAG MEMBERSHIP DUES	$7,439.00
										$7,439.00
119330	Printed	7/25/2025	348	SUBURBAN WATER SYSTEMS	10170580	57160		180013661548	Irrigation Bill	$233.69
										$233.69
119331	Printed	7/25/2025	2579	THOMPSON PLUMBING SUPPLY	10170560	51400		662456	PLUMBING SUPPLIES	$2,011.75
										$2,011.75
119332	Printed	7/25/2025	4102	TUCKER TOURS, LLC	10190820	58200	260032	071125-52	TOUR GUIDE FOR DAY TRIP ON 07/11/2025	$3,978.00
										$3,978.00
119333	Printed	7/25/2025	3786	VCA CENTRAL ANIMAL HOSPITAL	10150310	51210		5760659426	K9 Biba Fenbendazole	$50.45
										$50.45
119334	Printed	7/25/2025	7044	VIEWPOINT AMBULANCE,INC	10150300	51219		Glendora Police	Jhan Palma Diquelme and Alex Fuste	$1,832.65
										$1,832.65
119335	Printed	7/25/2025	179	VULCAN MATERIALS COMPANY	50170630	59100		3904264	WATER DIV - CONCRETE SAND	$831.77
										$831.77
119336	Printed	7/25/2025	250	POSTMASTER - PERMIT 92	10115050	55340		F25.AG	Postage for Fall Activity Guide & Glendora Report	$2,500.00
	Printed	7/25/2025	250	POSTMASTER - PERMIT 92	10190800	55340		F25.AG	Postage for Fall Activity Guide & Glendora Report	$3,500.00
										$6,000.00
Total										**$5,921,638.82**

Note: The payments above may include the following types: wire, automatic clearing house (ACH), electronic funds transfer (EFT) and paper check.

Fund	Fund Title	Amount
101	GENERAL FUND	$676,348.57
103	MEASURES E/Z	$3,688.47
104	TRUST	$29,062.83
105	GUSD JUA	$31,883.75
201	STREET LIGHTING ASSESSMT	$34,977.52
203	LANDSCAPE ASSESSMENT	$1,369.33
204	GLENDORA VILLAGE BUS DIST	$6,726.00
216	LIBRARY FOUNDATION	$4,732.99
221	PERMIT FILE MAINTENANCE	$26,369.11
222	GENERAL PLAN MAINTENANCE	$16,168.54
223	PEG CABLE TV	$173.88
228	AFFORDABLE HOUSING	$22,917.33
230	TRANS DEVELOP ACT	$10,860.50
231	PROP A TRANSIT	$174,142.67
234	MEASURE M	$576.99
240	MEASURE A/PARKS	$6,844.25
250	MEASURE W	$554.25
255	STATE GAS TAX	$81,564.04
280	GRANTS	$6,453.25
285	COMMUNITY DEV BLOCK GRANT	$5,620.00
301	CAPITAL PROJECTS	$298,363.05
401	PENSION OBLIGATION BONDS	$1,250.00
501	WATER OPERATIONS	$588,921.76
502	WATER CAPITAL PROJECTS	$43,997.54
550	WORKERS COMPENSATION	$252,720.00

Fund	Fund Title	Amount
551	LIABILITY INSURANCE	$2,441,951.02
553	TECHNOLOGY	$385,914.49
554	FLEET MANAGEMENT	$260,454.84
920	PAYROLL DISBURSEMENT	$298,487.93
922	AP DISBURSEMENT	$208,543.92
Total		**$5,921,638.82**

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**August 26, 2025**
FROM:	**Finance**	**DISTRICT(S):**	**Citywide**
SUBJECT:	**City of Glendora and Glendora Successor Agency Investment Report for June 2025 and July 2025**		

RECOMMENDATION
That the City Council and Successor Agency:

1. Receive and file the Monthly Investment Activity Report for June 2025 and July 2025.

STRATEGIC FOCUS AREAS
Goal 2: Maintain Financial Stability and Sustainability (MFSS)

EXECUTIVE SUMMARY
The City's book value of cash and investments for July 2025 totaled $117,113,216. This is a decrease of $4,068,445 (-3.36%) compared to the previous month. The decrease is generally due to payments towards the City's general liability and worker's compensation premiums totaling $2.7 million and for the City's unfunded pension liability with CalPERS in the amount of $1.3 million.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS
Pursuant to Section 19 of the City's FY 2024-25 and FY 2025-26 Investment Policy, a monthly investment report must be provided to the City Council to provide a clear picture of the status of the current portfolio.

DISCUSSION
As prescribed in the Investment Policy for FY 2025 and FY 2026, the attached investment reports provides a listing of individual securities held at the end of the reporting period by authorized investment category, the average life and final maturity of all investments listed, coupon rate, discount or earnings rate, Par Value, Market Value and Book Value of each investment in the portfolio, including funds managed for the City by third parties.

In the month of July, there were eleven investment purchases (consisting of Medium-Term Corporate Notes, Federal Agency Securities, Limited-Term Government Funds, and Certificates of Deposit) totaling $7,376,970; there were three securities that matured at $3,386,000, resulting in neither a gain nor a loss.

FISCAL IMPACT
There is no fiscal impact associated with the recommended action.

ENVIRONMENTAL DETERMINATION
Not Applicable

Prepared By: Kyle Johnson, Finance Director/City Treasurer

Concurs With:	Not Applicable
Reviewed By:	Kyle Johnson, Finance Director/City Treasurer
Certified to Availability of Funds:	Kyle Johnson, Finance Director/City Treasurer
Approved By:	Adam Raymond, City Manager
Legal Review:	Not Applicable
CEQA Review:	Not Applicable

Attachments

A. June 2025 Investment Report.pdf

B. Memo to City Council Members.pdf

C. July 2025 Investment Report.pdf

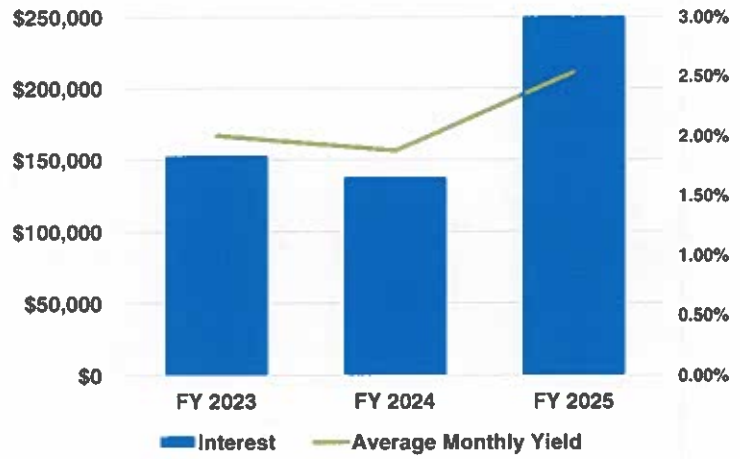
CITY OF GLENDORA
INVESTMENT REPORT SUMMARY
June 30, 2025

Pursuant to California Government Code Section 53600 et seq. and Section 16 of the City of Glendora's Investment Policy, a monthly investment report must be provided to the City Council providing a clear picture of the status of the current investment portfolio. Included in the report are several specific items relating to portfolio holdings including, but not limited to, investment type, par value, market value, book value, coupon rate and yield to maturity.

The report is in conformity with the City's Investment Policy and California Government Code 53601. Per the policy, the report reflects pooled cash from all city funds. It does not reflect any restrictions associated with how each individual fund can be utilized. This information is provided through other financial reports that include the budget, Annual Comprehensive Financial Report and other financial reports available through the website.

The objective of the City investments is to provide safety of principal and liquidity, while then providing a return on investments. (Section 4 of the policy). All brokered transactions are held by a third-party custodian designated by the Treasurer. (Section 14 of the policy). There is currently one custodial account, which is UBS.

Below is a comparison of the average monthly yield and interest received from prior years for the same month, along with a visual graph:



June	FY 2023	FY 2024	FY 2025
Interest	$152,874	$137,869	$250,504
Average Monthly Yield	2.01%	1.88%	2.53%

I hereby certify that the investments are in compliance with the investment policy adopted by the City Council. The investment portfolio provides sufficient funds to meet the budgeted expenditures over the next six months.

Approved By:

Kyle Johnson, Finance Director

Branch office
251 South Lake Avenue
10th Floor
Pasadena, CA 911013003

Financial Advisor
GIORDANO CRAWFORD
WEALTH MANAGEMENT
626-405-4753

UBS Client Review

As of June 30, 2025

Report Prepared for: City of Glendora

*** excluded from performance exhibits**

Account Number	Account Name	Type
SX XX180	City of Glendora	Business Service Account
@SX XXX279*	CITY OF GL	Non UBS Investment LAIF
@SX XXX283*	CITY OF GL	Non UBS Investment Bank of America

What's inside

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Bond Summary. 4
Portfolio Holdings. 5
Bond Holdings. 17
Important Information About This Report. 29

Asset Allocation Review

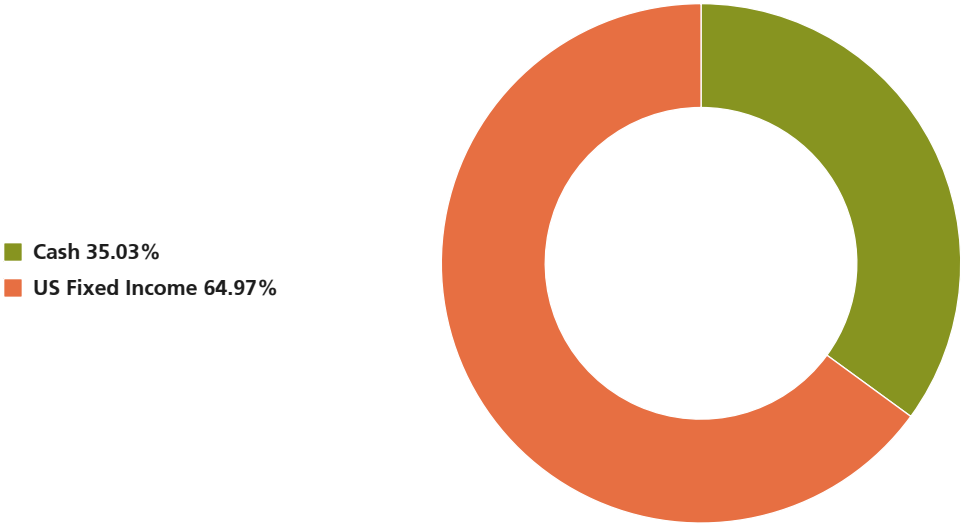
as of June 30, 2025

Summary of Asset Allocation

	Market value ($)	% of Portfolio
Cash	**42,334,185.78**	**35.03**
Cash	**42,334,185.78**	**35.03**
US	42,334,185.78	35.03
Fixed Income	**78,506,284.65**	**64.97**
US	**78,506,284.65**	**64.97**
US Fixed Income	12,487,509.04	10.33
Government	46,410,753.30	38.41
Corporate IG Credit	19,608,022.31	16.23
Equity	**0.00**	**0.00**
Commodities	**0.00**	**0.00**
Non-Traditional	**0.00**	**0.00**
Other	**0.00**	**0.00**
Total Portfolio	**$120,840,470.43**	**100%**

Balanced mutual funds and Insurance & Annuity products are allocated in the 'Other' category

Total Value: $120,840,470.43

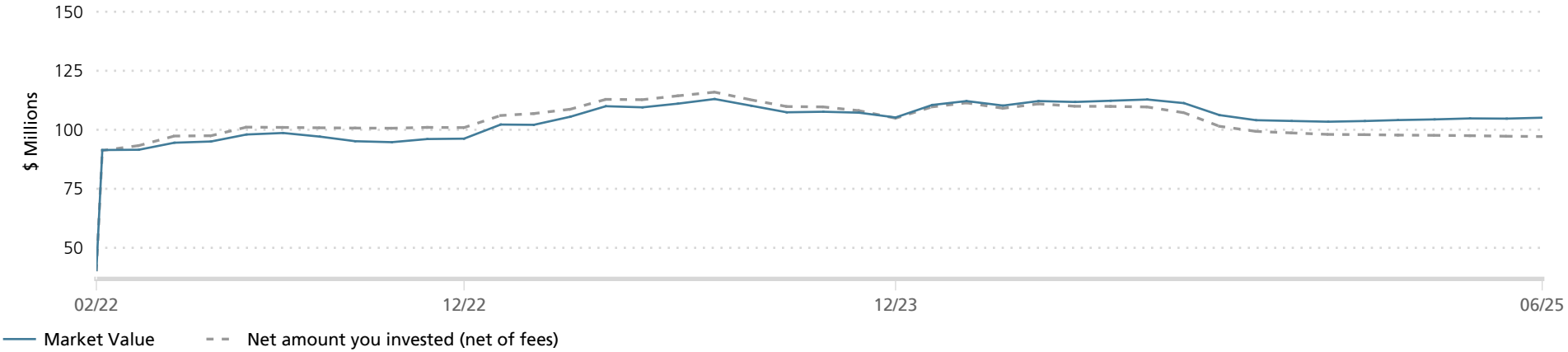


Assets held at other financial institutions are included in this report. We have not verified, and are not responsible for, the accuracy or completeness of this information.
Accrued interest, if any, has been included in the total market value.

Report created on: July 07, 2025

Sources of Portfolio Value

as of June 30, 2025



	MTD 05/31/2025 to 06/30/2025	QTD 03/31/2025 to 06/30/2025	YTD 12/31/2024 to 06/30/2025	ITD 02/23/2022 to 06/30/2025
Opening value	**104,726,941.55**	**104,398,100.72**	**103,422,623.88**	**40,589,214.16**
Net deposits/withdrawals	-130,677.95	-506,563.39	-902,104.48	56,546,099.09
Div./interest income	221,244.29	670,192.09	1,138,080.96	6,400,822.37
Change in accr. interest	-34,789.05	-82,609.20	-23,221.41	260,983.95
Change in value	339,914.23	643,512.85	1,487,254.12	1,325,513.49
Closing value	**105,122,633.07**	**105,122,633.07**	**105,122,633.07**	**105,122,633.07**
Net Time-weighted ROR	0.50	1.18	2.52	2.06

Performance returns are annualized after 1 year. Net deposits and withdrawals include program and account fees.

Benchmarks - Annualized time-weighted returns

US Treasury Bill - 3 Mos	0.34	1.07	2.13	4.20
BofA Corp/Gov 1-5Y	0.81	1.49	3.52	2.50
BBG Agg Bond	1.54	1.21	4.02	0.27

Bond Summary

as of June 30, 2025

Bond Overview

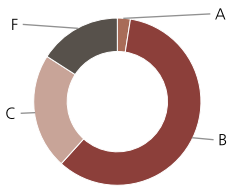
Total quantity	79,258,000
Total market value	$78,178,033.20
Total accrued interest	$328,251.45
Total market value plus accrued interest	$78,506,284.65
Total estimated annual bond interest	$1,819,021.75
Average coupon	2.31%
Average current yield	2.33%
Average yield to maturity	4.23%
Average yield to worst	4.19%
Average modified duration	1.79
Average effective maturity	1.96

Investment Type Allocation

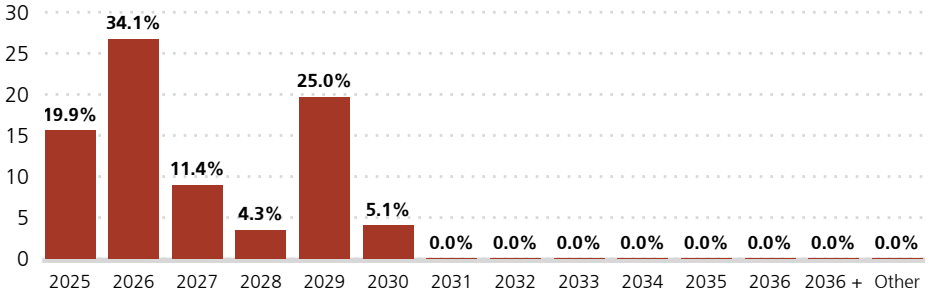
Investment type	Taxable ($)	Tax-exempt / deferred ($)	Total ($)	% of bond port.
Certificates of deposit	12,487,509.04	0.00	12,487,509.04	15.91
U.S. corporates	19,608,022.31	0.00	19,608,022.31	24.98
U.S. federal agencies	38,876,160.42	0.00	38,876,160.42	49.52
U.S. treasuries	7,534,592.88	0.00	7,534,592.88	9.60
Total	**$78,506,284.65**	**$0.00**	**$78,506,284.65**	**100%**

Credit Quality of Bond Holdings

Effective credit rating		Issues	Value on 06/30/2025 ($)	% of port.
A	Aaa/AAA/AAA	1	1,974,990.00	2.52
B	Aa/AA/AA	33	46,464,553.13	59.15
C	A/A/A	14	17,579,232.47	22.39
D	Baa/BBB/BBB	0	0.00	0.00
E	Non-investment grade	0	0.00	0.00
F	Certificate of deposit	52	12,487,509.04	15.93
G	Not rated	0	0.00	0.00
Total		**100**	**$78,506,284.65**	**100%**



Bond Maturity Schedule



Effective maturity schedule

Cash, mutual funds and some preferred securities are not included.

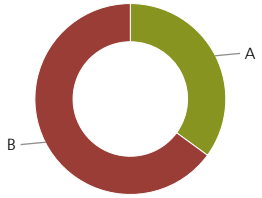
Includes all fixed income securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities. Accrued interest, if any, has been included in the total market value.

Portfolio Holdings

as of June 30, 2025

Summary of Portfolio Holdings

	Cost basis ($)	Value on 06/30/2025 ($)	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of portfolio
A Cash	**42,334,186**	**42,334,186**	**0**	**0.00%**	**923,328**	**2.18%**	**35.03%**
Cash	**42,334,186**	**42,334,186**	**0**	**0.00%**	**923,328**	**2.18%**	**35.03%**
US	42,334,186	42,334,186	0	0.00%	923,328	2.18%	35.03%
B Fixed Income	**78,847,476**	**78,506,285**	**-341,191**	**-0.43%**	**1,819,022**	**2.32%**	**64.97%**
US	**78,847,476**	**78,506,285**	**-341,191**	**-0.43%**	**1,819,022**	**2.32%**	**64.97%**
US Fixed Income	12,566,072	12,487,509	-78,563	-0.63%	349,230	2.80%	10.33%
Government	46,585,593	46,410,753	-174,840	-0.38%	995,110	2.14%	38.41%
Corporate IG Credit	19,695,811	19,608,022	-87,789	-0.45%	474,682	2.42%	16.23%
C Equity	**0**	**0**	**0**	**0.00%**	**NA**	**NA**	**0.00%**
D Commodities	**0**	**0**	**0**	**0.00%**	**NA**	**NA**	**0.00%**
E Non-Traditional	**0**	**0**	**0**	**0.00%**	**NA**	**NA**	**0.00%**
F Other	**0**	**0**	**0**	**0.00%**	**NA**	**NA**	**0.00%**
Total Portfolio	**$121,181,661**	**$120,840,470**	**-$341,191**	**-0.28%**	**$2,742,350**	**2.27%**	**100%**



Balanced mutual funds and Insurance & Annuity products are allocated in the 'Other' category

Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of June 30, 2025 *(continued)*

Details of Portfolio Holdings

	Cost basis ($)	Market value ($)	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of asset class	% of portfolio
Total Portfolio	**$121,181,661**	**$120,840,470**	**-$341,191**	**-0.28%**	**$2,742,350**	**2.27%**	**100%**	**100%**

Cash	Quantity	Purchase price ($) / Avg Price	Price on 06/30/2025 ($)	Cost basis ($)	Market value ($)	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Cash	% of portfolio
Cash											
US											
Outside ASSET[1] [Outside Account @SX XXX279]		1.00	1.00	12,296,346.57	12,296,346.57	0.00	0.00%	NA	NA	29.05%	10.18%
Outside ASSET[1] [Outside Account @SX XXX283]		1.00	1.00	3,421,490.79	3,421,490.79	0.00	0.00%	NA	NA	8.08%	2.83%
UBS INSURED SWEEP PROGRAM	2,882,750.76	1.00	1.00	2,882,750.76	2,882,750.76	0.00	0.00%	11,531.00	0.40%	6.81%	2.39%
UBS SELECT TREASURY INSTITUTIONAL FUND	21,813,321.23	1.00	1.00	21,813,321.23	21,813,321.23	0.00	0.00%	911,796.83	4.18%	51.53%	18.05%
USD CASH	1,920,276.43	1.00	1.00	1,920,276.43	1,920,276.43	0.00	0.00%	NA	NA	4.54%	1.59%
Total US				**$42,334,186**	**$42,334,186**	**$0**	**0.00%**	**$923,328**	**2.18%**	**100%**	**35.03%**
Total Cash				**$42,334,186**	**$42,334,186**	**$0**	**0.00%**	**$923,328**	**2.18%**	**100%**	**35.03%**
Total Cash				**$42,334,186**	**$42,334,186**	**$0**	**0.00%**	**$923,328**	**2.18%**	**100%**	**35.03%**

[1]Assets held at other financial institutions are included in this report. We have not verified, and are not responsible for, the accuracy or completeness of this information.

Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of June 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 06/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 06/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
US Fixed Income												
AFFINITY PLUS MN US RT 05.0500% MAT 03/20/26 LICU SHARE CERTIFICATE	245,000.00	100.00	100.67	245,000.00	246,968.22	0.00	1,968.22	0.80%	12,372.50	5.01%	0.31%	0.20%
ALLY BK UT US RT 03.5500% MAT 06/30/26 FIXED RATE CD	245,000.00	100.00	99.53	245,000.00	243,858.30	0.00	-1,141.70	-0.47%	8,697.50	3.57%	0.31%	0.20%
AMER EXPRESS NATL UT US RT 03.6000% MAT 09/25/29 FIXED RATE CD	245,000.00	98.05	98.22	240,222.50	242,978.05	0.00	2,755.55	1.15%	8,820.00	3.63%	0.31%	0.20%
AMER NATL BK OMA NE US RT 04.2500% MAT 03/21/28 FIXED RATE CD	245,000.00	100.00	99.82	245,000.00	244,810.85	0.00	-189.15	-0.08%	10,412.50	4.25%	0.31%	0.20%
AMERICAN COMM BK GA US RT 00.4000% MAT 09/22/25 FIXED RATE CD	245,000.00	100.00	99.10	245,000.00	242,806.68	0.00	-2,193.32	-0.90%	980.00	0.40%	0.31%	0.20%
ARBOR FINL CREDIT MI US RT 05.0000% MAT 04/03/28 FIXED RATE CD	245,000.00	100.00	100.50	245,000.00	247,140.96	0.00	2,140.96	0.87%	12,250.00	4.96%	0.31%	0.20%
BANK3 TENNESSEE TN US RT 00.4000% MAT 08/28/25 FIXED RATE CD	245,000.00	100.00	99.36	245,000.00	243,442.27	0.00	-1,557.73	-0.64%	980.00	0.40%	0.31%	0.20%
BANKUNITED NA FLOR FL US RT 00.9500% MAT 03/31/26 FIXED RATE CD	245,000.00	100.00	97.68	245,000.00	239,316.00	0.00	-5,684.00	-2.32%	2,327.50	0.97%	0.30%	0.20%
BK HAPOALIM BM NY US RT 00.5000% MAT 12/15/25 FIXED RATE CD	245,000.00	100.00	98.26	245,000.00	240,800.50	0.00	-4,199.50	-1.71%	1,225.00	0.51%	0.31%	0.20%
BMO HARRIS BK NA IL US RT 00.8000% MAT 03/18/26 FIXED RATE CD	245,000.00	100.00	97.65	245,000.00	239,297.14	0.00	-5,702.86	-2.33%	1,960.00	0.82%	0.30%	0.20%
CAPITAL ONE BK USA VA US RT 01.1500% MAT 11/24/26 FIXED RATE CD	245,000.00	100.00	96.11	245,000.00	235,762.46	0.00	-9,237.54	-3.77%	2,817.50	1.20%	0.30%	0.20%
CAPITAL ONE NA VA US RT 01.1500% MAT 11/24/26 FIXED RATE CD	245,000.00	100.00	96.11	245,000.00	235,762.46	0.00	-9,237.54	-3.77%	2,817.50	1.20%	0.30%	0.20%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of June 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 06/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 06/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
US Fixed Income												
CELTIC BK UT US RT 03.6500% MAT 04/29/30 FIXED RATE CD	245,000.00	98.17	98.25	240,525.91	240,732.10	0.00	206.19	0.09%	8,942.50	3.71%	0.31%	0.20%
CFG COMMUNITY BANK MD US RT 03.8000% MAT 03/11/26 FIXED RATE CD	245,000.00	100.00	99.80	245,000.00	248,055.45	0.00	3,055.45	1.25%	9,310.00	3.75%	0.32%	0.21%
CHAMBERS BANK AK US RT 00.3500% MAT 09/22/25 FIXED RATE CD	108,000.00	100.00	99.08	108,000.00	107,106.72	0.00	-893.28	-0.83%	378.00	0.35%	0.14%	0.09%
CIBC BANK ILLINOIS IL US RT 05.0000% MAT 03/24/26 FIXED RATE CD	245,000.00	100.00	100.58	245,000.00	249,714.94	0.00	4,714.94	1.92%	12,250.00	4.91%	0.32%	0.21%
COMMUNITY BK TN US RT 00.4000% MAT 08/26/25 FIXED RATE CD	245,000.00	100.00	99.38	245,000.00	243,501.54	0.00	-1,498.46	-0.61%	980.00	0.40%	0.31%	0.20%
CY-FAIR FED CREDIT TX US RT 05.3000% MAT 07/14/28 FIXED RATE CD	245,000.00	100.00	100.27	245,000.00	246,240.51	0.00	1,240.51	0.51%	12,985.00	5.27%	0.31%	0.20%
DISCOVER BANK DE US RT 03.2000% MAT 05/24/27 FIXED RATE CD	245,000.00	100.00	98.55	245,000.00	242,239.79	0.00	-2,760.21	-1.13%	7,840.00	3.24%	0.31%	0.20%
DIVERSIFIED MEMBER MI US RT 04.3000% MAT 04/28/28 LICU SHARE CERTIFICATE	245,000.00	100.00	99.93	245,000.00	244,821.15	0.00	-178.85	-0.07%	10,535.00	4.30%	0.31%	0.20%
EAGLEMARK SVGS BK NV US RT 02.0000% MAT 03/02/27 FIXED RATE CD	245,000.00	100.16	96.78	245,381.30	238,714.61	-723.04	-6,666.69	-2.72%	4,900.00	2.05%	0.30%	0.20%
EATON CMNTY BK MI US RT 05.1000% MAT 03/08/29 FIXED RATE CD	245,000.00	99.90	100.08	244,755.00	245,936.87	0.00	1,181.87	0.48%	12,495.00	5.08%	0.31%	0.20%
ESSENTIAL FED CRED LA US RT 04.7000% MAT 06/15/27 LICU SHARE CERTIFICATE	245,000.00	100.00	101.37	245,000.00	248,824.82	0.00	3,824.82	1.56%	11,515.00	4.63%	0.32%	0.21%
FARMERS & MERCHANT WI US RT 03.8500% MAT 11/08/27 FIXED RATE CD	245,000.00	100.00	99.72	245,000.00	244,924.42	0.00	-75.58	-0.03%	9,432.50	3.85%	0.31%	0.20%

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UBS

Portfolio Holdings

as of June 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 06/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 06/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
US Fixed Income												
FIRST GTY BK HAMMO LA US RT 04.3500% MAT 11/06/28 FIXED RATE CD	219,000.00	100.00	99.91	219,000.00	220,242.78	0.00	1,242.78	0.57%	9,526.50	4.33%	0.28%	0.18%
GOLDMAN SACHS BANK NY US RT 04.0000% MAT 03/20/28 FIXED RATE CD	245,000.00	100.00	99.99	245,000.00	247,772.73	0.00	2,772.73	1.13%	9,800.00	3.96%	0.32%	0.21%
GREAT STHN BK MO US RT 04.5000% MAT 10/20/25 FIXED RATE CD	245,000.00	100.00	100.01	245,000.00	245,319.20	0.00	319.20	0.13%	11,025.00	4.49%	0.31%	0.20%
GREENSTATE CREDIT IA US RT 00.9500% MAT 04/16/26 FIXED RATE CD	245,000.00	100.00	97.55	245,000.00	239,189.77	0.00	-5,810.23	-2.37%	2,327.50	0.97%	0.30%	0.20%
GUARANTY BK MO US RT 03.8000% MAT 01/12/29 FIXED RATE CD	245,000.00	99.49	99.25	243,750.40	243,631.42	0.00	-118.98	-0.05%	9,310.00	3.82%	0.31%	0.20%
HOME LN INVT BK RI US RT 00.4000% MAT 08/29/25 FIXED RATE CD	245,000.00	100.00	99.36	245,000.00	243,514.76	0.00	-1,485.24	-0.61%	980.00	0.40%	0.31%	0.20%
JPMORGAN CHASE BK OH US RT 00.7000% MAT 09/30/25 FIXED RATE CD	245,000.00	100.00	99.06	245,000.00	243,134.38	0.00	-1,865.62	-0.76%	1,715.00	0.71%	0.31%	0.20%
LAFAYETTE FED CRED MD US RT 03.2500% MAT 06/15/27 LICU SHARE CERTIFICATE	245,000.00	100.00	98.64	245,000.00	241,997.68	0.00	-3,002.32	-1.23%	7,962.50	3.29%	0.31%	0.20%
LIVE OAK BKG CO NC US RT 00.8000% MAT 08/13/26 FIXED RATE CD	245,000.00	100.00	96.48	245,000.00	236,536.63	0.00	-8,463.37	-3.45%	1,960.00	0.83%	0.30%	0.20%
MEDALLION BK UT US RT 00.5500% MAT 07/30/25 FIXED RATE CD	245,000.00	100.00	99.68	245,000.00	244,220.90	0.00	-779.10	-0.32%	1,347.50	0.55%	0.31%	0.20%
METRO CREDIT UNION MA US RT 01.7000% MAT 02/18/27 LICU SHARE CERTIFICATE	245,000.00	100.00	96.37	245,000.00	236,437.42	0.00	-8,562.58	-3.49%	4,165.00	1.76%	0.30%	0.20%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of June 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 06/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 06/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
US Fixed Income												
MORGAN STANLEY BK UT US RT 04.2500% MAT 02/02/26 FIXED RATE CD	245,000.00	100.00	100.01	245,000.00	249,246.55	0.00	4,246.55	1.73%	10,412.50	4.18%	0.32%	0.21%
NEW ORLEANS FIREME LA US RT 05.0000% MAT 07/17/28 FIXED RATE CD	245,000.00	100.00	102.86	245,000.00	252,435.95	0.00	7,435.95	3.04%	12,250.00	4.85%	0.32%	0.21%
NEW YORK CMNTY BK NY US RT 00.7000% MAT 07/01/26 FIXED RATE CD	245,000.00	100.00	96.76	245,000.00	237,069.35	0.00	-7,930.65	-3.24%	1,715.00	0.72%	0.30%	0.20%
PENTAGON FED CREDI VA US RT 01.7000% MAT 02/18/27 CREDIT UNION SHARE CERT	245,000.00	100.00	96.38	245,000.00	236,272.83	0.00	-8,727.17	-3.56%	4,165.00	1.76%	0.30%	0.20%
SALLIE MAE BANK UT US RT 04.0500% MAT 11/21/29 FIXED RATE CD	245,000.00	99.80	99.95	244,510.00	245,969.80	0.00	1,459.80	0.60%	9,922.50	4.03%	0.31%	0.20%
STATE BANK OF INDI NY US RT 00.9000% MAT 03/25/26 FIXED RATE CD	245,000.00	100.00	97.67	245,000.00	239,882.39	0.00	-5,117.61	-2.09%	2,205.00	0.92%	0.31%	0.20%
STATE BK IL US RT 04.1000% MAT 11/26/29 FIXED RATE CD	245,000.00	100.00	100.15	245,000.00	246,335.62	0.00	1,335.62	0.55%	10,045.00	4.08%	0.31%	0.20%
TECHNOLOGY CREDIT CA US RT 05.0000% MAT 03/23/26 CREDIT UNION SHARE CERT	245,000.00	100.00	100.65	245,000.00	247,563.34	0.00	2,563.34	1.05%	12,250.00	4.95%	0.32%	0.20%
TEXAS EXCHANGE BK TX US RT 00.6000% MAT 10/23/25 FIXED RATE CD	245,000.00	100.00	98.77	245,000.00	242,019.59	0.00	-2,980.41	-1.22%	1,470.00	0.61%	0.31%	0.20%
TOYOTA FINL SVG BK NV US RT 00.9000% MAT 04/22/26 FIXED RATE CD	245,000.00	100.00	97.46	245,000.00	239,198.74	0.00	-5,801.26	-2.37%	2,205.00	0.92%	0.30%	0.20%
TRUXTON TR CO NASH TN US RT 04.1000% MAT 02/27/30 FIXED RATE CD	245,000.00	99.98	98.47	244,938.75	241,306.54	0.00	-3,632.21	-1.48%	10,045.00	4.16%	0.31%	0.20%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of June 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 06/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 06/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
US Fixed Income												
UBS BANK UT US RT 00.8500% MAT 06/16/26 FIXED RATE CD	245,000.00	100.00	97.00	245,000.00	237,722.53	0.00	-7,277.47	-2.97%	2,082.50	0.88%	0.30%	0.20%
USALLIANCE FED CRE NY US RT 00.5000% MAT 09/29/25 FIXED RATE CD	245,000.00	100.00	99.02	245,000.00	242,609.71	0.00	-2,390.29	-0.98%	1,225.00	0.50%	0.31%	0.20%
USF FED CREDIT UNI FL US RT 03.9000% MAT 05/01/28 LICU SHARE CERTIFICATE	245,000.00	100.00	99.75	245,000.00	245,134.41	0.00	134.41	0.05%	9,555.00	3.90%	0.31%	0.20%
VALLEYSTAR CR UN M VA US RT 05.0000% MAT 03/20/26 LICU SHARE CERTIFICATE	245,000.00	100.00	100.63	245,000.00	246,876.67	0.00	1,876.67	0.77%	12,250.00	4.96%	0.31%	0.20%
WELLS FARGO BK NA SD US RT 04.1000% MAT 02/06/29 FIXED RATE CD	245,000.00	100.00	100.23	244,987.75	246,231.34	0.00	1,243.59	0.51%	10,045.00	4.08%	0.31%	0.20%
WORKERS CREDIT UNI MA US RT 04.1000% MAT 11/22/27 LICU SHARE CERTIFICATE	245,000.00	100.00	100.27	245,000.00	245,879.21	0.00	879.21	0.36%	10,045.00	4.09%	0.31%	0.20%
Total US Fixed Income				**$12,566,072**	**$12,487,509**	**-$723.04**	**-$78,563**	**-0.63%**	**$349,230**	**2.80%**	**15.91%**	**10.33%**
Government												
FEDERAL FARM CREDIT 04.750 % DUE 043029 DTD 043025 FC 10302025	1,000,000.00	100.00	99.89	999,955.25	1,006,766.67	0.00	6,811.42	0.68%	47,500.00	4.72%	1.28%	0.83%
FEDERAL HOME LN BANK NTS 04.175 % DUE 031229 DTD 031225 FC 09122025	1,000,000.00	100.00	99.62	1,000,004.89	1,008,705.00	-0.37	8,700.11	0.87%	41,750.00	4.14%	1.28%	0.83%
FFCB BOND 00.600 % DUE 112425 DTD 112420 FC 05242021	2,000,000.00	100.00	98.55	2,000,000.00	1,972,140.00	0.00	-27,860.00	-1.39%	12,000.00	0.61%	2.51%	1.63%
FFCB BOND 00.660 % DUE 091525 DTD 091521 FC 03152022	2,000,000.00	100.00	99.23	2,000,000.00	1,988,490.00	0.00	-11,510.00	-0.58%	13,200.00	0.66%	2.53%	1.65%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of June 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 06/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 06/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
Government												
FFCB BOND 01.840 % DUE 012627 DTD 012622 FC 07262022	2,000,000.00	100.00	96.90	2,000,000.00	1,953,682.22	0.00	-46,317.78	-2.32%	36,800.00	1.88%	2.49%	1.62%
FFCB BOND 04.000 % DUE 040130 DTD 040125 FC 10012025	1,000,000.00	100.14	100.73	1,001,420.37	1,017,178.89	-56.68	15,758.52	1.57%	40,000.00	3.93%	1.30%	0.84%
FFCB BOND 04.620 % DUE 100129 DTD 100124 FC 04012025	1,500,000.00	99.92	99.93	1,498,850.25	1,516,052.50	0.00	17,202.25	1.15%	69,300.00	4.57%	1.93%	1.25%
FFCB NTS 00.940 % DUE 092826 DTD 092821 FC 03282022	2,000,000.00	100.00	96.44	2,000,000.00	1,933,564.44	0.00	-66,435.56	-3.32%	18,800.00	0.97%	2.46%	1.60%
FHLB BOND 01.050 % DUE 081326 DTD 081321 FC 02132022	1,000,000.00	96.84	96.79	968,385.25	971,925.83	0.00	3,540.58	0.37%	10,500.00	1.08%	1.24%	0.80%
FHLB BOND 01.780 % DUE 021027 DTD 021022 FC 08102022	2,000,000.00	100.00	96.60	2,000,000.00	1,945,924.44	0.00	-54,075.56	-2.70%	35,600.00	1.83%	2.48%	1.61%
FHLB BOND 02.010 % DUE 022527 DTD 022522 FC 08252022	3,215,000.00	95.65	96.90	3,075,098.40	3,137,612.27	0.00	62,513.87	2.03%	64,621.50	2.06%	4.00%	2.60%
FHLB BOND STEP-UP 1.5000% DUE 063026 DTD 063021 FC 12302021	2,000,000.00	100.00	98.38	2,000,000.00	1,967,620.00	0.00	-32,380.00	-1.62%	20,000.00	1.02%	2.51%	1.63%
FHLB NTS 1.0500% DUE 033026 DTD 033021 FC 09302021	2,000,000.00	100.00	97.69	2,000,000.00	1,959,070.00	0.00	-40,930.00	-2.05%	21,000.00	1.07%	2.50%	1.62%
FHLB NTS 1.1500% DUE 082626 DTD 082621 FC 02262022	2,000,000.00	100.00	96.86	2,000,000.00	1,945,062.22	0.00	-54,937.78	-2.75%	23,000.00	1.18%	2.48%	1.61%
FHLB NTS 1.5000% DUE 063026 DTD 063021 FC 12302021	2,000,000.00	100.00	97.70	2,000,000.00	1,953,940.00	0.00	-46,060.00	-2.30%	30,000.00	1.54%	2.49%	1.62%
FHLB NTS 04.625 % DUE 101529 DTD 101524 FC 04152025	1,000,000.00	99.76	99.43	997,555.25	1,003,935.42	0.00	6,380.17	0.64%	46,250.00	4.61%	1.28%	0.83%

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UBS

Portfolio Holdings

as of June 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 06/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 06/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
Government												
FHLMC MED TERM NTS 00.500 % DUE 072325 DTD 072320 FC 01232021	1,000,000.00	99.85	99.76	998,500.00	999,810.56	0.00	1,310.56	0.13%	5,000.00	0.50%	1.27%	0.83%
FHLMC NTS 04.000 % DUE 043029 DTD 043025 FC 10302025	650,000.00	99.75	99.60	648,380.25	651,720.33	0.00	3,340.08	0.52%	26,000.00	3.99%	0.83%	0.54%
FNMA NTS 00.500 % DUE 081425 DTD 081420 FC 02142021	1,000,000.00	100.00	99.53	999,950.00	997,188.89	0.00	-2,761.11	-0.28%	5,000.00	0.50%	1.27%	0.83%
FNMA NTS 00.540 % DUE 102725 DTD 102720 FC 04272021	2,000,000.00	100.00	98.78	2,000,000.00	1,977,530.00	0.00	-22,470.00	-1.12%	10,800.00	0.55%	2.52%	1.64%
FNMA NTS 00.560 % DUE 111725 DTD 111720 FC 05172021	2,000,000.00	100.00	98.60	2,000,000.00	1,973,297.78	0.00	-26,702.22	-1.34%	11,200.00	0.57%	2.51%	1.63%
FNMA NTS 04.125 % DUE 082825 DTD 083022 FC 02282023	988,000.00	99.59	99.94	983,948.13	1,001,021.84	0.00	17,073.71	1.74%	40,755.00	4.07%	1.28%	0.83%
FNMA NTS 04.300 % DUE 030430 DTD 031225 FC 09042025	1,000,000.00	100.00	100.35	1,000,004.97	1,016,400.00	-0.29	16,395.03	1.64%	43,000.00	4.23%	1.29%	0.84%
FNMA NTS 05.050 % DUE 062629 DTD 062824 FC 12262024	1,000,000.00	100.00	100.20	1,000,000.00	1,002,531.11	0.00	2,531.11	0.25%	50,500.00	5.04%	1.28%	0.83%
INTL FIN CORP NTS 00.500 % DUE 051526 DTD 052821 FC 11152021	2,000,000.00	100.00	98.69	2,000,000.00	1,974,990.00	0.00	-25,010.00	-1.25%	10,000.00	0.51%	2.52%	1.63%
US TSY NOTE 01.125 % DUE 10/31/26 DTD 10/31/21 FC 04/30/22	1,000,000.00	98.21	96.43	982,052.13	966,124.81	0.00	-15,927.32	-1.62%	11,250.00	1.16%	1.23%	0.80%
US TSY NOTE 03.500 % DUE 09/30/29 DTD 09/30/24 FC 03/31/25	1,000,000.00	98.47	98.97	984,716.19	998,392.19	0.00	13,676.00	1.39%	35,000.00	3.51%	1.27%	0.83%
US TSY NOTE 03.750 % DUE 05/31/30 DTD 05/31/23 FC 11/30/23	1,000,000.00	98.65	99.77	986,458.38	1,000,733.77	0.00	14,275.39	1.45%	37,500.00	3.75%	1.27%	0.83%

[1]Assets held at other financial institutions are included in this report. We have not verified, and are not responsible for, the accuracy or completeness of this information.

Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of June 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 06/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 06/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
Government												
US TSY NOTE 03.875 % DUE 11/30/29 DTD 11/30/22 FC 05/31/23	1,500,000.00	99.38	100.43	1,490,677.13	1,511,154.35	0.00	20,477.22	1.37%	58,125.00	3.85%	1.92%	1.25%
US TSY NOTE 03.875 % DUE 12/31/29 DTD 12/31/22 FC 06/30/23	1,017,000.00	97.76	100.41	994,218.09	1,021,169.70	0.00	26,951.61	2.71%	39,408.75	3.86%	1.30%	0.85%
US TSY NOTE 04.000 % DUE 10/31/29 DTD 10/31/22 FC 04/30/23	1,000,000.00	99.16	100.94	991,647.22	1,016,040.44	0.00	24,393.22	2.46%	40,000.00	3.94%	1.29%	0.84%
US TSY NOTE 04.125 % DUE 10/31/29 DTD 10/31/24 FC 04/30/25	1,000,000.00	98.38	101.41	983,770.88	1,020,977.64	0.00	37,206.76	3.78%	41,250.00	4.04%	1.30%	0.84%
Total Government				**$46,585,593**	**$46,410,753**	**-$57.34**	**-$174,840**	**-0.38%**	**$995,110**	**2.14%**	**59.11%**	**38.41%**
Corporate IG Credit												
ACCENTURE CAPITAL INC 04.050% 100429 DTD100424 FC040425 CALL@MW+10BP	1,000,000.00	97.76	99.33	977,635.25	1,002,935.00	0.00	25,299.75	2.59%	40,500.00	4.04%	1.28%	0.83%
AMEREN ILL CO NTS B/E 03.800% 051528 DTD052218 FC111518 CALL@MW+15BP	1,500,000.00	99.67	99.23	1,494,995.25	1,495,590.00	0.00	594.75	0.04%	57,000.00	3.81%	1.91%	1.24%
CHARLES SCHWAB CORP B/E 03.250% 052229 DTD052219 FC112219	470,000.00	94.17	96.57	442,604.25	455,496.06	0.00	12,891.81	2.91%	15,275.00	3.35%	0.58%	0.38%
CHARLES SCHWAB CORP NTS 00.900% 031126 DTD121120 FC031121 CALL@MW+10BP	2,000,000.00	99.49	97.59	1,989,860.00	1,957,250.00	0.00	-32,610.00	-1.64%	18,000.00	0.92%	2.49%	1.62%
E I DU PONT DE NEMOURS 01.700% 071525 DTD051520 FC011521 CALL@MW+25BP	2,141,000.00	100.04	99.88	2,141,757.60	2,155,155.58	-65,126.21	13,397.98	0.63%	36,397.00	1.69%	2.75%	1.78%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of June 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 06/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 06/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
Corporate IG Credit												
JOHN DEERE CPTL CORP 00.700% 011526 DTD010721 FC071521 MED TERM NTS	2,000,000.00	100.02	98.07	2,000,435.44	1,967,816.67	-3,471.17	-32,618.77	-1.63%	14,000.00	0.71%	2.51%	1.63%
JPMORGAN CHASE & CO 00.800% 022626 DTD022621 FC082621 MED TERM NTS	1,200,000.00	100.00	97.07	1,200,000.00	1,168,194.67	0.00	-31,805.33	-2.65%	9,600.00	0.82%	1.49%	0.97%
JPMORGAN CHASE & CO NTS 05.012% 012330 DTD012324 FC072324 CALL@MW+20BP	500,000.00	99.92	101.83	499,615.25	520,083.94	0.00	20,468.69	4.10%	25,060.00	4.82%	0.66%	0.43%
MORGAN STANLEY FIN LLC 01.050% 082726 DTD082721 FC022722 MED TERM NTS	2,000,000.00	100.00	96.29	2,000,000.00	1,932,975.00	0.00	-67,025.00	-3.35%	21,000.00	1.09%	2.46%	1.60%
ONCOR ELEC DELIVERY CO 04.650% 110129 DTD111324 FC050125 CALL@MW+10BP	500,000.00	100.12	101.09	500,587.17	509,275.42	-39.10	8,688.25	1.74%	23,250.00	4.57%	0.65%	0.42%
PACIFICORP B/E 03.500% 061529 DTD030119 FC061519 CALL@MW+15BP	1,000,000.00	97.14	96.64	971,415.25	967,838.33	0.00	-3,576.92	-0.37%	35,000.00	3.62%	1.23%	0.80%
ST STREET BK & TR CO NTS 04.782% 112329 DTD112524 FC052325 B/E	1,000,000.00	99.84	102.09	998,380.50	1,025,854.83	0.00	27,474.33	2.75%	47,820.00	4.66%	1.31%	0.85%
TOYOTA MOTOR CREDIT CORP 04.450% 062929 DTD063022 FC122922 CALL@MW+20BP	500,000.00	99.82	100.65	499,085.25	503,301.81	0.00	4,216.56	0.84%	22,250.00	4.42%	0.64%	0.42%
UNITED HEALTH GROUP INC 01.150% 051526 DTD051921 FC111521 CALL@MW+07.50BP	2,000,000.00	100.04	97.20	2,000,858.97	1,946,855.00	-3,909.14	-54,003.97	-2.70%	23,000.00	1.18%	2.48%	1.61%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of June 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 06/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 06/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
Corporate IG Credit												
UNITED HEALTH GROUP INC 04.000% 051529 DTD052022 FC111522 CALL@MW+20BP	1,000,000.00	98.46	98.80	984,595.25	993,030.00	0.00	8,434.75	0.86%	40,000.00	4.03%	1.26%	0.82%
US BANCORP NTS B/E 04.653% 020129 DTD020123 FC080123	1,000,000.00	99.40	100.64	993,985.50	1,006,370.00	0.00	12,384.50	1.25%	46,530.00	4.62%	1.28%	0.83%
Total Corporate IG Credit				**$19,695,811**	**$19,608,022**	**-$72,545.62**	**-$87,789**	**-0.45%**	**$474,682**	**2.42%**	**24.98%**	**16.23%**
Total US				**$78,847,476**	**$78,506,285**	**-$73,326.00**	**-$341,191**	**-0.43%**	**$1,819,022**	**2.32%**	**100%**	**64.97%**
Total Fixed Income				**$78,847,476**	**$78,506,285**	**-$73,326.00**	**-$341,191**	**-0.43%**	**$1,819,022**	**2.32%**	**100%**	**64.97%**

	Cost basis ($)	Market value ($)	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of asset class	% of portfolio
Total Portfolio	**$121,181,661**	**$120,840,470**	**-$341,191**	**-0.28%**	**$2,742,350**	**2.27%**	**100%**	**100%**

Total accrued interest (included in market values): $328,251.45

[1]Assets held at other financial institutions are included in this report. We have not verified, and are not responsible for, the accuracy or completeness of this information.

Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of June 30, 2025

Summary of Bond Holdings

Maturity Year	Issues	Quantity	Est. annual income ($)	Current yield (%)	Yield to maturity (%)	Yield to worst (%)	Modified duration	Adjusted cost basis ($)	Unrealized gain/loss ($)	Mkt. value ($)	% of bond portfolio maturing
2025	19	15,687,000	156,657.50	1.01%	4.36%	4.36%	0.22	15,682,155.73	-122,692.91	15,603,110.89	19.90%
2026	30	27,365,000	330,110.00	1.24%	4.29%	4.29%	0.89	27,306,591.79	-614,256.29	26,757,409.57	34.14%
2027	11	9,175,000	197,046.50	2.21%	3.96%	3.96%	1.62	9,035,479.7	-119,509.05	8,972,509.71	11.40%
2028	9	3,434,000	144,314.00	4.21%	4.25%	3.71%	2.36	3,428,995.25	913.68	3,444,189.34	4.39%
2029	25	19,607,000	826,346.25	4.22%	4.24%	4.18%	3.53	19,421,289.47	159,501.73	19,692,629.88	25.05%
2030	6	3,990,000	164,547.50	4.11%	4.06%	4.02%	3.50	3,972,963.63	26,600.47	4,036,435.24	5.12%
2031	0	0			N/A	N/A	N/A				
2032	0	0			N/A	N/A	N/A				
2033	0	0			N/A	N/A	N/A				
2034	0	0			N/A	N/A	N/A				
2035	0	0			N/A	N/A	N/A				
2036	0	0			N/A	N/A	N/A				
2037	0	0			N/A	N/A	N/A				
2038	0	0			N/A	N/A	N/A				
2039	0	0			N/A	N/A	N/A				
2040	0	0			N/A	N/A	N/A				
2041	0	0			N/A	N/A	N/A				
2042	0	0			N/A	N/A	N/A				
2043	0	0			N/A	N/A	N/A				
2044	0	0			N/A	N/A	N/A				
2045	0	0			N/A	N/A	N/A				
2046	0	0			N/A	N/A	N/A				
2047	0	0			N/A	N/A	N/A				
2048	0	0			N/A	N/A	N/A				
2049	0	0			N/A	N/A	N/A				
2050	0	0			N/A	N/A	N/A				
2050 +	0	0			N/A	N/A	N/A				
Other	0	0			N/A	N/A	N/A				
Total	**100**	**79,258,000**	**$1,819,021.75**	**2.33%**	**4.23%**	**4.19%**	**1.79**	**$78,847,475.57**	**$-669,442.37**	**$78,506,284.65**	

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of June 30, 2025 *(continued)*

Details of Bond Holdings

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Total Bond Portfolio		**79,258,000**	**2.31%**	**06/16/2027**	**N/A**	**$1,819,021.75** **2.33%**	**4.23%** **4.19%**	**1.79**	**$78,847,475.57** **$-669,442.37**	**N/A**	**$78,178,033.20** **$328,251.45** **$78,506,284.65**	**100%**

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2025												
E I DU PONT DE NEMOURS 01.700% 071525 DTD051520 FC011521 CALL@MW+25BP	A3/A/A- NR/NR/NR	2,141,000	1.70%	07/15/2025		36,397.00 1.70%	4.50% 4.50%	0.04	2,141,757.60 -3,283.98	99.882	2,138,473.62 16,681.96	2.74%
FHLMC MED TERM NTS 00.500 % DUE 072325 DTD 072320 FC 01232021	Aa1/AA+/NR NR/NR/NR	1,000,000	0.50%	07/23/2025		5,000.00 0.50%	4.21% 4.21%	0.06	998,500.00 -870.00	99.763	997,630.00 2,180.56	1.28%
MEDALLION BK UT US RT 00.5500% MAT 07/30/25 FIXED RATE CD /UT	CD	245,000	0.55%	07/30/2025		1,347.50 0.55%	4.43% 4.43%	0.08	245,000.00 -779.10	99.682	244,220.90 0.00	0.31%
FNMA NTS 00.500 % DUE 081425 DTD 081420 FC 02142021	Aa1/AA+/AA+ NR/NR/NR	1,000,000	0.50%	08/14/2025		5,000.00 0.50%	4.36% 4.36%	0.12	999,950.00 -4,650.00	99.530	995,300.00 1,888.89	1.27%
COMMUNITY BK TN US RT 00.4000% MAT 08/26/25 FIXED RATE CD /TN	CD	245,000	0.40%	08/26/2025		980.00 0.40%	4.36% 4.36%	0.15	245,000.00 -1,509.20	99.384	243,490.80 10.74	0.31%
BANK3 TENNESSEE TN US RT 00.4000% MAT 08/28/25 FIXED RATE CD /TN	CD	245,000	0.40%	08/28/2025		980.00 0.40%	4.37% 4.37%	0.16	245,000.00 -1,563.10	99.362	243,436.90 5.37	0.31%
FNMA NTS 04.125 % DUE 082825 DTD 083022 FC 02282023	Aa1/AA+/AA+ NR/NR/NR	988,000	4.13%	08/28/2025		40,755.00 4.13%	4.42% 4.42%	0.15	983,948.13 3,488.71	99.943	987,436.84 13,585.00	1.26%
HOME LN INVT BK RI US RT 00.4000% MAT 08/29/25 FIXED RATE CD /RI	CD	245,000	0.40%	08/29/2025		980.00 0.40%	4.30% 4.30%	0.16	245,000.00 -1,563.10	99.362	243,436.90 77.86	0.31%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of June 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2025												
FFCB BOND 00.660 % DUE 091525 DTD 091521 FC 03152022	Aa1/AA+/AA+ NR/NR/NR	2,000,000	0.66%	09/15/2025		13,200.00 0.67%	4.37% 4.37%	0.20	2,000,000.00 -15,360.00	99.232	1,984,640.00 3,850.00	2.54%
AMERICAN COMM BK GA US RT 00.4000% MAT 09/22/25 FIXED RATE CD /GA	CD	245,000	0.40%	09/22/2025		980.00 0.40%	4.35% 4.35%	0.22	245,000.00 -2,214.80	99.096	242,785.20 21.48	0.31%
CHAMBERS BANK AK US RT 00.3500% MAT 09/22/25 FIXED RATE CD /AK	CD	108,000	0.35%	09/22/2025		378.00 0.35%	4.40% 4.40%	0.22	108,000.00 -996.84	99.077	107,003.16 103.56	0.14%
USALLIANCE FED CRE NY US RT 00.5000% MAT 09/29/25 FIXED RATE CD /NY	CD	245,000	0.50%	09/29/2025		1,225.00 0.50%	4.46% 4.46%	0.24	245,000.00 -2,393.65	99.023	242,606.35 3.36	0.31%
JPMORGAN CHASE BK OH US RT 00.7000% MAT 09/30/25 FIXED RATE CD /OH	CD	245,000	0.70%	09/30/2025		1,715.00 0.71%	4.45% 4.45%	0.24	245,000.00 -2,293.20	99.064	242,706.80 427.58	0.31%
GREAT STHN BK MO US RT 04.5000% MAT 10/20/25 FIXED RATE CD /MO	CD	245,000	4.50%	10/20/2025	07/20/2025 100.00	11,025.00 4.50%	4.48% 4.37%	0.05	245,000.00 17.15	100.007	245,017.15 302.05	0.31%
TEXAS EXCHANGE BK TX US RT 00.6000% MAT 10/23/25 FIXED RATE CD /TX	CD	245,000	0.60%	10/23/2025	07/23/2025 100.00	1,470.00 0.61%	4.53% 4.53%	0.31	245,000.00 -3,008.60	98.772	241,991.40 28.19	0.31%
FNMA NTS 00.540 % DUE 102725 DTD 102720 FC 04272021	Aa1/AA+/AA+ NR/NR/NR	2,000,000	0.54%	10/27/2025		10,800.00 0.55%	4.34% 4.34%	0.32	2,000,000.00 -24,360.00	98.782	1,975,640.00 1,890.00	2.53%
FNMA NTS 00.560 % DUE 111725 DTD 111720 FC 05172021	Aa1/AA+/AA+ NR/NR/NR	2,000,000	0.56%	11/17/2025		11,200.00 0.57%	4.30% 4.30%	0.37	2,000,000.00 -28,040.00	98.598	1,971,960.00 1,337.78	2.52%
FFCB BOND 00.600 % DUE 112425 DTD 112420 FC 05242021	Aa1/AA+/AA+ NR/NR/NR	2,000,000	0.60%	11/24/2025		12,000.00 0.61%	4.29% 4.29%	0.39	2,000,000.00 -29,060.00	98.547	1,970,940.00 1,200.00	2.52%
BK HAPOALIM BM NY US RT 00.5000% MAT 12/15/25 FIXED RATE CD /NY	CD	245,000	0.50%	12/15/2025		1,225.00 0.51%	4.35% 4.35%	0.45	245,000.00 -4,253.20	98.264	240,746.80 53.70	0.31%
Total 2025		**15,687,000**	**1.00%**	**09/24/2025**		**$156,657.50 1.01%**	**4.36% 4.36%**	**0.22**	**$15,682,155.73 $-122,692.91**		**$15,559,462.82 $43,648.07**	**19.90%**

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of June 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2026												
JOHN DEERE CPTL CORP 00.700% 011526 DTD010721 FC071521 MED TERM NTS	A1/A+/A NR/NR/NR	2,000,000	0.70%	01/15/2026		14,000.00 0.71%	4.34% 4.34%	0.52	2,000,435.44 -39,035.44	98.070	1,961,400.00 6,416.67	2.51%
MORGAN STANLEY BK UT US RT 04.2500% MAT 02/02/26 FIXED RATE CD /UT	CD	245,000	4.25%	02/02/2026		10,412.50 4.25%	4.22% 4.22%	0.57	245,000.00 24.50	100.010	245,024.50 4,222.05	0.31%
JPMORGAN CHASE & CO 00.800% 022626 DTD022621 FC082621 MED TERM NTS	A1/AA-/A NR/NR/NR	1,200,000	0.80%	02/26/2026		9,600.00 0.82%	5.40% 5.40%	0.63	1,200,000.00 -35,112.00	97.074	1,164,888.00 3,306.67	1.49%
CFG COMMUNITY BANK MD US RT 03.8000% MAT 03/11/26 FIXED RATE CD /MD	CD	245,000	3.80%	03/11/2026	07/11/2025 100.00	9,310.00 3.81%	4.08% 4.08%	0.67	245,000.00 -490.00	99.800	244,510.00 3,545.45	0.31%
CHARLES SCHWAB CORP NTS 00.900% 031126 DTD121120 FC031121 CALL@MW+10BP	A2/A/A- NR/NR/NR	2,000,000	0.90%	03/11/2026	02/11/2026 100.00	18,000.00 0.92%	4.45% 4.45%	0.67	1,989,860.00 -38,060.00	97.590	1,951,800.00 5,450.00	2.50%
BMO HARRIS BK NA IL US RT 00.8000% MAT 03/18/26 FIXED RATE CD /IL	CD	245,000	0.80%	03/18/2026	09/18/2025 100.00	1,960.00 0.82%	4.16% 4.16%	0.70	245,000.00 -5,767.30	97.646	239,232.70 64.44	0.31%
AFFINITY PLUS MN US RT 05.0500% MAT 03/20/26 LICU SHARE CERTIFICATE /MN	CD	245,000	5.05%	03/20/2026		12,372.50 5.02%	4.11% 4.11%	0.70	245,000.00 1,629.25	100.665	246,629.25 338.97	0.32%
VALLEYSTAR CR UN M VA US RT 05.0000% MAT 03/20/26 LICU SHARE CERTIFICATE /VA	CD	245,000	5.00%	03/20/2026		12,250.00 4.97%	4.11% 4.11%	0.70	245,000.00 1,541.05	100.629	246,541.05 335.62	0.32%
TECHNOLOGY CREDIT CA US RT 05.0000% MAT 03/23/26 CREDIT UNION SHARE CERT /CA	CD	245,000	5.00%	03/23/2026		12,250.00 4.97%	4.09% 4.09%	0.71	245,000.00 1,590.05	100.649	246,590.05 973.29	0.32%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of June 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2026												
CIBC BANK ILLINOIS IL US RT 05.0000% MAT 03/24/26 FIXED RATE CD /IL	CD	245,000	5.00%	03/24/2026		12,250.00 4.97%	4.17% 4.17%	0.70	245,000.00 1,425.90	100.582	246,425.90 3,289.04	0.32%
STATE BANK OF INDI NY US RT 00.9000% MAT 03/25/26 FIXED RATE CD /NY	CD	245,000	0.90%	03/25/2026		2,205.00 0.92%	4.14% 4.14%	0.71	245,000.00 -5,703.60	97.672	239,296.40 585.99	0.31%
FHLB NTS 1.0500% DUE 033026 DTD 033021 FC 09302021	Aa1/NR/AA+ NR/NR/NR	2,000,000	1.05%	03/30/2026		21,000.00 1.07%	N/A N/A	N/A	2,000,000.00 -46,180.00	97.691	1,953,820.00 5,250.00	2.50%
BANKUNITED NA FLOR FL US RT 00.9500% MAT 03/31/26 FIXED RATE CD /FL	CD	245,000	0.95%	03/31/2026	06/30/2025 100.00	2,327.50 0.97%	N/A N/A	N/A	245,000.00 -5,684.00	97.680	239,316.00 0.00	0.31%
GREENSTATE CREDIT IA US RT 00.9500% MAT 04/16/26 FIXED RATE CD /IA	CD	245,000	0.95%	04/16/2026		2,327.50 0.97%	4.09% 4.09%	0.78	245,000.00 -5,995.15	97.553	239,004.85 184.92	0.31%
TOYOTA FINL SVG BK NV US RT 00.9000% MAT 04/22/26 FIXED RATE CD /NV	CD	245,000	0.90%	04/22/2026		2,205.00 0.92%	4.11% 4.11%	0.79	245,000.00 -6,218.10	97.462	238,781.90 416.84	0.31%
INTL FIN CORP NTS 00.500 % DUE 051526 DTD 052821 FC 11152021	Aaa/NR/AAA NR/NR/NR	2,000,000	0.50%	05/15/2026	11/15/2025 100.00	10,000.00 0.51%	N/A N/A	N/A	2,000,000.00 -26,260.00	98.687	1,973,740.00 1,250.00	2.52%
UNITED HEALTH GROUP INC 01.150% 051526 DTD051921 FC111521 CALL@MW+07.50BP	A2/A/A+ NR/NR/NR	2,000,000	1.15%	05/15/2026	04/15/2026 100.00	23,000.00 1.18%	4.45% 4.45%	0.85	2,000,858.97 -56,878.97	97.199	1,943,980.00 2,875.00	2.49%
UBS BANK UT US RT 00.8500% MAT 06/16/26 FIXED RATE CD /UT	CD	245,000	0.85%	06/16/2026	12/16/2025 100.00	2,082.50 0.88%	4.04% 4.04%	0.95	245,000.00 -7,357.35	96.997	237,642.65 79.88	0.30%
ALLY BK UT US RT 03.5500% MAT 06/30/26 FIXED RATE CD /UT	CD	245,000	3.55%	06/30/2026	06/30/2025 100.00	8,697.50 3.57%	4.03% 4.03%	0.97	245,000.00 -1,141.70	99.534	243,858.30 0.00	0.31%
FHLB BOND STEP-UP 1.5000% DUE 063026 DTD 063021 FC 12302021	Aa1/NR/AA+ NR/NR/NR	2,000,000	1.00%	06/30/2026	06/30/2025 100.00	20,000.00 1.02%	N/A N/A	N/A	2,000,000.00 -32,380.00	98.381	1,967,620.00 0.00	2.52%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of June 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2026												
FHLB NTS 1.5000% DUE 063026 DTD 063021 FC 12302021	Aa1/NR/AA+ NR/NR/NR	2,000,000	1.50%	06/30/2026		30,000.00 1.54%	N/A N/A	N/A	2,000,000.00 -46,060.00	97.697	1,953,940.00 0.00	2.50%
NEW YORK CMNTY BK NY US RT 00.7000% MAT 07/01/26 FIXED RATE CD /NY	CD	245,000	0.70%	07/01/2026		1,715.00 0.72%	4.03% 4.03%	0.97	245,000.00 -7,930.65	96.763	237,069.35 0.00	0.30%
FHLB BOND 01.050 % DUE 081326 DTD 081321 FC 02132022	Aa1/NR/AA+ NR/NR/NR	1,000,000	1.05%	08/13/2026	07/13/2025 100.00	10,500.00 1.08%	4.01% 4.01%	1.08	968,385.25 -455.25	96.793	967,930.00 3,995.83	1.24%
LIVE OAK BKG CO NC US RT 00.8000% MAT 08/13/26 FIXED RATE CD /NC	CD	245,000	0.80%	08/13/2026		1,960.00 0.83%	4.02% 4.02%	1.11	245,000.00 -8,619.10	96.482	236,380.90 155.73	0.30%
FHLB NTS 1.1500% DUE 082626 DTD 082621 FC 02262022	Aa1/NR/AA+ NR/NR/NR	2,000,000	1.15%	08/26/2026		23,000.00 1.19%	N/A N/A	N/A	2,000,000.00 -62,860.00	96.857	1,937,140.00 7,922.22	2.48%
MORGAN STANLEY FIN LLC 01.050% 082726 DTD082721 FC022722 MED TERM NTS	A1/A+/A- NR/NR/NR	2,000,000	1.05%	08/27/2026	08/27/2025 100.00	21,000.00 1.09%	4.37% 4.37%	1.12	2,000,000.00 -74,200.00	96.290	1,925,800.00 7,175.00	2.46%
FFCB NTS 00.940 % DUE 092826 DTD 092821 FC 03282022	Aa1/AA+/AA+ NR/NR/NR	2,000,000	0.94%	09/28/2026		18,800.00 0.97%	3.90% 3.90%	1.21	2,000,000.00 -71,240.00	96.438	1,928,760.00 4,804.44	2.47%
US TSY NOTE 01.125 % DUE 10/31/26 DTD 10/31/21 FC 04/30/22	NR/AA+/NR NR/NR/NR	1,000,000	1.13%	10/31/2026		11,250.00 1.17%	3.90% 3.90%	1.30	982,052.13 -17,792.13	96.426	964,260.00 1,864.81	1.23%
CAPITAL ONE BK USA VA US RT 01.1500% MAT 11/24/26 FIXED RATE CD /VA	CD	245,000	1.15%	11/24/2026		2,817.50 1.20%	4.02% 4.02%	1.36	245,000.00 -9,523.15	96.113	235,476.85 285.61	0.30%
CAPITAL ONE NA VA US RT 01.1500% MAT 11/24/26 FIXED RATE CD /VA	CD	245,000	1.15%	11/24/2026		2,817.50 1.20%	4.02% 4.02%	1.36	245,000.00 -9,523.15	96.113	235,476.85 285.61	0.30%
Total 2026		**27,365,000**	**1.21%**	**06/05/2026**		**$330,110.00 1.24%**	**4.29% 4.29%**	**0.89**	**$27,306,591.79 $-614,256.29**		**$26,692,335.50 $65,074.07**	**34.14%**

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of June 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2027												
FFCB BOND 01.840 % DUE 012627 DTD 012622 FC 07262022	Aa1/AA+/AA+ NR/NR/NR	2,000,000	1.84%	01/26/2027		36,800.00 1.90%	3.89% 3.89%	1.51	2,000,000.00 -62,060.00	96.897	1,937,940.00 15,742.22	2.48%
FHLB BOND 01.780 % DUE 021027 DTD 021022 FC 08102022	Aa1/NR/AA+ NR/NR/NR	2,000,000	1.78%	02/10/2027	08/10/2025 100.00	35,600.00 1.84%	3.98% 3.98%	1.55	2,000,000.00 -67,920.00	96.604	1,932,080.00 13,844.44	2.47%
METRO CREDIT UNION MA US RT 01.7000% MAT 02/18/27 LICU SHARE CERTIFICATE /MA	CD	245,000	1.70%	02/18/2027		4,165.00 1.76%	3.99% 3.99%	1.61	245,000.00 -8,893.50	96.370	236,106.50 330.92	0.30%
PENTAGON FED CREDI VA US RT 01.7000% MAT 02/18/27 CREDIT UNION SHARE CERT /VA	CD	245,000	1.70%	02/18/2027		4,165.00 1.76%	3.98% 3.98%	1.61	245,000.00 -8,864.10	96.382	236,135.90 136.93	0.30%
FHLB BOND 02.010 % DUE 022527 DTD 022522 FC 08252022	Aa1/NR/AA+ NR/NR/NR	3,215,000	2.01%	02/25/2027	08/25/2025 100.00	64,621.50 2.07%	3.97% 3.97%	1.59	3,075,098.40 40,075.85	96.895	3,115,174.25 22,438.02	3.98%
EAGLEMARK SVGS BK NV US RT 02.0000% MAT 03/02/27 FIXED RATE CD /NV	CD	245,000	2.00%	03/02/2027		4,900.00 2.07%	4.01% 4.01%	1.61	245,381.30 -8,277.65	96.777	237,103.65 1,610.96	0.30%
DISCOVER BANK DE US RT 03.2000% MAT 05/24/27 FIXED RATE CD /DE	CD	245,000	3.20%	05/24/2027		7,840.00 3.25%	4.00% 4.00%	1.81	245,000.00 -3,554.95	98.549	241,445.05 794.74	0.31%
ESSENTIAL FED CRED LA US RT 04.7000% MAT 06/15/27 LICU SHARE CERTIFICATE /LA	CD	245,000	4.70%	06/15/2027		11,515.00 4.64%	3.97% 3.97%	1.86	245,000.00 3,351.60	101.368	248,351.60 473.22	0.32%
LAFAYETTE FED CRED MD US RT 03.2500% MAT 06/15/27 LICU SHARE CERTIFICATE /MD	CD	245,000	3.25%	06/15/2027		7,962.50 3.29%	3.97% 3.97%	1.89	245,000.00 -3,329.55	98.641	241,670.45 327.23	0.31%
FARMERS & MERCHANT WI US RT 03.8500% MAT 11/08/27 FIXED RATE CD /WI	CD	245,000	3.85%	11/08/2027		9,432.50 3.86%	3.98% 3.98%	2.24	245,000.00 -695.80	99.716	244,304.20 620.22	0.31%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of June 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2027												
WORKERS CREDIT UNI MA US RT 04.1000% MAT 11/22/27 LICU SHARE CERTIFICATE /MA	CD	245,000	4.10%	11/22/2027		10,045.00 4.09%	3.98% 3.98%	2.27	245,000.00 659.05	100.269	245,659.05 220.16	0.31%
Total 2027		**9,175,000**	**2.16%**	**03/10/2027**		**$197,046.50** **2.21%**	**3.96%** **3.96%**	**1.62**	**$9,035,479.70** **$-119,509.05**		**$8,915,970.65** **$56,539.06**	**11.40%**

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2028												
GOLDMAN SACHS BANK NY US RT 04.0000% MAT 03/20/28 FIXED RATE CD /NY	CD	245,000	4.00%	03/20/2028		9,800.00 4.00%	4.00% 4.00%	2.52	245,000.00 -19.60	99.992	244,980.40 2,792.33	0.31%
AMER NATL BK OMA NE US RT 04.2500% MAT 03/21/28 FIXED RATE CD /NE	CD	245,000	4.25%	03/21/2028	03/21/2026 100.00	10,412.50 4.26%	4.32% 4.32%	2.56	245,000.00 -445.90	99.818	244,554.10 256.75	0.31%
ARBOR FINL CREDIT MI US RT 05.0000% MAT 04/03/28 FIXED RATE CD /MI	CD	245,000	5.00%	04/03/2028	04/03/2026 100.00	12,250.00 4.97%	4.80% 4.32%	0.74	245,000.00 1,234.80	100.504	246,234.80 906.16	0.31%
DIVERSIFIED MEMBER MI US RT 04.3000% MAT 04/28/28 LICU SHARE CERTIFICATE /MI	CD	245,000	4.30%	04/28/2028	10/30/2025 100.00	10,535.00 4.30%	4.33% 4.33%	2.65	245,000.00 -178.85	99.927	244,821.15 0.00	0.31%
USF FED CREDIT UNI FL US RT 03.9000% MAT 05/01/28 LICU SHARE CERTIFICATE /FL	CD	245,000	3.90%	05/01/2028		9,555.00 3.91%	4.00% 4.00%	2.67	245,000.00 -624.75	99.745	244,375.25 759.16	0.31%
AMEREN ILL CO NTS B/E 03.800% 051528 DTD052218 FC111518 CALL@MW+15BP	A1/WD/A NR/NR/NR	1,500,000	3.80%	05/15/2028	02/15/2028 100.00	57,000.00 3.83%	4.08% 4.08%	2.68	1,494,995.25 -6,530.25	99.231	1,488,465.00 7,125.00	1.90%
CY-FAIR FED CREDIT TX US RT 05.3000% MAT 07/14/28 FIXED RATE CD /TX	CD	245,000	5.30%	07/14/2028	07/14/2025 100.00	12,985.00 5.29%	5.20% -1.83%	0.03	245,000.00 671.30	100.274	245,671.30 569.21	0.31%
NEW ORLEANS FIREME LA US RT 05.0000% MAT 07/17/28 FIXED RATE CD /LA	CD	245,000	5.00%	07/17/2028		12,250.00 4.86%	4.00% 4.00%	2.82	245,000.00 6,999.65	102.857	251,999.65 436.30	0.32%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of June 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2028												
FIRST GTY BK HAMMO LA US RT 04.3500% MAT 11/06/28 FIXED RATE CD /LA	CD	219,000	4.35%	11/06/2028	11/06/2025 100.00	9,526.50 4.35%	4.38% 4.38%	3.07	219,000.00 -192.72	99.912	218,807.28 1,435.50	0.28%
Total 2028		**3,434,000**	**4.21%**	**05/22/2028**		**$144,314.00** **4.21%**	**4.25%** **3.71%**	**2.36**	**$3,428,995.25** **$913.68**		**$3,429,908.93** **$14,280.41**	**4.39%**

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2029												
GUARANTY BK MO US RT 03.8000% MAT 01/12/29 FIXED RATE CD /MO	CD	245,000	3.80%	01/12/2029		9,310.00 3.83%	4.03% 4.03%	3.29	243,750.40 -578.10	99.254	243,172.30 459.12	0.31%
US BANCORP NTS B/E 04.653% 020129 DTD020123 FC080123	A3/A/A NR/NR/NR	1,000,000	4.65%	02/01/2029	02/01/2028 100.00	46,530.00 4.62%	N/A N/A	N/A	993,985.50 12,384.50	100.637	1,006,370.00 0.00	1.29%
WELLS FARGO BK NA SD US RT 04.1000% MAT 02/06/29 FIXED RATE CD /SD	CD	245,000	4.10%	02/06/2029		10,045.00 4.09%	4.03% 4.03%	3.33	244,987.75 583.10	100.233	245,570.85 660.49	0.31%
EATON CMNTY BK MI US RT 05.1000% MAT 03/08/29 FIXED RATE CD /MI	CD	245,000	5.10%	03/08/2029	07/08/2025 100.00	12,495.00 5.10%	5.08% 1.67%	0.02	244,755.00 428.75	100.075	245,183.75 753.12	0.31%
FEDERAL HOME LN BANK NTS 04.175 % DUE 031229 DTD 031225 FC 09122025	Aa1/NR/AA+ NR/NR/NR	1,000,000	4.18%	03/12/2029	03/12/2027 100.00	41,750.00 4.19%	4.29% 4.29%	3.35	1,000,004.89 -3,824.89	99.618	996,180.00 12,525.00	1.27%
FEDERAL FARM CREDIT 04.750 % DUE 043029 DTD 043025 FC 10302025	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.75%	04/30/2029	07/30/2025 100.00	47,500.00 4.76%	4.78% 4.78%	3.44	999,955.25 -1,105.25	99.885	998,850.00 7,916.67	1.28%
FHLMC NTS 04.000 % DUE 043029 DTD 043025 FC 10302025	Aa1/AA+/AA+ NR/NR/NR	650,000	4.00%	04/30/2029	04/30/2026 100.00	26,000.00 4.02%	4.11% 4.11%	3.49	648,380.25 -993.25	99.598	647,387.00 4,333.33	0.83%
UNITED HEALTH GROUP INC 04.000% 051529 DTD052022 FC111522 CALL@MW+20BP	A2/A/A+ NR/NR/NR	1,000,000	4.00%	05/15/2029	03/15/2029 100.00	40,000.00 4.05%	4.34% 4.34%	3.53	984,595.25 3,434.75	98.803	988,030.00 5,000.00	1.26%

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Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of June 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2029												
CHARLES SCHWAB CORP B/E 03.250% 052229 DTD052219 FC112219	A2/A/A- NR/NR/NR	470,000	3.25%	05/22/2029	02/22/2029 100.00	15,275.00 3.37%	4.21% 4.21%	3.59	442,604.25 11,279.45	96.571	453,883.70 1,612.36	0.58%
PACIFICORP B/E 03.500% 061529 DTD030119 FC061519 CALL@MW+15BP	A2/NR/A NR/NR/NR	1,000,000	3.50%	06/15/2029	03/15/2029 100.00	35,000.00 3.62%	4.44% 4.44%	3.63	971,415.25 -5,035.25	96.638	966,380.00 1,458.33	1.24%
FNMA NTS 05.050 % DUE 062629 DTD 062824 FC 12262024	Aa1/AA+/AA+ NR/NR/NR	1,000,000	5.05%	06/26/2029	12/26/2025 100.00	50,500.00 5.04%	4.99% 4.64%	0.47	1,000,000.00 1,970.00	100.197	1,001,970.00 561.11	1.28%
TOYOTA MOTOR CREDIT CORP 04.450% 062929 DTD063022 FC122922 CALL@MW+20BP	A1/A+/A+ NR/NR/NR	500,000	4.45%	06/29/2029		22,250.00 4.42%	4.27% 4.27%	3.62	499,085.25 4,154.75	100.648	503,240.00 61.81	0.64%
AMER EXPRESS NATL UT US RT 03.6000% MAT 09/25/29 FIXED RATE CD /UT	CD	245,000	3.60%	09/25/2029		8,820.00 3.67%	4.06% 4.06%	3.85	240,222.50 411.60	98.218	240,634.10 2,343.95	0.31%
US TSY NOTE 03.500 % DUE 09/30/29 DTD 09/30/24 FC 03/31/25	Aa1/AA+/AA+ NR/NR/NR	1,000,000	3.50%	09/30/2029		35,000.00 3.54%	3.76% 3.76%	3.87	984,716.19 4,973.81	98.969	989,690.00 8,702.19	1.27%
FFCB BOND 04.620 % DUE 100129 DTD 100124 FC 04012025	Aa1/AA+/AA+ NR/NR/NR	1,500,000	4.62%	10/01/2029		69,300.00 4.62%	4.64% 4.64%	3.77	1,498,850.25 69.75	99.928	1,498,920.00 17,132.50	1.92%
ACCENTURE CAPITAL INC 04.050% 100429 DTD100424 FC040425 CALL@MW+10BP	Aa3/A+/AA- NR/NR/NR	1,000,000	4.05%	10/04/2029	09/04/2029 100.00	40,500.00 4.08%	4.22% 4.22%	3.83	977,635.25 15,624.75	99.326	993,260.00 9,675.00	1.27%
FHLB NTS 04.625 % DUE 101529 DTD 101524 FC 04152025	Aa1/NR/AA+ NR/NR/NR	1,000,000	4.63%	10/15/2029		46,250.00 4.65%	4.77% 4.77%	3.81	997,555.25 -3,255.25	99.430	994,300.00 9,635.42	1.27%
US TSY NOTE 04.000 % DUE 10/31/29 DTD 10/31/22 FC 04/30/23	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.00%	10/31/2029		40,000.00 3.96%	3.76% 3.76%	3.92	991,647.22 17,762.78	100.941	1,009,410.00 6,630.44	1.29%
US TSY NOTE 04.125 % DUE 10/31/29 DTD 10/31/24 FC 04/30/25	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.13%	10/31/2029		41,250.00 4.07%	3.77% 3.77%	3.91	983,770.88 30,369.12	101.414	1,014,140.00 6,837.64	1.30%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of June 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2029												
ONCOR ELEC DELIVERY CO 04.650% 110129 DTD111324 FC050125 CALL@MW+10BP	A2/A/A+ NR/NR/NR	500,000	4.65%	11/01/2029	10/01/2029 100.00	23,250.00 4.60%	4.37% 4.36%	3.78	500,587.17 4,877.83	101.093	505,465.00 3,810.42	0.65%
SALLIE MAE BANK UT US RT 04.0500% MAT 11/21/29 FIXED RATE CD /UT	CD	245,000	4.05%	11/21/2029		9,922.50 4.05%	4.06% 4.06%	3.97	244,510.00 372.40	99.952	244,882.40 1,087.40	0.31%
ST STREET BK & TR CO NTS 04.782% 112329 DTD112524 FC052325 B/E	Aa2/AA/AA- NR/NR/NR	1,000,000	4.78%	11/23/2029		47,820.00 4.68%	4.25% 4.25%	3.92	998,380.50 22,559.50	102.094	1,020,940.00 4,914.83	1.31%
STATE BK IL US RT 04.1000% MAT 11/26/29 FIXED RATE CD /IL	CD	245,000	4.10%	11/26/2029		10,045.00 4.09%	4.06% 4.06%	3.98	245,000.00 372.40	100.152	245,372.40 963.22	0.31%
US TSY NOTE 03.875 % DUE 11/30/29 DTD 11/30/22 FC 05/31/23	Aa1/AA+/NR NR/NR/NR	1,500,000	3.88%	11/30/2029		58,125.00 3.86%	3.77% 3.77%	4.01	1,490,677.13 15,712.87	100.426	1,506,390.00 4,764.35	1.93%
US TSY NOTE 03.875 % DUE 12/31/29 DTD 12/31/22 FC 06/30/23	Aa1/AA+/AA+ NR/NR/NR	1,017,000	3.88%	12/31/2029		39,408.75 3.86%	3.78% 3.78%	4.09	994,218.09 26,951.61	100.410	1,021,169.70 0.00	1.31%
Total 2029		**19,607,000**	**4.22%**	**08/13/2029**		**$826,346.25 4.22%**	**4.24% 4.18%**	**3.53**	**$19,421,289.47 $159,501.73**		**$19,580,791.20 $111,838.68**	**25.05%**

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2030												
JPMORGAN CHASE & CO NTS 05.012% 012330 DTD012324 FC072324 CALL@MW+20BP	A1/AA-/A NR/NR/NR	500,000	5.01%	01/23/2030	01/23/2029 100.00	25,060.00 4.92%	4.56% 4.45%	3.17	499,615.25 9,539.75	101.831	509,155.00 10,928.94	0.65%
TRUXTON TR CO NASH TN US RT 04.1000% MAT 02/27/30 FIXED RATE CD /TN	CD	245,000	4.10%	02/27/2030	02/28/2026 100.00	10,045.00 4.16%	4.46% 4.46%	4.23	244,938.75 -3,687.25	98.470	241,251.50 55.04	0.31%
FNMA NTS 04.300 % DUE 030430 DTD 031225 FC 09042025	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.30%	03/04/2030	03/04/2027 100.00	43,000.00 4.29%	4.22% 4.08%	1.58	1,000,004.97 3,495.03	100.350	1,003,500.00 12,900.00	1.28%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of June 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2030												
FFCB BOND 04.000 % DUE 040130 DTD 040125 FC 10012025	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.00%	04/01/2030		40,000.00 3.97%	3.83% 3.83%	4.25	1,001,420.37 5,869.63	100.729	1,007,290.00 9,888.89	1.29%
CELTIC BK UT US RT 03.6500% MAT 04/29/30 FIXED RATE CD /UT	CD	245,000	3.65%	04/29/2030		8,942.50 3.72%	4.05% 4.05%	4.41	240,525.91 181.69	98.248	240,707.60 24.50	0.31%
US TSY NOTE 03.750 % DUE 05/31/30 DTD 05/31/23 FC 11/30/23	Aa1/AA+/AA+ NR/NR/NR	1,000,000	3.75%	05/31/2030		37,500.00 3.76%	3.80% 3.80%	4.43	986,458.38 11,201.62	99.766	997,660.00 3,073.77	1.28%
Total 2030		**3,990,000**	**4.13%**	**03/31/2030**		**$164,547.50 4.11%**	**4.06% 4.02%**	**3.50**	**$3,972,963.63 $26,600.47**		**$3,999,564.10 $36,871.14**	**5.12%**

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Total Bond Portfolio		**79,258,000**	**2.31%**	**06/16/2027**	**N/A**	**$1,819,021.75 2.33%**	**4.23% 4.19%**	**1.79**	**$78,847,475.57 $-669,442.37**	**N/A**	**$78,178,033.20 $328,251.45 $78,506,284.65**	**100%**

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Disclosures Applicable to Accounts at UBS Financial Services Inc.

This section contains important disclosures regarding the information and valuations presented here. All information presented is subject to change at any time and is provided only as of the date indicated. The information in this report is for informational purposes only and should not be relied upon as the basis of an investment or liquidation decision. UBS FS account statements and official tax documents are the only official record of your accounts and are not replaced, amended or superseded by any of the information presented in these reports. You should not rely on this information in making purchase or sell decisions, for tax purposes or otherwise.

UBS FS offers a number of investment advisory programs to clients, acting in our capacity as an investment adviser, including fee-based financial planning, discretionary account management, non-discretionary investment advisory programs, and advice on the selection of investment managers and mutual funds offered through our investment advisory programs. When we act as your investment adviser, we will have a written agreement with you expressly acknowledging our investment advisory relationship with you and describing our obligations to you. At the beginning of our advisory relationship, we will give you our Form ADV brochure(s) for the program(s) you selected that provides detailed information about, among other things, the advisory services we provide, our fees, our personnel, our other business activities and financial industry affiliations and conflicts between our interests and your interests.

In our attempt to provide you with the highest quality information available, we have compiled this report using data obtained from recognized statistical sources and authorities in the financial industry. While we believe this information to be reliable, we cannot make any representations regarding its accuracy or completeness. Please keep this guide as your Advisory Review.

Please keep in mind that most investment objectives are long term. Although it is important to evaluate your portfolio's performance over multiple time periods, we believe the greatest emphasis should be placed on the longer period returns.

Please review the report content carefully and contact your Financial Advisor with any questions.

Client Accounts: This report may include all assets in the accounts listed and may include eligible and ineligible assets in a fee-based program. Since ineligible assets are not considered fee-based program assets, the inclusion of such securities will distort the actual performance of your accounts and does not reflect the performance of your accounts in the fee-based program. As a result, the performance reflected in this report can vary substantially from the individual account performance reflected in the performance reports provided to you as part of those programs. For fee-based programs, fees are charged on the market value of eligible assets in the accounts and assessed quarterly in advance, prorated according to the number of calendar days in the billing period. When shown on a report, the risk profile and return objectives describe your overall goals for these accounts. For each account you maintain, you choose one return objective and a primary risk profile. If you have questions regarding these objectives or wish to change them, please contact your Financial Advisor to update your account records.

Performance: This report presents account activity and performance depending on which inception type you've chosen. The two options are: (1) All Assets (Since Performance Start): This presents performance for all assets since the earliest possible date; (2) Advisory Assets (Advisory Strategy Start) for individual advisory accounts: This presents Advisory level performance since the Latest Strategy Start date; If an account that has never been managed is included in the consolidated report, the total performance of that unmanaged account will be included since inception.

Time-weighted Returns for accounts / SWP/AAP sleeves (Monthly periods): The report displays a time weighted rate of return (TWR) that is calculated using the Modified Dietz Method. This calculation uses the beginning and ending portfolio values for the month and weighs each contribution/withdrawal based upon the day the cash flow occurred. Periods greater than one month are calculated by linking the monthly returns. The TWR gives equal weighting to every return regardless of amount of money invested, so it is an effective measure for returns on a fee based account. All periods shown which are greater than 12 months are annualized. This applies to all performance for all assets before 09/30/2010, Advisory assets before 12/31/2010 and SWP sleeves before 04/30/2018.

Time-weighted Returns for accounts / SWP/AAP sleeves (Daily periods): The report displays a time weighted rate of return (TWR) that is calculated by dividing the portfolio's daily gain/loss by the previous day's closing market value plus the net value of cash flows that occurred during the day, if it was positive. The TWR gives equal weighting to every return regardless of amount of money invested, so it is an effective measure for returns on a fee based account. Periods greater than one day are calculated by linking the daily returns. All periods shown which are greater than 12 months are annualized. For reports generated prior to 01/26/2018, the performance calculations used the account's end of day value on the performance inception (listed in the report under the column "ITD") and all cash flows were posted at end of day. As a result of the change, the overall rate of return (TWR) and beginning market value displayed can vary from prior generated reports. This applies to all performance for all assets on or after 09/30/2010, Advisory assets on or after 12/31/2010, SWP/AAP sleeves on or after 04/30/2018 as well as all Asset Class and Security level returns.

Money-weighted returns: Money-weighted return (MWR) is a measure of the rate of return for an asset or portfolio of assets. It is calculated by finding the daily Internal Rate of Return (IRR) for the period and then compounding this return by the number of days in the period being measured. The MWR incorporates the size and timing of cash flows, so it is an effective measure of returns on a portfolio.

Annualized Performance: All performance periods greater than one year are calculated (unless otherwise stated) on an annualized basis, which represents the return on an investment multiplied or divided to give a comparable one year return.

Cumulative Performance: A cumulative return is the aggregate amount that an investment has gained or lost over time, independent of the period of time involved.

Net of Fees and Gross of Fees Performance: Performance is presented on a "net of fees" and "gross of fees" basis, where indicated. Net returns do not reflect Program and wrap fees prior to 10/31/10 for accounts that are billed separately via invoice through a separate account billing arrangement. Gross returns do not reflect the deduction of fees, commissions or other charges. The payment of actual fees and expenses will reduce a client's return. The compound effect of such fees and expenses should be considered when reviewing returns. For example, the net effect of the deduction of fees on annualized performance, including the compounded effect over time, is determined by the relative size of the fee and the account's investment performance. It should also be noted that where gross returns are compared to an index, the index performance also does not reflect any transaction costs, which would lower the performance results. Market index data maybe subject to review and revision.

Benchmark/Major Indices: The past performance of an index is not a guarantee of future results. Any benchmark is shown for informational purposes only and relates to historical performance of market indices and not the performance of actual investments. Although most portfolios use indices as benchmarks, portfolios are actively managed and generally are not restricted to investing only in securities in the index. As a result, your

portfolio holdings and performance may vary substantially from the index. Each index reflects an unmanaged universe of securities without any deduction for advisory fees or other expenses that would reduce actual returns, as well as the reinvestment of all income and dividends. An actual investment in the securities included in the index would require an investor to incur transaction costs, which would lower the performance results. Indices are not actively managed and investors cannot invest directly in the indices. Market index data maybe subject to review and revision. The benchmark index is selected from among the indices for which UBSFS has licensing agreements with the index provider. UBSFS does not have licensing agreements for all available indices. The benchmarks may vary from those used by the Money Manager or those listed in the prospectus. Further, there is no guarantee that an investor's account will meet or exceed the stated benchmark. Index performance information has been obtained from third parties deemed to be reliable. We have not independently verified this information, nor do we make any representations or warranties to the accuracy or completeness of this information.

Blended Index - For Advisory accounts, Blended Index is designed to reflect the asset categories in which your account is invested. For Brokerage accounts, you have the option to select any benchmark from the list.

For certain products, the blended index represents the investment style corresponding to your client target allocation. If you change your client target allocation, your blended index will change in step with your change to your client target allocation.

Blended Index 2 - 8 - are optional indices selected by you which may consist of a blend of indexes. For advisory accounts, these indices are for informational purposes only. Depending on the selection, the benchmark selected may not be an appropriate basis for comparison of your portfolio based on its holdings.

For alternative investments and strategies that are highly customized, such as Concentrated Equity Solutions (CES), benchmarks are broad market indices included for general reference and are not intended to show comparative market performance or potential portfolios with risk or return profiles similar to your account. Benchmark indices are shown for illustrative purposes only.

Custom Time Periods: If represented on this report, the performance start date and the performance end date have been selected by your Financial Advisor in order to provide performance and account activity information for your account for the specified period of time only. As a result, only a portion of your account's activity and performance information is presented in the performance report, and, therefore, presents a distorted representation of your account's activity and performance.

Net Deposits/Withdrawals: When shown on a report, this information represents the net value of all cash and securities contributions and withdrawals, program fees (including wrap fees) and other fees added to or subtracted from your accounts from the first day to the last day of the period including assets transferred to or from other UBS accounts. When fees are shown separately, net deposits / withdrawals does not include program fees (including wrap fees). When investment return is displayed net deposits / withdrawals does not include program fees (including wrap fees). For security contributions and withdrawals, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts. Wrap fees will be included in this calculation except when paid via an invoice or through a separate accounts billing arrangement. When shown on Client summary and/or Portfolio review report, program fees (including wrap fees) may not be included in net deposits/withdrawals. PACE Program fees paid from sources other than your PACE account are treated as a contribution. A PACE Program Fee rebate that is not reinvested is treated as a withdrawal.

Net Deposits/Withdrawals (external): When shown on a report, this information represents the net value of all cash and securities contributions and withdrawals, program fees (including wrap fees) and other fees added to or subtracted from your accounts from the first day to the last day of the period, excluding assets transferred to or from other UBS accounts after 12/31/2010. When fees are shown separately, net deposits / withdrawals does not include program fees (including wrap fees). When investment return is displayed net deposits / withdrawals does not include program fees (including wrap fees). For security contributions and withdrawals, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts. Wrap fees will be included in this calculation except when paid via an invoice or through a separate accounts billing arrangement. When shown on Client summary and/or Portfolio review report, program fees (including wrap fees) may not be included in net deposits/withdrawals. PACE Program fees paid from sources other than your PACE account are treated as a contribution. A PACE Program Fee rebate that is not reinvested is treated as a withdrawal.

Deposits: When shown on a report, this information represents the net value of all cash and securities contributions added to your accounts from the first day to the last day of the period, including assets transferred from other UBS accounts. On Client Summary Report and/or Portfolio Review Report, this may exclude the Opening balance. For security contributions, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts.

Deposits (external): When shown on a report, this information represents the net value of all cash and securities contributions added to your accounts from the first day to the last day of the period, excluding assets transferred from other UBS accounts after 12/31/2010. On Client Summary Report and/or Portfolio Review Report, this may exclude the Opening balance. For security contributions, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts.

Withdrawals: When shown on a report, this information represents the net value of all cash and securities withdrawals subtracted from your accounts from the first day to the last day of the period, including asset transferred to other UBS accounts. On Client summary and/or portfolio review report Withdrawals may not include program fees (including wrap fees). For security withdrawals, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts.

Withdrawals (external): When shown on a report, this information represents the net value of all cash and securities withdrawals subtracted from your accounts from the first day to the last day of the period, excluding assets transferred to other UBS accounts after 12/31/2010. On Client summary and/or portfolio review report Withdrawals may not include program fees (including wrap fees). For security withdrawals, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts.

Net Transfers (Internal): When shown on a report, this information represents the net value of all cash and securities transferred between your UBS accounts from the first day to the last day of the period.

Transfers In (Internal): When shown on a report, this information represents the net value of all cash and securities transferred to your UBS accounts from the first day to the last day of the period.

Transfers Out (Internal): When shown on a report, this information represents the net value of all cash and securities transferred from your UBS accounts from the first day to the last day of the period.

Dividends/Interest: Dividend and interest earned, when shown on a report, does not include income on securities that have been lent out & does not reflect your account's tax status or reporting requirements. Use only official tax reporting documents (i.e. 1099) for tax reporting purposes. The classification of private

investment distributions can only be determined by referring to the official year-end tax-reporting document provided by the issuer.

Change in Accrued Interest: When shown on a report, this information represents the difference between the accrued interest at the beginning of the period from the accrued interest at the end of the period.

Change in Value: Represents the change in value of the portfolio during the reporting period, excluding additions/withdrawals, dividend and interest income earned and accrued interest. Change in Value may include programs fees (including wrap fees) and other fees.

Fees: Fees represented in this report include program and wrap fees. Program and wrap fees prior to October 1, 2010 for accounts that are billed separately via invoice through a separate account billing arrangement are not included in this report.

Performance Start Date Changes: The Performance Start Date for accounts marked with a '^' have changed. Performance figures of an account with a changed Performance Start Date may not include the entire history of the account. The new Performance Start Date will generate performance returns and activity information for a shorter period than is available at UBS FS. As a result, the overall performance of these accounts may generate better performance than the period of time that would be included if the report used the inception date of the account. UBS FS recommends reviewing performance reports that use the inception date of the account because reports with longer time frames are usually more helpful when evaluating investment programs and strategies. Performance reports may include accounts with inception dates that precede the new Performance Start Date and will show performance and activity information from the earliest available inception date.
The change in Performance Start Date may be the result of a performance gap due to a zero-balance that prevents the calculation of continuous returns from the inception of the account. The Performance Start Date may also change if an account has failed one of our performance data integrity tests. In such instances, the account will be labeled as 'Review Required' and performance prior to that failure will be restricted. Finally, the Performance Start Date will change if you have explicitly requested a performance restart. Please contact your Financial Advisor for additional details regarding your new Performance Start Date.

Closed Account Performance: Accounts that have been closed may be included in the consolidated performance report. When closed accounts are included in the consolidated report, the performance report will only include information for the time period the account was active during the consolidated performance reporting time period.

Important information on options-based strategies: Options involve risk and are not suitable for everyone. Prior to buying or selling an option investors must read a copy of the Characteristics & Risks of Standardized Options, also known as the options disclosure document (ODD). It explains the characteristics and risks of exchange traded options. The options risk disclosure document can be accessed at the following web address: www.optionsclearing.com/about/publications/character-risks.

Concentrated Equity Solutions (CES) managers are not involved in the selection of the underlying stock positions. The Manager will advise only on the options selection in order to pursue the strategy in connection with the underlying stock position(s) deposited in the account. It is important to keep this in mind when evaluating the manager's performance since the account's performance will include the performance of the underlying equity position that is not being managed. CES use options to seek to achieve your investment objectives regarding your concentration stock position. Options strategies change the potential return profile of your stock. In certain scenarios, such as call writing, the call position will limit your ability to participate in any potential increase in the underlying equity position upon which the call was written. Therefore, in some market conditions, particularly during periods of significant appreciation of the underlying equity position(s), the CES account will decrease the performance that would have been achieved had the stock been held long without implementing the CES strategy.

Portfolio: For purposes of this report "portfolio" is defined as all of the accounts presented on the cover page or the header of this report and does not necessarily include all of the client's accounts held at UBS FS or elsewhere.

Percentage: Portfolio (in the "% Portfolio / Total" column) includes all holdings held in the account(s) selected when this report was generated. Broad asset class (in the "% broad asset class" column) includes all holdings held in that broad asset class in the account(s) selected when this report was generated.

Tax lots: This report displays security tax lots as either one line item (i.e., lumped tax lots) or as separate tax lot level information. If you choose to display security tax lots as one line item, the total cost equals the total value of all tax lots. The unit cost is an average of the total cost divided by the total number of shares. If the shares were purchased in different lots, the unit price listed does not represent the actual cost paid for each lot. The unrealized gain/loss value is calculated by combining the total value of all tax lots plus or minus the total market value of the security.

If you choose to display tax lot level information as separate line items on the Portfolio Holdings report, the tax lot information may include information from sources other than UBS FS. The Firm does not independently verify or guarantee the accuracy or validity of any information provided by sources other than UBS FS. As a result this information may not be accurate and is provided for informational purposes only. Clients should not rely on this information in making purchase or sell decisions, for tax purposes or otherwise. See your monthly statement for additional information.

Pricing: All securities are priced using the closing price reported on the last business day preceding the date of this report. Every reasonable attempt has been made to accurately price securities; however, we make no warranty with respect to any security's price. Please refer to the back of the first page of your UBS FS account statement for important information regarding the pricing used for certain types of securities, the sources of pricing data and other qualifications concerning the pricing of securities. To determine the value of securities in your account, we generally rely on third party quotation services. If a price is unavailable or believed to be unreliable, we may determine the price in good faith and may use other sources such as the last recorded transaction. When securities are held at another custodian or if you hold illiquid or restricted securities for which there is no published price, we will generally rely on the value provided by the custodian or issuer of that security.

Cash: Cash on deposit at UBS Bank USA is protected by the Federal Deposit Insurance Corporation (FDIC) up to $250,000 in principal and accrued interest per depositor for each ownership type. Deposits made in an individual's own name, joint name, or individual retirement account are each held in a separate type of ownership. Such deposits are not guaranteed by UBS FS. More information is available upon request.

Margin: The quantity value may indicate that all or part of this position is held on margin or held in the short account. When an account holds a debit balance, this debit balance is incorporated into the account's total market value and deducted from the total value. When calculating the percent of portfolio on each security, the percentage will be impacted by the total market value of the account. Therefore, if the account's market value is reduced by a debit value of a holding the percent of portfolio will be greater and if the account's market value is

increased by a holding then the percent of portfolio will be less.

Asset Allocation: Your allocation analysis is based on your current portfolio. The Asset Allocation portion of this report shows the mix of various investment classes in your account. An asset allocation that shows a significantly higher percentage of equity investments may be more appropriate for an investor with a more aggressive investment strategy and higher tolerance for risk. Similarly, the asset allocation of a more conservative investor may show a higher percentage of fixed income investments.

Separately Managed Accounts and Pooled Investment Vehicles (such as mutual funds, closed end funds and exchanged traded funds): The asset classification displayed is based on firm's proprietary methodology for classifying assets. Please note that the asset classification assigned to rolled up strategies may include individual investments that provide exposure to other asset classes. For example, an International Developed Markets strategy may include exposure to Emerging Markets, and a US Large Cap strategy may include exposure to Mid Cap and Small Cap, etc.

Mutual Fund Asset Allocation: If the option to unbundle balanced mutual funds is selected and if a fund's holdings data is available, mutual funds will be classified by the asset class, subclass, and style breakdown of their underlying holdings. Where a mutual fund or ETF contains equity holdings from multiple equity sectors, this report will proportionately allocate the underlying holdings of the fund to those sectors measured as a percentage of the total fund's asset value as of the date shown.

This information is supplied by Morningstar, Inc. on a daily basis to UBS FS based on data supplied by the fund which may not be current. Mutual funds change their portfolio holdings on a regular (often daily) basis. Accordingly, any analysis that includes mutual funds may not accurately reflect the current composition of these funds. If a fund's underlying holding data is not available, it will be classified based on its corresponding overall Morningstar classification. All data is as of the date indicated in the report.

All pooled investment vehicles (such as mutual funds, closed end mutual funds, and exchange traded funds) incorporate internal management and operation expenses, which are reflected in the performance returns. Please see relevant fund prospectus for more information. Please note, performance for mutual funds is inclusive of multiple share classes.

Ineligible Assets: We require that you hold and purchase only eligible managed assets in your advisory accounts. Please contact your Financial Advisor for a list of the eligible assets in your program. These reports may provide performance information for eligible and ineligible assets in a fee-based program. Since ineligible assets are not considered fee-based program assets, the inclusion of such securities will distort the actual performance of your advisory assets. As a result, the performance reflected in this report can vary substantially from the individual account performance reflected in the performance reports provided to you as part of those programs. For fee-based programs, fees are charged on the market value of eligible assets in the accounts and assessed quarterly in advance, prorated according to the number of calendar days in the billing period. Neither UBS nor your Financial Advisor will act as your investment adviser with respect to Ineligible Assets.

Variable Annuity Asset Allocation: If the option to unbundle a variable annuity is selected and if a variable annuity's holdings data is available, variable annuities will be classified by the asset class, subclass, and style breakdown for their underlying holdings. Where a variable annuity contains equity holdings from multiple equity sectors, this report will proportionately allocate the underlying holdings of the variable annuity to those sectors measured as a percentage of the total variable annuity's asset value as of the date shown.

This information is supplied by Morningstar, Inc. on a weekly basis to UBS FS based on data supplied by the variable annuity which may not be current. Portfolio holdings of variable annuities change on a regular (often daily) basis. Accordingly, any analysis that includes variable annuities may not accurately reflect the current composition of these variable annuities. If a variable annuity's underlying holding data is not available, it will remain classified as an annuity. All data is as of the date indicated in the report.

Equity Style: The Growth, Value and Core labels are determined by Morningstar. If an Equity Style is unclassified, it is due to non-availability of data required by Morningstar to assign it a particular style.

Equity Capitalization: Market Capitalization is determined by Morningstar. Equity securities are classified as Large Cap, Mid Cap or Small Cap by Morningstar. Unclassified securities are those for which no capitalization is available on Morningstar.

Equity Sectors: The Equity sector analysis may include a variety of accounts, each with different investment and risk parameters. As a result, the overweighting or underweighting in a particular sector or asset class should not be viewed as an isolated factor in making investment/liquidation decisions; but should be assessed on an account by account basis to determine the overall impact on the account's portfolio.

Classified Equity: Classified equities are defined as those equities for which the firm can confirm the specific industry and sector of the underlying equity instrument.

Estimated Annual Income: The Estimated Annual Income is for informational purposes only and is calculated by the annualized per share dividends/interest paid, multiplied by the quantity of the shares held in the selected account(s). For Expected Cash Flow and Portfolio Holdings reports prior to June 23, 2023, savings products & sweep funds do not display such calculations and instead, values are displayed as N/A. For all other reports, Estimated Annual Income for savings products & sweep funds is not calculated or factored into aggregate calculations and will be displayed as 0.

Current Yield: Current Yield is estimated for informational purposes only and may not reflect changes in price. It's calculated by dividing the total estimated annual income by the current market value displayed. Current yield calculations display the current yield of the investment solely as of the date of this report. For Portfolio Holdings report generated prior to June 23, 2023, savings products & sweep funds do not include such information and instead, values are displayed as N/A. For all other reports, Current Yield for savings products & sweep funds is not calculated or factored into aggregate calculations and will be displayed as 0.

YTM (at Market): Yield to Maturity (at Market) is the expected return of an interest-bearing security from the report date, assuming that it is held to maturity with all coupon payments paid. For displays at the tax lot level, the Yield to Maturity is calculated based on the cost basis of that specific tax lot. For position level displays (consisting of multiple tax lots), Yield to Maturity is derived by using the weighted average cost basis of all the underlying tax lots.

YTW (at Market): Yield to Worst (at Market) is the expected return of an interest-bearing security from the report date, assuming that it is held to the next call date or until maturity (if no next call date) with all coupon payments paid. For displays at the tax lot level, the Yield to Worst is calculated based on the cost basis of that specific tax lot. For position level displays (consisting of multiple tax lots), Yield to Worst is derived by using the weighted average cost basis of all the underlying tax lots.

Bond Rating: These ratings are obtained from independent industry sources and are not verified by UBS FS.

Disclosures Applicable to Accounts at UBS Financial Services Inc. *(continued)*

Securities without rating information are left blank. Rating agencies may discontinue ratings on high yield securities.

NR: When NR is displayed under bond rating column, no ratings are currently available from that rating agency.

High Yield: This report may designate a security as a high yield fixed income security even though one or more rating agencies rate the security as an investment grade security. Further, this report may incorporate a rating that is no longer current with the rating agency. For more information about the rating for any high yield fixed income security, or to consider whether to hold or sell a high yield fixed income security, please contact your financial advisor or representative and do not make any investment decision based on this report.

Credit/Event Risk: Investments are subject to event risk and changes in credit quality of the issuer. Issuers can experience economic situations that may have adverse effects on the market value of their securities.

Interest Rate Risk: Bonds are subject to market value fluctuations as interest rates rise and fall. If sold prior to maturity, the price received for an issue may be less than the original purchase price.

Reinvestment Risk: Since most corporate issues pay interest semiannually, the coupon payments over the life of the bond can have a major impact on the bond's total return.

Call Provisions: When evaluating the purchase of a corporate bond, one should be aware of any features that may allow the issuer to call the security. This is particularly important when considering an issue that is trading at a premium to its call price, since the return may be negatively impacted if the issue is redeemed. Should an issue be called, investors may be faced with an earlier than anticipated reinvestment decision, and may be unable to reinvest their principal at equally favorable rates.

Effective Maturity: Effective maturity is the expected redemption due to pre-refunding, puts, or maturity and does not reflect any sinking fund activity, optional or extraordinary calls. Securities without a maturity date are left blank and typically include Preferred Securities, Mutual Funds and Fixed Income UITs.

Yields: Yield to Maturity and Yield to Worst are calculated to the worst call.

Accrued Interest: Interest that has accumulated between the most recent payment and the report date may be reflected in market values for interest bearing securities.

Bond Averages: All averages are weighted averages calculated based on market value of the holding, not including accrued interest.

Tax Status: "Taxable" includes all securities held in a taxable account that are subject to federal and/or state or local taxation. "Tax-exempt" includes all securities held in a taxable account that are exempt from federal, state and local taxation. "Tax-deferred" includes all securities held in a tax-deferred account, regardless of the status of the security.

Bond sensitivity analysis: This analysis uses Modified Duration which approximates the percentage price change of a security for a given change in yield. The higher the modified duration of a security, the higher its risk. For callable securities, modified duration does not address the impact of changing interest rates on a bond's expected cash flow as a result of a call or prepayment.

Amortization and Accretion: Prior to March 2008, amortization was calculated using the straight line method for tax exempt securities and was not calculated for taxable securities. Post March 2008, amortization is calculated using the constant yield method. Prior to October 2008, accretion due to original issue discount was not calculated. Post October 2008, accretion due to original issue discount is calculated using the constant yield method. Prior to January 2015, accretion due to market discount was calculated using the straight line method. Post January 2015, accretion due to market discount is calculated using the constant yield method. We assume the securities are held to par and premiums are calculated to call date. Amortization and accretion values may be incorrect due to adjustments related to cost basis. You may hold additional fixed income securities that may not appear on this report. Please refer to your account statements for information regarding all of your holdings.

Gain/Loss: The gain/loss information may include calculations based upon non-UBS FS cost basis information. The firm does not independently verify or guarantee the accuracy or validity of any information provided by sources other than UBS FS. In addition, for Schedule K-1 reported investments, such as alternative investment funds, please refer to your annual K-1 and 1099 tax forms. If this report contains positions with unavailable cost basis, the gain/(loss) for these positions are excluded in the calculation for the Gain/(Loss). As a result these figures may not be accurate and are provided for informational purposes only. Clients should not rely on this information in making purchase or sell decisions, for tax purposes or otherwise. Rely only on year-end tax forms when preparing your tax return. See your monthly statement for additional information.

Accounts Included in this Report: The account listing may or may not include all of your accounts with UBS FS. The accounts included in this report are listed under the "Accounts included in this review" shown on the first page or listed at the top of each page. If the account is a donor advised fund account, the assets in those accounts are owned by the Sponsoring Charitable Organization, and not the donor. You and your financial advisor have procured the appropriate authorization to view the assets in the donor advised fund account. If an account number begins with "@" this denotes assets or liabilities held at other financial institutions. Information about these assets, including valuation, account type and cost basis, is based on the information you provided to us, or provided to us by third party data aggregators or custodians at your direction. We have not verified, and are not responsible for, the accuracy or completeness of this information.

Account name(s) displayed in this report and labels used for groupings of accounts can be customizable "nicknames" chosen by you to assist you with your recordkeeping or may have been included by your financial advisor for reference purposes only. The names used have no legal effect, are not intended to reflect any strategy, product, recommendation, investment objective or risk profile associated with your accounts or any group of accounts, and are not a promise or guarantee that wealth, or any financial results, can or will be achieved. All investments involve the risk of loss, including the risk of loss of the entire investment.

For more information about account or group names, or to make changes, contact your Financial Advisor.

Account changes: At UBS, we are committed to helping you work toward your financial goals. So that we may continue providing you with financial advice that is consistent with your investment objectives, please consider the following two questions:
1) Have there been any changes to your financial situation or investment objectives?
2) Would you like to implement or modify any restrictions regarding the management of your account?
If the answer to either question is "yes," it is important that you contact your Financial Advisor as soon as possible to discuss these changes. For MAC advisory accounts, please contact your investment manager directly if you would like to impose or change any investment restrictions on your account.

Disclosures Applicable to Accounts at UBS Financial Services Inc. *(continued)*

ADV disclosure: A complimentary copy of our current Form ADV Disclosure Brochure that describes the advisory program and related fees is available through your Financial Advisor. Please contact your Financial Advisor if you have any questions.

Important information for former Piper Jaffray and McDonald Investments clients: As an accommodation to former Piper Jaffray and McDonald Investments clients, these reports include performance history for their Piper Jaffray accounts prior to August 12, 2006 and McDonald Investments accounts prior to February 9, 2007, the date the respective accounts were converted to UBS FS. UBS FS has not independently verified this information nor do we make any representations or warranties as to the accuracy or completeness of that information and will not be liable to you if any such information is unavailable, delayed or inaccurate.

For insurance, annuities, and 529 Plans, UBS FS relies on information obtained from third party services it believes to be reliable. UBS FS does not independently verify or guarantee the accuracy or validity of any information provided by third parties. Information for insurance, annuities, and 529 Plans that has been provided by a third party service may not reflect the quantity and market value as of the previous business day. When available, an "as of" date is included in the description.

Investors outside the U.S. are subject to securities and tax regulations within their applicable jurisdiction that are not addressed in this report. Nothing in this report shall be construed to be a solicitation to buy or offer to sell any security, product or service to any non-U.S. investor, nor shall any such security, product or service be solicited, offered or sold in any jurisdiction where such activity would be contrary to the securities laws or other local laws and regulations or would subject UBS to any registration requirement within such jurisdiction.

Performance History prior to the account's inception at UBS Financial Services, Inc. may have been included in this report and is based on data provided by third party sources. UBS Financial Services Inc. has not independently verified this information nor does UBS Financial Services Inc. guarantee the accuracy or validity of the information.

Important information about brokerage and advisory services. As a firm providing wealth management services to clients, UBS Financial Services Inc. offers investment advisory services in its capacity as an SEC-registered investment adviser and brokerage services in its capacity as an SEC-registered broker-dealer. Investment advisory services and brokerage services are separate and distinct, differ in material ways and are governed by different laws and separate arrangements. It is important that clients understand the ways in which we conduct business, that they carefully read the agreements and disclosures that we provide to them about the products or services we offer. For more information, please review client relationship summary provided at **ubs.com/relationshipsummary**.

UBS Financial Services account protection
The Firm is a member of the Securities Investor Protection Corporation (SIPC), which protects securities customers of its members up to $500,000 (including $250,000 for claims for cash). Explanatory brochure available upon request or at www.sipc.org. The SIPC asset protection limits apply to all accounts that you hold in a particular capacity.

The Firm, together with certain affiliates, has also purchased supplemental insurance. The maximum amount payable to all eligible clients, collectively under this protection is $500 million as of December 10, 2019. Subject to the policy conditions and limitations, cash at the Firm is further protected for up to $1.9 million in the aggregate for all your accounts held in a particular capacity. A full copy of the policy wording is available upon request.

Neither the SIPC protection nor the supplemental protection apply to:

- Certain financial assets controlled by (and included in your account value) but held away from UBS Financial Services. For example certain (i) insurance products, including variable annuities, and (ii) shares of mutual funds registered in the name of the account holder on the books of the issuer or transfer agent);
- Investment contracts or investment interests (e.g., limited partnerships and private placements) that are not registered under the Securities Act of 1933;
- Commodities contracts (e.g., foreign exchange and precious metal contracts), including futures contracts and commodity option contracts;
- Securities on loan to UBS Financial Services; and
- Deposit accounts (except certificates of deposit) at UBS Bank USA, UBS AG U.S. branches and banks in the FDIC Insured Deposit Program.

The SIPC protection and the supplemental protection do not apply to these assets even if they otherwise appear on your statements. The SIPC protection and the supplemental protection do not protect against changes in the market value of your investments (whether as a result of market movement, issuer bankruptcy or otherwise).

Non-UBS Assets and Liabilities: This report is not intended to provide you with consolidated information or reporting regarding your holdings at other firms. However, at your request, this report may include information regarding assets that you hold at other financial institutions so that you may review your asset allocation and/or investment strategy in the context of your overall holdings. You should review and maintain the original documents for these assets, such as the statements for individual accounts held away from UBS. Those documents may contain notices, disclosures and other information important to you, and may also serve as a reference should questions arise regarding the accuracy of that information as presented in this report.

The information presented for accounts held at other financial institutions has been provided to UBS at your direction through your agreement with an Outside Asset Data Aggregation Service. These accounts have been added to this report at your request and are automatically updated to reflect the most recent data received from the custodian. Information may have also been provided based on documents and valuation you provided to your Financial Advisor. These accounts have been added to this report at your request and may not reflect the current valuation.

If an account number begins with "@" this denotes assets or liabilities held at other financial institutions. Information about these assets, including valuation, account type and cost basis, is based on the information you provided to us, or provided to us by third party data aggregators or custodians at your direction. We have not verified, and are not responsible for, the accuracy or completeness of this information.

If the information you or your custodians provided to us is not current, inclusion of these assets will impact the accuracy of the current asset allocation and other analysis presented. We do not provide purchase, sale or hold recommendations or advice with respect to your assets at other firms and do not assume responsibility for activity you conduct at other financial institutions.

UBS's SIPC coverage applies to assets held at UBS. If you maintain assets at other firms that may be SIPC members, you should contact their financial representative or the other entity or refer to the other entitys statement regarding SIPC membership. Your UBS Financial Services Inc. account statements are the only official

Disclosures Applicable to Accounts at UBS Financial Services Inc. *(continued)*

record of your UBS holdings and account and are not replaced, amended or superseded by any of the information presented in this report.

Assets that you hold at other financial institutions are priced using the closing price reported on the last business day preceding the date of this report. Every reasonable attempt has been made to accurately price securities; however, we make no warranty with respect to any security's price. To determine the value of securities in your account, we generally rely on third party quotation services. If a price is unavailable or believed to be unreliable, we may determine the price in good faith and may use other sources such as the last recorded transaction. When securities are held at another custodian or if you hold illiquid or restricted securities for which there is no published price, we will generally rely on the value provided by the custodian or issuer of that security.

The value of assets held at other financial institutions is based on the "Last Refresh Date" displayed. Up to date valuation and information can be obtained directly from the custodian of your assets. The account statements you receive from your third party custodian regarding the assets you hold with them are the official record of your holdings and accounts and are not impacted or superseded by the information in this report.

Account balances and security pricing will always display in U.S. Dollars even if assets in your Outside Accounts are denominated in other currencies. UBS will convert any values received in the Outside Account Information to U.S. Dollars using foreign exchange rates from UBS as of the previous business.

MEMO

TO: Honorable Mayor and Members of the City Council

FROM: Kyle Johnson, Finance Director/ City Treasurer

DATE: July 23, 2025

SUBJECT: City of Glendora and Glendora Successor Agency Investment Report for June 2025

Pursuant to Section 19 of the City of Glendora's 2024-2025 Investment Policy, a monthly investment report must be provided to the City Council to provide a clear picture of the status of the current investment portfolio.

The second City Council meeting for the month of July 2025 has been canceled as decided by the City Council. To be compliant with the City's policy and the California Government code, the July investment report is being provided to the Council members before the end of the month and will be placed on the next available council meeting scheduled for August 26, 2025.

The City's book value of cash and investments for June 2025 totaled $121,181,661. This is an increase of $1,222,782 (1.02%) compared to the previous month. The increase is generally due to ROPS (Recognized Obligation Payment Schedule) Successor Agency revenues from Los Angeles County.

In the month of June, there were three investment purchases (consisting of United States Treasury Notes, Limited Term Governmental Funds and Certificates of Deposit) totaling $12,426,000. There were eight securities that matured for $6,980,000, resulting in neither a gain nor a loss.

If you have any questions, feel free to contact me.

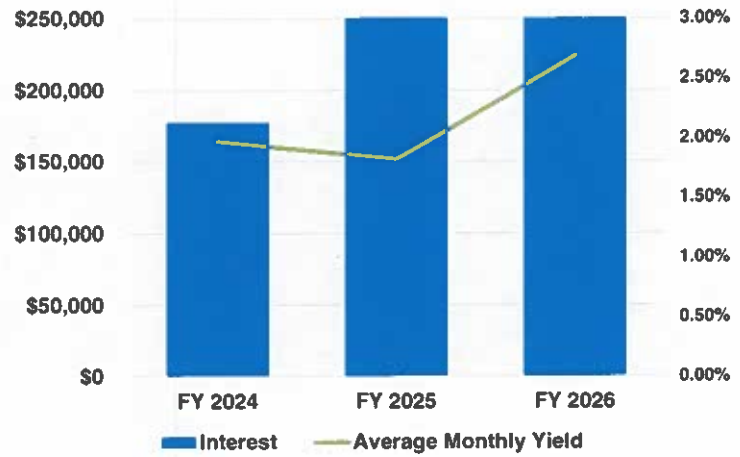
CITY OF GLENDORA
INVESTMENT REPORT SUMMARY
July 31, 2025

Pursuant to California Government Code Section 53600 et seq. and Section 16 of the City of Glendora's Investment Policy, a monthly investment report must be provided to the City Council providing a clear picture of the status of the current investment portfolio. Included in the report are several specific items relating to portfolio holdings including, but not limited to, investment type, par value, market value, book value, coupon rate and yield to maturity.

The report is in conformity with the City's Investment Policy and California Government Code 53601. Per the policy, the report reflects pooled cash from all city funds. It does not reflect any restrictions associated with how each individual fund can be utilized. This information is provided through other financial reports that include the budget, Annual Comprehensive Financial Report and other financial reports available through the website.

The objective of the City investments is to provide safety of principal and liquidity, while then providing a return on investments. (Section 4 of the policy). All brokered transactions are held by a third-party custodian designated by the Treasurer. (Section 14 of the policy). There is currently one custodial account, which is UBS.

Below is a comparison of the average monthly yield and interest received from prior years for the same month, along with a visual graph:



July	FY 2024	FY 2025	FY 2026
Interest	$177,484	$260,228	$284,155
Average Monthly Yield	1.97%	1.82%	2.68%

I hereby certify that the investments are in compliance with the investment policy adopted by the City Council. The investment portfolio provides sufficient funds to meet the budgeted expenditures over the next six months.

Approved By:

Kyle Johnson, Finance Director/City Treasurer

Branch office
251 South Lake Avenue
10th Floor
Pasadena, CA 911013003

Financial Advisor
GIORDANO CRAWFORD
WEALTH MANAGEMENT
626-405-4753

UBS Client Review

As of July 31, 2025

Report Prepared for: City of Glendora

*** excluded from performance exhibits**

Account Number	Account Name	Type
SX XX180	City of Glendora	Business Service Account
@SX XXX279*	CITY OF GL	Non UBS Investment LAIF
@SX XXX283*	CITY OF GL	Non UBS Investment Bank of America

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Asset Allocation Review

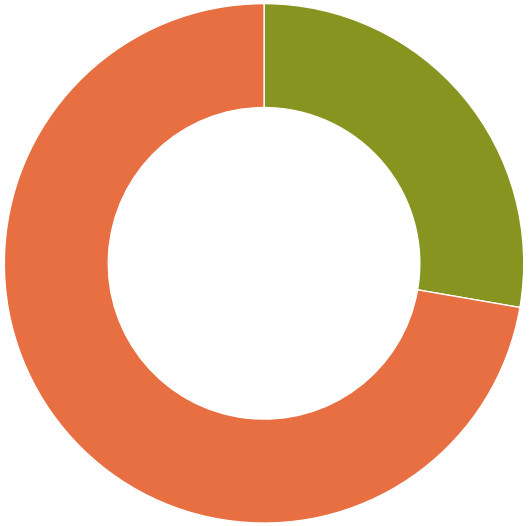
as of July 31, 2025

Summary of Asset Allocation

	Market value ($)	% of Portfolio
Cash	**32,382,418.29**	**27.72**
Cash	**32,382,418.29**	**27.72**
US	32,382,418.29	27.72
Fixed Income	**84,443,991.78**	**72.28**
US	**84,443,991.78**	**72.28**
US Fixed Income	12,756,221.18	10.92
Government	49,445,376.23	42.32
Corporate IG Credit	22,242,394.38	19.04
Equity	**0.00**	**0.00**
Commodities	**0.00**	**0.00**
Non-Traditional	**0.00**	**0.00**
Other	**0.00**	**0.00**
Total Portfolio	**$116,826,410.07**	**100%**

Balanced mutual funds and Insurance & Annuity products are allocated in the 'Other' category

Total Value: $116,826,410.07

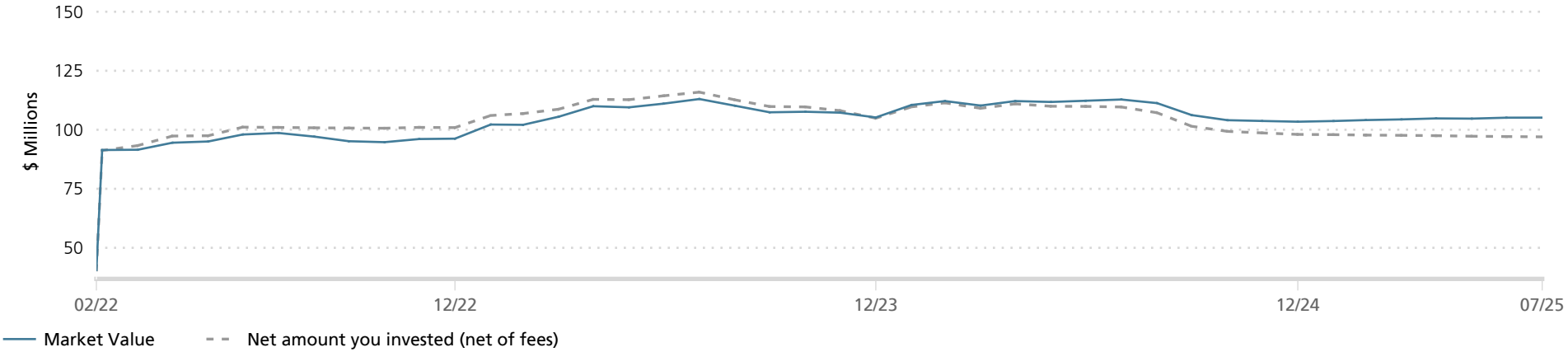


Assets held at other financial institutions are included in this report. We have not verified, and are not responsible for, the accuracy or completeness of this information.
Accrued interest, if any, has been included in the total market value.

Report created on: August 04, 2025

Sources of Portfolio Value

as of July 31, 2025



	MTD 06/30/2025 to 07/31/2025	QTD 06/30/2025 to 07/31/2025	YTD 12/31/2024 to 07/31/2025	ITD 02/23/2022 to 07/31/2025
Opening value	**105,122,633.07**	**105,122,633.07**	**103,422,623.88**	**40,589,214.16**
Net deposits/withdrawals	-128,405.56	-128,405.56	-1,030,510.04	56,417,693.53
Div./interest income	103,877.82	103,877.82	1,241,958.78	6,504,700.19
Change in accr. interest	137,101.20	137,101.20	113,879.78	398,085.14
Change in value	-82,186.06	-82,186.06	1,405,068.06	1,243,327.43
Closing value	**105,153,020.46**	**105,153,020.46**	**105,153,020.46**	**105,153,020.46**
Net Time-weighted ROR	0.15	0.15	2.68	2.05

Performance returns are annualized after 1 year. Net deposits and withdrawals include program and account fees.

Benchmarks - Annualized time-weighted returns

US Treasury Bill - 3 Mos	0.37	0.37	2.50	4.21
BofA Corp/Gov 1-5Y	-0.06	-0.06	3.47	2.42
BBG Agg Bond	-0.26	-0.26	3.75	0.18

Bond Summary

as of July 31, 2025

Bond Overview

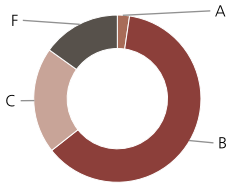
Total quantity	85,362,000
Total market value	$83,978,639.14
Total accrued interest	$465,352.64
Total market value plus accrued interest	$84,443,991.78
Total estimated annual bond interest	$2,131,469.75
Average coupon	2.51%
Average current yield	2.54%
Average yield to maturity	4.34%
Average yield to worst	4.33%
Average modified duration	2.10
Average effective maturity	2.21

Investment Type Allocation

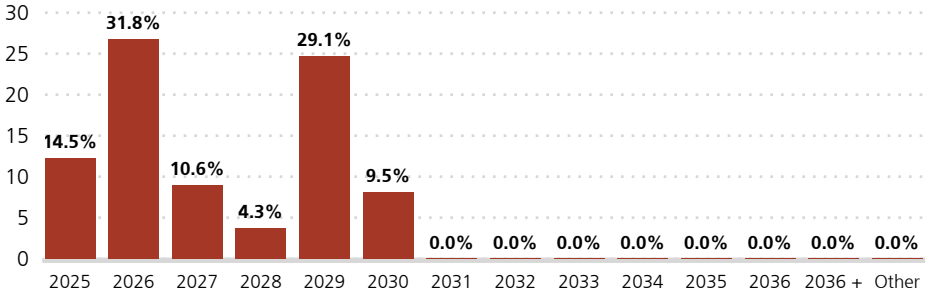
Investment type	Taxable ($)	Tax-exempt / deferred ($)	Total ($)	% of bond port.
Certificates of deposit	12,756,221.18	0.00	12,756,221.18	15.11
U.S. corporates	22,242,394.38	0.00	22,242,394.38	26.34
U.S. federal agencies	41,933,261.84	0.00	41,933,261.84	49.66
U.S. treasuries	7,512,114.39	0.00	7,512,114.39	8.90
Total	**$84,443,991.79**	**$0.00**	**$84,443,991.79**	**100%**

Credit Quality of Bond Holdings

Effective credit rating		Issues	Value on 07/31/2025 ($)	% of port.
A	Aaa/AAA/AAA	1	1,977,071.11	2.35
B	Aa/AA/AA	36	52,385,281.95	61.98
C	A/A/A	15	17,325,417.54	20.53
D	Baa/BBB/BBB	0	0.00	0.00
E	Non-investment grade	0	0.00	0.00
F	Certificate of deposit	53	12,756,221.18	15.13
G	Not rated	0	0.00	0.00
Total		**105**	**$84,443,991.78**	**100%**



Bond Maturity Schedule



Cash, mutual funds and some preferred securities are not included.

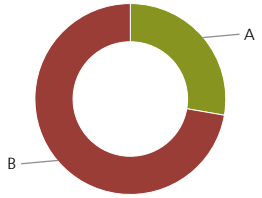
Includes all fixed income securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities. Accrued interest, if any, has been included in the total market value.

Portfolio Holdings

as of July 31, 2025

Summary of Portfolio Holdings

	Cost basis ($)	Value on 07/31/2025 ($)	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of portfolio
A Cash	**32,382,418**	**32,382,418**	**0**	**0.00%**	**818,102**	**2.53%**	**27.72%**
Cash	**32,382,418**	**32,382,418**	**0**	**0.00%**	**818,102**	**2.53%**	**27.72%**
US	32,382,418	32,382,418	0	0.00%	818,102	2.53%	27.72%
B Fixed Income	**84,730,797**	**84,443,992**	**-286,805**	**-0.34%**	**2,131,470**	**2.52%**	**72.28%**
US	**84,730,797**	**84,443,992**	**-286,805**	**-0.34%**	**2,131,470**	**2.52%**	**72.28%**
US Fixed Income	12,811,051	12,756,221	-54,830	-0.43%	369,074	2.89%	10.92%
Government	49,586,084	49,445,376	-140,708	-0.28%	1,172,110	2.37%	42.32%
Corporate IG Credit	22,333,662	22,242,394	-91,267	-0.41%	590,285	2.65%	19.04%
C Equity	**0**	**0**	**0**	**0.00%**	**NA**	**NA**	**0.00%**
D Commodities	**0**	**0**	**0**	**0.00%**	**NA**	**NA**	**0.00%**
E Non-Traditional	**0**	**0**	**0**	**0.00%**	**NA**	**NA**	**0.00%**
F Other	**0**	**0**	**0**	**0.00%**	**NA**	**NA**	**0.00%**
Total Portfolio	**$117,113,216**	**$116,826,410**	**-$286,805**	**-0.24%**	**$2,949,571**	**2.52%**	**100%**



Balanced mutual funds and Insurance & Annuity products are allocated in the 'Other' category

Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of July 31, 2025 *(continued)*

Details of Portfolio Holdings

	Cost basis ($)	Market value ($)	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of asset class	% of portfolio
Total Portfolio	**$117,113,216**	**$116,826,410**	**-$286,805**	**-0.24%**	**$2,949,571**	**2.52%**	**100%**	**100%**

Cash	Quantity	Purchase price ($) / Avg Price	Price on 07/31/2025 ($)	Cost basis ($)	Market value ($)	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Cash	% of portfolio
Cash											
US											
Outside ASSET[1] [Outside Account @SX XXX279]		1.00	1.00	9,483,059.99	9,483,059.99	0.00	0.00%	NA	NA	29.28%	8.12%
Outside ASSET[1] [Outside Account @SX XXX283]		1.00	1.00	2,190,329.62	2,190,329.62	0.00	0.00%	NA	NA	6.76%	1.87%
UBS INSURED SWEEP PROGRAM	1,378,160.05	1.00	1.00	1,378,160.05	1,378,160.05	0.00	0.00%	2,756.32	0.20%	4.26%	1.18%
UBS SELECT TREASURY INSTITUTIONAL FUND	19,459,316.19	1.00	1.00	19,459,316.19	19,459,316.19	0.00	0.00%	815,345.35	4.19%	60.09%	16.66%
USD CASH	-128,447.56	1.00	1.00	-128,447.56	-128,447.56	0.00	0.00%	NA	NA	-0.40%	-0.11%
Total US				**$32,382,418**	**$32,382,418**	**$0**	**0.00%**	**$818,102**	**2.53%**	**100%**	**27.72%**
Total Cash				**$32,382,418**	**$32,382,418**	**$0**	**0.00%**	**$818,102**	**2.53%**	**100%**	**27.72%**
Total Cash				**$32,382,418**	**$32,382,418**	**$0**	**0.00%**	**$818,102**	**2.53%**	**100%**	**27.72%**

[1]Assets held at other financial institutions are included in this report. We have not verified, and are not responsible for, the accuracy or completeness of this information.

Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of July 31, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 07/31/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 07/31/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
US Fixed Income												
AFFINITY PLUS MN US RT 05.0500% MAT 03/20/26 LICU SHARE CERTIFICATE	245,000.00	100.00	100.46	245,000.00	246,507.22	0.00	1,507.22	0.62%	12,372.50	5.02%	0.29%	0.21%
ALLY BK UT US RT 03.5500% MAT 06/30/26 FIXED RATE CD	245,000.00	100.00	99.36	245,000.00	244,163.34	0.00	-836.66	-0.34%	8,697.50	3.56%	0.29%	0.21%
AMER EXPRESS NATL UT US RT 03.6000% MAT 09/25/29 FIXED RATE CD	245,000.00	98.05	98.44	240,222.50	244,268.59	0.00	4,046.09	1.68%	8,820.00	3.61%	0.29%	0.21%
AMER NATL BK OMA NE US RT 04.2500% MAT 03/21/28 FIXED RATE CD	245,000.00	100.00	99.94	245,000.00	245,133.37	0.00	133.37	0.05%	10,412.50	4.25%	0.29%	0.21%
AMERICAN COMM BK GA US RT 00.4000% MAT 09/22/25 FIXED RATE CD	245,000.00	100.00	99.43	245,000.00	243,630.11	0.00	-1,369.89	-0.56%	980.00	0.40%	0.29%	0.21%
ARBOR FINL CREDIT MI US RT 05.0000% MAT 04/03/28 FIXED RATE CD	245,000.00	100.00	100.47	245,000.00	247,093.68	0.00	2,093.68	0.85%	12,250.00	4.96%	0.29%	0.21%
BANK3 TENNESSEE TN US RT 00.4000% MAT 08/28/25 FIXED RATE CD	245,000.00	100.00	99.69	245,000.00	244,255.90	0.00	-744.10	-0.30%	980.00	0.40%	0.29%	0.21%
BANKUNITED NA FLOR FL US RT 00.9500% MAT 03/31/26 FIXED RATE CD	245,000.00	100.00	97.81	245,000.00	239,624.70	0.00	-5,375.30	-2.19%	2,327.50	0.97%	0.28%	0.21%
BK HAPOALIM BM NY US RT 00.5000% MAT 12/15/25 FIXED RATE CD	245,000.00	100.00	98.58	245,000.00	241,666.49	0.00	-3,333.51	-1.36%	1,225.00	0.51%	0.29%	0.21%
BMO HARRIS BK NA IL US RT 00.8000% MAT 03/18/26 FIXED RATE CD	245,000.00	100.00	97.82	245,000.00	239,880.10	0.00	-5,119.90	-2.09%	1,960.00	0.82%	0.28%	0.21%
CAPITAL ONE BK USA VA US RT 01.1500% MAT 11/24/26 FIXED RATE CD	245,000.00	100.00	96.20	245,000.00	236,217.35	0.00	-8,782.65	-3.58%	2,817.50	1.19%	0.28%	0.20%
CAPITAL ONE NA VA US RT 01.1500% MAT 11/24/26 FIXED RATE CD	245,000.00	100.00	96.20	245,000.00	236,217.35	0.00	-8,782.65	-3.58%	2,817.50	1.19%	0.28%	0.20%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of July 31, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 07/31/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 07/31/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
US Fixed Income												
CELTIC BK UT US RT 03.6500% MAT 04/29/30 FIXED RATE CD	245,000.00	98.17	98.48	240,525.91	241,322.55	0.00	796.64	0.33%	8,942.50	3.71%	0.29%	0.21%
CFG COMMUNITY BANK MD US RT 03.8000% MAT 03/11/26 FIXED RATE CD	245,000.00	100.00	99.74	245,000.00	248,691.81	0.00	3,691.81	1.51%	9,310.00	3.74%	0.29%	0.21%
CHAMBERS BANK AK US RT 00.3500% MAT 09/22/25 FIXED RATE CD	108,000.00	100.00	99.42	108,000.00	107,511.43	0.00	-488.57	-0.45%	378.00	0.35%	0.13%	0.09%
CIBC BANK ILLINOIS IL US RT 05.0000% MAT 03/24/26 FIXED RATE CD	245,000.00	100.00	100.39	245,000.00	250,284.95	0.00	5,284.95	2.16%	12,250.00	4.89%	0.30%	0.21%
COMMUNITY BK TN US RT 00.4000% MAT 08/26/25 FIXED RATE CD	245,000.00	100.00	99.72	245,000.00	244,315.17	0.00	-684.83	-0.28%	980.00	0.40%	0.29%	0.21%
CY-FAIR FED CREDIT TX US RT 05.3000% MAT 07/14/28 FIXED RATE CD	245,000.00	100.00	100.20	245,000.00	246,084.98	0.00	1,084.98	0.44%	12,985.00	5.28%	0.29%	0.21%
DISCOVER BANK DE US RT 03.2000% MAT 05/24/27 FIXED RATE CD	245,000.00	100.00	98.57	245,000.00	242,966.90	0.00	-2,033.10	-0.83%	7,840.00	3.23%	0.29%	0.21%
DIVERSIFIED MEMBER MI US RT 04.3000% MAT 04/28/28 LICU SHARE CERTIFICATE	245,000.00	100.00	100.00	245,000.00	245,019.06	0.00	19.06	0.01%	10,535.00	4.30%	0.29%	0.21%
EAGLEMARK SVGS BK NV US RT 02.0000% MAT 03/02/27 FIXED RATE CD	245,000.00	100.15	96.84	245,361.09	239,290.02	-742.02	-6,071.07	-2.47%	4,900.00	2.05%	0.28%	0.20%
EATON CMNTY BK MI US RT 05.1000% MAT 03/08/29 FIXED RATE CD	245,000.00	99.90	100.07	244,755.00	245,953.96	0.00	1,198.96	0.49%	12,495.00	5.08%	0.29%	0.21%
ESSENTIAL FED CRED LA US RT 04.7000% MAT 06/15/27 LICU SHARE CERTIFICATE	245,000.00	100.00	101.28	245,000.00	248,648.12	0.00	3,648.12	1.49%	11,515.00	4.63%	0.29%	0.21%
FARMERS & MERCHANT WI US RT 03.8500% MAT 11/08/27 FIXED RATE CD	245,000.00	100.00	99.76	245,000.00	245,058.06	0.00	58.06	0.02%	9,432.50	3.85%	0.29%	0.21%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of July 31, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 07/31/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 07/31/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
US Fixed Income												
FIRST FED SVGS BK IN US RT 04.2000% MAT 07/11/28 FIXED RATE CD	245,000.00	100.00	99.80	245,000.00	245,061.59	0.00	61.59	0.03%	10,290.00	4.20%	0.29%	0.21%
FIRST GTY BK HAMMO LA US RT 04.3500% MAT 11/06/28 FIXED RATE CD	219,000.00	100.00	99.96	219,000.00	221,161.38	0.00	2,161.38	0.99%	9,526.50	4.31%	0.26%	0.19%
GOLDMAN SACHS BANK NY US RT 04.0000% MAT 03/20/28 FIXED RATE CD	245,000.00	100.00	100.04	245,000.00	248,715.31	0.00	3,715.31	1.52%	9,800.00	3.94%	0.29%	0.21%
GREAT STHN BK MO US RT 04.5000% MAT 10/20/25 FIXED RATE CD	245,000.00	100.00	100.00	245,000.00	245,322.46	0.00	322.46	0.13%	11,025.00	4.49%	0.29%	0.21%
GREENSTATE CREDIT IA US RT 00.9500% MAT 04/16/26 FIXED RATE CD	245,000.00	100.00	97.66	245,000.00	239,450.95	0.00	-5,549.05	-2.26%	2,327.50	0.97%	0.28%	0.20%
GUARANTY BK MO US RT 03.8000% MAT 01/12/29 FIXED RATE CD	245,000.00	99.49	99.37	243,750.40	243,936.23	0.00	185.83	0.08%	9,310.00	3.82%	0.29%	0.21%
HOME LN INVT BK RI US RT 00.4000% MAT 08/29/25 FIXED RATE CD	245,000.00	100.00	99.69	245,000.00	244,328.40	0.00	-671.60	-0.27%	980.00	0.40%	0.29%	0.21%
JPMORGAN CHASE BK OH US RT 00.7000% MAT 09/30/25 FIXED RATE CD	245,000.00	100.00	99.38	245,000.00	244,064.03	0.00	-935.97	-0.38%	1,715.00	0.70%	0.29%	0.21%
LAFAYETTE FED CRED MD US RT 03.2500% MAT 06/15/27 LICU SHARE CERTIFICATE	245,000.00	100.00	98.67	245,000.00	242,092.99	0.00	-2,907.01	-1.19%	7,962.50	3.29%	0.29%	0.21%
LIVE OAK BKG CO NC US RT 00.8000% MAT 08/13/26 FIXED RATE CD	245,000.00	100.00	96.57	245,000.00	236,757.60	0.00	-8,242.40	-3.36%	1,960.00	0.83%	0.28%	0.20%
METRO CREDIT UNION MA US RT 01.7000% MAT 02/18/27 LICU SHARE CERTIFICATE	245,000.00	100.00	96.44	245,000.00	236,622.78	0.00	-8,377.22	-3.42%	4,165.00	1.76%	0.28%	0.20%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of July 31, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 07/31/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 07/31/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
US Fixed Income												
MORGAN STANLEY BK UT US RT 04.2500% MAT 02/02/26 FIXED RATE CD	245,000.00	100.00	99.97	245,000.00	250,037.80	0.00	5,037.80	2.06%	10,412.50	4.16%	0.30%	0.21%
NEW ORLEANS FIREME LA US RT 05.0000% MAT 07/17/28 FIXED RATE CD	245,000.00	100.00	102.82	245,000.00	252,369.06	0.00	7,369.06	3.01%	12,250.00	4.85%	0.30%	0.22%
NEW YORK CMNTY BK NY US RT 00.7000% MAT 07/01/26 FIXED RATE CD	245,000.00	100.00	96.83	245,000.00	237,371.81	0.00	-7,628.19	-3.11%	1,715.00	0.72%	0.28%	0.20%
PENTAGON FED CREDI VA US RT 01.7000% MAT 02/18/27 CREDIT UNION SHARE CERT	245,000.00	100.00	96.45	245,000.00	236,458.19	0.00	-8,541.81	-3.49%	4,165.00	1.76%	0.28%	0.20%
SALLIE MAE BANK UT US RT 04.0500% MAT 11/21/29 FIXED RATE CD	245,000.00	99.80	100.15	244,510.00	247,290.28	0.00	2,780.28	1.14%	9,922.50	4.01%	0.29%	0.21%
STATE BANK OF INDI NY US RT 00.9000% MAT 03/25/26 FIXED RATE CD	245,000.00	100.00	97.82	245,000.00	240,429.81	0.00	-4,570.19	-1.87%	2,205.00	0.92%	0.28%	0.21%
STATE BK IL US RT 04.1000% MAT 11/26/29 FIXED RATE CD	245,000.00	100.00	100.34	245,000.00	247,659.16	0.00	2,659.16	1.09%	10,045.00	4.06%	0.29%	0.21%
TECHNOLOGY CREDIT CA US RT 05.0000% MAT 03/23/26 CREDIT UNION SHARE CERT	245,000.00	100.00	100.45	245,000.00	247,099.55	0.00	2,099.55	0.86%	12,250.00	4.96%	0.29%	0.21%
TEXAS EXCHANGE BK TX US RT 00.6000% MAT 10/23/25 FIXED RATE CD	245,000.00	100.00	99.10	245,000.00	242,824.77	0.00	-2,175.23	-0.89%	1,470.00	0.61%	0.29%	0.21%
TOYOTA FINL SVG BK NV US RT 00.9000% MAT 04/22/26 FIXED RATE CD	245,000.00	100.00	97.57	245,000.00	239,655.51	0.00	-5,344.49	-2.18%	2,205.00	0.92%	0.28%	0.21%
TRUIST BK NC US RT 04.4500% MAT 06/27/30 FIXED RATE CD	245,000.00	100.00	99.96	245,000.00	245,927.38	0.00	927.38	0.38%	10,902.50	4.43%	0.29%	0.21%

[1]Assets held at other financial institutions are included in this report. We have not verified, and are not responsible for, the accuracy or completeness of this information.

Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of July 31, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 07/31/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 07/31/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
US Fixed Income												
TRUXTON TR CO NASH TN US RT 04.1000% MAT 02/27/30 FIXED RATE CD	245,000.00	99.98	98.80	244,938.75	242,152.36	0.00	-2,786.39	-1.14%	10,045.00	4.15%	0.29%	0.21%
UBS BANK UT US RT 00.8500% MAT 06/16/26 FIXED RATE CD	245,000.00	100.00	97.08	245,000.00	237,921.78	0.00	-7,078.22	-2.89%	2,082.50	0.88%	0.28%	0.20%
USALLIANCE FED CRE NY US RT 00.5000% MAT 09/29/25 FIXED RATE CD	245,000.00	100.00	99.36	245,000.00	243,541.85	0.00	-1,458.15	-0.60%	1,225.00	0.50%	0.29%	0.21%
USF FED CREDIT UNI FL US RT 03.9000% MAT 05/01/28 LICU SHARE CERTIFICATE	245,000.00	100.00	99.79	245,000.00	245,258.59	0.00	258.59	0.11%	9,555.00	3.90%	0.29%	0.21%
VALLEYSTAR CR UN M VA US RT 05.0000% MAT 03/20/26 LICU SHARE CERTIFICATE	245,000.00	100.00	100.43	245,000.00	246,427.58	0.00	1,427.58	0.58%	12,250.00	4.97%	0.29%	0.21%
WELLS FARGO BK NA SD US RT 04.1000% MAT 02/06/29 FIXED RATE CD	245,000.00	100.00	100.34	244,987.75	246,511.21	0.00	1,523.46	0.62%	10,045.00	4.07%	0.29%	0.21%
WORKERS CREDIT UNI MA US RT 04.1000% MAT 11/22/27 LICU SHARE CERTIFICATE	245,000.00	100.00	100.29	245,000.00	245,965.53	0.00	965.53	0.39%	10,045.00	4.08%	0.29%	0.21%
Total US Fixed Income				**$12,811,051**	**$12,756,221**	**-$742.02**	**-$54,830**	**-0.43%**	**$369,074**	**2.89%**	**15.11%**	**10.92%**
Government												
FEDERAL FARM CREDIT 04.750 % DUE 043029 DTD 043025 FC 10302025	1,000,000.00	100.00	99.95	999,955.25	1,011,355.00	0.00	11,399.75	1.14%	47,500.00	4.70%	1.20%	0.87%
FEDERAL HOME LN BANK NTS 04.175 % DUE 031229 DTD 031225 FC 09122025	1,000,000.00	100.00	99.30	1,000,004.78	1,009,070.14	-0.47	9,065.36	0.91%	41,750.00	4.14%	1.19%	0.86%
FFCB BOND 00.600 % DUE 112425 DTD 112420 FC 05242021	2,000,000.00	100.00	98.83	2,000,000.00	1,978,793.33	0.00	-21,206.67	-1.06%	12,000.00	0.61%	2.34%	1.69%

[1]Assets held at other financial institutions are included in this report. We have not verified, and are not responsible for, the accuracy or completeness of this information.

Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of July 31, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 07/31/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 07/31/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
Government												
FFCB BOND 00.660 % DUE 091525 DTD 091521 FC 03152022	2,000,000.00	100.00	99.52	2,000,000.00	1,995,406.67	0.00	-4,593.33	-0.23%	13,200.00	0.66%	2.36%	1.71%
FFCB BOND 01.840 % DUE 012627 DTD 012622 FC 07262022	2,000,000.00	100.00	96.68	2,000,000.00	1,934,051.11	0.00	-65,948.89	-3.30%	36,800.00	1.90%	2.29%	1.66%
FFCB BOND 04.000 % DUE 040130 DTD 040125 FC 10012025	1,000,000.00	100.14	100.00	1,001,396.19	1,013,293.33	-79.35	11,897.14	1.19%	40,000.00	3.95%	1.20%	0.87%
FFCB BOND 04.090 % DUE 071629 DTD 071625 FC 01162026	2,000,000.00	99.95	99.92	1,999,005.25	2,001,868.33	0.00	2,863.08	0.14%	81,800.00	4.09%	2.37%	1.71%
FFCB BOND 04.520 % DUE 051430 DTD 051425 FC 11142025	1,000,000.00	100.00	99.95	1,000,005.17	1,009,207.78	-0.08	9,202.61	0.92%	45,200.00	4.48%	1.20%	0.86%
FFCB BOND 04.620 % DUE 100129 DTD 100124 FC 04012025	1,500,000.00	99.92	99.84	1,498,850.25	1,520,745.00	0.00	21,894.75	1.46%	69,300.00	4.56%	1.80%	1.30%
FFCB NTS 00.940 % DUE 092826 DTD 092821 FC 03282022	2,000,000.00	100.00	96.41	2,000,000.00	1,934,603.33	0.00	-65,396.67	-3.27%	18,800.00	0.97%	2.29%	1.66%
FHLB BOND 01.050 % DUE 081326 DTD 081321 FC 02132022	1,000,000.00	96.84	96.90	968,385.25	973,860.00	0.00	5,474.75	0.57%	10,500.00	1.08%	1.15%	0.83%
FHLB BOND 01.780 % DUE 021027 DTD 021022 FC 08102022	2,000,000.00	100.00	96.50	2,000,000.00	1,946,870.00	0.00	-53,130.00	-2.66%	35,600.00	1.83%	2.31%	1.67%
FHLB BOND 02.010 % DUE 022527 DTD 022522 FC 08252022	3,215,000.00	95.65	96.77	3,075,098.40	3,139,126.00	0.00	64,027.60	2.08%	64,621.50	2.06%	3.72%	2.69%
FHLB BOND STEP-UP 1.5000% DUE 063026 DTD 063021 FC 12302021	2,000,000.00	100.00	98.46	2,000,000.00	1,971,760.00	0.00	-28,240.00	-1.41%	30,000.00	1.52%	2.33%	1.69%
FHLB NTS 1.0500% DUE 033026 DTD 033021 FC 09302021	2,000,000.00	100.00	97.86	2,000,000.00	1,964,140.00	0.00	-35,860.00	-1.79%	21,000.00	1.07%	2.33%	1.68%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of July 31, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 07/31/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 07/31/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
Government												
FHLB NTS 1.1500% DUE 082626 DTD 082621 FC 02262022	2,000,000.00	100.00	96.84	2,000,000.00	1,946,642.78	0.00	-53,357.22	-2.67%	23,000.00	1.18%	2.31%	1.67%
FHLB NTS 1.5000% DUE 063026 DTD 063021 FC 12302021	2,000,000.00	100.00	97.64	2,000,000.00	1,955,320.00	0.00	-44,680.00	-2.23%	30,000.00	1.53%	2.32%	1.67%
FHLB NTS 04.500 % DUE 011730 DTD 071725 FC 01172026	1,000,000.00	100.00	99.92	1,000,005.21	1,000,930.00	-0.04	924.79	0.09%	45,000.00	4.50%	1.19%	0.86%
FHLB NTS 04.625 % DUE 101529 DTD 101524 FC 04152025	1,000,000.00	99.76	99.35	997,555.25	1,007,088.06	0.00	9,532.81	0.96%	46,250.00	4.59%	1.19%	0.86%
FHLMC NTS 04.000 % DUE 043029 DTD 043025 FC 10302025	650,000.00	99.75	99.41	648,380.25	652,678.00	0.00	4,297.75	0.66%	26,000.00	3.98%	0.77%	0.56%
FNMA NTS 00.500 % DUE 081425 DTD 081420 FC 02142021	1,000,000.00	100.00	99.86	999,950.00	1,000,919.44	0.00	969.44	0.10%	5,000.00	0.50%	1.19%	0.86%
FNMA NTS 00.540 % DUE 102725 DTD 102720 FC 04272021	2,000,000.00	100.00	99.08	2,000,000.00	1,984,400.00	0.00	-15,600.00	-0.78%	10,800.00	0.54%	2.35%	1.70%
FNMA NTS 00.560 % DUE 111725 DTD 111720 FC 05172021	2,000,000.00	100.00	98.88	2,000,000.00	1,979,902.22	0.00	-20,097.78	-1.00%	11,200.00	0.57%	2.34%	1.69%
FNMA NTS 04.125 % DUE 082825 DTD 083022 FC 02282023	988,000.00	99.59	99.97	983,948.13	1,004,827.70	0.00	20,879.57	2.12%	40,755.00	4.06%	1.19%	0.86%
FNMA NTS 04.300 % DUE 030430 DTD 031225 FC 09042025	1,000,000.00	100.00	99.68	1,000,004.88	1,013,382.78	-0.37	13,377.90	1.34%	43,000.00	4.24%	1.20%	0.87%
FNMA NTS 05.050 % DUE 062629 DTD 062824 FC 12262024	1,000,000.00	100.00	100.10	1,000,000.00	1,005,949.72	0.00	5,949.72	0.59%	50,500.00	5.02%	1.19%	0.86%
INTL FIN CORP NTS 00.500 % DUE 051526 DTD 052821 FC 11152021	2,000,000.00	100.00	98.75	2,000,000.00	1,977,071.11	0.00	-22,928.89	-1.15%	10,000.00	0.51%	2.34%	1.69%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of July 31, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 07/31/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 07/31/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
Government												
US TSY NOTE 01.125 % DUE 10/31/26 DTD 10/31/21 FC 04/30/22	1,000,000.00	98.21	96.38	982,052.13	966,602.50	0.00	-15,449.63	-1.57%	11,250.00	1.16%	1.14%	0.83%
US TSY NOTE 03.500 % DUE 09/30/29 DTD 09/30/24 FC 03/31/25	1,000,000.00	98.47	98.34	984,716.19	995,106.67	0.00	10,390.48	1.06%	35,000.00	3.52%	1.18%	0.85%
US TSY NOTE 03.750 % DUE 05/31/30 DTD 05/31/23 FC 11/30/23	1,000,000.00	98.65	99.07	986,458.38	996,910.00	0.00	10,451.62	1.06%	37,500.00	3.76%	1.18%	0.85%
US TSY NOTE 03.875 % DUE 11/30/29 DTD 11/30/22 FC 05/31/23	1,500,000.00	99.38	99.75	1,490,677.13	1,505,877.50	0.00	15,200.37	1.02%	58,125.00	3.86%	1.78%	1.29%
US TSY NOTE 03.875 % DUE 12/31/29 DTD 12/31/22 FC 06/30/23	1,017,000.00	97.76	99.74	994,218.09	1,017,655.22	0.00	23,437.13	2.36%	39,408.75	3.87%	1.21%	0.87%
US TSY NOTE 04.000 % DUE 10/31/29 DTD 10/31/22 FC 04/30/23	1,000,000.00	99.16	100.25	991,647.22	1,012,460.00	0.00	20,812.78	2.10%	40,000.00	3.95%	1.20%	0.87%
US TSY NOTE 04.125 % DUE 10/31/29 DTD 10/31/24 FC 04/30/25	1,000,000.00	98.38	100.72	983,770.88	1,017,502.50	0.00	33,731.62	3.43%	41,250.00	4.05%	1.20%	0.87%
Total Government				**$49,586,084**	**$49,445,376**	**-$80.31**	**-$140,708**	**-0.28%**	**$1,172,110**	**2.37%**	**58.55%**	**42.32%**
Corporate IG Credit												
ACCENTURE CAPITAL INC 04.050% 100429 DTD100424 FC040425 CALL@MW+10BP	3,000,000.00	99.12	98.89	2,973,745.75	3,006,037.50	0.00	32,291.75	1.09%	121,500.00	4.04%	3.56%	2.57%
AMAZON.COM INC B/E 01.500% 060330 DTD060320 CALL@MW+15BP	1,000,000.00	88.91	88.18	889,135.25	884,246.67	0.00	-4,888.58	-0.55%	15,000.00	1.70%	1.05%	0.76%
AMEREN ILL CO NTS B/E 03.800% 051528 DTD052218 FC111518 CALL@MW+15BP	1,500,000.00	99.67	98.79	1,494,995.25	1,493,943.33	0.00	-1,051.92	-0.07%	57,000.00	3.82%	1.77%	1.28%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of July 31, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 07/31/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 07/31/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
Corporate IG Credit												
CHARLES SCHWAB CORP B/E 03.250% 052229 DTD052219 FC112219	470,000.00	94.17	96.21	442,604.25	455,091.21	0.00	12,486.96	2.82%	15,275.00	3.36%	0.54%	0.39%
CHARLES SCHWAB CORP NTS 00.900% 031126 DTD121120 FC031121 CALL@MW+10BP	2,000,000.00	99.49	97.82	1,989,860.00	1,963,340.00	0.00	-26,520.00	-1.33%	18,000.00	0.92%	2.33%	1.68%
DTE ELEC CO B/E 02.250% 030130 DTD022620 CALL@MW+15BP	1,000,000.00	91.95	91.13	919,485.25	920,625.00	0.00	1,139.75	0.12%	22,500.00	2.44%	1.09%	0.79%
JOHN DEERE CPTL CORP 00.700% 011526 DTD010721 FC071521 MED TERM NTS	2,000,000.00	100.02	98.31	2,000,364.81	1,966,902.22	-3,537.40	-33,462.59	-1.67%	14,000.00	0.71%	2.33%	1.68%
JOHN DEERE CPTL CORP 03.350% 041829 DTD041822 FC101822 MED TERM NTS	1,000,000.00	97.50	96.82	975,045.25	977,744.72	0.00	2,699.47	0.28%	33,500.00	3.43%	1.16%	0.84%
JPMORGAN CHASE & CO 00.800% 022626 DTD022621 FC082621 MED TERM NTS	1,200,000.00	100.00	97.41	1,200,000.00	1,173,053.33	0.00	-26,946.67	-2.25%	9,600.00	0.82%	1.39%	1.00%
JPMORGAN CHASE & CO NTS 05.012% 012330 DTD012324 FC072324 CALL@MW+20BP	500,000.00	99.92	101.68	499,615.25	508,931.89	0.00	9,316.64	1.86%	25,060.00	4.92%	0.60%	0.44%
MORGAN STANLEY FIN LLC 01.050% 082726 DTD082721 FC022722 MED TERM NTS	2,000,000.00	100.00	96.42	2,000,000.00	1,937,323.33	0.00	-62,676.67	-3.13%	21,000.00	1.08%	2.29%	1.66%
ONCOR ELEC DELIVERY CO 04.650% 110129 DTD111324 FC050125 CALL@MW+10BP	500,000.00	100.12	100.88	500,576.25	510,187.50	-49.34	9,611.25	1.92%	23,250.00	4.56%	0.60%	0.44%
PACIFICORP B/E 03.500% 061529 DTD030119 FC061519 CALL@MW+15BP	1,000,000.00	97.14	96.18	971,415.25	966,262.22	0.00	-5,153.03	-0.53%	35,000.00	3.62%	1.14%	0.83%

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Accrued interest, if any, has been included in the total market value.

Portfolio Holdings

as of July 31, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 07/31/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 07/31/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
Corporate IG Credit												
ST STREET BK & TR CO NTS 04.782% 112329 DTD112524 FC052325 B/E	1,000,000.00	99.84	101.77	998,380.50	1,026,692.67	0.00	28,312.17	2.84%	47,820.00	4.66%	1.22%	0.88%
TOYOTA MOTOR CREDIT CORP 04.450% 062929 DTD063022 FC122922 CALL@MW+20BP	500,000.00	99.82	100.24	499,085.25	503,182.78	0.00	4,097.53	0.82%	22,250.00	4.42%	0.60%	0.43%
UNITED HEALTH GROUP INC 01.150% 051526 DTD051921 FC111521 CALL@MW+07.50BP	2,000,000.00	100.04	97.31	2,000,772.53	1,950,975.56	-3,990.17	-49,796.97	-2.49%	23,000.00	1.18%	2.31%	1.67%
UNITED HEALTH GROUP INC 04.000% 051529 DTD052022 FC111522 CALL@MW+20BP	1,000,000.00	98.46	98.46	984,595.25	993,024.44	0.00	8,429.19	0.86%	40,000.00	4.03%	1.18%	0.85%
US BANCORP NTS B/E 04.653% 020129 DTD020123 FC080123	1,000,000.00	99.40	100.48	993,985.50	1,004,830.00	0.00	10,844.50	1.09%	46,530.00	4.63%	1.19%	0.86%
Total Corporate IG Credit				**$22,333,662**	**$22,242,394**	**-$7,576.91**	**-$91,267**	**-0.41%**	**$590,285**	**2.65%**	**26.34%**	**19.04%**
Total US				**$84,730,797**	**$84,443,992**	**-$8,399.24**	**-$286,805**	**-0.34%**	**$2,131,470**	**2.52%**	**100%**	**72.28%**
Total Fixed Income				**$84,730,797**	**$84,443,992**	**-$8,399.24**	**-$286,805**	**-0.34%**	**$2,131,470**	**2.52%**	**100%**	**72.28%**

	Cost basis ($)	Market value ($)	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of asset class	% of portfolio
Total Portfolio	**$117,113,216**	**$116,826,410**	**-$286,805**	**-0.24%**	**$2,949,571**	**2.52%**	**100%**	**100%**

Total accrued interest (included in market values): $465,352.64

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Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of July 31, 2025

Summary of Bond Holdings

Maturity Year	Issues	Quantity	Est. annual income ($)	Current yield (%)	Yield to maturity (%)	Yield to worst (%)	Modified duration	Adjusted cost basis ($)	Unrealized gain/loss ($)	Mkt. value ($)	% of bond portfolio maturing
2025	16	12,301,000	113,913.00	0.93%	4.43%	4.43%	0.19	12,296,898.13	-84,408.98	12,245,709.98	14.54%
2026	30	27,365,000	340,110.00	1.27%	4.46%	4.46%	0.80	27,306,434.72	-591,346.82	26,798,333.40	31.81%
2027	11	9,175,000	197,046.50	2.21%	4.13%	4.13%	1.54	9,035,459.49	-129,459.49	8,957,149.71	10.61%
2028	10	3,679,000	154,604.00	4.21%	4.32%	4.22%	2.33	3,673,995.25	-5,735.17	3,689,840.36	4.37%
2029	27	24,607,000	1,022,646.25	4.18%	4.32%	4.27%	3.48	24,391,439.44	69,532.42	24,676,028.61	29.13%
2030	11	8,235,000	303,150.00	3.78%	4.31%	4.30%	4.15	8,026,570.24	-10,740.09	8,076,929.73	9.55%
2031	0	0			N/A	N/A	N/A				
2032	0	0			N/A	N/A	N/A				
2033	0	0			N/A	N/A	N/A				
2034	0	0			N/A	N/A	N/A				
2035	0	0			N/A	N/A	N/A				
2036	0	0			N/A	N/A	N/A				
2037	0	0			N/A	N/A	N/A				
2038	0	0			N/A	N/A	N/A				
2039	0	0			N/A	N/A	N/A				
2040	0	0			N/A	N/A	N/A				
2041	0	0			N/A	N/A	N/A				
2042	0	0			N/A	N/A	N/A				
2043	0	0			N/A	N/A	N/A				
2044	0	0			N/A	N/A	N/A				
2045	0	0			N/A	N/A	N/A				
2046	0	0			N/A	N/A	N/A				
2047	0	0			N/A	N/A	N/A				
2048	0	0			N/A	N/A	N/A				
2049	0	0			N/A	N/A	N/A				
2050	0	0			N/A	N/A	N/A				
2050 +	0	0			N/A	N/A	N/A				
Other	0	0			N/A	N/A	N/A				
Total	**105**	**85,362,000**	**$2,131,469.75**	**2.54%**	**4.34%**	**4.33%**	**2.10**	**$84,730,797.27**	**$-752,158.13**	**$84,443,991.78**	

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of July 31, 2025 *(continued)*

Details of Bond Holdings

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Total Bond Portfolio		**85,362,000**	**2.51%**	**10/17/2027**	**N/A**	**$2,131,469.75** **2.54%**	**4.34%** **4.33%**	**2.10**	**$84,730,797.27** **$-752,158.13**	**N/A**	**$83,978,639.14** **$465,352.64** **$84,443,991.78**	**100%**

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2025												
FNMA NTS 00.500 % DUE 081425 DTD 081420 FC 02142021	Aa1/AA+/AA+ NR/NR/NR	1,000,000	0.50%	08/14/2025		5,000.00 0.50%	4.37% 4.37%	0.03	999,950.00 -1,350.00	99.860	998,600.00 2,319.44	1.19%
COMMUNITY BK TN US RT 00.4000% MAT 08/26/25 FIXED RATE CD /TN	CD	245,000	0.40%	08/26/2025		980.00 0.40%	4.41% 4.41%	0.07	245,000.00 -698.25	99.715	244,301.75 13.42	0.29%
BANK3 TENNESSEE TN US RT 00.4000% MAT 08/28/25 FIXED RATE CD /TN	CD	245,000	0.40%	08/28/2025		980.00 0.40%	4.42% 4.42%	0.07	245,000.00 -752.15	99.693	244,247.85 8.05	0.29%
FNMA NTS 04.125 % DUE 082825 DTD 083022 FC 02282023	Aa1/AA+/AA+ NR/NR/NR	988,000	4.13%	08/28/2025		40,755.00 4.13%	4.41% 4.41%	0.07	983,948.13 3,785.11	99.973	987,733.24 17,094.46	1.18%
HOME LN INVT BK RI US RT 00.4000% MAT 08/29/25 FIXED RATE CD /RI	CD	245,000	0.40%	08/29/2025		980.00 0.40%	4.28% 4.28%	0.07	245,000.00 -752.15	99.693	244,247.85 80.55	0.29%
FFCB BOND 00.660 % DUE 091525 DTD 091521 FC 03152022	Aa1/AA+/AA+ NR/NR/NR	2,000,000	0.66%	09/15/2025		13,200.00 0.66%	4.59% 4.59%	0.12	2,000,000.00 -9,580.00	99.521	1,990,420.00 4,986.67	2.37%
AMERICAN COMM BK GA US RT 00.4000% MAT 09/22/25 FIXED RATE CD /GA	CD	245,000	0.40%	09/22/2025		980.00 0.40%	4.34% 4.34%	0.14	245,000.00 -1,394.05	99.431	243,605.95 24.16	0.29%
CHAMBERS BANK AK US RT 00.3500% MAT 09/22/25 FIXED RATE CD /AK	CD	108,000	0.35%	09/22/2025		378.00 0.35%	4.35% 4.35%	0.14	108,000.00 -624.24	99.422	107,375.76 135.67	0.13%
USALLIANCE FED CRE NY US RT 00.5000% MAT 09/29/25 FIXED RATE CD /NY	CD	245,000	0.50%	09/29/2025		1,225.00 0.50%	4.41% 4.41%	0.16	245,000.00 -1,565.55	99.361	243,434.45 107.40	0.29%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of July 31, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2025												
JPMORGAN CHASE BK OH US RT 00.7000% MAT 09/30/25 FIXED RATE CD /OH	CD	245,000	0.70%	09/30/2025		1,715.00 0.70%	4.40% 4.40%	0.16	245,000.00 -1,509.20	99.384	243,490.80 573.23	0.29%
GREAT STHN BK MO US RT 04.5000% MAT 10/20/25 FIXED RATE CD /MO	CD	245,000	4.50%	10/20/2025	08/20/2025 100.00	11,025.00 4.50%	4.52% 4.52%	0.22	245,000.00 -9.80	99.996	244,990.20 332.26	0.29%
TEXAS EXCHANGE BK TX US RT 00.6000% MAT 10/23/25 FIXED RATE CD /TX	CD	245,000	0.60%	10/23/2025	08/23/2025 100.00	1,470.00 0.61%	4.54% 4.54%	0.22	245,000.00 -2,207.45	99.099	242,792.55 32.22	0.29%
FNMA NTS 00.540 % DUE 102725 DTD 102720 FC 04272021	Aa1/AA+/AA+ NR/NR/NR	2,000,000	0.54%	10/27/2025		10,800.00 0.55%	4.43% 4.43%	0.23	2,000,000.00 -18,420.00	99.079	1,981,580.00 2,820.00	2.36%
FNMA NTS 00.560 % DUE 111725 DTD 111720 FC 05172021	Aa1/AA+/AA+ NR/NR/NR	2,000,000	0.56%	11/17/2025		11,200.00 0.57%	4.41% 4.41%	0.29	2,000,000.00 -22,400.00	98.880	1,977,600.00 2,302.22	2.35%
FFCB BOND 00.600 % DUE 112425 DTD 112420 FC 05242021	Aa1/AA+/AA+ NR/NR/NR	2,000,000	0.60%	11/24/2025		12,000.00 0.61%	4.38% 4.38%	0.30	2,000,000.00 -23,440.00	98.828	1,976,560.00 2,233.33	2.35%
BK HAPOALIM BM NY US RT 00.5000% MAT 12/15/25 FIXED RATE CD /NY	CD	245,000	0.50%	12/15/2025		1,225.00 0.51%	4.36% 4.36%	0.36	245,000.00 -3,491.25	98.575	241,508.75 157.74	0.29%
Total 2025		**12,301,000**	**0.93%**	**10/13/2025**		**$113,913.00 0.93%**	**4.43% 4.43%**	**0.19**	**$12,296,898.13 $-84,408.98**		**$12,212,489.15 $33,220.83**	**14.54%**

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2026												
JOHN DEERE CPTL CORP 00.700% 011526 DTD010721 FC071521 MED TERM NTS	A1/A+/A NR/NR/NR	2,000,000	0.70%	01/15/2026		14,000.00 0.71%	4.48% 4.48%	0.44	2,000,364.81 -34,084.81	98.314	1,966,280.00 622.22	2.34%
MORGAN STANLEY BK UT US RT 04.2500% MAT 02/02/26 FIXED RATE CD /UT	CD	245,000	4.25%	02/02/2026		10,412.50 4.25%	4.31% 4.31%	0.48	245,000.00 -68.60	99.972	244,931.40 5,106.40	0.29%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of July 31, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2026												
JPMORGAN CHASE & CO 00.800% 022626 DTD022621 FC082621 MED TERM NTS	A1/AA-/A NR/NR/NR	1,200,000	0.80%	02/26/2026		9,600.00 0.82%	5.48% 5.48%	0.55	1,200,000.00 -31,080.00	97.410	1,168,920.00 4,133.33	1.39%
CFG COMMUNITY BANK MD US RT 03.8000% MAT 03/11/26 FIXED RATE CD /MD	CD	245,000	3.80%	03/11/2026	08/11/2025 100.00	9,310.00 3.81%	4.24% 4.24%	0.59	245,000.00 -644.35	99.737	244,355.65 4,336.16	0.29%
CHARLES SCHWAB CORP NTS 00.900% 031126 DTD121120 FC031121 CALL@MW+10BP	A2/A/A- NR/NR/NR	2,000,000	0.90%	03/11/2026	02/11/2026 100.00	18,000.00 0.92%	4.56% 4.56%	0.59	1,989,860.00 -33,520.00	97.817	1,956,340.00 7,000.00	2.33%
BMO HARRIS BK NA IL US RT 00.8000% MAT 03/18/26 FIXED RATE CD /IL	CD	245,000	0.80%	03/18/2026	09/18/2025 100.00	1,960.00 0.82%	4.33% 4.33%	0.62	245,000.00 -5,350.80	97.816	239,649.20 230.90	0.29%
AFFINITY PLUS MN US RT 05.0500% MAT 03/20/26 LICU SHARE CERTIFICATE /MN	CD	245,000	5.05%	03/20/2026		12,372.50 5.03%	4.31% 4.31%	0.62	245,000.00 1,134.35	100.463	246,134.35 372.87	0.29%
VALLEYSTAR CR UN M VA US RT 05.0000% MAT 03/20/26 LICU SHARE CERTIFICATE /VA	CD	245,000	5.00%	03/20/2026		12,250.00 4.98%	4.31% 4.31%	0.62	245,000.00 1,058.40	100.432	246,058.40 369.18	0.29%
TECHNOLOGY CREDIT CA US RT 05.0000% MAT 03/23/26 CREDIT UNION SHARE CERT /CA	CD	245,000	5.00%	03/23/2026		12,250.00 4.98%	4.30% 4.30%	0.63	245,000.00 1,092.70	100.446	246,092.70 1,006.85	0.29%
CIBC BANK ILLINOIS IL US RT 05.0000% MAT 03/24/26 FIXED RATE CD /IL	CD	245,000	5.00%	03/24/2026		12,250.00 4.98%	4.36% 4.36%	0.62	245,000.00 955.50	100.390	245,955.50 4,329.45	0.29%
STATE BANK OF INDI NY US RT 00.9000% MAT 03/25/26 FIXED RATE CD /NY	CD	245,000	0.90%	03/25/2026		2,205.00 0.92%	4.33% 4.33%	0.63	245,000.00 -5,343.45	97.819	239,656.55 773.26	0.29%
FHLB NTS 1.0500% DUE 033026 DTD 033021 FC 09302021	Aa1/NR/AA+ NR/NR/NR	2,000,000	1.05%	03/30/2026		21,000.00 1.07%	N/A N/A	N/A	2,000,000.00 -42,860.00	97.857	1,957,140.00 7,000.00	2.33%

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Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of July 31, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2026												
BANKUNITED NA FLOR FL US RT 00.9500% MAT 03/31/26 FIXED RATE CD /FL	CD	245,000	0.95%	03/31/2026	07/31/2025 100.00	2,327.50 0.97%	N/A N/A	N/A	245,000.00 -5,375.30	97.806	239,624.70 0.00	0.29%
GREENSTATE CREDIT IA US RT 00.9500% MAT 04/16/26 FIXED RATE CD /IA	CD	245,000	0.95%	04/16/2026		2,327.50 0.97%	4.31% 4.31%	0.70	245,000.00 -5,740.35	97.657	239,259.65 191.30	0.28%
TOYOTA FINL SVG BK NV US RT 00.9000% MAT 04/22/26 FIXED RATE CD /NV	CD	245,000	0.90%	04/22/2026		2,205.00 0.92%	4.32% 4.32%	0.71	245,000.00 -5,948.60	97.572	239,051.40 604.11	0.28%
INTL FIN CORP NTS 00.500 % DUE 051526 DTD 052821 FC 11152021	Aaa/NR/AAA NR/NR/NR	2,000,000	0.50%	05/15/2026	11/15/2025 100.00	10,000.00 0.51%	N/A N/A	N/A	2,000,000.00 -25,040.00	98.748	1,974,960.00 2,111.11	2.35%
UNITED HEALTH GROUP INC 01.150% 051526 DTD051921 FC111521 CALL@MW+07.50BP	A2/A/A+ NR/NR/NR	2,000,000	1.15%	05/15/2026	04/15/2026 100.00	23,000.00 1.18%	4.67% 4.67%	0.76	2,000,772.53 -54,652.53	97.306	1,946,120.00 4,855.56	2.32%
UBS BANK UT US RT 00.8500% MAT 06/16/26 FIXED RATE CD /UT	CD	245,000	0.85%	06/16/2026	12/16/2025 100.00	2,082.50 0.88%	4.25% 4.25%	0.87	245,000.00 -7,163.80	97.076	237,836.20 85.58	0.28%
ALLY BK UT US RT 03.5500% MAT 06/30/26 FIXED RATE CD /UT	CD	245,000	3.55%	06/30/2026	08/30/2025 100.00	8,697.50 3.57%	4.27% 4.27%	0.88	245,000.00 -1,575.35	99.357	243,424.65 738.69	0.29%
FHLB BOND STEP-UP 1.5000% DUE 063026 DTD 063021 FC 12302021	Aa1/NR/AA+ NR/NR/NR	2,000,000	1.50%	06/30/2026	09/30/2025 100.00	30,000.00 1.52%	N/A N/A	N/A	2,000,000.00 -30,740.00	98.463	1,969,260.00 2,500.00	2.34%
FHLB NTS 1.5000% DUE 063026 DTD 063021 FC 12302021	Aa1/NR/AA+ NR/NR/NR	2,000,000	1.50%	06/30/2026		30,000.00 1.54%	N/A N/A	N/A	2,000,000.00 -47,180.00	97.641	1,952,820.00 2,500.00	2.33%
NEW YORK CMNTY BK NY US RT 00.7000% MAT 07/01/26 FIXED RATE CD /NY	CD	245,000	0.70%	07/01/2026		1,715.00 0.72%	4.26% 4.26%	0.89	245,000.00 -7,773.85	96.827	237,226.15 145.66	0.28%
FHLB BOND 01.050 % DUE 081326 DTD 081321 FC 02132022	Aa1/NR/AA+ NR/NR/NR	1,000,000	1.05%	08/13/2026	08/13/2025 100.00	10,500.00 1.08%	4.15% 4.15%	1.00	968,385.25 574.75	96.896	968,960.00 4,900.00	1.15%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of July 31, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2026												
LIVE OAK BKG CO NC US RT 00.8000% MAT 08/13/26 FIXED RATE CD /NC	CD	245,000	0.80%	08/13/2026		1,960.00 0.83%	4.19% 4.19%	1.02	245,000.00 -8,403.50	96.570	236,596.50 161.10	0.28%
FHLB NTS 1.1500% DUE 082626 DTD 082621 FC 02262022	Aa1/NR/AA+ NR/NR/NR	2,000,000	1.15%	08/26/2026		23,000.00 1.19%	N/A N/A	N/A	2,000,000.00 -63,260.00	96.837	1,936,740.00 9,902.78	2.31%
MORGAN STANLEY FIN LLC 01.050% 082726 DTD082721 FC022722 MED TERM NTS	A1/A+/A- NR/NR/NR	2,000,000	1.05%	08/27/2026	08/27/2025 100.00	21,000.00 1.09%	4.51% 4.51%	1.04	2,000,000.00 -71,660.00	96.417	1,928,340.00 8,983.33	2.30%
FFCB NTS 00.940 % DUE 092826 DTD 092821 FC 03282022	Aa1/AA+/AA+ NR/NR/NR	2,000,000	0.94%	09/28/2026		18,800.00 0.98%	4.15% 4.15%	1.12	2,000,000.00 -71,820.00	96.409	1,928,180.00 6,423.33	2.30%
US TSY NOTE 01.125 % DUE 10/31/26 DTD 10/31/21 FC 04/30/22	NR/AA+/NR NR/NR/NR	1,000,000	1.13%	10/31/2026		11,250.00 1.17%	4.13% 4.13%	1.21	982,052.13 -18,262.13	96.379	963,790.00 2,812.50	1.15%
CAPITAL ONE BK USA VA US RT 01.1500% MAT 11/24/26 FIXED RATE CD /VA	CD	245,000	1.15%	11/24/2026		2,817.50 1.20%	4.14% 4.14%	1.28	245,000.00 -9,307.55	96.201	235,692.45 524.90	0.28%
CAPITAL ONE NA VA US RT 01.1500% MAT 11/24/26 FIXED RATE CD /VA	CD	245,000	1.15%	11/24/2026		2,817.50 1.20%	4.14% 4.14%	1.28	245,000.00 -9,307.55	96.201	235,692.45 524.90	0.28%
Total 2026		**27,365,000**	**1.25%**	**06/05/2026**		**$340,110.00 1.27%**	**4.46% 4.46%**	**0.80**	**$27,306,434.72 $-591,346.82**		**$26,715,087.90 $83,245.50**	**31.81%**

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of July 31, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2027												
FFCB BOND 01.840 % DUE 012627 DTD 012622 FC 07262022	Aa1/AA+/AA+ NR/NR/NR	2,000,000	1.84%	01/26/2027		36,800.00 1.90%	4.17% 4.17%	1.44	2,000,000.00 -66,460.00	96.677	1,933,540.00 511.11	2.30%
FHLB BOND 01.780 % DUE 021027 DTD 021022 FC 08102022	Aa1/NR/AA+ NR/NR/NR	2,000,000	1.78%	02/10/2027	08/10/2025 100.00	35,600.00 1.84%	4.17% 4.17%	1.46	2,000,000.00 -70,040.00	96.498	1,929,960.00 16,910.00	2.30%
METRO CREDIT UNION MA US RT 01.7000% MAT 02/18/27 LICU SHARE CERTIFICATE /MA	CD	245,000	1.70%	02/18/2027		4,165.00 1.76%	4.07% 4.07%	1.52	245,000.00 -8,719.55	96.441	236,280.45 342.33	0.28%
PENTAGON FED CREDI VA US RT 01.7000% MAT 02/18/27 CREDIT UNION SHARE CERT /VA	CD	245,000	1.70%	02/18/2027		4,165.00 1.76%	4.06% 4.06%	1.52	245,000.00 -8,690.15	96.453	236,309.85 148.34	0.28%
FHLB BOND 02.010 % DUE 022527 DTD 022522 FC 08252022	Aa1/NR/AA+ NR/NR/NR	3,215,000	2.01%	02/25/2027	08/25/2025 100.00	64,621.50 2.08%	4.16% 4.16%	1.50	3,075,098.40 36,024.95	96.769	3,111,123.35 28,002.65	3.70%
EAGLEMARK SVGS BK NV US RT 02.0000% MAT 03/02/27 FIXED RATE CD /NV	CD	245,000	2.00%	03/02/2027		4,900.00 2.07%	4.07% 4.07%	1.52	245,361.09 -8,098.19	96.842	237,262.90 2,027.12	0.28%
DISCOVER BANK DE US RT 03.2000% MAT 05/24/27 FIXED RATE CD /DE	CD	245,000	3.20%	05/24/2027		7,840.00 3.25%	4.02% 4.02%	1.73	245,000.00 -3,493.70	98.574	241,506.30 1,460.60	0.29%
ESSENTIAL FED CRED LA US RT 04.7000% MAT 06/15/27 LICU SHARE CERTIFICATE /LA	CD	245,000	4.70%	06/15/2027		11,515.00 4.64%	3.99% 3.99%	1.78	245,000.00 3,143.35	101.283	248,143.35 504.77	0.30%
LAFAYETTE FED CRED MD US RT 03.2500% MAT 06/15/27 LICU SHARE CERTIFICATE /MD	CD	245,000	3.25%	06/15/2027		7,962.50 3.29%	3.99% 3.99%	1.81	245,000.00 -3,256.05	98.671	241,743.95 349.04	0.29%
FARMERS & MERCHANT WI US RT 03.8500% MAT 11/08/27 FIXED RATE CD /WI	CD	245,000	3.85%	11/08/2027		9,432.50 3.86%	3.96% 3.96%	2.16	245,000.00 -588.00	99.760	244,412.00 646.06	0.29%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of July 31, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2027												
WORKERS CREDIT UNI MA US RT 04.1000% MAT 11/22/27 LICU SHARE CERTIFICATE /MA	CD	245,000	4.10%	11/22/2027		10,045.00 4.09%	3.97% 3.97%	2.19	245,000.00 717.85	100.293	245,717.85 247.68	0.29%
Total 2027		**9,175,000**	**2.16%**	**03/10/2027**		**$197,046.50** **2.21%**	**4.13%** **4.13%**	**1.54**	**$9,035,459.49** **$-129,459.49**		**$8,906,000.00** **$51,149.71**	**10.61%**

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2028												
GOLDMAN SACHS BANK NY US RT 04.0000% MAT 03/20/28 FIXED RATE CD /NY	CD	245,000	4.00%	03/20/2028		9,800.00 4.00%	3.98% 3.98%	2.44	245,000.00 90.65	100.037	245,090.65 3,624.66	0.29%
AMER NATL BK OMA NE US RT 04.2500% MAT 03/21/28 FIXED RATE CD /NE	CD	245,000	4.25%	03/21/2028	03/21/2026 100.00	10,412.50 4.25%	4.27% 4.27%	2.48	245,000.00 -151.90	99.938	244,848.10 285.27	0.29%
ARBOR FINL CREDIT MI US RT 05.0000% MAT 04/03/28 FIXED RATE CD /MI	CD	245,000	5.00%	04/03/2028	04/03/2026 100.00	12,250.00 4.98%	4.81% 4.29%	0.65	245,000.00 1,153.95	100.471	246,153.95 939.73	0.29%
DIVERSIFIED MEMBER MI US RT 04.3000% MAT 04/28/28 LICU SHARE CERTIFICATE /MI	CD	245,000	4.30%	04/28/2028	10/30/2025 100.00	10,535.00 4.30%	4.30% 4.30%	2.58	245,000.00 -9.80	99.996	244,990.20 28.86	0.29%
USF FED CREDIT UNI FL US RT 03.9000% MAT 05/01/28 LICU SHARE CERTIFICATE /FL	CD	245,000	3.90%	05/01/2028		9,555.00 3.91%	3.98% 3.98%	2.59	245,000.00 -526.75	99.785	244,473.25 785.34	0.29%
AMEREN ILL CO NTS B/E 03.800% 051528 DTD052218 FC111518 CALL@MW+15BP	A1/WD/A NR/NR/NR	1,500,000	3.80%	05/15/2028	02/15/2028 100.00	57,000.00 3.85%	4.26% 4.26%	2.59	1,494,995.25 -13,085.25	98.794	1,481,910.00 12,033.33	1.76%
FIRST FED SVGS BK IN US RT 04.2000% MAT 07/11/28 FIXED RATE CD /IN	CD	245,000	4.20%	07/11/2028	01/11/2026 100.00	10,290.00 4.21%	4.27% 4.27%	2.75	245,000.00 -502.25	99.795	244,497.75 563.84	0.29%
CY-FAIR FED CREDIT TX US RT 05.3000% MAT 07/14/28 FIXED RATE CD /TX	CD	245,000	5.30%	07/14/2028	10/14/2025 100.00	12,985.00 5.29%	5.23% 4.34%	0.20	245,000.00 480.20	100.196	245,480.20 604.78	0.29%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of July 31, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2028												
NEW ORLEANS FIREME LA US RT 05.0000% MAT 07/17/28 FIXED RATE CD /LA	CD	245,000	5.00%	07/17/2028		12,250.00 4.86%	3.99% 3.99%	2.74	245,000.00 6,899.20	102.816	251,899.20 469.86	0.30%
FIRST GTY BK HAMMO LA US RT 04.3500% MAT 11/06/28 FIXED RATE CD /LA	CD	219,000	4.35%	11/06/2028	11/06/2025 100.00	9,526.50 4.35%	4.36% 4.36%	2.98	219,000.00 -83.22	99.962	218,916.78 2,244.60	0.26%
Total 2028		**3,679,000**	**4.21%**	**05/26/2028**		**$154,604.00 4.21%**	**4.32% 4.22%**	**2.33**	**$3,673,995.25 $-5,735.17**		**$3,668,260.08 $21,580.28**	**4.37%**

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2029												
GUARANTY BK MO US RT 03.8000% MAT 01/12/29 FIXED RATE CD /MO	CD	245,000	3.80%	01/12/2029		9,310.00 3.82%	4.00% 4.00%	3.22	243,750.40 -298.80	99.368	243,451.60 484.63	0.29%
US BANCORP NTS B/E 04.653% 020129 DTD020123 FC080123	A3/A/A NR/NR/NR	1,000,000	4.65%	02/01/2029	02/01/2028 100.00	46,530.00 4.63%	N/A N/A	N/A	993,985.50 10,844.50	100.483	1,004,830.00 0.00	1.20%
WELLS FARGO BK NA SD US RT 04.1000% MAT 02/06/29 FIXED RATE CD /SD	CD	245,000	4.10%	02/06/2029		10,045.00 4.09%	4.00% 4.00%	3.26	244,987.75 835.45	100.336	245,823.20 688.01	0.29%
EATON CMNTY BK MI US RT 05.1000% MAT 03/08/29 FIXED RATE CD /MI	CD	245,000	5.10%	03/08/2029	08/08/2025 100.00	12,495.00 5.10%	5.08% 1.99%	0.02	244,755.00 411.60	100.068	245,166.60 787.36	0.29%
FEDERAL HOME LN BANK NTS 04.175 % DUE 031229 DTD 031225 FC 09122025	Aa1/NR/AA+ NR/NR/NR	1,000,000	4.18%	03/12/2029	03/12/2027 100.00	41,750.00 4.20%	4.39% 4.39%	3.26	1,000,004.78 -7,054.78	99.295	992,950.00 16,120.14	1.18%
JOHN DEERE CPTL CORP 03.350% 041829 DTD041822 FC101822 MED TERM NTS	A1/A+/A NR/NR/NR	1,000,000	3.35%	04/18/2029		33,500.00 3.46%	4.29% 4.29%	3.41	975,045.25 -6,885.25	96.816	968,160.00 9,584.72	1.15%
FEDERAL FARM CREDIT 04.750 % DUE 043029 DTD 043025 FC 10302025	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.75%	04/30/2029		47,500.00 4.75%	4.76% 4.76%	3.35	999,955.25 -475.25	99.948	999,480.00 11,875.00	1.19%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of July 31, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2029												
FHLMC NTS 04.000 % DUE 043029 DTD 043025 FC 10302025	Aa1/AA+/AA+ NR/NR/NR	650,000	4.00%	04/30/2029	04/30/2026 100.00	26,000.00 4.02%	4.17% 4.17%	3.41	648,380.25 -2,202.25	99.412	646,178.00 6,500.00	0.77%
UNITED HEALTH GROUP INC 04.000% 051529 DTD052022 FC111522 CALL@MW+20BP	A2/A/A+ NR/NR/NR	1,000,000	4.00%	05/15/2029	03/15/2029 100.00	40,000.00 4.06%	4.45% 4.45%	3.44	984,595.25 -15.25	98.458	984,580.00 8,444.44	1.17%
CHARLES SCHWAB CORP B/E 03.250% 052229 DTD052219 FC112219	A2/A/A- NR/NR/NR	470,000	3.25%	05/22/2029	02/22/2029 100.00	15,275.00 3.38%	4.34% 4.34%	3.50	442,604.25 9,559.25	96.205	452,163.50 2,927.71	0.54%
PACIFICORP B/E 03.500% 061529 DTD030119 FC061519 CALL@MW+15BP	A3/NR/A- NR/NR/NR	1,000,000	3.50%	06/15/2029	03/15/2029 100.00	35,000.00 3.64%	4.59% 4.59%	3.55	971,415.25 -9,625.25	96.179	961,790.00 4,472.22	1.15%
FNMA NTS 05.050 % DUE 062629 DTD 062824 FC 12262024	Aa1/AA+/AA+ NR/NR/NR	1,000,000	5.05%	06/26/2029	12/26/2025 100.00	50,500.00 5.04%	5.02% 4.76%	0.39	1,000,000.00 1,040.00	100.104	1,001,040.00 4,909.72	1.19%
TOYOTA MOTOR CREDIT CORP 04.450% 062929 DTD063022 FC122922 CALL@MW+20BP	A1/A+/A+ NR/NR/NR	500,000	4.45%	06/29/2029		22,250.00 4.44%	4.38% 4.38%	3.54	499,085.25 2,119.75	100.241	501,205.00 1,977.78	0.60%
FFCB BOND 04.090 % DUE 071629 DTD 071625 FC 01162026	Aa1/AA+/AA+ NR/NR/NR	2,000,000	4.09%	07/16/2029	07/16/2027 100.00	81,800.00 4.09%	4.11% 4.11%	3.61	1,999,005.25 -545.25	99.923	1,998,460.00 3,408.33	2.38%
AMER EXPRESS NATL UT US RT 03.6000% MAT 09/25/29 FIXED RATE CD /UT	CD	245,000	3.60%	09/25/2029		8,820.00 3.66%	4.01% 4.01%	3.77	240,222.50 953.05	98.439	241,175.55 3,093.04	0.29%
US TSY NOTE 03.500 % DUE 09/30/29 DTD 09/30/24 FC 03/31/25	Aa1/AA+/AA+ NR/NR/NR	1,000,000	3.50%	09/30/2029		35,000.00 3.56%	3.93% 3.93%	3.79	984,716.19 -1,276.19	98.344	983,440.00 11,666.67	1.17%
FFCB BOND 04.620 % DUE 100129 DTD 100124 FC 04012025	Aa1/AA+/AA+ NR/NR/NR	1,500,000	4.62%	10/01/2029		69,300.00 4.63%	4.66% 4.66%	3.69	1,498,850.25 -1,205.25	99.843	1,497,645.00 23,100.00	1.78%
ACCENTURE CAPITAL INC 04.050% 100429 DTD100424 FC040425 CALL@MW+10BP	Aa3/A+/AA- NR/NR/NR	3,000,000	4.05%	10/04/2029	09/04/2029 100.00	121,500.00 4.10%	4.34% 4.34%	3.74	2,973,745.75 -7,195.75	98.885	2,966,550.00 39,487.50	3.53%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of July 31, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2029												
FHLB NTS 04.625 % DUE 101529 DTD 101524 FC 04152025	Aa1/NR/AA+ NR/NR/NR	1,000,000	4.63%	10/15/2029		46,250.00 4.66%	4.80% 4.80%	3.72	997,555.25 -4,085.25	99.347	993,470.00 13,618.06	1.18%
US TSY NOTE 04.000 % DUE 10/31/29 DTD 10/31/22 FC 04/30/23	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.00%	10/31/2029		40,000.00 3.99%	3.94% 3.94%	3.83	991,647.22 10,812.78	100.246	1,002,460.00 10,000.00	1.19%
US TSY NOTE 04.125 % DUE 10/31/29 DTD 10/31/24 FC 04/30/25	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.13%	10/31/2029		41,250.00 4.10%	3.94% 3.94%	3.82	983,770.88 23,419.12	100.719	1,007,190.00 10,312.50	1.20%
ONCOR ELEC DELIVERY CO 04.650% 110129 DTD111324 FC050125 CALL@MW+10BP	A2/A/A NR/NR/NR	500,000	4.65%	11/01/2029	10/01/2029 100.00	23,250.00 4.61%	4.42% 4.42%	3.69	500,576.25 3,798.75	100.875	504,375.00 5,812.50	0.60%
SALLIE MAE BANK UT US RT 04.0500% MAT 11/21/29 FIXED RATE CD /UT	CD	245,000	4.05%	11/21/2029		9,922.50 4.04%	4.01% 4.01%	3.89	244,510.00 850.15	100.147	245,360.15 1,930.13	0.29%
ST STREET BK & TR CO NTS 04.782% 112329 DTD112524 FC052325 B/E	Aa2/AA/AA- NR/NR/NR	1,000,000	4.78%	11/23/2029		47,820.00 4.70%	4.33% 4.33%	3.83	998,380.50 19,279.50	101.766	1,017,660.00 9,032.67	1.21%
STATE BK IL US RT 04.1000% MAT 11/26/29 FIXED RATE CD /IL	CD	245,000	4.10%	11/26/2029		10,045.00 4.09%	4.01% 4.01%	3.90	245,000.00 842.80	100.344	245,842.80 1,816.36	0.29%
US TSY NOTE 03.875 % DUE 11/30/29 DTD 11/30/22 FC 05/31/23	Aa1/AA+/NR NR/NR/NR	1,500,000	3.88%	11/30/2029		58,125.00 3.88%	3.94% 3.94%	3.92	1,490,677.13 5,512.87	99.746	1,496,190.00 9,687.50	1.78%
US TSY NOTE 03.875 % DUE 12/31/29 DTD 12/31/22 FC 06/30/23	Aa1/AA+/AA+ NR/NR/NR	1,017,000	3.88%	12/31/2029		39,408.75 3.89%	3.94% 3.94%	4.00	994,218.09 20,117.37	99.738	1,014,335.46 3,319.76	1.21%
Total 2029		**24,607,000**	**4.16%**	**08/10/2029**		**$1,022,646.25 4.18%**	**4.32% 4.27%**	**3.48**	**$24,391,439.44 $69,532.42**		**$24,460,971.86 $215,056.75**	**29.13%**

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of July 31, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2030												
FHLB NTS 04.500 % DUE 011730 DTD 071725 FC 01172026	Aa1/NR/AA+ NR/NR/NR	1,000,000	4.50%	01/17/2030	07/17/2026 100.00	45,000.00 4.50%	4.52% 4.52%	3.99	1,000,005.21 -825.21	99.918	999,180.00 1,750.00	1.19%
JPMORGAN CHASE & CO NTS 05.012% 012330 DTD012324 FC072324 CALL@MW+20BP	A1/AA-/A NR/NR/NR	500,000	5.01%	01/23/2030	01/23/2029 100.00	25,060.00 4.93%	4.59% 4.49%	3.16	499,615.25 8,759.75	101.675	508,375.00 556.89	0.61%
TRUXTON TR CO NASH TN US RT 04.1000% MAT 02/27/30 FIXED RATE CD /TN	CD	245,000	4.10%	02/27/2030	02/28/2026 100.00	10,045.00 4.15%	4.39% 4.39%	4.16	244,938.75 -2,868.95	98.804	242,069.80 82.56	0.29%
DTE ELEC CO B/E 02.250% 030130 DTD022620 CALL@MW+15BP	Aa3/A+/A NR/NR/NR	1,000,000	2.25%	03/01/2030	12/01/2029 100.00	22,500.00 2.47%	4.41% 4.41%	4.23	919,485.25 -8,235.25	91.125	911,250.00 9,375.00	1.09%
FNMA NTS 04.300 % DUE 030430 DTD 031225 FC 09042025	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.30%	03/04/2030	03/04/2027 100.00	43,000.00 4.31%	4.38% 4.38%	4.05	1,000,004.88 -3,224.88	99.678	996,780.00 16,602.78	1.19%
FFCB BOND 04.000 % DUE 040130 DTD 040125 FC 10012025	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.00%	04/01/2030		40,000.00 4.00%	4.00% 4.00%	4.16	1,001,396.19 -1,436.19	99.996	999,960.00 13,333.33	1.19%
CELTIC BK UT US RT 03.6500% MAT 04/29/30 FIXED RATE CD /UT	CD	245,000	3.65%	04/29/2030		8,942.50 3.71%	4.00% 4.00%	4.34	240,525.91 747.64	98.479	241,273.55 49.00	0.29%
FFCB BOND 04.520 % DUE 051430 DTD 051425 FC 11142025	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.52%	05/14/2030	05/14/2026 100.00	45,200.00 4.52%	4.53% 4.53%	4.22	1,000,005.17 -465.17	99.954	999,540.00 9,667.78	1.19%
US TSY NOTE 03.750 % DUE 05/31/30 DTD 05/31/23 FC 11/30/23	Aa1/AA+/AA+ NR/NR/NR	1,000,000	3.75%	05/31/2030		37,500.00 3.79%	3.96% 3.96%	4.35	986,458.38 4,201.62	99.066	990,660.00 6,250.00	1.18%
AMAZON.COM INC B/E 01.500% 060330 DTD060320 CALL@MW+15BP	A1/AA-/AA NR/NR/NR	1,000,000	1.50%	06/03/2030	03/03/2030 100.00	15,000.00 1.70%	4.23% 4.23%	4.56	889,135.25 -7,305.25	88.183	881,830.00 2,416.67	1.05%
TRUIST BK NC US RT 04.4500% MAT 06/27/30 FIXED RATE CD /NC	CD	245,000	4.45%	06/27/2030	06/27/2026 100.00	10,902.50 4.45%	4.45% 4.45%	4.31	245,000.00 -88.20	99.964	244,911.80 1,015.58	0.29%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of July 31, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2030												
Total 2030		**8,235,000**	**3.73%**	**04/03/2030**		**$303,150.00** **3.78%**	**4.31%** **4.30%**	**4.15**	**$8,026,570.24** **$-10,740.09**		**$8,015,830.15** **$61,099.58**	**9.55%**
	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Total Bond Portfolio		**85,362,000**	**2.51%**	**10/17/2027**	**N/A**	**$2,131,469.75** **2.54%**	**4.34%** **4.33%**	**2.10**	**$84,730,797.27** **$-752,158.13**	**N/A**	**$83,978,639.14** **$465,352.64** **$84,443,991.78**	**100%**

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Disclosures Applicable to Accounts at UBS Financial Services Inc.

This section contains important disclosures regarding the information and valuations presented here. All information presented is subject to change at any time and is provided only as of the date indicated. The information in this report is for informational purposes only and should not be relied upon as the basis of an investment or liquidation decision. UBS FS account statements and official tax documents are the only official record of your accounts and are not replaced, amended or superseded by any of the information presented in these reports. You should not rely on this information in making purchase or sell decisions, for tax purposes or otherwise.

UBS FS offers a number of investment advisory programs to clients, acting in our capacity as an investment adviser, including fee-based financial planning, discretionary account management, non-discretionary investment advisory programs, and advice on the selection of investment managers and mutual funds offered through our investment advisory programs. When we act as your investment adviser, we will have a written agreement with you expressly acknowledging our investment advisory relationship with you and describing our obligations to you. At the beginning of our advisory relationship, we will give you our Form ADV brochure(s) for the program(s) you selected that provides detailed information about, among other things, the advisory services we provide, our fees, our personnel, our other business activities and financial industry affiliations and conflicts between our interests and your interests.

In our attempt to provide you with the highest quality information available, we have compiled this report using data obtained from recognized statistical sources and authorities in the financial industry. While we believe this information to be reliable, we cannot make any representations regarding its accuracy or completeness. Please keep this guide as your Advisory Review.

Please keep in mind that most investment objectives are long term. Although it is important to evaluate your portfolio's performance over multiple time periods, we believe the greatest emphasis should be placed on the longer period returns.

Please review the report content carefully and contact your Financial Advisor with any questions.

Client Accounts: This report may include all assets in the accounts listed and may include eligible and ineligible assets in a fee-based program. Since ineligible assets are not considered fee-based program assets, the inclusion of such securities will distort the actual performance of your accounts and does not reflect the performance of your accounts in the fee-based program. As a result, the performance reflected in this report can vary substantially from the individual account performance reflected in the performance reports provided to you as part of those programs. For fee-based programs, fees are charged on the market value of eligible assets in the accounts and assessed quarterly in advance, prorated according to the number of calendar days in the billing period. When shown on a report, the risk profile and return objectives describe your overall goals for these accounts. For each account you maintain, you choose one return objective and a primary risk profile. If you have questions regarding these objectives or wish to change them, please contact your Financial Advisor to update your account records.

Performance: This report presents account activity and performance depending on which inception type you've chosen. The two options are: (1) All Assets (Since Performance Start): This presents performance for all assets since the earliest possible date; (2) Advisory Assets (Advisory Strategy Start) for individual advisory accounts: This presents Advisory level performance since the Latest Strategy Start date; If an account that has never been managed is included in the consolidated report, the total performance of that unmanaged account will be included since inception.

Time-weighted Returns for accounts / SWP/AAP sleeves (Monthly periods): The report displays a time weighted rate of return (TWR) that is calculated using the Modified Dietz Method. This calculation uses the beginning and ending portfolio values for the month and weighs each contribution/withdrawal based upon the day the cash flow occurred. Periods greater than one month are calculated by linking the monthly returns. The TWR gives equal weighting to every return regardless of amount of money invested, so it is an effective measure for returns on a fee based account. All periods shown which are greater than 12 months are annualized. This applies to all performance for all assets before 09/30/2010, Advisory assets before 12/31/2010 and SWP sleeves before 04/30/2018.

Time-weighted Returns for accounts / SWP/AAP sleeves (Daily periods): The report displays a time weighted rate of return (TWR) that is calculated by dividing the portfolio's daily gain/loss by the previous day's closing market value plus the net value of cash flows that occurred during the day, if it was positive. The TWR gives equal weighting to every return regardless of amount of money invested, so it is an effective measure for returns on a fee based account. Periods greater than one day are calculated by linking the daily returns. All periods shown which are greater than 12 months are annualized. For reports generated prior to 01/26/2018, the performance calculations used the account's end of day value on the performance inception (listed in the report under the column "ITD") and all cash flows were posted at end of day. As a result of the change, the overall rate of return (TWR) and beginning market value displayed can vary from prior generated reports. This applies to all performance for all assets on or after 09/30/2010, Advisory assets on or after 12/31/2010, SWP/AAP sleeves on or after 04/30/2018 as well as all Asset Class and Security level returns.

Money-weighted returns: Money-weighted return (MWR) is a measure of the rate of return for an asset or portfolio of assets. It is calculated by finding the daily Internal Rate of Return (IRR) for the period and then compounding this return by the number of days in the period being measured. The MWR incorporates the size and timing of cash flows, so it is an effective measure of returns on a portfolio.

Annualized Performance: All performance periods greater than one year are calculated (unless otherwise stated) on an annualized basis, which represents the return on an investment multiplied or divided to give a comparable one year return.

Cumulative Performance: A cumulative return is the aggregate amount that an investment has gained or lost over time, independent of the period of time involved.

Net of Fees and Gross of Fees Performance: Performance is presented on a "net of fees" and "gross of fees" basis, where indicated. Net returns do not reflect Program and wrap fees prior to 10/31/10 for accounts that are billed separately via invoice through a separate account billing arrangement. Gross returns do not reflect the deduction of fees, commissions or other charges. The payment of actual fees and expenses will reduce a client's return. The compound effect of such fees and expenses should be considered when reviewing returns. For example, the net effect of the deduction of fees on annualized performance, including the compounded effect over time, is determined by the relative size of the fee and the account's investment performance. It should also be noted that where gross returns are compared to an index, the index performance also does not reflect any transaction costs, which would lower the performance results. Market index data maybe subject to review and revision.

Benchmark/Major Indices: The past performance of an index is not a guarantee of future results. Any benchmark is shown for informational purposes only and relates to historical performance of market indices and not the performance of actual investments. Although most portfolios use indices as benchmarks, portfolios are actively managed and generally are not restricted to investing only in securities in the index. As a result, your

portfolio holdings and performance may vary substantially from the index. Each index reflects an unmanaged universe of securities without any deduction for advisory fees or other expenses that would reduce actual returns, as well as the reinvestment of all income and dividends. An actual investment in the securities included in the index would require an investor to incur transaction costs, which would lower the performance results. Indices are not actively managed and investors cannot invest directly in the indices. Market index data maybe subject to review and revision. The benchmark index is selected from among the indices for which UBSFS has licensing agreements with the index provider. UBSFS does not have licensing agreements for all available indices. The benchmarks may vary from those used by the Money Manager or those listed in the prospectus. Further, there is no guarantee that an investor's account will meet or exceed the stated benchmark. Index performance information has been obtained from third parties deemed to be reliable. We have not independently verified this information, nor do we make any representations or warranties to the accuracy or completeness of this information.

Blended Index - For Advisory accounts, Blended Index is designed to reflect the asset categories in which your account is invested. For Brokerage accounts, you have the option to select any benchmark from the list.

For certain products, the blended index represents the investment style corresponding to your client target allocation. If you change your client target allocation, your blended index will change in step with your change to your client target allocation.

Blended Index 2 - 8 - are optional indices selected by you which may consist of a blend of indexes. For advisory accounts, these indices are for informational purposes only. Depending on the selection, the benchmark selected may not be an appropriate basis for comparison of your portfolio based on its holdings.

For alternative investments and strategies that are highly customized, such as Concentrated Equity Solutions (CES), benchmarks are broad market indices included for general reference and are not intended to show comparative market performance or potential portfolios with risk or return profiles similar to your account. Benchmark indices are shown for illustrative purposes only.

Custom Time Periods: If represented on this report, the performance start date and the performance end date have been selected by your Financial Advisor in order to provide performance and account activity information for your account for the specified period of time only. As a result, only a portion of your account's activity and performance information is presented in the performance report, and, therefore, presents a distorted representation of your account's activity and performance.

Net Deposits/Withdrawals: When shown on a report, this information represents the net value of all cash and securities contributions and withdrawals, program fees (including wrap fees) and other fees added to or subtracted from your accounts from the first day to the last day of the period including assets transferred to or from other UBS accounts. When fees are shown separately, net deposits / withdrawals does not include program fees (including wrap fees). When investment return is displayed net deposits / withdrawals does not include program fees (including wrap fees). For security contributions and withdrawals, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts. Wrap fees will be included in this calculation except when paid via an invoice or through a separate accounts billing arrangement. When shown on Client summary and/or Portfolio review report, program fees (including wrap fees) may not be included in net deposits/withdrawals. PACE Program fees paid from sources other than your PACE account are treated as a contribution. A PACE Program Fee rebate that is not reinvested is treated as a withdrawal.

Net Deposits/Withdrawals (external): When shown on a report, this information represents the net value of all cash and securities contributions and withdrawals, program fees (including wrap fees) and other fees added to or subtracted from your accounts from the first day to the last day of the period, excluding assets transferred to or from other UBS accounts after 12/31/2010. When fees are shown separately, net deposits / withdrawals does not include program fees (including wrap fees). When investment return is displayed net deposits / withdrawals does not include program fees (including wrap fees). For security contributions and withdrawals, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts. Wrap fees will be included in this calculation except when paid via an invoice or through a separate accounts billing arrangement. When shown on Client summary and/or Portfolio review report, program fees (including wrap fees) may not be included in net deposits/withdrawals. PACE Program fees paid from sources other than your PACE account are treated as a contribution. A PACE Program Fee rebate that is not reinvested is treated as a withdrawal.

Deposits: When shown on a report, this information represents the net value of all cash and securities contributions added to your accounts from the first day to the last day of the period, including assets transferred from other UBS accounts. On Client Summary Report and/or Portfolio Review Report, this may exclude the Opening balance. For security contributions, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts.

Deposits (external): When shown on a report, this information represents the net value of all cash and securities contributions added to your accounts from the first day to the last day of the period, excluding assets transferred from other UBS accounts after 12/31/2010. On Client Summary Report and/or Portfolio Review Report, this may exclude the Opening balance. For security contributions, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts.

Withdrawals: When shown on a report, this information represents the net value of all cash and securities withdrawals subtracted from your accounts from the first day to the last day of the period, including asset transferred to other UBS accounts. On Client summary and/or portfolio review report Withdrawals may not include program fees (including wrap fees). For security withdrawals, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts.

Withdrawals (external): When shown on a report, this information represents the net value of all cash and securities withdrawals subtracted from your accounts from the first day to the last day of the period, excluding assets transferred to other UBS accounts after 12/31/2010. On Client summary and/or portfolio review report Withdrawals may not include program fees (including wrap fees). For security withdrawals, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts.

Net Transfers (Internal): When shown on a report, this information represents the net value of all cash and securities transferred between your UBS accounts from the first day to the last day of the period.

Transfers In (Internal): When shown on a report, this information represents the net value of all cash and securities transferred to your UBS accounts from the first day to the last day of the period.

Transfers Out (Internal): When shown on a report, this information represents the net value of all cash and securities transferred from your UBS accounts from the first day to the last day of the period.

Dividends/Interest: Dividend and interest earned, when shown on a report, does not include income on securities that have been lent out & does not reflect your account's tax status or reporting requirements. Use only official tax reporting documents (i.e. 1099) for tax reporting purposes. The classification of private

investment distributions can only be determined by referring to the official year-end tax-reporting document provided by the issuer.

Change in Accrued Interest: When shown on a report, this information represents the difference between the accrued interest at the beginning of the period from the accrued interest at the end of the period.

Change in Value: Represents the change in value of the portfolio during the reporting period, excluding additions/withdrawals, dividend and interest income earned and accrued interest. Change in Value may include programs fees (including wrap fees) and other fees.

Fees: Fees represented in this report include program and wrap fees. Program and wrap fees prior to October 1, 2010 for accounts that are billed separately via invoice through a separate account billing arrangement are not included in this report.

Performance Start Date Changes: The Performance Start Date for accounts marked with a '^' have changed. Performance figures of an account with a changed Performance Start Date may not include the entire history of the account. The new Performance Start Date will generate performance returns and activity information for a shorter period than is available at UBS FS. As a result, the overall performance of these accounts may generate better performance than the period of time that would be included if the report used the inception date of the account. UBS FS recommends reviewing performance reports that use the inception date of the account because reports with longer time frames are usually more helpful when evaluating investment programs and strategies. Performance reports may include accounts with inception dates that precede the new Performance Start Date and will show performance and activity information from the earliest available inception date.
The change in Performance Start Date may be the result of a performance gap due to a zero-balance that prevents the calculation of continuous returns from the inception of the account. The Performance Start Date may also change if an account has failed one of our performance data integrity tests. In such instances, the account will be labeled as 'Review Required' and performance prior to that failure will be restricted. Finally, the Performance Start Date will change if you have explicitly requested a performance restart. Please contact your Financial Advisor for additional details regarding your new Performance Start Date.

Closed Account Performance: Accounts that have been closed may be included in the consolidated performance report. When closed accounts are included in the consolidated report, the performance report will only include information for the time period the account was active during the consolidated performance reporting time period.

Important information on options-based strategies: Options involve risk and are not suitable for everyone. Prior to buying or selling an option investors must read a copy of the Characteristics & Risks of Standardized Options, also known as the options disclosure document (ODD). It explains the characteristics and risks of exchange traded options. The options risk disclosure document can be accessed at the following web address: www.optionsclearing.com/about/publications/character-risks.

Concentrated Equity Solutions (CES) managers are not involved in the selection of the underlying stock positions. The Manager will advise only on the options selection in order to pursue the strategy in connection with the underlying stock position(s) deposited in the account. It is important to keep this in mind when evaluating the manager's performance since the account's performance will include the performance of the underlying equity position that is not being managed. CES use options to seek to achieve your investment objectives regarding your concentration stock position. Options strategies change the potential return profile of your stock. In certain scenarios, such as call writing, the call position will limit your ability to participate in any potential increase in the underlying equity position upon which the call was written. Therefore, in some market conditions, particularly during periods of significant appreciation of the underlying equity position(s), the CES account will decrease the performance that would have been achieved had the stock been held long without implementing the CES strategy.

Portfolio: For purposes of this report "portfolio" is defined as all of the accounts presented on the cover page or the header of this report and does not necessarily include all of the client's accounts held at UBS FS or elsewhere.

Percentage: Portfolio (in the "% Portfolio / Total" column) includes all holdings held in the account(s) selected when this report was generated. Broad asset class (in the "% broad asset class" column) includes all holdings held in that broad asset class in the account(s) selected when this report was generated.

Tax lots: This report displays security tax lots as either one line item (i.e., lumped tax lots) or as separate tax lot level information. If you choose to display security tax lots as one line item, the total cost equals the total value of all tax lots. The unit cost is an average of the total cost divided by the total number of shares. If the shares were purchased in different lots, the unit price listed does not represent the actual cost paid for each lot. The unrealized gain/loss value is calculated by combining the total value of all tax lots plus or minus the total market value of the security.

If you choose to display tax lot level information as separate line items on the Portfolio Holdings report, the tax lot information may include information from sources other than UBS FS. The Firm does not independently verify or guarantee the accuracy or validity of any information provided by sources other than UBS FS. As a result this information may not be accurate and is provided for informational purposes only. Clients should not rely on this information in making purchase or sell decisions, for tax purposes or otherwise. See your monthly statement for additional information.

Pricing: All securities are priced using the closing price reported on the last business day preceding the date of this report. Every reasonable attempt has been made to accurately price securities; however, we make no warranty with respect to any security's price. Please refer to the back of the first page of your UBS FS account statement for important information regarding the pricing used for certain types of securities, the sources of pricing data and other qualifications concerning the pricing of securities. To determine the value of securities in your account, we generally rely on third party quotation services. If a price is unavailable or believed to be unreliable, we may determine the price in good faith and may use other sources such as the last recorded transaction. When securities are held at another custodian or if you hold illiquid or restricted securities for which there is no published price, we will generally rely on the value provided by the custodian or issuer of that security.

Cash: Cash on deposit at UBS Bank USA is protected by the Federal Deposit Insurance Corporation (FDIC) up to $250,000 in principal and accrued interest per depositor for each ownership type. Deposits made in an individual's own name, joint name, or individual retirement account are each held in a separate type of ownership. Such deposits are not guaranteed by UBS FS. More information is available upon request.

Margin: The quantity value may indicate that all or part of this position is held on margin or held in the short account. When an account holds a debit balance, this debit balance is incorporated into the account's total market value and deducted from the total value. When calculating the percent of portfolio on each security, the percentage will be impacted by the total market value of the account. Therefore, if the account's market value is reduced by a debit value of a holding the percent of portfolio will be greater and if the account's market value is

increased by a holding then the percent of portfolio will be less.

Asset Allocation: Your allocation analysis is based on your current portfolio. The Asset Allocation portion of this report shows the mix of various investment classes in your account. An asset allocation that shows a significantly higher percentage of equity investments may be more appropriate for an investor with a more aggressive investment strategy and higher tolerance for risk. Similarly, the asset allocation of a more conservative investor may show a higher percentage of fixed income investments.

Separately Managed Accounts and Pooled Investment Vehicles (such as mutual funds, closed end funds and exchanged traded funds): The asset classification displayed is based on firm's proprietary methodology for classifying assets. Please note that the asset classification assigned to rolled up strategies may include individual investments that provide exposure to other asset classes. For example, an International Developed Markets strategy may include exposure to Emerging Markets, and a US Large Cap strategy may include exposure to Mid Cap and Small Cap, etc.

Mutual Fund Asset Allocation: If the option to unbundle balanced mutual funds is selected and if a fund's holdings data is available, mutual funds will be classified by the asset class, subclass, and style breakdown of their underlying holdings. Where a mutual fund or ETF contains equity holdings from multiple equity sectors, this report will proportionately allocate the underlying holdings of the fund to those sectors measured as a percentage of the total fund's asset value as of the date shown.

This information is supplied by Morningstar, Inc. on a daily basis to UBS FS based on data supplied by the fund which may not be current. Mutual funds change their portfolio holdings on a regular (often daily) basis. Accordingly, any analysis that includes mutual funds may not accurately reflect the current composition of these funds. If a fund's underlying holding data is not available, it will be classified based on its corresponding overall Morningstar classification. All data is as of the date indicated in the report.

All pooled investment vehicles (such as mutual funds, closed end mutual funds, and exchange traded funds) incorporate internal management and operation expenses, which are reflected in the performance returns. Please see relevant fund prospectus for more information. Please note, performance for mutual funds is inclusive of multiple share classes.

Ineligible Assets: We require that you hold and purchase only eligible managed assets in your advisory accounts. Please contact your Financial Advisor for a list of the eligible assets in your program. These reports may provide performance information for eligible and ineligible assets in a fee-based program. Since ineligible assets are not considered fee-based program assets, the inclusion of such securities will distort the actual performance of your advisory assets. As a result, the performance reflected in this report can vary substantially from the individual account performance reflected in the performance reports provided to you as part of those programs. For fee-based programs, fees are charged on the market value of eligible assets in the accounts and assessed quarterly in advance, prorated according to the number of calendar days in the billing period. Neither UBS nor your Financial Advisor will act as your investment adviser with respect to Ineligible Assets.

Variable Annuity Asset Allocation: If the option to unbundle a variable annuity is selected and if a variable annuity's holdings data is available, variable annuities will be classified by the asset class, subclass, and style breakdown for their underlying holdings. Where a variable annuity contains equity holdings from multiple equity sectors, this report will proportionately allocate the underlying holdings of the variable annuity to those sectors measured as a percentage of the total variable annuity's asset value as of the date shown.

This information is supplied by Morningstar, Inc. on a weekly basis to UBS FS based on data supplied by the variable annuity which may not be current. Portfolio holdings of variable annuities change on a regular (often daily) basis. Accordingly, any analysis that includes variable annuities may not accurately reflect the current composition of these variable annuities. If a variable annuity's underlying holding data is not available, it will remain classified as an annuity. All data is as of the date indicated in the report.

Equity Style: The Growth, Value and Core labels are determined by Morningstar. If an Equity Style is unclassified, it is due to non-availability of data required by Morningstar to assign it a particular style.

Equity Capitalization: Market Capitalization is determined by Morningstar. Equity securities are classified as Large Cap, Mid Cap or Small Cap by Morningstar. Unclassified securities are those for which no capitalization is available on Morningstar.

Equity Sectors: The Equity sector analysis may include a variety of accounts, each with different investment and risk parameters. As a result, the overweighting or underweighting in a particular sector or asset class should not be viewed as an isolated factor in making investment/liquidation decisions; but should be assessed on an account by account basis to determine the overall impact on the account's portfolio.

Classified Equity: Classified equities are defined as those equities for which the firm can confirm the specific industry and sector of the underlying equity instrument.

Estimated Annual Income: The Estimated Annual Income is for informational purposes only and is calculated by the annualized per share dividends/interest paid, multiplied by the quantity of the shares held in the selected account(s). For Expected Cash Flow and Portfolio Holdings reports prior to June 23, 2023, savings products & sweep funds do not display such calculations and instead, values are displayed as N/A. For all other reports, Estimated Annual Income for savings products & sweep funds is not calculated or factored into aggregate calculations and will be displayed as 0.

Current Yield: Current Yield is estimated for informational purposes only and may not reflect changes in price. It's calculated by dividing the total estimated annual income by the current market value displayed. Current yield calculations display the current yield of the investment solely as of the date of this report. For Portfolio Holdings report generated prior to June 23, 2023, savings products & sweep funds do not include such information and instead, values are displayed as N/A. For all other reports, Current Yield for savings products & sweep funds is not calculated or factored into aggregate calculations and will be displayed as 0.

YTM (at Market): Yield to Maturity (at Market) is the expected return of an interest-bearing security from the report date, assuming that it is held to maturity with all coupon payments paid. For displays at the tax lot level, the Yield to Maturity is calculated based on the cost basis of that specific tax lot. For position level displays (consisting of multiple tax lots), Yield to Maturity is derived by using the weighted average cost basis of all the underlying tax lots.

YTW (at Market): Yield to Worst (at Market) is the expected return of an interest-bearing security from the report date, assuming that it is held to the next call date or until maturity (if no next call date) with all coupon payments paid. For displays at the tax lot level, the Yield to Worst is calculated based on the cost basis of that specific tax lot. For position level displays (consisting of multiple tax lots), Yield to Worst is derived by using the weighted average cost basis of all the underlying tax lots.

Bond Rating: These ratings are obtained from independent industry sources and are not verified by UBS FS.

Disclosures Applicable to Accounts at UBS Financial Services Inc. *(continued)*

Securities without rating information are left blank. Rating agencies may discontinue ratings on high yield securities.

NR: When NR is displayed under bond rating column, no ratings are currently available from that rating agency.

High Yield: This report may designate a security as a high yield fixed income security even though one or more rating agencies rate the security as an investment grade security. Further, this report may incorporate a rating that is no longer current with the rating agency. For more information about the rating for any high yield fixed income security, or to consider whether to hold or sell a high yield fixed income security, please contact your financial advisor or representative and do not make any investment decision based on this report.

Credit/Event Risk: Investments are subject to event risk and changes in credit quality of the issuer. Issuers can experience economic situations that may have adverse effects on the market value of their securities.

Interest Rate Risk: Bonds are subject to market value fluctuations as interest rates rise and fall. If sold prior to maturity, the price received for an issue may be less than the original purchase price.

Reinvestment Risk: Since most corporate issues pay interest semiannually, the coupon payments over the life of the bond can have a major impact on the bond's total return.

Call Provisions: When evaluating the purchase of a corporate bond, one should be aware of any features that may allow the issuer to call the security. This is particularly important when considering an issue that is trading at a premium to its call price, since the return may be negatively impacted if the issue is redeemed. Should an issue be called, investors may be faced with an earlier than anticipated reinvestment decision, and may be unable to reinvest their principal at equally favorable rates.

Effective Maturity: Effective maturity is the expected redemption due to pre-refunding, puts, or maturity and does not reflect any sinking fund activity, optional or extraordinary calls. Securities without a maturity date are left blank and typically include Preferred Securities, Mutual Funds and Fixed Income UITs.

Yields: Yield to Maturity and Yield to Worst are calculated to the worst call.

Accrued Interest: Interest that has accumulated between the most recent payment and the report date may be reflected in market values for interest bearing securities.

Bond Averages: All averages are weighted averages calculated based on market value of the holding, not including accrued interest.

Tax Status: "Taxable" includes all securities held in a taxable account that are subject to federal and/or state or local taxation. "Tax-exempt" includes all securities held in a taxable account that are exempt from federal, state and local taxation. "Tax-deferred" includes all securities held in a tax-deferred account, regardless of the status of the security.

Bond sensitivity analysis: This analysis uses Modified Duration which approximates the percentage price change of a security for a given change in yield. The higher the modified duration of a security, the higher its risk. For callable securities, modified duration does not address the impact of changing interest rates on a bond's expected cash flow as a result of a call or prepayment.

Amortization and Accretion: Prior to March 2008, amortization was calculated using the straight line method for tax exempt securities and was not calculated for taxable securities. Post March 2008, amortization is calculated using the constant yield method. Prior to October 2008, accretion due to original issue discount was not calculated. Post October 2008, accretion due to original issue discount is calculated using the constant yield method. Prior to January 2015, accretion due to market discount was calculated using the straight line method. Post January 2015, accretion due to market discount is calculated using the constant yield method. We assume the securities are held to par and premiums are calculated to call date. Amortization and accretion values may be incorrect due to adjustments related to cost basis. You may hold additional fixed income securities that may not appear on this report. Please refer to your account statements for information regarding all of your holdings.

Gain/Loss: The gain/loss information may include calculations based upon non-UBS FS cost basis information. The firm does not independently verify or guarantee the accuracy or validity of any information provided by sources other than UBS FS. In addition, for Schedule K-1 reported investments, such as alternative investment funds, please refer to your annual K-1 and 1099 tax forms. If this report contains positions with unavailable cost basis, the gain/(loss) for these positions are excluded in the calculation for the Gain/(Loss). As a result these figures may not be accurate and are provided for informational purposes only. Clients should not rely on this information in making purchase or sell decisions, for tax purposes or otherwise. Rely only on year-end tax forms when preparing your tax return. See your monthly statement for additional information.

Accounts Included in this Report: The account listing may or may not include all of your accounts with UBS FS. The accounts included in this report are listed under the "Accounts included in this review" shown on the first page or listed at the top of each page. If the account is a donor advised fund account, the assets in those accounts are owned by the Sponsoring Charitable Organization, and not the donor. You and your financial advisor have procured the appropriate authorization to view the assets in the donor advised fund account. If an account number begins with "@" this denotes assets or liabilities held at other financial institutions. Information about these assets, including valuation, account type and cost basis, is based on the information you provided to us, or provided to us by third party data aggregators or custodians at your direction. We have not verified, and are not responsible for, the accuracy or completeness of this information.

Account name(s) displayed in this report and labels used for groupings of accounts can be customizable "nicknames" chosen by you to assist you with your recordkeeping or may have been included by your financial advisor for reference purposes only. The names used have no legal effect, are not intended to reflect any strategy, product, recommendation, investment objective or risk profile associated with your accounts or any group of accounts, and are not a promise or guarantee that wealth, or any financial results, can or will be achieved. All investments involve the risk of loss, including the risk of loss of the entire investment.

For more information about account or group names, or to make changes, contact your Financial Advisor.

Account changes: At UBS, we are committed to helping you work toward your financial goals. So that we may continue providing you with financial advice that is consistent with your investment objectives, please consider the following two questions:
1) Have there been any changes to your financial situation or investment objectives?
2) Would you like to implement or modify any restrictions regarding the management of your account?
If the answer to either question is "yes," it is important that you contact your Financial Advisor as soon as possible to discuss these changes. For MAC advisory accounts, please contact your investment manager directly if you would like to impose or change any investment restrictions on your account.

Disclosures Applicable to Accounts at UBS Financial Services Inc. *(continued)*

ADV disclosure: A complimentary copy of our current Form ADV Disclosure Brochure that describes the advisory program and related fees is available through your Financial Advisor. Please contact your Financial Advisor if you have any questions.

Important information for former Piper Jaffray and McDonald Investments clients: As an accommodation to former Piper Jaffray and McDonald Investments clients, these reports include performance history for their Piper Jaffray accounts prior to August 12, 2006 and McDonald Investments accounts prior to February 9, 2007, the date the respective accounts were converted to UBS FS. UBS FS has not independently verified this information nor do we make any representations or warranties as to the accuracy or completeness of that information and will not be liable to you if any such information is unavailable, delayed or inaccurate.

For insurance, annuities, and 529 Plans, UBS FS relies on information obtained from third party services it believes to be reliable. UBS FS does not independently verify or guarantee the accuracy or validity of any information provided by third parties. Information for insurance, annuities, and 529 Plans that has been provided by a third party service may not reflect the quantity and market value as of the previous business day. When available, an "as of" date is included in the description.

Investors outside the U.S. are subject to securities and tax regulations within their applicable jurisdiction that are not addressed in this report. Nothing in this report shall be construed to be a solicitation to buy or offer to sell any security, product or service to any non-U.S. investor, nor shall any such security, product or service be solicited, offered or sold in any jurisdiction where such activity would be contrary to the securities laws or other local laws and regulations or would subject UBS to any registration requirement within such jurisdiction.

Performance History prior to the account's inception at UBS Financial Services, Inc. may have been included in this report and is based on data provided by third party sources. UBS Financial Services Inc. has not independently verified this information nor does UBS Financial Services Inc. guarantee the accuracy or validity of the information.

Important information about brokerage and advisory services. As a firm providing wealth management services to clients, UBS Financial Services Inc. offers investment advisory services in its capacity as an SEC-registered investment adviser and brokerage services in its capacity as an SEC-registered broker-dealer. Investment advisory services and brokerage services are separate and distinct, differ in material ways and are governed by different laws and separate arrangements. It is important that clients understand the ways in which we conduct business, that they carefully read the agreements and disclosures that we provide to them about the products or services we offer. For more information, please review client relationship summary provided at **ubs.com/relationshipsummary**.

UBS Financial Services account protection
The Firm is a member of the Securities Investor Protection Corporation (SIPC), which protects securities customers of its members up to $500,000 (including $250,000 for claims for cash). Explanatory brochure available upon request or at www.sipc.org. The SIPC asset protection limits apply to all accounts that you hold in a particular capacity.

The Firm, together with certain affiliates, has also purchased supplemental insurance. The maximum amount payable to all eligible clients, collectively under this protection is $500 million as of December 10, 2019. Subject to the policy conditions and limitations, cash at the Firm is further protected for up to $1.9 million in the aggregate for all your accounts held in a particular capacity. A full copy of the policy wording is available upon request.

Neither the SIPC protection nor the supplemental protection apply to:

- Certain financial assets controlled by (and included in your account value) but held away from UBS Financial Services. For example certain (i) insurance products, including variable annuities, and (ii) shares of mutual funds registered in the name of the account holder on the books of the issuer or transfer agent);
- Investment contracts or investment interests (e.g., limited partnerships and private placements) that are not registered under the Securities Act of 1933;
- Commodities contracts (e.g., foreign exchange and precious metal contracts), including futures contracts and commodity option contracts;
- Securities on loan to UBS Financial Services; and
- Deposit accounts (except certificates of deposit) at UBS Bank USA, UBS AG U.S. branches and banks in the FDIC Insured Deposit Program.

The SIPC protection and the supplemental protection do not apply to these assets even if they otherwise appear on your statements. The SIPC protection and the supplemental protection do not protect against changes in the market value of your investments (whether as a result of market movement, issuer bankruptcy or otherwise).

Non-UBS Assets and Liabilities: This report is not intended to provide you with consolidated information or reporting regarding your holdings at other firms. However, at your request, this report may include information regarding assets that you hold at other financial institutions so that you may review your asset allocation and/or investment strategy in the context of your overall holdings. You should review and maintain the original documents for these assets, such as the statements for individual accounts held away from UBS. Those documents may contain notices, disclosures and other information important to you, and may also serve as a reference should questions arise regarding the accuracy of that information as presented in this report.

The information presented for accounts held at other financial institutions has been provided to UBS at your direction through your agreement with an Outside Asset Data Aggregation Service. These accounts have been added to this report at your request and are automatically updated to reflect the most recent data received from the custodian. Information may have also been provided based on documents and valuation you provided to your Financial Advisor. These accounts have been added to this report at your request and may not reflect the current valuation.

If an account number begins with "@" this denotes assets or liabilities held at other financial institutions. Information about these assets, including valuation, account type and cost basis, is based on the information you provided to us, or provided to us by third party data aggregators or custodians at your direction. We have not verified, and are not responsible for, the accuracy or completeness of this information.

If the information you or your custodians provided to us is not current, inclusion of these assets will impact the accuracy of the current asset allocation and other analysis presented. We do not provide purchase, sale or hold recommendations or advice with respect to your assets at other firms and do not assume responsibility for activity you conduct at other financial institutions.

UBS's SIPC coverage applies to assets held at UBS. If you maintain assets at other firms that may be SIPC members, you should contact their financial representative or the other entity or refer to the other entitys statement regarding SIPC membership. Your UBS Financial Services Inc. account statements are the only official

Disclosures Applicable to Accounts at UBS Financial Services Inc. *(continued)*

record of your UBS holdings and account and are not replaced, amended or superseded by any of the information presented in this report.

Assets that you hold at other financial institutions are priced using the closing price reported on the last business day preceding the date of this report. Every reasonable attempt has been made to accurately price securities; however, we make no warranty with respect to any security's price. To determine the value of securities in your account, we generally rely on third party quotation services. If a price is unavailable or believed to be unreliable, we may determine the price in good faith and may use other sources such as the last recorded transaction. When securities are held at another custodian or if you hold illiquid or restricted securities for which there is no published price, we will generally rely on the value provided by the custodian or issuer of that security.

The value of assets held at other financial institutions is based on the "Last Refresh Date" displayed. Up to date valuation and information can be obtained directly from the custodian of your assets. The account statements you receive from your third party custodian regarding the assets you hold with them are the official record of your holdings and accounts and are not impacted or superseded by the information in this report.

Account balances and security pricing will always display in U.S. Dollars even if assets in your Outside Accounts are denominated in other currencies. UBS will convert any values received in the Outside Account Information to U.S. Dollars using foreign exchange rates from UBS as of the previous business.

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**August 26, 2025**
FROM:	**Public Works**	**DISTRICT(S):**	**Citywide**

SUBJECT: **Approval of Amendment No. 2 to the Agreements for Contract Services between the Consultants on the approved 2021-2026 Master On-Call Consultant List and the City of Glendora for Architectural and Engineering Services in an amount not to exceed $250,000 for each consultant**

RECOMMENDATION

That the City Council:

1. Approve Amendment No. 2 to the Agreements between the Consultants on the approved 2021-2026 Master On-Call Consultant List and the City of Glendora, extending the terms thereof through November 30, 2026, in an amount not to exceed $250,000 for the period commencing on July 1, 2025 through November 30, 2026, for each consultant; and
2. Authorize the City Manager, to execute the amendments to the agreements with all the listed consultants, including minimal or non-substantive changes.

STRATEGIC FOCUS AREAS

Goal 5: Improve and Maintain the City's Infrastructure and Facilities (IMCIF)

EXECUTIVE SUMMARY

The City Council approved the 2021-2026 Master On-Call Consultant List for use in procuring architectural and engineering services at its regular meeting on December 14, 2021. Two-year on-call professional services agreements, in an amount not to exceed $150,000 per year, were executed with each Consultant on the list. These agreements included options for three one-year extensions subject to City Council approval. On July 9, 2024, the City Council approved Amendment No. 1, extending the term of the agreements through June 30, 2025.

The 2021-2026 Master On-Call Consultant List expires November 30, 2026 and Staff is recommending the term of the agreements be extended for an additional seventeen months through November 30, 2026 to coincide with the expiration of the master list. In addition, Staff is recommending an increase in the spending limit to $250,000 per consultant for the extended period to account for the increased number of capital projects included in the City's 2025-2027 Two-Year Budget. Included in this Agenda item is the form "Amendment No. 2" that will be used to prepare the final execution copy of the Amendment No. 2 for each of the Consultant agreements (with minor, non-substantive changes as appropriate).

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

The Public Works Department engaged in a formal procurement to establish a master on-call consultant list for architectural and engineering services for Capital Improvement Program (CIP) and Land Development projects in Fall 2021.

The City Council, at their regular meeting on December 14, 2021, approved the 2021-2026 Master On-Call Consultant List and authorized an expenditure not to exceed a maximum amount of $150,000 per fiscal year for each consultant. In addition, the City Council authorized the City Manager to enter two-year on-call professional services agreements with each of the consultants on the approved list.

The City Council, at their regular meeting on July 9, 2024, approved Amendment No. 1 extending the term of the agreements through June 30, 2025.

DISCUSSION

The Master List process provides an efficient and effective means of contracting for professional services in support of the City's numerous CIP and Land Development projects, as well as when unexpected needs for engineering and other related professional services arise. Along with increased efficiency, the use of the Master List allows staff to seek proposals for specific projects from pre-qualified on-call consultants familiar with the City's standards and performance expectations, thus providing a more consistent, high quality, work product.

The Master List includes all the major professional and technical service categories typically used for City projects, including architects, engineers, inspectors, planning professionals, and project managers. Included in the original RFQ was a detailed scope of work for each of the numerous professional service categories.

The following categories are included on the approved 2021-2026 Master On-Call Consultant List:

- A1 - Civil Engineering
- A2 - Civil Engineering (Water/Sewer/Hydrology/Hydraulics)
- A3 - Traffic Engineering
- A4 - Construction Management, Inspection and Sampling Services
- A5 - Construction Management, Inspection and Sampling Services (Water/ Sewer)
- A6 - GIS and Asset Management Technical Support Services
- A7 - Water Resources management
- A8 - Water Quality Management (NPDES & MS4 permit)
- A9 - Plan Checking Services
- A10 - Surveying, Mapping, and Right-of-way Engineering
- B11 - Architecture
- B12 - Landscape Architecture
- B13 - Electrical and Mechanical Engineering
- B14 - Hazardous Materials Testing and Monitoring Services
- B15 - Program Management
- B16 - Structural Engineering
- C17 - Grant Writing

The process used for selecting consultants for actual work is as follows:

1. Engineering staff request project-specific proposals from consultants qualified for the respective specialty category.
2. Engineering and other relevant City staff review proposals.
3. Engineering staff make a recommendation to the Public Works Director for consultant selection based on demonstrated competence and on the professional qualifications necessary for the satisfactory performance of the services.
4. Proposal costs are required to not exceed the hourly rates set forth in the consultant’s On-Call Professional Services Agreement.
    a. Staff may also negotiate a reduction in pricing at the time prior to approving a proposal.
5. The Public Works Director approves and signs a Task Order with the consultant for a specific project scope and cost, and a purchase order issued, subject to the availability of funds.

a. The Task Order refers to the On-Call Professional Services Agreement to incorporate the legal terms and conditions set forth therein.

6. Consultant then begins work upon issuance of purchase order.

Professional services for projects that are estimated to exceed $250,000 would continue to be formally bid and presented to the City Council for its review and consideration.

FISCAL IMPACT

There are no costs associated with extending the term of the On-Call Professional Services Agreements with the consultants on the List. Costs are only incurred by the City as the Task Orders are processed for individual CIP and Land Development projects. Using consultants from the Master On-Call Consultant List eliminates costs associated with issuing formal Requests for Proposal (RFP's) for projects requiring professional services under $250,000.

The cost for providing professional services for CIP projects is funded from the CIP projects included in the adopted budget. The cost for Land Development plan check services is limited annually for those services funded through collection of plan check fees from private developers.

As there are no committed costs under the On-Call Professional Services Agreements until a Task Order has been awarded, and those costs are limited to that Task Order, staff recommends the agreements be extended through November 30, 2026. This helps reduce administrative costs by decreasing the frequency of issuing RFQs and reviewing proposals.

ENVIRONMENTAL DETERMINATION

This activity is not a "project" as defined by Section 21065 of the Public Resources Code or Sections 15060(c)(2), 15060(c)(3), and 15378 of the CEQA Guidelines.

Prepared By	Paul Fisher, Business Services Manager
Concurs With	Not Applicable
Reviewed By	William Wittkopf, Public Works Director
Certified to Availability of Funds	Kyle Johnson, Finance Director/City Treasurer
Approved By	Adam Raymond, City Manager
Legal Review	Danny Aleshire, City Attorney
CEQA Review	Not Applicable

Attachments

A. Master On- Call List 2021-2026.pdf

B. Sample Amendment 2 to Agreement.pdf

MASTER ON-CALL CONSULTANT LIST BY DISCIPLINES FOR PROFESSIONAL SERVICES DECEMBER 2021 THROUGH NOVEMBER 2026

A1- Civil Engineering
1. Alta Planning & Design
2. DR Consultants & Designers
3. IDS Group
4. IMEG Corporation
5. JMDiaz
6. Kabbara Engineering
7. MNS Engineers
8. Onward Engineering
9. SA Associates
10. Uniplan Engineering
11.Valued Engineering
12.TKE
13. TAIT
14. Willdan

A2- Civil Engineering (Water/Sewer/Hydrology/Hydraulic)
1. Craftwater Engineering
2. CWE
3. JMDiaz
4. Kabbara Engineering
5. MNS Engineering
6. SA Associates
7. TKE
8. Valued Engineering

A3- Traffic Engineering
1. Advantec Consulting Engineers
2. AGA Engineers
3. Alta Planning & Design
4. DKS Associates - Anaheim
5. General Technologies & Solutions
6. JMDiaz
7. TKE
8. Willdan

A4- Construction Management and Inspection & Sampling Services
1. DR Consultants & Designers
2. JMDiaz
3. MNS Engineers
4. Onward Engineering
5. SA Associates
6. TKE
7. Willdan

A5- Construction Management and Inspection Services (Water/ Sewer)
1. DR Consultants & Designers
2. JMDiaz
3. MNS Engineers
4. SA Associates
5. TKE

A6- GIS and Asset Management Technical Support Services
1. Draw Tap GIS

A7- Water Resources management
1. IMEG Corporation
2. JMDiaz
3. SA Associates

A8- Water Quality Management (NPDES & MS4 permit)
1. Craftwater Engineering
2. CWE
3. IMEG Corporation
4. JMDiaz

A9- Plan Checking Services
1. IMEG Corporation
2. JMDiaz
3. MNS Engineer
4. TKE
5. Valued Engineering
6. Willdan

A10- Surveying, Mapping, and Right-of-way Engineering
1. GIS Surveyors
2. IMEG Corporation
3. Johnson-Frank & Associates
4. MNS Engineers
5. TAIT
6. Uniplan Engineering
7. Willdan

B11- Architecture
1. MIG Inc
2. SVA Architects
3. TAIT

B12- Landscape Architecture
1. Alta Planning & Design
2. MIG Inc
3. SWA Group Sausalito Studio
4. Willdan

B13- Electrical and Mechanical Engineering
1. IMEG Corporation

B14- Hazardous Material Testing & Monitoring
1. Converse Consultants
2. IMEG Corporation

B15- Program Management
1. DR Consultants & Designers
2. JMDiaz
3. SA Associates

B16- Structural Engineering
1. IDS Group
2. IMEG Corporation
3. Myers Houghton & Partners

C17- Grant Writing
1. Alta Planning & Design
2. Craftwater Engineering
3. CWE
4. MNS Engineers
5. SA Associates
6. Willdan

AMENDMENT NO. 2

TO AGREEMENT FOR CONTRACT SERVICES

THIS AMENDMENT NO. 2 TO THE AGREEMENT FOR CONTRACT SERVICES ("Amendment") is made by and between the **CITY OF GLENDORA** ("City") and **ADVANTEC CONSULTING ENGINEERS, INC.**, a California corporation ("Consultant") effective as of July 1, 2025 ("**Effective Date**").

RECITALS

A. City and Consultant entered into that certain Agreement for Contract Services dated February 15, 2022 ("Agreement") whereby Consultant agreed to provide certain on-call engineering services for the City.

B. On July 9, 2024, City and Consultant amended the Agreement to extend the term of the Agreement for an additional period through June 30, 2025, and changed the annual expenditure limit to a fiscal year basis.

C. City and Consultant now desire to amend the Agreement to (i) increase the contract sum to an amount that shall not exceed $250,000 from the Effective Date of this Amendment until the expiration of the term of the Agreement, and (ii) extend the term of the Agreement until November 30, 2026.

TERMS

1. **Contract Changes**. The Agreement is amended as provided herein. Deleted text is indicated in ~~strikethrough~~ and added text in ***bold italics***.

a. Section 2.1 (Contract Sum) of the Agreement shall be restated in its entirety as follows:

> "Subject to any limitations set forth in this Agreement, City agrees to pay Consultant the amounts specified in each Task Order and in the "Schedule of Compensation" attached hereto as Exhibit "C" and incorporated herein by this reference. The total compensation, including reimbursement for actual expenses, shall not exceed $150,000 per each fiscal year of the City until June 30, 2025, and $250,000 for the time period commencing on July 1, 2025 through and until the expiration of the Term of this Agreement (the "Contract Sum"), unless additional compensation is approved pursuant to Section 1.9."

b. Section 3.4 (Term) of the Agreement shall be revised as follows:

> "Unless earlier terminated in accordance with Article 7 of this Agreement, this Agreement shall continue in full force and effect through ~~June 30, 2025~~ ***November 30, 2026 ("Term")***, except as otherwise provided in the Schedule of Performance (Exhibit "D"). ~~City Manager may extend up to two additional one-year periods subject to City Council approval~~."

2. **Continuing Effect of Agreement.** Except as amended by this Amendment, the provisions of the Agreement shall remain unchanged and in full force and effect. From and after

the date of this Amendment, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement, as amended by this Amendment to the Agreement.

3. **Affirmation of Agreement; Warranty Re Absence of Defaults.** City and Consultant each ratify and reaffirm each and every one of the respective rights and obligations arising under the Agreement. Each party represents and warrants to the other that there have been no written or oral modifications to the Agreement other than as provided herein. Each party represents and warrants to the other that the Agreement is currently an effective, valid, and binding obligation.

Consultant represents and warrants to City that, as of the date of this Amendment, City is not in default of any material term of the Agreement and that there have been no events that, with the passing of time or the giving of notice, or both, would constitute a material default under the Agreement.

City represents and warrants to Consultant that, as of the date of this Amendment, Consultant is not in default of any material term of the Agreement and that there have been no events that, with the passing of time or the giving of notice, or both, would constitute a material default under the Agreement.

4. **Adequate Consideration.** The parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment.

5. **Authority**. The persons executing this Amendment on behalf of the parties hereto warrant that (i) such party is duly organized and existing, (ii) they are duly authorized to execute and deliver this Amendment on behalf of said party, (iii) by so executing this Amendment, such party is formally bound to the provisions of this Amendment, and (iv) the entering into this Amendment does not violate any provision of any other agreement to which said party is bound.

6. **Counterparts**. This Amendment may be executed in counterparts, each of which shall be deemed to be an original, and such counterparts shall constitute one and the same instrument. Each of the parties intend to be bound by the signatures on any telecopied, .pdf or other electronically delivered document, and are aware that the other party will rely on the telecopied, .pdf or other electronically delivered signatures, and hereby waive any defenses to the enforcement of the terms of this Amendment based on the form of signature.

[SIGNATURES APPEAR ON THE FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties hereto have executed this Amendment on the date and year first-above written.

CITY:
CITY OF GLENDORA, a municipal corporation

Adam Raymond
City Manager

APPROVED AS TO FORM:
ALESHIRE & WYNDER, LLP

CERTIFY AVAILABILITY OF FUNDS:

Danny Aleshire
City Attorney

Kyle Johnson
Finance Director/City Treasurer

ATTEST:

Kathleen R. Sessman
City Clerk/Communications Director

CONSULTANT:
ADVANTEC CONSULTING ENGINEERS, INC., a California corporation

Name: Leo Lee
Title: Chairperson of Board
Email: leolee@advantec-usa.com

Name: Carlos A. Ortiz
Title: Chief Executive Officer
Email: cortiz@advantec-usa.com

Address: 21700 Copley Drive
Suite 300
Diamond Bar, CA 91765

Two corporate officer signatures required when Consultant is a corporation, with one signature required from each of the following groups: 1) Chairman of the Board, President or any Vice President; and 2) Secretary, any Assistant Secretary, Chief Financial Officer or any Assistant Treasurer. CONSULTANT'S SIGNATURES SHALL BE DULY NOTARIZED UNLESS EXECUTED UTILIZING DOCUSIGN.

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**August 26, 2025**
FROM:	**Public Works**	**DISTRICT(S):**	**Citywide**

SUBJECT: **Authorize the Purchase of Water Mainline Parts and Supplies in an amount not to exceed $350,000**

RECOMMENDATION
That the City Council:

1. Authorize the Purchase of Water Mainline Parts and Supplies in an amount not to exceed $350,0000 from Western Water Works Supply Company and Ferguson Enterprises, LLC.

STRATEGIC FOCUS AREAS
Goal 5: Improve and Maintain the City's Infrastructure and Facilities (IMCIF)

EXECUTIVE SUMMARY
To ensure the continued repair, maintenance, and operational reliability of Glendora's aging water infrastructure, the Water Division issued a Request for Proposal (RFP) on June 19, 2025, to identify qualified vendors for the supply of water mainline parts and materials. These supplies are critical for supporting ongoing system operations, preventative maintenance, overall functionality, and timely response to emergency repair needs within the City's water distribution and production systems.

The RFP closed on July 17, 2025, with four (4) complete proposals received. After evaluation, Western Water Works and Ferguson Enterprises were identified as the most cost-effective and responsive suppliers, based on competitive pricing, material availability, and a strong history of successful performance with other agencies.

City staff seeks authorization from the City Council for the purchase of water mainline parts and supplies in an amount not to exceed $350,000 from Western Water Works and Ferguson Enterprises. Providing the authorization for use of both vendors ensures reliable access to key materials, including clamps, valves, fittings, and other American Water Works Association (AWWA) compliant water mainline components on both a planned and emergency repair basis. Staff will monitor the purchases from each vendor closely to ensure the combined total does not exceed available appropriations and the total requested parts and supplies purchase authorization amount of $350,000. This approval will enable efficient and timely procurement of necessary parts throughout the fiscal year, including during unplanned repair scenarios where expedited access to materials is essential to minimize water loss and protect public health and safety.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS
The City of Glendora adheres to procurement procedures in accordance with Municipal Code Section 2.40.070(f), which allows for purchases to be made in the best interest of the overall economy and efficiency, provided they are within the approved budget and specific to the operational needs of the Water Utility. Under this provision, the City may proceed with such purchases outside, with City Council authorization for an annual purchase order, regardless of dollar amount.

On June 19, 2025, a Request for Proposals (RFP) was issued seeking vendors for the supply of parts and materials to support ongoing water system operations, maintenance activities, and infrastructure reliability. In response, four proposals were received and evaluated by staff. As pricing was based on a representative list of commonly purchased items rather than a defined project scope, unit cost schedules were analyzed to assess cost competitiveness. In addition, staff reviewed vendor references and prior performance to evaluate material compliance with industry standards, supply chain reliability, and responsiveness to time-sensitive field support needs.

This evaluation process ensures that selected vendors can meet the routine and reactive operational requirements of the Water Utility in a cost-effective and dependable manner.

DISCUSSION

The City's water infrastructure requires ongoing maintenance and is vulnerable to unexpected mainline breaks, service connection leaks, and component failures due to a range of factors, including infrastructure age, material corrosion, hydraulic pressure fluctuations, increased water demand, and environmental conditions such as soil movement or ground settlement. To address these challenges, the Water Division must have reliable access to key materials, including clamps, valves, fittings, and other American Water Works Association (AWWA) compliant water mainline components on both a planned and emergency repair basis.

City Council approval to purchase from both Western Water Works and Ferguson Enterprises will provide the Water Division with flexibility to procure critical materials without delay, support timely response to emergency repairs, and maintain overall system reliability. The annual not-to-exceed amount of $350,000 is based on prior years' usage trends and anticipated needs for the current fiscal year. Actual spending may vary depending on infrastructure failures, seasonal demand fluctuations, and water system maintenance requirements.

Staff will monitor all purchases closely to ensure budget compliance, procurement efficiency and the combined total does not exceed the total requested parts and supplies purchase authorization amount of $350,000. This purchasing structure allows the Water Division to obtain materials at the lowest available pricing while maintaining operational continuity, service reliability and public safety.

FISCAL IMPACT

Sufficient appropriations are available in the FY 2025-2027 Adopted Two-Year Budget within the Water Distribution, Customer Service, and Production Divisions, under their respective Parts and Supplies accounts. Costs will be distributed according to operational requirements across the identified divisions and may vary throughout the fiscal year.

ENVIRONMENTAL DETERMINATION

This activity is not a "project" as defined by Section 21065 of the Public Resources Code or Sections 15060(c)(2), 15060(c)(3), and 15378 of the CEQA Guidelines.

Prepared By:	Ivy Gonzalez, Management Analyst
Concurs With:	Not Applicable
Reviewed By:	William Wittkopf, Public Works Director
Certified to Availability of Funds:	Kyle Johnson, Finance Director / City Treasurer
Approved By:	Adam Raymond, City Manager
Legal Review:	Not Applicable

CEQA Review: Not Applicable

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**August 26, 2025**
FROM:	**City Clerk**	**DISTRICT(S):**	**Not Applicable**

SUBJECT: **Designation of Voting Delegates for the League of California Cities Annual General Assembly October 8-10, 2025 (Response required by Wednesday, September 24, 2025)**

RECOMMENDATION

That the City Council:

1. Designate Councilmember Davis as the voting delegate to represent the City of Glendora at the Leagues' Annual Business Meeting conducted on Friday, October 10, 2025;
2. Designate Mayor Pro Tem Allawos as the City's alternate in the event Councilmember Davis is unable to serve in that capacity; and
3. Direct the City Clerk to submit the required online "Voting Delegate" form to through the Cal Cities Portal https://my.calcities.org/Voting-Delegate-Submissions no later than Wednesday, September 24, 2025.

STRATEGIC FOCUS AREAS

Not Applicable

EXECUTIVE SUMMARY

The League of California Cities (CalCities) 2025 Annual Conference is scheduled for October 8 – 10, 2025, in Long Beach. An integral part of the conference is the Annual Business Meeting (during the General Assembly) on Friday, October 10, 2025. At this meeting, the CalCities membership considers and take action on resolutions that establish future CalCities policy.

To have a vote at the CalCities' Annual Business Meeting, the Glendora City Council must designate a delegate to represent the City of Glendora. The City may appoint up to two alternate voting delegates, one of whom may vote if the designated delegate is unable to serve in that capacity. The voting delegate and alternate(s) must be registered to attend the conference. Councilmember Davis and Mayor Pro Tem Allawos have registered and confirmed attendance at the CalCities Annual Conference; and with City Council approval, will represent the City of Glendora's interests.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

Annually, the City Council designates one voting delegate and up to two voting alternates to vote at the Annual Business Meeting of the League of California Cities General Assembly. On January 14, 2025, the City Council approved Resolution CC 2025-03, updating the City's list of delegates and alternates to various regional boards and committees that the City of Glendora is a member of; CalCities – Los Angeles Division (CALCities), included.

The City's current delegate to CalCities - Los Angeles Division is Councilmember Davis, and the alternate is Mayor Pro Tem Allawos. Traditionally, the delegate and alternate have been designated to fill the voting roles unless one or both appointees are unable to attend the conference. In such an event, past practice has been for the City Council to open the voting role to any member(s) of the body that plan to attend the conference. The City Council may continue this past practice or choose any other configuration it deems appropriate.

DISCUSSION

In order to vote at the Friday, October 10, 2025, Annual Business Meeting, the City Council must designate a voting delegate. The City Council may appoint up to two alternate voting delegates, one of whom may vote in the event that the designated voting delegate is unable to serve in that capacity. Councilmember Davis and Mayor Pro Tem Allawos have confirmed and are registered to attend the CalCities Annual Conference in Long Beach and are available to participate in the Annual Business Meeting.

Should the City Council desire to be represented at the League's 2025 Annual Business Meeting, it is recommended that the City Council designate Councilmember Davis, as the voting delegate, and Mayor Pro Tem Allawos as the alternate and direct the City Clerk to submit the required Voting Delegate Form no later than Wednesday, September 24, 2025. The voting delegate and alternate must be registered to attend the conference, and at the time this report was written Mayor Fredendall also has confirmed attendance.

FISCAL IMPACT

Sufficient appropriations are available within the Fiscal Year 2025-27 Adopted Two-Year Budget for City Council conference attendance and related travel costs.

ENVIRONMENTAL DETERMINATION

There is no CEQA impacts associated with the recommendations in this report.

Prepared By	Roxanne Breceda, Deputy City Clerk/Records Manager
Concurs With	Not Applicable
Reviewed By	Kathleen R. Sessman, City Clerk/Communications Director
Certified to Availability of Funds	Kyle Johnson, Finance Director/City Treasurer
Approved By	Adam Raymond, City Manager
Legal Review	Not Applicable
CEQA Review	Not Applicable

Attachments

A. 2025 Voting Delegate Information Packet.pdf

LEAGUE OF CALIFORNIA CITIES

Council Action Advised by September 24, 2025

DATE: Wednesday, July 16, 2025

TO: Mayors, Council Members, City Clerks, and City Managers

RE: DESIGNATION OF VOTING DELEGATES AND ALTERNATES
League of California Cities Annual Conference and Expo, Oct. 8-10, 2025
Long Beach Convention Center

Every year, the League of California Cities convenes a member-driven General Assembly at the Cal Cities Annual Conference and Expo. The General Assembly is an important opportunity where city officials can directly participate in the development of Cal Cities policy.

Taking place on Oct. 10, the General Assembly is comprised of voting delegates appointed by each member city; every city has one voting delegate. Your appointed voting delegate plays an important role during the General Assembly by representing your city and voting on resolutions.

To cast a vote during the General Assembly, your city must designate a voting delegate and up to two alternate voting delegates, one of whom may vote if the designated voting delegate is unable to serve in that capacity. Voting delegates may either be an elected or appointed official.

Action by Council Required. Consistent with Cal Cities bylaws, a city's voting delegate and up to two alternates must be designated by the city council. Please note that designating the voting delegate and alternates **must** be done by city council action and cannot be accomplished by individual action of the mayor or city manager alone.

Following council action, please submit your city's delegates through the online submission portal by Wed., Sept. 24. When completing the Voting Delegate submission form, you will be asked to attest that council action was taken. You will need to be signed in to your My Cal Cities account when submitting the form.

Submitting your voting delegate form by the deadline will allow us time to establish voting delegate/alternate records prior to the conference and provide pre-conference communications with voting delegates.

Conference Registration Required. The voting delegate and alternates must be registered to attend the conference. They need not register for the entire conference; they may register for Friday only. Conference registration is open on the Cal Cities website.

LEAGUE OF CALIFORNIA CITIES

For a city to cast a vote, one voter must be present at the General Assembly and in possession of the voting delegate card and voting tool. Voting delegates and alternates need to pick up their conference badges before signing in and picking up the voting delegate card at the voting delegate desk. This will enable them to receive the special sticker on their name badges that will admit the voting delegate into the voting area during the General Assembly.

Please view Cal Cities' event and meeting policy in advance of the conference.

Transferring Voting Card to Non-Designated Individuals Not Allowed. The voting delegate card may be transferred freely between the voting delegate and alternates, but *only* between the voting delegate and alternates. If the voting delegate and alternates find themselves unable to attend the General Assembly, they may *not* transfer the voting card to another city official.

Seating Protocol during General Assembly. At the General Assembly, individuals with a voting card will sit in a designated area. Admission to the voting area will be limited to the individual in possession of the voting card and with a special sticker on their name badge identifying them as a voting delegate.

The voting delegate desk, located in the conference registration area of the Long Beach Convention Center in Long Beach, will be open at the following times: Wednesday, Oct. 16, 8:00 a.m.-6:00 p.m. and Thursday, Oct. 17, 7:30 a.m.-4:00 p.m. On Friday, Oct. 18, the voting delegate desk will be open at the General Assembly, starting at 7:30 a.m., but will be closed during roll calls and voting.

The voting procedures that will be used at the conference are attached to this memo. Please share these procedures and this memo with your council and especially with the individuals that your council designates as your city's voting delegate and alternates.

Once again, thank you for submitting your voting delegate and alternates by Wednesday, Sept. 24. If you have questions, please contact Zach Seals at zseals@calcities.org.

Attachments:

- General Assembly Voting Guidelines
- Information Sheet: Cal Cities Resolutions and the General Assembly

LEAGUE OF CALIFORNIA CITIES

General Assembly Voting Guidelines

1. **One City One Vote.** Each member city has a right to cast one vote on matters pertaining to Cal Cities policy.

2. **Designating a City Voting Representative.** Prior to the Cal Cities Annual Conference and Expo, each city council may designate a voting delegate and up to two alternates; these individuals are identified on the voting delegate form provided to the Cal Cities Credentials Committee.

3. **Registering with the Credentials Committee.** The voting delegate, or alternates, may pick up the city's voting card at the voting delegate desk in the conference registration area. Voting delegates and alternates must sign in at the voting delegate desk. Here they will receive a special sticker on their name badge and thus be admitted to the voting area at the General Assembly.

4. **Signing Initiated Resolution Petitions**. Only those individuals who are voting delegates (or alternates), and who have picked up their city's voting card by providing a signature to the credentials committee at the voting delegate desk, may sign petitions to initiate a resolution.

5. **Voting.** To cast the city's vote, a city official must have in their possession the city's voting card and voting tool; and be registered with the credentials committee. The voting card may be transferred freely between the voting delegate and alternates but may not be transferred to another city official who is neither a voting delegate nor alternate.

6. **Voting Area at General Assembly.** At the General Assembly, individuals with a voting card will sit in a designated area. Admission to the voting area will be limited to the individual in possession of the voting card and with a special sticker on their name badge identifying them as a voting delegate.

7. **Resolving Disputes**. In case of dispute, the credentials committee will determine the validity of signatures on petitioned resolutions and the right of a city official to vote at the General Assembly.

LEAGUE OF CALIFORNIA CITIES

How it works: Cal Cities Resolutions and the General Assembly

Developing League of California Cities policy is a dynamic process that engages a wide range of members to ensure Cal Cities represents cities with one voice. These policies directly guide Cal Cities' advocacy to promote local decision-making, and lobby against statewide policies that erode local control.

The resolutions process and General Assembly is one way that city officials can directly participate in the development of Cal Cities policy. If a resolution is approved at the General Assembly, it becomes official Cal Cities policy. Here's how resolutions and the General Assembly work.

Prior to the Annual Conference and Expo

General Resolutions



Sixty days before the Annual Conference and Expo, Cal Cities members may submit policy proposals on issues of importance to cities. The resolution must have the concurrence of at least five additional member cities or individual members.

Policy Committees



The Cal Cities President assigns general resolutions to policy committees where members review, debate, and recommend positions for each policy proposal. Recommendations are forwarded to the Resolutions Committee.

During the Annual Conference and Expo

Petitioned Resolutions



The petitioned resolution is an alternate method to introduce policy proposals during the annual conference. The petition must be signed by voting delegates from 10% of member cities, and submitted to the Cal Cities President at least 24 hours before the beginning of the General Assembly.

Resolutions Committee



The Resolutions Committee considers all resolutions. General Resolutions approved[1] by either a policy committee or the Resolutions Committee are next considered by the General Assembly. General resolutions not approved, or referred for further study by both a policy committee and the Resolutions Committee do not go to the General Assembly. All Petitioned Resolutions are considered by the General Assembly, unless disqualified.[2]

General Assembly



During the General Assembly, voting delegates debate and consider general and petitioned resolutions forwarded by the Resolutions Committee. Potential Cal Cities bylaws amendments are also considered at this meeting.

Who's who

Cal Cities policy development is a member-informed process, grounded in the voices and experiences of city officials throughout the state.

The **Resolutions Committee** includes representatives from each Cal Cities diversity caucus, regional division, municipal department, and policy committee, as well as individuals appointed by the Cal Cities president.

Voting delegates are appointed by each member city; every city has one voting delegate.

The **General Assembly** is a meeting of the collective body of all voting delegates —one from every member city.

Seven **policy committees** meet throughout the year to review and recommend positions to take on bills and regulatory proposals. Policy committees include members from each Cal Cities diversity caucus, regional division, and municipal department, as well as individuals appointed by the Cal Cities president.

[1] The Resolution Committee can amend a general resolution prior to sending it to the General Assembly.
[2] Petitioned Resolutions may be disqualified by the Resolutions Committee according to Cal Cities Bylaws Article VI. Sec. 5(f).

For more information visit www.calcities.org/general-assembly

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**August 26, 2025**
FROM:	**Public Works**	**DISTRICT(S):**	**1, 2**
SUBJECT:	**Notice of Completion for CDBG-Funded Street Improvements at Norgate Street and Nearglen Avenue, et al., Plan No. 1394**		

RECOMMENDATION
That the City Council:

1. Accept the completion of CDBG-Funded Street Improvements at Norgate Street and Nearglen Avenue, et al., Plan No. 1394, by Copp Contracting, Inc.;
2. Approve the final contract amount of $377,985.16;
3. Authorize the Mayor or his designee to sign & file the Notice of Completion with the County of Los Angeles Registrar-Recorder;
4. Authorize the Public Works Director to release the project retention 35 days after the recordation of the Notice of Completion;
5. Authorize the release of the Labor and Materials Bond in the amount of $361,364, six months after recordation of Notice of Completion, if no claims have been received; and
6. Authorize the release of the Faithful Performance Bond one (1) year following recordation of Notice of Completion if the improvements remain free from defects in materials and workmanship.

STRATEGIC FOCUS AREAS
Goal 5: Improve and Maintain the City's Infrastructure and Facilities (IMCIF)

EXECUTIVE SUMMARY
The CDBG-Funded Street Improvements at Norgate Street and Nearglen Avenue, et al. Project, Plan No. 1394, was awarded for construction by the City Council on February 11, 2025. The project included the 2" grind and overlay of asphalt, re-striping, removal and replacement of sidewalks, curb & gutters, installation of new ADA-compliant curb ramps, and various other related improvements.

The Project was funded by the 2024-2025 CDBG Street Infrastructure Allocation with an approved budget of $422,877.00.

The Notice to proceed was issued on April 7th, 2025, with an original contract length of 60 working days. The project was substantially completed with the final walkthrough performed on May 27th, 2025. Final punchlist items were declared complete as of July 30th, 2025. The final construction cost for the project was $377,985.16.

Staff recommends that City Council accepts the Notice of Completion for the construction contract for CDBG-Funded Street Improvements at Norgate Street and Nearglen Avenue, et al. Project, Plan Nos. 1394 by Copp Contracting, Inc., and authorizes the City Manager or his designee to sign the Notice of Completion for recordation.

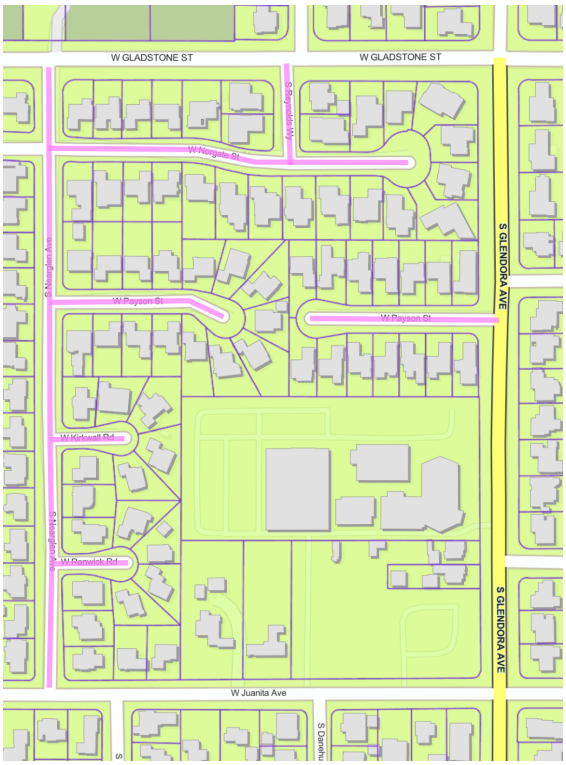
LEGISLATIVE HISTORY / PREVIOUS ACTIONS

On April 23, 2024, the City Council approved the 2024 (FY 2024/2025) CDBG Annual Plan, inclusive of an allocation for the completion of the CDBG-Funded Street Improvements at Norgate Street and Nearglen Avenue, et al. Project.

The City Council awarded the construction contract to Copp Contracting, Inc. on February 11, 2025 for $361,364.

DISCUSSION

The 2024 – 2025 CDBG Funded Street Improvements at Norgate Street and Nearglen Avenue, et al. (Project) included a two-inch grind and overlay, restriping, removal and replacement of portions of curbs, gutters, sidewalks, and construction of ADA-compliant curb ramps. The specific streets this Project improved were segments of W. Norgate St, S. Nearglen Ave, S. Reynolds Way, W Payson St, W. Kirkwall Rd and W. Renwick Rd**.**



PROJECT LOCATION

The following are some of the pictures showing work during construction and after construction:













The project was declared substantially complete as of May 27th, 2025, and staff recommend that the City Council accept the Notice of Completion and authorize the Mayor to sign it for recordation. The City Clerk's office will record the executed Notice of Completion with the Los Angeles County Recorder Office.

FISCAL IMPACT

The Fiscal Year 2024-25 Budget included $422,877.00 in Fund 285 (CDBG) for this project. The construction contract in the amount of $361,364 was awarded by the City Council on February 11, 2025. There were two Contract Change Orders (CCO) resulting in a net increase of $16,621.16 (4.59%). CCO No. 1 is for extra work involved in leveling crushed aggregate base that was exposed during the grinding operation and CCO No. 2 is the balancing statement. The total construction cost of the project is $377,985.16. The project was completed within the approved construction budget.

FY 2024/25 Budget	**Account**	**Project**	**Budget**
2024-2025 CDBG Street Infrastructure Allocation:	28500990-70000	5525106	$422,877.00
Total			$422,877.00
Project Expenses			**Costs**
Notice of Bid Publication			$385.00
Notice of Exemption			$75.00
Construction by Copp Contracting, Inc.			$361,364.00
Contract Change Order			$16,621.16
		Total Project Cost	**$378,455.16**
		Remaining Budget	**$44,431.84**

There is no fiscal impact to accepting, approving, and signing the Notice.

ENVIRONMENTAL DETERMINATION

A Notice of Categorical Exemption was adopted for the Project by the City Council on February 11, 2025.

Prepared By	Paul Fisher, Business Services Manager
Concurs With	Not Applicable
Reviewed By	William Wittkopf
Certified to Availability of Funds	Kyle Johnson, Finance Director/City Treasurer
Approved By	Adam Raymond, City Manager
Legal Review	Danny Aleshire, City Attorney
CEQA Review	Not Applicable

Attachments

A. Notice of Completion 1394.pdf

RECORDING REQUESTED BY:

CITY OF GLENDORA

WHEN RECORDED MAIL TO THIS ADDRESS:

CITY CLERK
CITY OF GLENDORA
116 E. Foothill Boulevard
Glendora, CA 91741

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

NOTICE OF COMPLETION

NOTICE IS HEREBY GIVEN THAT:

1. The undersigned is OWNER or AGENT of the OWNER of the interest or estate stated below in the property hereinafter described.
2. The full name of the OWNER is: **CITY OF GLENDORA**
3. The full address of the OWNER is: **116 E. Foothill Boulevard, Glendora, CA 91786**
4. The nature of the interest or estate of the undersigned is: (i.e., In Fee.) **Fee Interest.**
5. A work of improvement on the property hereinafter described was COMPLETED on **July 30, 2025**
6. The work of improvement completed is described as follows:
   CDBG-Funded Street Improvements at Norgate Street and Nearglen Avenue, et al. Project City Project No. 1394
7. The name of the original contractor, if any, for such work of improvement is: **Copp Contracting, Inc.**
8. The street address of said property is: **Nearglen Avenue between Gladstone Street and Juanita Avenue, Norgate St between Nearglen Avenue and east cul-de-sac, Reynolds Way between Gladstone Street and Norgate Street, Payson Street between Nearglen Avenue and east cul-de-sac, Payson Street between Glendora Avenue and west cul-de-sac, Kirkwall Road between Nearglen Avenue to east cul-de-sac and Renwick Road between Nearglen Avenue and east cul-de-sac.**
9. The property on which said work of improvement was completed is in the City of **GLENDORA**, County of LOS ANGELES, State of CALIFORNIA, and is described as follows:
   The project included the 2" grind and overlay of asphalt, re-striping, removal and replacement of sidewalks, curb & gutters, installation of new ADA-compliant curb ramps, and various other related improvements.

CITY OF GLENDORA

Date: August 26, 2025

Signature of Owner or agent: **DAVID FREDENDALL, Mayor**

VERIFICATION

I, the undersigned, declare under penalty of perjury under the laws of the State of California, that I am the **Mayor of the City of Glendora** of the aforesaid interest or estate in the property described in the above Notice, that I have read the said Notice, that I know and understand the contents thereof, and that the facts stated therein are true and correct.

August 26, 2025 at Glendora, California

DAVID FREDENDALL, Mayor

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**August 26, 2025**
FROM:	**Public Works**	**DISTRICT(S):**	**2, 3**

SUBJECT: **Agreement with Streetlight Restoration Specialists, Inc. for the Restoration of Antique Streetlights in the amount of $226,240**

RECOMMENDATION

That the City Council:

1. Award an Agreement to Streetlight Restoration Specialists, Inc. for the Restoration of certain Antique Streetlights in an amount in an amount not to exceed $226,240;
2. Authorize the expenditure of a contingency not to exceed ten percent (10%) of the original contract amount;
3. Authorize the Public Works Director to execute any necessary change orders; and
4. Authorize the City Manager or his designee to execute the Agreement with Streetlight Restoration Specialists, Inc., including minimal and/or non-substantive changes.

STRATEGIC FOCUS AREAS

Goal 5: Improve and Maintain the City's Infrastructure and Facilities (IMCIF)

EXECUTIVE SUMMARY

The antique streetlights, which were initially installed over a hundred years ago, were taken out of service in 2004 due to unsafe wiring and corrosion at their foundations. In recent years, the City investigated the possibility of establishing an Antique Streetlight District through a Proposition 218 ballot initiative to secure funding for ongoing service and maintenance. Although the City received a generous $1.5 million State grant and allocated an additional $600,000 from City funds for the project, the ballot measure failed to pass. Consequently, all 109 of the antique streetlights were removed and placed in storage. City staff is requesting City Council approval to begin their restoration, preparing them for re-installation along Glendora Avenue as a component of the Glendora People Movement Project, focusing on First/Last Mile Improvements. The proposed agreement with Streetlight Restoration Specialists, Inc., in the amount of $226,240, will initiate the restoration of the poles. The contractor will refurbish 70 poles, carefully selecting those in the best condition from a total of 109.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

The historic streetlight system, installed in two phases during 1911 and 1914 near the Glendora Village, has experienced significant deterioration over the years. Problems such as corroded conduits, hazardous wiring, and pole base damage compelled the City to deactivate the lights in 2004. Since that time, various initiatives have been undertaken to restore and finance the system. Notably, three attempts to create an assessment district under Proposition 218 through ballot measures in 2007, 2008, and 2023 were unsuccessful.

In January 2020, the City pursued State funding for the restoration project. This effort was successful, with Senator Anthony Portantino securing a $1.5 million appropriation in the FY 2021/22 State Budget. Additionally, the City allocated $600,000 in discretionary capital funds to further support the project. Despite these efforts, the most recent attempt in 2023 to establish an Antique Streetlight District through the Proposition 218 process did not achieve the necessary majority support from property owners. Consequently, all streetlight poles have been removed and stored, until a viable restoration plan was in place.

DISCUSSION

As the Glendora People Movement Project moves forward, plans are in place to reinstall the antique streetlights currently in storage along Glendora Avenue. City staff diligently sought out a contractor with the necessary expertise to restore the streetlights. Streetlight Restoration Specialists, Inc., a uniquely qualified and licensed contractor skilled in the niche field of antique streetlight restoration, has submitted a comprehensive proposal to refurbish 70 streetlight poles for a total of $226,240. Although 109 poles were initially removed, many are in disrepair, and the project demands less than 70 poles for the re-installation along Glendora Avenue. The restoration process will encompass paint removal, rust treatment, epoxy priming, the application of advanced engineered coatings, the crafting of inner rods, and the provision of new globes and LED lighting.

The contractor plans to undertake the restoration work on-site at the City's Corporate Yard, thereby eliminating the need to transport the poles to and from their facility. It is important to note that no metal repairs are included in this project, as the City will pre-select the 70 best-condition poles from its inventory of over 100 stored units. Granting this contract will initiate the restoration process, preparing these historic lights for future service. The installation of the lights along Glendora Avenue will occur at a later stage, in conjunction with the First and Last Mile Improvements integral to the Glendora People Movement Project.

City staff recommends that the City Council approve the agreement with Streetlight Restoration Specialists, Inc., for contract services amounting to $226,240, with an additional contingency fund not exceeding 10% for the restoration of the antique streetlights. While a formal procurement process was not conducted, the City of Glendora's Municipal Code (GMC) authorizes the execution of this agreement. Pursuant to GMC § 2.40.100(c)(3), competitive procurement is not required when goods or services can only be sourced from a single provider. The intricate restoration of antique streetlights necessitates a contractor with rare expertise, specialized equipment, and proper licensing. Streetlight Restoration Specialists, Inc. stands out as a sole source provider, uniquely qualified to fulfill the project's requirements due to their extensive experience in this specialized field.

FISCAL IMPACT

This project is included in the Fiscal 2025-27 Adopted Two-Year Budget Capital Improvement Progam.

Agreement for Restoration of Antique Streetlights	$226,240
10% Contingency	$22,624
Total Requested Amount:	**$248,864**
Project 5522104, Allocation from Fund 301, FY 2026 (Capital Improvement Project)	$265,648
Remaining Balance:	$16,784

ENVIRONMENTAL DETERMINATION

None.

Prepared By Valerie Velasquez-Santoya, Assistant Public Works Director

Concurs With	Not Applicable
Reviewed By	William Wittkopf, Public Works Director
Certified to Availability of Funds	Kyle Johnson, Finance Director/City Treasurer
Approved By	Adam Raymond, City Manager
Legal Review	Danny Aleshire, City Attorney
CEQA Review	Not Applicable

Attachments

A. Agreement.pdf

B. PowerPoint.pdf

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AGREEMENT FOR CONTRACT SERVICES

By and Between

CITY OF GLENDORA

and

STREETLIGHT RESTORATION SPECIALISTS, INC.

Docusign Envelope ID: B16FD657-6C42-4261-A1EB-D98E79ED9215

AGREEMENT FOR CONTRACT SERVICES BETWEEN THE CITY OF GLENDORA AND STREETLIGHT RESTORATION SPECIALISTS, INC.

THIS AGREEMENT FOR CONTRACT SERVICES (herein "Agreement") is made and entered into this _____ day of _____, 2025 by and between the City of Glendora, a California municipal corporation ("City") and Streetlight Restoration Specialists, Inc., a California Corporation ("Consultant"). City and Consultant may be referred to, individually or collectively, as "Party" or "Parties."

RECITALS

A. City desires to retain Consultant, on an independent contractor basis, to perform the services defined and described particularly in Article 1 of this Agreement.

B. Consultant represents that it is fully qualified to perform such services by virtue of its experience and the training, education and expertise of its principals and employees.

C. Pursuant to the City of Glendora's Municipal Code (GMC), City has authority to enter into and execute this Agreement. In accordance with GMC § 2.40.100(c)(3), competitive procurement is not required when the goods or services are available from only one source. The restoration of antique streetlights requires a highly specialized contractor with rare expertise, equipment, and licensing. Consultant is uniquely qualified to perform this work due to its extensive experience in antique streetlight restoration and is therefore considered a sole source provider for the required services. The Parties desire to formalize the selection of Consultant for performance of those services defined and described particularly in Article 1 of this Agreement and desire that the terms of that performance be as particularly defined and described herein.

OPERATIVE PROVISIONS

NOW, THEREFORE, in consideration of the mutual promises and covenants made by the Parties and contained herein and other consideration, the value and adequacy of which are hereby acknowledged, the Parties agree as follows:

ARTICLE 1. SERVICES OF CONSULTANT

1.1 Scope of Services.

In compliance with all terms and conditions of this Agreement, the Consultant shall provide those services specified in the "Scope of Services" attached hereto as Exhibit "A" and incorporated herein by this reference, which may be referred to herein as the "services" or "work" hereunder. As a material inducement to the City entering into this Agreement, Consultant represents and warrants that it has the qualifications, experience, and facilities necessary to properly perform the services required under this Agreement in a thorough, competent, and professional manner, and is experienced in performing the work and services contemplated herein. Consultant shall at all times faithfully, competently and to the best of its ability, experience and talent, perform all services described herein. Consultant covenants that it shall follow the highest professional standards in performing the work and services required hereunder and that all materials will be both of good quality as well as fit for the purpose intended. For purposes of this Agreement, the phrase "highest professional standards" shall mean those standards of practice recognized by one or more first-class firms performing similar work under similar circumstances.

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1.2 Consultant's Proposal.

The Scope of Services shall include the Consultant's "proposal" containing its scope of work or bid, which shall be incorporated herein by this reference as though fully set forth herein. In the event of any inconsistency between the terms of such proposal and this Agreement, the terms of this Agreement shall govern.

1.3 Compliance with Law.

Consultant shall keep itself informed concerning, and shall render all services hereunder in accordance with, all ordinances, resolutions, statutes, rules, and regulations of the City and any Federal, State or local governmental entity having jurisdiction in effect at the time service is rendered.

1.4 California Labor Law.

If the Scope of Services includes any "public work" or "maintenance work," as those terms are defined in California Labor Code section 1720 *et seq.* and California Code of Regulations, Title 8, Section 16000 *et seq.*, and if the total compensation is $1,000 or more, Consultant shall pay prevailing wages for such work and comply with the requirements in California Labor Code section 1770 *et seq.* and 1810 *et seq*., and all other applicable laws, including the following requirements:

(a) Public Work. The Parties acknowledge that some or all of the work to be performed under this Agreement is a "public work" as defined in Labor Code Section 1720 and that this Agreement is therefore subject to the requirements of Division 2, Part 7, Chapter 1 (commencing with Section 1720) of the California Labor Code relating to public works contracts and the rules and regulations established by the Department of Industrial Relations ("DIR") implementing such statutes. The work performed under this Agreement is subject to compliance monitoring and enforcement by the DIR. Consultant shall post job site notices, as prescribed by regulation.

(b) Prevailing Wages. Consultant shall pay prevailing wages to the extent required by Labor Code Section 1771. Pursuant to Labor Code Section 1773.2, copies of the prevailing rate of per diem wages are on file at City Hall and will be made available to any interested party on request. By initiating any work under this Agreement, Consultant acknowledges receipt of a copy of the Department of Industrial Relations (DIR) determination of the prevailing rate of per diem wages, and Consultant shall post a copy of the same at each job site where work is performed under this Agreement.

(c) Penalty for Failure to Pay Prevailing Wages. Consultant shall comply with and be bound by the provisions of Labor Code Sections 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. The Consultant shall, as a penalty to the City, forfeit two hundred dollars ($200) for each calendar day, or portion thereof, for each worker paid less than the prevailing rates as determined by the DIR for the work or craft in which the worker is employed for any public work done pursuant to this Agreement by Consultant or by any subcontractor.

(d) Payroll Records. Consultant shall comply with and be bound by the provisions of Labor Code Section 1776, which requires Consultant and each subconsultant to: keep accurate payroll records and verify such records in writing under penalty of perjury, as specified in Section 1776; certify and make such payroll records available for inspection as provided by Section 1776; and inform the City of the location of the records.

(e) Apprentices. Consultant shall comply with and be bound by the provisions of Labor Code Sections 1777.5, 1777.6, and 1777.7 and California Code of Regulations Title 8, Section 200 *et seq.*

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concerning the employment of apprentices on public works projects. Consultant shall be responsible for compliance with these aforementioned Sections for all apprenticeable occupations. Prior to commencing work under this Agreement, Consultant shall provide City with a copy of the information submitted to any applicable apprenticeship program. Within sixty (60) days after concluding work pursuant to this Agreement, Consultant and each of its subconsultants shall submit to the City a verified statement of the journeyman and apprentice hours performed under this Agreement.

(f) Eight-Hour Work Day. Consultant acknowledges that eight (8) hours labor constitutes a legal day's work. Consultant shall comply with and be bound by Labor Code Section 1810.

(g) Penalties for Excess Hours. Consultant shall comply with and be bound by the provisions of Labor Code Section 1813 concerning penalties for workers who work excess hours. The Consultant shall, as a penalty to the City, forfeit twenty-five dollars ($25) for each worker employed in the performance of this Agreement by the Consultant or by any subcontractor for each calendar day during which such worker is required or permitted to work more than eight (8) hours in any one calendar day and forty (40) hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the Labor Code. Pursuant to Labor Code section 1815, work performed by employees of Consultant in excess of eight (8) hours per day, and forty (40) hours during any one week shall be permitted upon public work upon compensation for all hours worked in excess of 8 hours per day at not less than one and one-half (1½) times the basic rate of pay.

(h) Workers' Compensation. California Labor Code Sections 1860 and 3700 provide that every employer will be required to secure the payment of compensation to its employees if it has employees. In accordance with the provisions of California Labor Code Section 1861, Consultant certifies as follows:

> "I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract."

Consultant's Authorized Initials DS BM
Brian Moran, President

(i) Consultant's Responsibility for Subcontractors. For every subcontractor who will perform work under this Agreement, Consultant shall be responsible for such subcontractor's compliance with Division 2, Part 7, Chapter 1 (commencing with Section 1720) of the California Labor Code, and shall make such compliance a requirement in any contract with any subcontractor for work under this Agreement. Consultant shall be required to take all actions necessary to enforce such contractual provisions and ensure subcontractor's compliance, including without limitation, conducting a review of the certified payroll records of the subcontractor on a periodic basis or upon becoming aware of the failure of the subcontractor to pay his or her workers the specified prevailing rate of wages. Consultant shall diligently take corrective action to halt or rectify any such failure by any subcontractor.

1.5 Licenses, Permits, Fees and Assessments.

Consultant shall obtain at its sole cost and expense such licenses, permits and approvals as may be required by law for the performance of the services required by this Agreement. Consultant shall have the sole obligation to pay for any fees, assessments and taxes, plus applicable penalties and interest, which may be imposed by law and arise from or are necessary for the Consultant's performance of the services required by this Agreement, and shall indemnify, defend and hold harmless City, its officers, employees or agents of City,

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against any such fees, assessments, taxes, penalties or interest levied, assessed or imposed against City hereunder.

1.6 Familiarity with Work.

By executing this Agreement, Consultant warrants that Consultant (i) has thoroughly investigated and considered the scope of services to be performed, (ii) has carefully considered how the services should be performed, and (iii) fully understands the facilities, difficulties and restrictions attending performance of the services under this Agreement. If the services involve work upon any site, Consultant warrants that Consultant has or will investigate the site and is or will be fully acquainted with the conditions there existing, prior to commencement of services hereunder. Should the Consultant discover any latent or unknown conditions, which will materially affect the performance of the services hereunder, Consultant shall immediately inform the City of such fact and shall not proceed except at Consultant's risk until written instructions are received from the Contract Officer.

1.7 Care of Work.

The Consultant shall adopt reasonable methods during the life of this Agreement to furnish continuous protection to the work, and the equipment, materials, papers, documents, plans, studies and/or other components thereof to prevent losses or damages, and shall be responsible for all such damages, to persons or property, until acceptance of the work by City, except such losses or damages as may be caused by City's own negligence.

1.8 Further Responsibilities of Parties.

Both Parties agree to use reasonable care and diligence to perform their respective obligations under this Agreement. Both Parties agree to act in good faith to execute all instruments, prepare all documents and take all actions as may be reasonably necessary to carry out the purposes of this Agreement. Unless hereafter specified, neither Party shall be responsible for the service of the other.

1.9 Additional Services.

City shall have the right at any time during the performance of the services, without invalidating this Agreement, to order extra work beyond that specified in the Scope of Services or make changes by altering, adding to or deducting from said work. No such extra work may be undertaken unless a written order is first given by the Contract Officer (as defined below) to the Consultant, incorporating therein any adjustment in (i) the Contract Sum (or a portion of the compensation due to Consultant) for the actual costs of the extra work, and/or (ii) the time to perform this Agreement, which said adjustments are subject to the written approval of the Consultant. Any increase in compensation of up to ten percent (10%) of the Contract Sum or $50,000, whichever is less; or, in the time to perform of up to one hundred eighty (180) days, may be approved by the Contract Officer. Any greater increases, taken either separately or cumulatively, must be approved by the City Council. It is expressly understood by Consultant that the provisions of this Section shall not apply to services specifically set forth in the Scope of Services. Consultant hereby acknowledges that it accepts the risk that the services to be provided pursuant to the Scope of Services may be more costly or time consuming than Consultant anticipates and that Consultant shall not be entitled to additional compensation therefor. City may in its sole and absolute discretion have similar work done by other Consultants. No claims for an increase in the Contract Sum or time for performance shall be valid unless the procedures established in this Section are followed.

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1.10 Special Requirements.

Additional terms and conditions of this Agreement, if any, which are made a part hereof are set forth in the "Special Requirements" attached hereto as Exhibit "B" and incorporated herein by this reference. In the event of a conflict between the provisions of Exhibit "B" and any other provisions of this Agreement, the provisions of Exhibit "B" shall govern.

ARTICLE 2. COMPENSATION AND METHOD OF PAYMENT.

2.1 Contract Sum.

Subject to any limitations set forth in this Agreement, City agrees to pay Consultant the amounts specified in the "Schedule of Compensation" attached hereto as Exhibit "C" and incorporated herein by this reference. The total compensation, including reimbursement for actual expenses, shall not exceed Two Hundred Twenty-Six Thousand, Two Hundred Forty Dollars ($226,240) (the "Contract Sum"), unless additional compensation is approved pursuant to Section 1.9.

2.2 Method of Compensation.

The method of compensation may include: (i) a lump sum payment upon completion; (ii) payment in accordance with specified tasks or the percentage of completion of the services, less contract retention; (iii) payment for time and materials based upon the Consultant's rates as specified in the Schedule of Compensation, provided that (a) time estimates are provided for the performance of sub tasks, (b) contract retention is maintained, and (c) the Contract Sum is not exceeded; or (iv) such other methods as may be specified in the Schedule of Compensation.

2.3 Reimbursable Expenses.

Compensation may include reimbursement for actual and necessary expenditures for reproduction costs, telephone expenses, and travel expenses approved by the Contract Officer in advance, or actual subcontractor expenses of an approved subcontractor pursuant to Section 4.5, and only if specified in the Schedule of Compensation. The Contract Sum shall include the attendance of Consultant at all project meetings reasonably deemed necessary by the City. Coordination of the performance of the work with City is a critical component of the services. If Consultant is required to attend additional meetings to facilitate such coordination, Consultant shall not be entitled to any additional compensation for attending said meetings.

2.4 Invoices.

Each month Consultant shall furnish to City an original invoice for all work performed and expenses incurred during the preceding month in a form approved by City's Director of Finance. By submitting an invoice for payment under this Agreement, Consultant shall be deemed to have certify compliance with all provisions of this Agreement. The invoice shall contain all information specified in Exhibit "C", and shall detail charges for all necessary and actual expenses by the following categories: labor (by sub-category), travel, materials, equipment, supplies, and sub-contractor contracts. Sub-contractor charges shall also be detailed by such categories. Consultant shall not invoice City for any duplicate services performed by more than one person.

City shall independently review each invoice submitted by the Consultant to determine whether the work performed and expenses incurred are in compliance with the provisions of this Agreement. Except as to any charges for work performed or expenses incurred by Consultant which are disputed by City, or as provided in Section 7.3, City will use its best efforts to cause Consultant to be paid within forty-five (45) days of receipt

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of Consultant's correct and undisputed invoice; however, Consultant acknowledges and agrees that due to City warrant run procedures, the City cannot guarantee that payment will occur within this time period. In the event any charges or expenses are disputed by City, the original invoice shall be returned by City to Consultant for correction and resubmission. Review and payment by City for any invoice provided by the Consultant shall not constitute a waiver of any rights or remedies provided herein or any applicable law.

2.5 Waiver.

Payment to Consultant for work performed pursuant to this Agreement shall not be deemed to waive any defects in work performed by Consultant.

ARTICLE 3. PERFORMANCE SCHEDULE

3.1 Time of Essence.

Time is of the essence in the performance of this Agreement.

3.2 Schedule of Performance.

Consultant shall commence the services pursuant to this Agreement upon receipt of a written notice to proceed and shall perform all services within the time period(s) established in the "Schedule of Performance" attached hereto as Exhibit "D" and incorporated herein by this reference. When requested by the Consultant, extensions to the time period(s) specified in the Schedule of Performance may be approved in writing by the Contract Officer but not exceeding one hundred eighty (180) days cumulatively.

3.3 Force Majeure.

The time period(s) specified in the Schedule of Performance for performance of the services rendered pursuant to this Agreement shall be extended because of any delays due to unforeseeable causes beyond the control and without the fault or negligence of the Consultant, including, but not restricted to, acts of God or of the public enemy, unusually severe weather, fires, earthquakes, floods, epidemics, quarantine restrictions, riots, strikes, freight embargoes, wars, litigation, and/or acts of any governmental agency, including the City, if the Consultant shall within ten (10) days of the commencement of such delay notify the Contract Officer in writing of the causes of the delay. The Contract Officer shall ascertain the facts and the extent of delay, and extend the time for performing the services for the period of the enforced delay when and if in the judgment of the Contract Officer such delay is justified. The Contract Officer's determination shall be final and conclusive upon the Parties to this Agreement. In no event shall Consultant be entitled to recover damages against the City for any delay in the performance of this Agreement, however caused, Consultant's sole remedy being extension of this Agreement pursuant to this Section.

3.4 Term.

Unless earlier terminated in accordance with Article 7 of this Agreement, this Agreement shall continue in full force and effect until completion of the services but not exceeding nine (9) months from the date hereof ("Term"), except as otherwise provided in the Schedule of Performance (as shown on Exhibit "D" attached hereto). The City Manager may, at his/her sole discretion, extend the Term for an additional nine (9) month term, so long as any applicable adjustment to the Contract Sum for such extension does not exceed the applicable percent change of the Consumer Price Index for All Urban Consumers (CPI-U) for Los Angeles-Long Beach-Anaheim.

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ARTICLE 4. COORDINATION OF WORK

4.1 Representatives and Personnel of Consultant.

The following principals of Consultant ("Principals") are hereby designated as being the principals and representatives of Consultant authorized to act in its behalf with respect to the work specified herein and make all decisions in connection therewith:

Brian Moran, President

It is expressly understood that the experience, knowledge, capability and reputation of the foregoing principals were a substantial inducement for City to enter into this Agreement. Therefore, the foregoing principals shall be responsible during the Term of this Agreement for directing all activities of Consultant and devoting sufficient time to personally supervise the services hereunder. All personnel of Consultant, and any authorized agents, shall at all times be under the exclusive direction and control of the Principals. For purposes of this Agreement, the foregoing Principals may not be replaced nor may their responsibilities be substantially reduced by Consultant without the express written approval of City. Additionally, Consultant shall utilize only competent personnel to perform services pursuant to this Agreement. Consultant shall make every reasonable effort to maintain the stability and continuity of Consultant's staff and subcontractors, if any, assigned to perform the services required under this Agreement. Consultant shall notify City of any changes in Consultant's staff and subcontractors, if any, assigned to perform the services required under this Agreement, prior to and during any such performance.

4.2 Status of Consultant.

Consultant shall have no authority to bind City in any manner, or to incur any obligation, debt or liability of any kind on behalf of or against City, whether by contract or otherwise, unless such authority is expressly conferred under this Agreement or is otherwise expressly conferred in writing by City. Consultant shall not at any time or in any manner represent that Consultant or any of Consultant's officers, employees, or agents are in any manner officials, officers, employees or agents of City. Neither Consultant, nor any of Consultant's officers, employees or agents, shall obtain any rights to retirement, health care or any other benefits which may otherwise accrue to City's employees. Consultant expressly waives any claim Consultant may have to any such rights.

4.3 Contract Officer.

The Contract Officer shall be the City's Public Works Director, or such person as may be designated by the City Manager. It shall be the Consultant's responsibility to assure that the Contract Officer is kept informed of the progress of the performance of the services and the Consultant shall refer any decisions which must be made by City to the Contract Officer. Unless otherwise specified herein, any approval of City required hereunder shall mean the approval of the Contract Officer. The Contract Officer shall have authority, if specified in writing by the City Manager, to sign all documents on behalf of the City required hereunder to carry out the terms of this Agreement.

4.4 Independent Consultant.

Neither the City nor any of its employees shall have any control over the manner, mode or means by which Consultant, its agents or employees, perform the services required herein, except as otherwise set forth herein. City shall have no voice in the selection, discharge, supervision or control of Consultant's employees,

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servants, representatives or agents, or in fixing their number, compensation or hours of service. Consultant shall perform all services required herein as an independent contractor of City and shall remain at all times as to City a wholly independent contractor with only such obligations as are consistent with that role. Consultant shall not at any time or in any manner represent that it or any of its agents or employees are agents or employees of City. City shall not in any way or for any purpose become or be deemed to be a partner of Consultant in its business or otherwise or a joint venturer or a member of any joint enterprise with Consultant.

4.5 Prohibition Against Subcontracting or Assignment.

The experience, knowledge, capability and reputation of Consultant, its principals and employees were a substantial inducement for the City to enter into this Agreement. Therefore, Consultant shall not contract with any other entity to perform in whole or in part the services required hereunder without the express written approval of the City. In addition, neither this Agreement nor any interest herein may be transferred, assigned, conveyed, hypothecated or encumbered voluntarily or by operation of law, whether for the benefit of creditors or otherwise, without the prior written approval of City. Transfers restricted hereunder shall include the transfer to any person or group of persons acting in concert of more than twenty five percent (25%) of the present ownership and/or control of Consultant, taking all transfers into account on a cumulative basis. In the event of any such unapproved transfer, including any bankruptcy proceeding, this Agreement shall be void. No approved transfer shall release the Consultant or any surety of Consultant of any liability hereunder without the express consent of City.

ARTICLE 5. INSURANCE AND INDEMNIFICATION

5.1 Insurance Coverages.

Without limiting Consultant's indemnification of City, and prior to commencement of any services under this Agreement, Consultant shall obtain, provide and maintain at its sole cost and expense during the Term of this Agreement, policies of insurance of the type and amounts described below and in a form satisfactory to City.

(a) General Liability Insurance. Consultant shall maintain commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01, in an amount not less than $1,000,000 per occurrence, $2,000,000 general aggregate, for bodily injury, personal injury, and property damage, including without limitation, blanket contractual liability. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO "insured contract" language will not be accepted.

(b) Automobile Liability Insurance. Consultant shall maintain automobile insurance at least as broad as Insurance Services Office form CA 00 01 covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with the services to be performed under this Agreement, including coverage for any owned, hired, non-owned or rented vehicles, in an amount not less than $1,000,000 combined single limit for each accident.

(c) Professional Liability (errors & omissions) Insurance. Consultant shall maintain professional liability insurance that covers the Services to be performed in connection with this Agreement, in the minimum amount of $1,000,000 per claim and in the aggregate. Any policy inception date, continuity date, or retroactive date must be before the effective date of this Agreement and Consultant agrees to maintain continuous coverage through a period no less than three (3) years after completion of the services required by this Agreement.

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(d) Workers' Compensation Insurance. Consultant shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance (with limits of at least $1,000,000).

(e) Subcontractors. Consultant shall include all subcontractors as insureds under its policies or shall furnish separate certificates and certified endorsements for each subcontractor. All coverages for subcontractors shall include all of the requirements stated herein.

(f) Additional Insurance. Policies of such other insurance, as may be required in the Special Requirements in Exhibit "B".

5.2 General Insurance Requirements.

(a) Proof of Insurance. Consultant shall provide certificates of insurance to City as evidence of the insurance coverage required herein, along with a waiver of subrogation endorsement for workers' compensation. Insurance certificates and endorsements must be approved by City's Risk Manager prior to commencement of performance. Current certification of insurance shall be kept on file with City at all times during the Term of this Agreement. City reserves the right to require complete, certified copies of all required insurance policies, at any time.

(b) Duration of Coverage. Consultant shall procure and maintain for the duration of this Agreement insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the Services hereunder by Consultant, its agents, representatives, employees or subconsultants.

(c) Primary/Noncontributing. Coverage provided by Consultant shall be primary and any insurance or self-insurance procured or maintained by City shall not be required to contribute with it. The limits of insurance required herein may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of City before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.

(d) City's Rights of Enforcement. In the event any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by City will be promptly reimbursed by Consultant or City will withhold amounts sufficient to pay premium from Consultant payments. In the alternative, City may cancel this Agreement.

(e) Acceptable Insurers. All insurance policies shall be issued by an insurance company currently authorized by the Insurance Commissioner to transact business of insurance or that is on the List of Approved Surplus Line Insurers in the State of California, with an assigned policyholders' Rating of A- (or higher) and Financial Size Category Class VI (or larger) in accordance with the latest edition of Best's Key Rating Guide, unless otherwise approved by the City's Risk Manager.

(f) Waiver of Subrogation. All insurance coverage maintained or procured pursuant to this agreement shall be endorsed to waive subrogation against City, its elected or appointed officers, agents, officials, employees and volunteers or shall specifically allow Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against City, and shall require similar written express waivers and insurance clauses from each of its subconsultants.

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(g) Enforcement of Contract Provisions (non-estoppel). Consultant acknowledges and agrees that any actual or alleged failure on the part of the City to inform Consultant of non-compliance with any requirement imposes no additional obligations on the City nor does it waive any rights hereunder.

(h) Requirements not Limiting. Requirements of specific coverage features or limits contained in this section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Consultant maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

(i) Notice of Cancellation. Consultant agrees to oblige its insurance agent or broker and insurers to provide to City with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

(j) Additional Insured Status. General liability and automobile policies shall provide or be endorsed to provide that City and its officers, officials, employees, and agents, and volunteers shall be additional insureds under such policies. This provision shall also apply to any excess/umbrella liability policies.

(k) Prohibition of Undisclosed Coverage Limitations. None of the coverages required herein will be in compliance with these requirements if they include any limiting endorsement of any kind that has not been first submitted to City and approved by the City in writing.

(l) Separation of Insureds. A severability of interests provision must apply for all additional insureds ensuring that Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the insurer's limits of liability. The policy(ies) shall not contain any cross-liability exclusions.

(m) Pass Through Clause. Consultant agrees to ensure that its subconsultants, subcontractors, and any other party involved with the services who is brought onto or involved in the services by Consultant, provide the same minimum insurance coverage and endorsements required of Consultant. Consultant agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Consultant agrees that upon request, all agreements with consultants, subcontractors, and others engaged in the services will be submitted to City for review.

(n) City's Right to Revise Specifications. The City reserves the right at any time during the Term of this Agreement to change the amounts and types of insurance required by giving the Consultant ninety (90) days advance written notice of such change. If such change results in substantial additional cost to the Consultant, the City and Consultant may renegotiate Consultant's compensation.

(o) Deductibles / Self-insured Retentions. Any deductibles and self-insured retentions must be declared to and approved by City. At the option of the City, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions with respect to the City, it officers, officials, employees, agents and volunteers, or the Consultant shall provide a financial guarantee satisfactory to the city guaranteeing payment of losses and related investigations, claims administration and defense expense.

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(p) Timely Notice of Claims. Consultant shall give City prompt and timely notice of claims made or suits instituted that arise out of or result from Consultant's performance under this Agreement, and that involve or may involve coverage under any of the required liability policies.

(q) Additional Insurance. Consultant shall also procure and maintain, at its own cost and expense, any additional kinds of insurance, which in its own judgment may be necessary for its proper protection and prosecution of the work.

5.3 Indemnification.

To the full extent permitted by law, Consultant agrees to indemnify, defend and hold harmless the City, its officers, employees and agents ("Indemnified Parties") against, and will hold and save them and each of them harmless from, any and all actions, either judicial, administrative, arbitration or regulatory claims, damages to persons or property, losses, costs, penalties, obligations, errors, omissions or liabilities whether actual or threatened (herein "claims or liabilities") that may be asserted or claimed by any person, firm or entity arising out of or in connection with the negligent performance of the work, operations or activities provided herein of Consultant, its officers, employees, agents, subcontractors, or invitees, or any individual or entity for which Consultant is legally liable ("indemnitors"), or arising from Consultant's or indemnitors' reckless or willful misconduct, or arising from Consultant's or indemnitors' negligent performance of or failure to perform any term, provision, covenant or condition of this Agreement, and in connection therewith:

(a) Consultant will defend any action or actions filed in connection with any of said claims or liabilities and will pay all costs and expenses, including legal costs and attorneys' fees incurred in connection therewith;

(b) Consultant will promptly pay any judgment rendered against the City, its officers, agents or employees for any such claims or liabilities arising out of or in connection with the negligent performance of or failure to perform such work, operations or activities of Consultant hereunder; and Consultant agrees to save and hold the City, its officers, agents, and employees harmless therefrom;

(c) In the event the City, its officers, agents or employees is made a party to any action or proceeding filed or prosecuted against Consultant for such damages or other claims arising out of or in connection with the negligent performance of or failure to perform the work, operation or activities of Consultant hereunder, Consultant agrees to pay to the City, its officers, agents or employees, any and all costs and expenses incurred by the City, its officers, agents or employees in such action or proceeding, including but not limited to, legal costs and attorneys' fees.

(d) Consultant shall incorporate similar indemnity agreements with its subcontractors and if it fails to do so Consultant shall be fully responsible to indemnify City hereunder therefore, and failure of City to monitor compliance with these provisions shall not be a waiver hereof. This indemnification includes claims or liabilities arising from any negligent or wrongful act, error or omission, or reckless or willful misconduct of Consultant in the performance of professional services hereunder. The provisions of this Section do not apply to claims or liabilities occurring as a result of City's sole negligence or willful acts or omissions, but, to the fullest extent permitted by law, shall apply to claims and liabilities resulting in part from City's negligence, except that design professionals' indemnity hereunder shall be limited to claims and liabilities arising out of the negligence, recklessness or willful misconduct of the design professional. The indemnity obligation shall be binding on successors and assigns of Consultant and shall survive termination of this Agreement.

ARTICLE 6. RECORDS, REPORTS, AND RELEASE OF INFORMATION

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6.1 Records.

Consultant shall keep, and require subcontractors to keep, such ledgers, books of accounts, invoices, vouchers, canceled checks, reports, studies or other documents relating to the disbursements charged to City and services performed hereunder (the "books and records"), as shall be necessary to perform the services required by this Agreement and enable the Contract Officer to evaluate the performance of such services. Any and all such documents shall be maintained in accordance with generally accepted accounting principles and shall be complete and detailed. The Contract Officer shall have full and free access to such books and records at all times during normal business hours of City, including the right to inspect, copy, audit and make records and transcripts from such records. Such records shall be maintained for a period of three (3) years following completion of the services hereunder, and the City shall have access to such records in the event any audit is required. In the event of dissolution of Consultant's business, custody of the books and records may be given to City, and access shall be provided by Consultant's successor in interest. Notwithstanding the above, the Consultant shall fully cooperate with the City in providing access to the books and records if a public records request is made and disclosure is required by law including but not limited to the California Public Records Act.

6.2 Reports.

Consultant shall periodically prepare and submit to the Contract Officer such reports concerning the performance of the services required by this Agreement as the Contract Officer shall require. Consultant hereby acknowledges that the City is greatly concerned about the cost of work and services to be performed pursuant to this Agreement. For this reason, Consultant agrees that if Consultant becomes aware of any facts, circumstances, techniques, or events that may or will materially increase or decrease the cost of the work or services contemplated herein or, if Consultant is providing design services, the cost of the project being designed, Consultant shall promptly notify the Contract Officer of said fact, circumstance, technique or event and the estimated increased or decreased cost related thereto and, if Consultant is providing design services, the estimated increased or decreased cost estimate for the project being designed.

6.3 Ownership of Documents.

All drawings, specifications, maps, designs, photographs, studies, surveys, data, notes, computer files, reports, records, documents and other materials (the "documents and materials") prepared by Consultant, its employees, subcontractors and agents in the performance of this Agreement shall be the property of City and shall be delivered to City upon request of the Contract Officer or upon the termination of this Agreement, and Consultant shall have no claim for further employment or additional compensation as a result of the exercise by City of its full rights of ownership use, reuse, or assignment of the documents and materials hereunder. Any use, reuse or assignment of such completed documents for other projects and/or use of uncompleted documents without specific written authorization by the Consultant will be at the City's sole risk and without liability to Consultant, and Consultant's guarantee and warranties shall not extend to such use, reuse or assignment. Consultant may retain copies of such documents for its own use. Consultant shall have the right to use the concepts embodied therein. All subcontractors shall provide for assignment to City of any documents or materials prepared by them, and in the event Consultant fails to secure such assignment, Consultant shall indemnify City for all damages resulting therefrom. Moreover, Consultant with respect to any documents and materials that may qualify as "works made for hire" as defined in 17 U.S.C. § 101, such documents and materials are hereby deemed "works made for hire" for the City.

6.4 Confidentiality and Release of Information.

(a) All information gained or work product produced by Consultant in performance of this Agreement shall be considered confidential, unless such information is in the public domain or already known

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to Consultant. Consultant shall not release or disclose any such information or work product to persons or entities other than City without prior written authorization from the Contract Officer.

(b) Consultant, its officers, employees, agents or subcontractors, shall not, without prior written authorization from the Contract Officer or unless requested by the City Attorney, voluntarily provide documents, declarations, letters of support, testimony at depositions, response to interrogatories or other information concerning the work performed under this Agreement. Response to a subpoena or court order shall not be considered "voluntary" provided Consultant gives City notice of such court order or subpoena.

(c) If Consultant, or any officer, employee, agent or subcontractor of Consultant, provides any information or work product in violation of this Agreement, then City shall have the right to reimbursement and indemnity from Consultant for any damages, costs and fees, including attorney's fees, caused by or incurred as a result of Consultant's conduct.

(d) Consultant shall promptly notify City should Consultant, its officers, employees, agents or subcontractors be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions or other discovery request, court order or subpoena from any party regarding this Agreement and the work performed there under. City retains the right, but has no obligation, to represent Consultant or be present at any deposition, hearing or similar proceeding. Consultant agrees to cooperate fully with City and to provide City with the opportunity to review any response to discovery requests provided by Consultant. However, this right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

ARTICLE 7. ENFORCEMENT OF AGREEMENT AND TERMINATION

7.1 California Law.

This Agreement shall be interpreted, construed and governed both as to validity and to performance of the Parties in accordance with the laws of the State of California. Legal actions concerning any dispute, claim or matter arising out of or in relation to this Agreement shall be instituted in the Superior Court of the County of Los Angeles, State of California, or any other appropriate court in such county, and Consultant covenants and agrees to submit to the personal jurisdiction of such court in the event of such action. In the event of litigation in a U.S. District Court, venue shall lie exclusively in the Central District of California, in the County of Los Angeles, State of California.

7.2 Disputes; Default.

In the event that Consultant is in default under the terms of this Agreement, the City shall not have any obligation or duty to continue compensating Consultant for any work performed after the date of default. Instead, the City may give notice to Consultant of the default and the reasons for the default. The notice shall include the timeframe in which Consultant may cure the default. This timeframe is presumptively thirty (30) days, but may be extended, though not reduced, if circumstances warrant, as determined by the Contract Officer. The cure period may run concurrently with the termination period as provided in Section 7.7, if the option to cure in the alternative to termination. During the period of time that Consultant is in default, the City shall hold all invoices and shall, when the default is cured, proceed with payment on the invoices. In the alternative, the City may, in its sole discretion, elect to pay some or all of the outstanding invoices during the period of default. If Consultant does not cure the default, the City may take necessary steps to terminate this Agreement under this Article. Any failure on the part of the City to give notice of the Consultant's default shall not be deemed to result in a waiver of the City's legal rights or any rights arising out of any provision of this Agreement.

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7.3 Retention of Funds.

Consultant hereby authorizes City to deduct from any amount payable to Consultant (whether or not arising out of this Agreement) (i) any amounts the payment of which may be in dispute hereunder or which are necessary to compensate City for any losses, costs, liabilities, or damages suffered by City, and (ii) all amounts for which City may be liable to third parties, by reason of Consultant's acts or omissions in performing or failing to perform Consultant's obligation under this Agreement. In the event that any claim is made by a third party, the amount or validity of which is disputed by Consultant, or any indebtedness shall exist which shall appear to be the basis for a claim of lien, City may withhold from any payment due, without liability for interest because of such withholding, an amount sufficient to cover such claim. The failure of City to exercise such right to deduct or to withhold shall not, however, affect the obligations of the Consultant to insure, indemnify, and protect City as elsewhere provided herein.

7.4 Waiver.

Waiver by any Party to this Agreement of any term, condition, or covenant of this Agreement shall not constitute a waiver of any other term, condition, or covenant. Waiver by any Party of any breach of the provisions of this Agreement shall not constitute a waiver of any other provision or a waiver of any subsequent breach or violation of any provision of this Agreement. Acceptance by City of any work or services by Consultant shall not constitute a waiver of any of the provisions of this Agreement. No delay or omission in the exercise of any right or remedy by a non-defaulting Party on any default shall impair such right or remedy or be construed as a waiver. Any waiver by either Party of any default must be in writing and shall not be a waiver of any other default concerning the same or any other provision of this Agreement.

7.5 Rights and Remedies are Cumulative.

Except with respect to rights and remedies expressly declared to be exclusive in this Agreement, the rights and remedies of the Parties are cumulative and the exercise by either Party of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default by the other Party.

7.6 Legal Action.

In addition to any other rights or remedies, either Party may take legal action, in law or in equity, to cure, correct or remedy any default, to recover damages for any default, to compel specific performance of this Agreement, to obtain declaratory or injunctive relief, or to obtain any other remedy consistent with the purposes of this Agreement. Notwithstanding any contrary provision herein, Consultant shall file a statutory claim pursuant to Government Code Sections 905 et seq. and 910 et seq., in order to pursue a legal action under this Agreement.

7.7 Termination Prior to Expiration of Term.

This Section shall govern any termination of this Agreement except as specifically provided in the following Section for termination for cause. The City reserves the right to terminate this Agreement at any time, with or without cause, upon thirty (30) days' written notice to Consultant, except that where termination is due to the fault of the Consultant, the period of notice may be such shorter time as may be determined by the Contract Officer. In addition, the Consultant reserves the right to terminate this Agreement at any time, with or without cause, upon sixty (60) days' written notice to City, except that where termination is due to the fault of the City, the period of notice may be such shorter time as the Consultant may determine. Upon receipt of any notice of termination, Consultant shall immediately cease all services hereunder except such as may be specifically approved by the Contract Officer. Except where the Consultant has initiated termination, the

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Consultant shall be entitled to compensation for all services rendered prior to the effective date of the notice of termination and for any services authorized by the Contract Officer thereafter in accordance with the Schedule of Compensation or such as may be approved by the Contract Officer, except as provided in Section 7.3. In the event the Consultant has initiated termination, the Consultant shall be entitled to compensation only for the reasonable value of the work product actually produced hereunder. In the event of termination without cause pursuant to this Section, the terminating party need not provide the non-terminating party with the opportunity to cure pursuant to Section 7.2.

7.8 Termination for Default of Consultant.

If termination is due to the failure of the Consultant to fulfill its obligations under this Agreement, City may, after compliance with the provisions of Section 7.2, take over the work and prosecute the same to completion by contract or otherwise, and the Consultant shall be liable to the extent that the total cost for completion of the services required hereunder exceeds the compensation herein stipulated (provided that the City shall use reasonable efforts to mitigate such damages), and City may withhold any payments to the Consultant for the purpose of set-off or partial payment of the amounts owed the City as previously stated.

7.9 Attorneys' Fees.

If either Party to this Agreement is required to initiate or defend or made a party to any action or proceeding in any way connected with this Agreement, the prevailing party in such action or proceeding, in addition to any other relief which may be granted, whether legal or equitable, shall be entitled to reasonable attorney's fees. Attorney's fees shall include attorneys' fees on any appeal, and in addition a Party entitled to attorneys' fees shall be entitled to all other reasonable costs for investigating such action, taking depositions and discovery and all other necessary costs the court allows which are incurred in such litigation. All such fees shall be deemed to have accrued on commencement of such action and shall be enforceable whether or not such action is prosecuted to judgment.

ARTICLE 8. CITY OFFICERS AND EMPLOYEES: NON-DISCRIMINATION

8.1 Non-liability of City Officers and Employees.

No officer or employee of the City shall be personally liable to the Consultant, or any successor in interest, in the event of any default or breach by the City or for any amount which may become due to the Consultant or to its successor, or for breach of any obligation of the terms of this Agreement.

8.2 Conflict of Interest.

Consultant covenants that neither it, nor any officer or principal of its firm, has or shall acquire any interest, directly or indirectly, which would conflict in any manner with the interests of City or which would in any way hinder Consultant's performance of services under this Agreement. Consultant further covenants that in the performance of this Agreement, no person having any such interest shall be employed by it as an officer, employee, agent or subcontractor without the express written consent of the Contract Officer. Consultant agrees to at all times avoid conflicts of interest or the appearance of any conflicts of interest with the interests of City in the performance of this Agreement.

No officer or employee of the City shall have any financial interest, direct or indirect, in this Agreement nor shall any such officer or employee participate in any decision relating to this Agreement which affects her/his financial interest or the financial interest of any corporation, partnership or association in which (s)he is, directly or indirectly, interested, in violation of any State statute or regulation. The Consultant warrants that

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it has not paid or given and will not pay or give any third party any money or other consideration for obtaining this Agreement.

8.3 Covenant Against Discrimination.

Consultant covenants that, by and for itself, its heirs, executors, assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of race, color, creed, religion, sex, gender, sexual orientation, marital status, national origin, ancestry or other protected class in the performance of this Agreement. Consultant shall take affirmative action to insure that applicants are employed and that employees are treated during employment without regard to their race, color, creed, religion, sex, gender, sexual orientation, marital status, national origin, ancestry or other protected class.

8.4 Unauthorized Aliens.

Consultant hereby promises and agrees to comply with all of the provisions of the Federal Immigration and Nationality Act, 8 U.S.C. § 1101 *et seq.*, as amended, and in connection therewith, shall not employ unauthorized aliens as defined therein. Should Consultant so employ such unauthorized aliens for the performance of work and/or services covered by this Agreement, and should any liability or sanctions be imposed against City for such use of unauthorized aliens, Consultant hereby agrees to and shall reimburse City for the cost of all such liabilities or sanctions imposed, together with any and all costs, including attorneys' fees, incurred by City.

ARTICLE 9. MISCELLANEOUS PROVISIONS

9.1 Notices.

Any notice, demand, request, document, consent, approval, or communication either Party desires or is required to give to the other Party or any other person shall be in writing and either served personally or sent by prepaid, first-class mail, in the case of the City, to the City Manager and to the attention of the Contract Officer (with her/his name and City title), City of Glendora, 116 E. Foothill Blvd., Glendora, California 91741-3380, and in the case of the Consultant, to the person(s) at the address designated on the execution page of this Agreement. Either Party may change its address by notifying the other Party of the change of address in writing. Notice shall be deemed communicated at the time personally delivered or in seventy-two (72) hours from the time of mailing if mailed as provided in this Section.

9.2 Interpretation.

The terms of this Agreement shall be construed in accordance with the meaning of the language used and shall not be construed for or against either Party by reason of the authorship of this Agreement or any other rule of construction which might otherwise apply.

9.3 Counterparts.

This Agreement may be executed in counterparts, each of which shall be deemed to be an original, and such counterparts shall constitute one and the same instrument. Each of the parties intend to be bound by the signatures on any telecopied, .pdf or other electronically delivered document, and are aware that the other party will rely on the telecopied, .pdf or other electronically delivered signatures, and hereby waive any defenses to the enforcement of the terms of this Agreement based on the form of signature.

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9.4 Integration; Amendment.

This Agreement including the attachments hereto is the entire, complete and exclusive expression of the understanding of the Parties. It is understood that there are no oral agreements between the Parties hereto affecting this Agreement and this Agreement supersedes and cancels any and all previous negotiations, arrangements, agreements and understandings, if any, between the Parties, and none shall be used to interpret this Agreement. No amendment to or modification of this Agreement shall be valid unless made in writing and approved by the Consultant and by the City Council. The Parties agree that this requirement for written modifications cannot be waived and that any attempted waiver shall be void.

9.5 Severability.

In the event that any one or more of the phrases, sentences, clauses, paragraphs, or sections contained in this Agreement shall be declared invalid or unenforceable by a valid judgment or decree of a court of competent jurisdiction, such invalidity or unenforceability shall not affect any of the remaining phrases, sentences, clauses, paragraphs, or sections of this Agreement which are hereby declared as severable and shall be interpreted to carry out the intent of the Parties hereunder unless the invalid provision is so material that its invalidity deprives either Party of the basic benefit of their bargain or renders this Agreement meaningless.

9.6 Warranty & Representation of Non-Collusion.

No official, officer, or employee of City has any financial interest, direct or indirect, in this Agreement, nor shall any official, officer, or employee of City participate in any decision relating to this Agreement which may affect his/her financial interest or the financial interest of any corporation, partnership, or association in which (s)he is directly or indirectly interested, or in violation of any corporation, partnership, or association in which (s)he is directly or indirectly interested, or in violation of any State or municipal statute or regulation. The determination of "financial interest" shall be consistent with State law and shall not include interests found to be "remote" or "noninterests" pursuant to Government Code Sections 1091 or 1091.5. Consultant warrants and represents that it has not paid or given, and will not pay or give, to any third party including, but not limited to, any City official, officer, or employee, any money, consideration, or other thing of value as a result or consequence of obtaining or being awarded any agreement. Consultant further warrants and represents that (s)he/it has not engaged in any act(s), omission(s), or other conduct or collusion that would result in the payment of any money, consideration, or other thing of value to any third party including, but not limited to, any City official, officer, or employee, as a result of consequence of obtaining or being awarded any agreement. Consultant is aware of and understands that any such act(s), omission(s) or other conduct resulting in such payment of money, consideration, or other thing of value will render this Agreement void and of no force or effect.

Consultant's Authorized Initials DS BM

Brian Moran, President

9.7 Authority.

The persons executing this Agreement on behalf of the Parties hereto warrant that (i) such Party is duly organized and existing, (ii) they are duly authorized to execute and deliver this Agreement on behalf of said Party, (iii) by so executing this Agreement, such Party is formally bound to the provisions of this Agreement, and (iv) that entering into this Agreement does not violate any provision of any other agreement to which said Party is bound. This Agreement shall be binding upon the heirs, executors, administrators, successors and assigns of the Parties.

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[SIGNATURES APPEAR ON THE FOLLOWING PAGE]

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IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the date and year first-above written.

CITY:
CITY OF GLENDORA, a municipal corporation

Adam Raymond
City Manager

APPROVED AS TO FORM:
ALESHIRE & WYNDER, LLP

DocuSigned by:
Danny Aleshire
0D5924B7E6ED4A5...
Danny Aleshire
City Attorney

CERTIFY AVAILABILITY OF FUNDS:

DocuSigned by:
Kyle Johnson
1CACE7016625844A4...
Kyle Johnson
Finance Director/City Treasurer

ATTEST:

Kathleen R. Sessman
City Clerk/Communications Director

CONSULTANT:
STREETLIGHT RESTORATION SPECIALISTS, INC.,
a California corporation

DocuSigned by:
Brian Moran
A59BDED37BCD478...
Name: Brian Moran
Title: President
Email Address: brian@streetlightrestoration.com
Aug 14, 2025 | 10:23 AM PDT

DocuSigned by:
Brian Moran
A59BDED37BCD478...
Name: Brian Moran
Title: Secretary
Email Address: brian@streetlightrestoration.com
Aug 14, 2025 | 10:23 AM PDT
Address: 2828 Cochran Street #360
Simi Valley, CA 93065

Two corporate officer signatures required when Consultant is a corporation, with one signature required from each of the following groups: 1) Chairman of the Board, President or any Vice President; and 2) Secretary, any Assistant Secretary, Chief Financial Officer or any Assistant Treasurer.

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EXHIBIT "A"

SCOPE OF SERVICES

I. Consultant will perform the following services:

A. Full restoration of seventy (70) City owned antique streetlight poles, with 210 Inner Rods, 80 Globes, and 80 Mogul Bases and LED Corn Cob lamps.

II. As part of the services, Consultant will prepare and deliver the following tangible work products to the City:

A. Full restoration of City owned antique streetlights:

i. Mobilization of shipping containers which will serve as work zone.

ii. Paint Removal

iii. Rust Inhibitor and/or Converter application

iv. Application of High-Performance Primer

v. Application of High-Performance Engineered Polysiloxane

vi. Fabrication of New Inner Rods

vii. New Polycarbonate or Acrylic Acorn Style Globes

viii. New Mogul Base and Corn Cob LED Lamp

ix. Three Year Warranty

A detailed description of the items set forth above is shown, attached hereto as Exhibit "A-1."

III. In addition to the requirements of Section 6.2, during performance of the services, Consultant will keep the City appraised of the status of performance by delivering the following status reports:

A. Updates will be made available by Consultant upon request at any time as requested by the Contract Officer.

IV. All work product is subject to review and acceptance by the City and must be revised by the Consultant without additional charge to the City until found satisfactory and accepted by City.

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EXHIBIT "A-1"

All work to be completed at the City corporate yard located at 1250 St Vladimir Street where the streetlights and poles units will be located.

SCOPE OF WORK:

MOBILIZATION: Consultant shall bring two (2) separate 40' shipping containers which will serve as its stripping/paint removal work zone and also for temporary priming/painting paint booth. Adequate space to place the shipping containers, work vehicles, other equipment and a staging area for parts which are works in progress shall be provided by the City, to the extent reasonably feasible. Consultant will build racks on site for staging the poles and pole components during the various stages of work in the restoration. After all work is complete, Consultant will disassemble the racks and remove them from City property.

PAINT REMOVAL: Existing coatings shall be removed from the existing cast iron and steel components. Coatings removal shall be accomplished by one or more of the following methods, or a combination thereof: Hand scraping and sanding, power tools, grinders, surface preparation tools, abrasive blasting, needle guns and laser paint removal. Coatings shall be removed from the exterior portions of the pole unit assembly which are to receive new paint, and which will be visible after the pole is erected in its normal functioning position.

RUST INHIBITOR AND/OR CONVERTER: One (1) coat of rust converter shall be applied as necessary to areas of the components which are more susceptible to future rust.

APPLICATION OF HIGH-PERFORMANCE PRIMER: Two (2) coats of high-performance high solids 2 component Epoxy Primer (SW MacroPoxy 646 or PPG's Amerlock 2) shall be applied separately. Adequate time between each coat of primer will be given to allow time for each coat to properly cure before new coatings are applied. Coatings shall primarily be applied by way of customized HVLP spray systems, to achieve the highest Wet Film Thicknesses and also provide the most aesthetically pleasing finish. In certain areas Consultant may also utilize a brush or roller to 'force' coatings into small cracks, indentations or crevices found in the original castings.

APPLICATION OF HIGH-PERFORMANCE ENGINEERED POLYSILOXANE: Consultant will apply one (1) coat of high solids high performance Engineered Polysiloxane high gloss coatings after the 2nd coat of prier has adequately cured. (Either SW Sherloxane800 or PPG PSX700) The color shall be chosen and approved by the City of Glendora prior to application. Solid colors are included in our price, but specialty colors such as metallics, chameleons, etc., are not included in the scope of work. Coatings shall primarily be applied by way of our customized HVLP spray systems, which allows us to achieve the highest Wet Film Thicknesses and also provides the most aesthetically pleasing finish. In certain areas Consultant may also utilize a brush or roller to 'force' coatings into small cracks, indentations or crevices found in the original castings.

FABRICATION OF NEW INNER RODS: The services shall include the fabrication of a total of two hundred and ten (210) inner rods which will be required for proper assembly and installation of the poles. The inner rods shall be manufactured to replicate the originals. One (1) existing inner rod shall be provided to Consultant for manufacturing purposes. The original inner rod shall be returned to the City after manufacturing is complete.

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Inner rods shall be threaded on each end, shall be galvanized and shall come with a total of four (4) galvanized nuts and washers for each rod, for a total of eight hundred and forty (840) nuts and washers. Inner rods shall be delivered to the City yard.

NEW POLYCARBONATE OR ACRYLIC ACORN STYLE GLOBES: Consultant shall provide a total of eighty (80) new polycarbonate or acrylic Acorn style globes. The material will depend on the availability of materials at the time and which we can obtain in the dimensions we need. A sample globe shall be obtained prior to placing the order for all eighty (80), in order to ensure proper fit and aesthetics. Options are limited in the globe selection, and we will provide options, if possible, to the City for review and confirmation. All eighty (80) globes shall be delivered to the City yard. The services hereunder are for a total of seventy (70) pole units. Consultant shall include ten (10) extra globes for when the globes are damaged and need to be replaced in the future.

NEW MOGUL BASE AND CORN COB LED LAMP: Included in our price are a total of eighty (80) new mogul bases and Corn Cob Style LED lamps. Color temperature and final design to be determined. Specification Sheets shall be provided by us to the City for review and so the city can decide and choose the color temperature of the new LED lamps. Consultant's work shall consist of seventy (70) pole units. Consultant shall provide ten (10) extra LED Corn Cobs for when the LEDs are either damaged or come toward the end of their lives and need to be replaced.

WARRANTY: Consultant's work shall include a warranty / guarantee as to the adhesion of its coatings, and that they will not peel or flake for a minimum of three (3) years from the date of application. Consultant's guarantee does not apply to normal wear and tear and does NOT apply to damage and/or scratching from things happening during transportation of the completed units, bike chains, lawn mowers, vandalism and graffiti, or other forms of abuse outside of Consultant's control.

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EXHIBIT "B"

SPECIAL REQUIREMENTS

(Superseding Contract Boilerplate)

Added text is indicated in ***bold italics***, deleted text is indicated in ~~strikethrough~~.

I. None.

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EXHIBIT "C"

SCHEDULE OF COMPENSATION

I. Consultant shall perform all work to the satisfaction of the City and following completion of all services, shall be entitled to lump sum payment in the amount of $226,240.00.

Per Unit Cost ($226,240.00 / 70 Units): $3,232.00 per unit

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EXHIBIT "D"

SCHEDULE OF PERFORMANCE

I. Consultant shall perform all services timely in accordance with the following schedule:

A. From date the Notice to Proceed (NTP) is issued by the Contract Officer, all services shall be completed within nine (9) months and otherwise in accordance with the Contract Officer's required schedule for same.

B. All work shall take place between 7 a.m. and 6 p.m. on weekdays.

II. Consultant shall deliver the following tangible work products to the City by the following dates.

A. From date the Notice to Proceed (NTP) is issued by the Contract Officer, all deliverables listed in the Scope of Services set for in Exhibit "A" attached hereto shall be completed within nine (9) months and otherwise in accordance with the Contract Officer's required schedule for same.

III. The Contract Officer may approve extensions for performance of the services in accordance with Section 3.2.

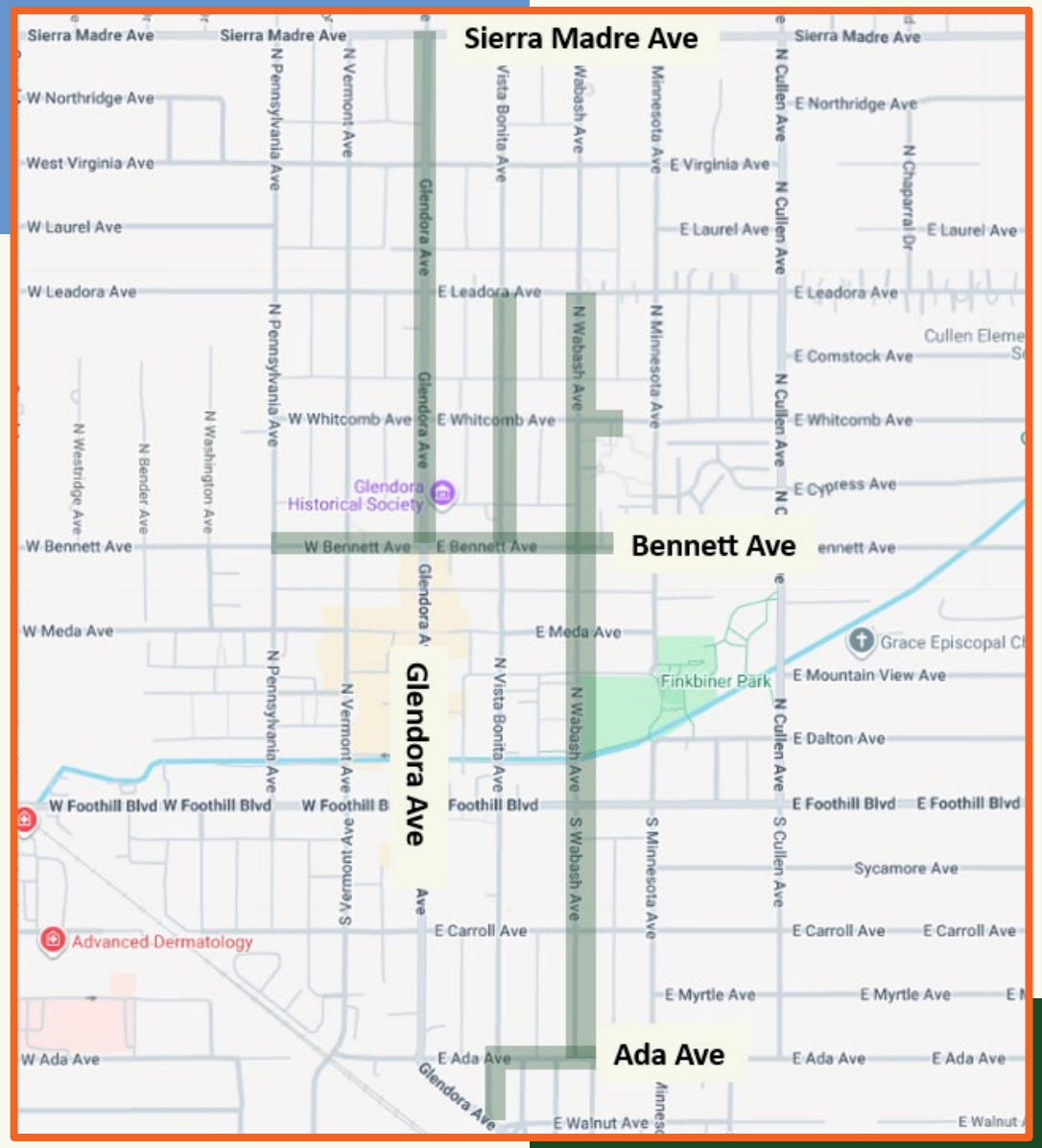
CONSIDERATION OF AN AGREEMENT FOR RESTORATION OF THE ANTIQUE STREETLIGHTS

PUBLIC WORKS
GLENDORA CITY COUNCIL
AUGUST 26, 2025
VALERIE V. SANTOYA, ASSISTANT PUBLIC WORKS DIRECTOR

HISTORY

Antique Streetlights

- Installed in two phases: 1911 and 1914.
- System was shut down in 2004:
  - Poles corroded / structurally compromised
- Initiatives to restore and finance failed.
  - FY 21/22 $1.5M State Grant
  - $600,000 City Allocation
  - Prop 218 ballot measures: 2007, 2008, 2023
- 109 Antique Streetlights removed.
- City kept the poles in storage.

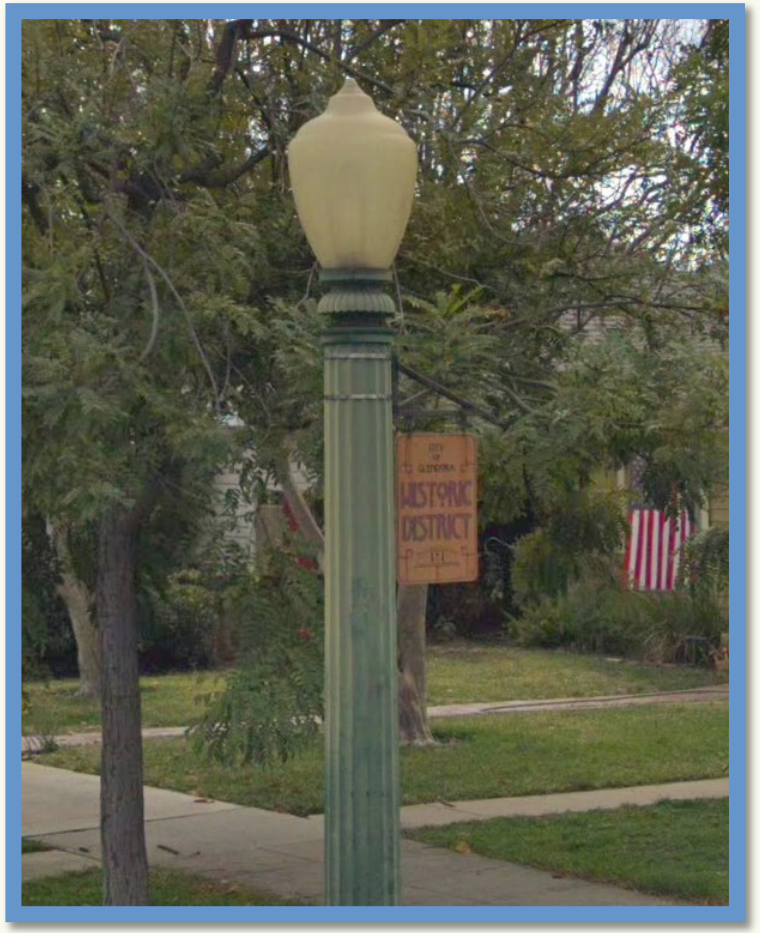


ANTIQUE STREETLIGHTS

Reinstallation along Glendora Avenue

- Glendora People Movement Project:

  1st and Last Mile In Design.
- Restoration of streetlights required.
- Staff sought a contractor with necessary expertise
  - Niche; rare expertise, specialized equipment
- Streetlight Restoration Specialists, Inc. holds unique licensing and expertise



Restoration

Scope of Work
Restoration of 70 antique streetlights (the 70 best will be selected for restoration from the stockpile of 109).
Paint Removal
Rust Treatment (Inhibitor and/or Converter)
Application of High Performance Primer
Application of High Performance Engineered Coating in Preferred Color
Fabrication of New Inner Rods (210 total rods)
80 New Acorn Style Globes (10 spares provided)
80 New Mogul Bases and Corn Cob Led Lamp (10 spares provided)
All work will be done at the City Corporate Yard

PROPOSED AGREEMENT

Contractor: Streetlight Restoration Specialists, Inc.

Term: Restoration complete in 9 months

Cost: $226,240 (requesting a 10% contingency)

Sole Source Procurement:

Per GMC § 2.40.100(c)(3) sole source procurement is permissible when only one provider can deliver required services:

- Antique streetlight restoration is a niche specialty with very few qualified contractors;
- Contractor holds unique licensing and expertise and has proven experience in restoring historic light poles to operational and aesthetic standards.



FISCAL IMPACT

Antique Streetlight Restoration is included in the FY 25/26 Capital Improvement Project Approved Budget:

FY 2026 Capital Improvement Project	
Streetlight Restoration Specialist, Inc. Agreement:	$226,240
10% Contingency:	$22,624
Total Requested Amount:	**$248,864**
Project 5522104, Allocation from Fund 301 (CIP)	$265,648
Remaining Balance:	$16,784

RECOMMENDATION:

THAT THE CITY COUNCIL:

1. Award an Agreement to Streetlight Restoration Specialists for the Restoration of the Antique Streetlights in the amount of $226,240, with the authorization for a ten percent (10%) contingency;
2. Authorize the Public Works Director to execute any necessary change order; and
3. Authorize the City Manager or his designee to execute the Agreement with Streetlight Restoration Specialists, Inc..

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**August 26, 2025**
FROM:	**Public Works**	**DISTRICT(S):**	**Citywide**

SUBJECT: **Consideration of a Memorandum of Understanding (MOU) with Three Valleys Municipal Water District (TVMWD) for the Water Use Efficiency (WUE) Dashboard Project and receive update on Urban Water Use Objective**

RECOMMENDATION

That the City Council:

1. Receive and file the Urban Water Use Objective Update; and
2. Authorize and approve to enter into an inter-agency service and co-funding memorandum of understanding agreement with Three Valleys Municipal Water District (TVMWD) for the Water Use Efficiency (WUE) Dashboard Project in an amount not to exceed $70,224.

STRATEGIC FOCUS AREAS

Goal 5: Improve and Maintain the City's Infrastructure and Facilities (IMCIF)

EXECUTIVE SUMMARY

The Urban Water Management Planning Act of California (ACT) requires urban water suppliers to update and submit an Urban Water Management Plan, at least once every five years, in years ending in six and one, to achieve efficient water use and strengthen local drought planning. Three Valleys Municipal Water District has agreed to serve as the leading agency in the development of the RUWMP and has issued a Request for Proposal (RFP), selected a qualified vendor and entered into a Professional Services Agreement with the selected consultant on behalf of six of its member agencies, including the City of Glendora.

The Urban Water Use Objective report for FY 23/24 was submitted to the State in December of 2024. The City of Glendora water use reduction target was 20.3%.

In July 2024, TVMWD was awarded $84,391 through the U.S. Bureau of Reclamation's Applied Science Grant Program to support its Water Use Efficiency (WUE) Dashboard Project ("Project"). The Project is a regional initiative with the City of La Verne aimed at enhancing landscape water use efficiency by conducting aerial imagery analysis and land use classification for all commercial, industrial, and institutional (CII) and residential parcels within City of Glendora's TVMWD service area. In addition, the Project includes a regional landscape analysis performed by the California Data Collaborative. The Project will assist in Urban Water Use Objective reporting requirements and achieving baseline targets of the 2025 RUWMP.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

On May 24, 2022, City Council adopted a Resolution Implementing a Stage 3 Water Shortage Contingency Plan (WSCP) and directed staff to take appropriate actions as outlined in the adopted 2020 Water Shortage Contingency Plan.

On October 13, 2023, the Governor signed AB1572 into law, a state-wide ban on irrigation of Non-Functional Turf (NFT) with potable water on Commercial, Industrial, and Institutional (CII) properties. The ban would take effect starting in 2027.

On July 3, 2024, the California State Water Resources Control Board adopted the "Making Conservation a California Way of Life" regulation which implements AB 1668 and SB 606 to achieve long-term water use efficiency.

DISCUSSION

Regional Urban Water Management Plan

In June of 2025, the City of Glendora Water signed a Memorandum of Understanding with Three Valleys Municipal Water District to participate in the creation of a Regional Urban Water Management Plan (RUWMP). The California Urban Water Management Planning Act requires water agencies to submit an updated UWMP every five years. It provides a framework for assessing water supply reliability, demand forecasting, and compliance with state conservation and drought contingency regulations. Three Valleys is leading the development of the 2025 RUWMP in coordination with six participating member agencies, including the City of Glendora, City of La Verne, City of Pomona, Golden State Water Company (Claremont and San Dimas), Rowland Water District, and Walnut Valley Water District. TVMWD issued a Request for Proposals (RFP) for this project and received three proposals. GEI Consultants + WSC was selected as the preferred consultant for the 2025 RUWMP. TVMWD will serve as the contract administrator for this effort and be the point of contact for the selected consultant. Agencies will work through TVMWD with the selected consultant and provide the necessary information to meet the requirements set forth by the Department of Water Resources (DWR). Agencies will review draft documents and provide feedback as needed and meet all deadlines as set by TVMWD to meet DWR deadlines for submittal of the RUWMP. TVMWD will submit the final RUWMP to DWR on behalf of the member agencies.

The report will include a customizable demand forecasting model that includes three scenarios—Baseline, Conservation, and Climate Impact. This flexibility provides a more accurate and adaptive understanding of future water needs. The report will also include GIS-based data visualization, with a strong focus on climate change adaptation and drought resilience for long-term water supply sustainability. The coordination across all participating agencies will ensure a consistent and unified approach to regional water planning. This collaboration will help maintain alignment with regional and state regulations, including the DWR guidelines.

The total estimated cost for the RUWMP is $425,016. TVMWD will initially cover the project costs and seek reimbursement from participating agencies on a regular basis. The estimated cost share for the City of Glendora will be $35,000.

Urban Water Use Objective

The FY 23/24 Urban Water Use Objective (UWUO) target reduction was 20.3%. For FY 24/25 there was an overall increase in water use of +16.59%. The reduction target is also subject to change based on available data. Staff has found discrepancies in the data used to calculate the UWUO. For example, service areas maps for City of Glendora Water are inconsistent across multiple agencies. This kind of data must be validated first to determine a more accurate UWUO reduction target for the City of Glendora.

Water Use Efficiency Dashboard Project

As part of the City of Glendora's 2020 Urban Water Management Plan (UWMP), the City adopted its Water Shortage Contingency Plan (WSCP), a critical tool in managing water demand during periods of shortage. The WSCP is designed to help the City manage supply reliability by proactively reducing water demand based on the severity of the shortage. Currently, the City is at Level 3, which activates enhanced efforts to promote on-going Water Use Efficiency (WUE) programs and water saving tools.

On October 13, 2023, the Governor signed AB1572 into law, a state-wide ban on irrigation of Non-Functional Turf (NFT) with potable water on Commercial, Industrial, and Institutional (CII) properties. NFT is defined as any turf that is not functional. Functional turf is defined as turf located in a recreational use area or community gathering space. The ban excludes cemeteries and multi-family housing. It includes Homeowner Associations (HOAs) and common interest developments. Exceptions can be made for tree health. By January 1, 2028, all CII properties must adhere to the ban. By January 1, 2029, all HOAs must adhere to the ban.

On July 3, 2024, the California State Water Resources Control Board adopted the "Making Conservation a California Way of Life" regulation, as mandated by the 2018 legislation bills SB 606 and AB 1668. The regulation is intended to cultivate long-term water conservation practices that will help address California's limited water supplies. The regulation changes the reduction requirements from the 2020 baseline and sets new, permanent water use budgets for California's 400+ largest urban water retail suppliers, including the City of Glendora. The regulation requires that the water suppliers meet their Urban Water Use Objective (UWUO). In addition, the regulations require verification of our service area's CII landscape measurements by 2028. Alternative data requests that modify the overall objective may be submitted for residential properties as well.

The Project was originally started when regional-level turf data was provided to TVMWD by the Metropolitan Water District of Southern California (MWD). However, parcel-level resolution was not available. Subsequently, the California Department of Water Resources (DWR) developed statewide CII land use classification data through a contract with Eagle Aerial and NV5, but data gaps were identified within the TVMWD service area. To address these gaps and advance the WUE Dashboard Project, TVMWD staff solicited proposals for completing the land use classifications and developing custom dashboards.

TVMWD selected Eagle Aerial and NV5 to provide the aerial imagery analysis and land use classification for all commercial, industrial, and institutional (CII) parcels within City of Glendora's TVMWD service area. In addition, residential aerial imagery analysis and land use classification will also be provided. This data will also be provided in a format that is compatible with our current GIS system. These data sets will assist in our data validation process and UWUO reporting requirements. The proposed process and methodology to be utilized in this project mirror exactly the products developed for the California Department of Water Resources (DWR) CII Landscape Area Measurements Land Use Cover Dataset Program and therefore meets the regulatory requirements under section 968 of "Alternative Data," A supplier may, for each reporting year, use an alternative data source for reference if it demonstrates to DWR, in coordination with the State Water Board, that the data are equivalent, or superior, in quality and accuracy to the data provided by the DWR.

TVMWD has selected California Data Collaborative to perform the regional landscape analysis and build the water use efficiency dashboard. The California Data Collaborative is a non-profit network of data scientists. This analysis will assist in identifying non-functional turf areas on CII properties and water use efficiency opportunities throughout our service area.

Cost-share agreements for the project will include the City La Verne and TVMWD. The grant award and member agency contributions will offset most of the project costs. This agreement will support the City in obtaining detailed landscape data, enabling data-driven water management decisions, and supporting regional water use efficiency goals.

FISCAL IMPACT

Sufficient appropriations are available in the Fiscal Year 2025-2027 Adopted Two-Year Budget in the Water Conservation Division, 50170620-66010, in the amount of $70,224 for the TVMWD WUE Dashboard.

ENVIRONMENTAL DETERMINATION

This activity is not a "project" as defined by Section 21065 of the Public Resources Code or sections 15060(c)(2), 15060(c)(3), and 15378 of the CEQA Guidelines.

Prepared By:	Russell Ackerman, Senior Management Analyst
Concurs With:	Not Applicable
Reviewed By:	William Wittkopf, Public Works Director
Certified to Availability of Funds:	Kyle Johnson, Finance Director / City Treasurer
Approved By:	Adam Raymond, City Manager
Legal Review:	Danny Aleshire, City Attorney
CEQA Review:	Not Applicable

Attachments

A. Regional UWMP MOU.pdf

B. WUE Dashboard MOU.pdf

C. Eagle Aerial-NV5 PSA.pdf

D. Ca Data Collaborative PSA.pdf

E. Water Conservation Presentation.pdf

MEMORANDUM OF UNDERSTANDING FOR THE 2025 REGIONAL URBAN WATER MANAGEMENT PLAN

This MEMORANDUM OF UNDERSTANDING ("MOU") is made and entered into as of June 18, 2025, by and among the **City of Glendora**, (hereinafter referred to as Glendora), **City of La Verne**, (hereinafter referred to as La Verne), **City of Pomona** (hereinafter referred to as Pomona), **Golden State Water Company** (hereinafter referred to as Golden State) **Rowland Water District** (hereinafter referred to as Rowland), **Walnut Valley Water District** (hereinafter referred to as Walnut) and **Three Valleys Municipal Water District** (hereinafter referred to as Three Valleys). (Glendora, La Verne, Pomona, Golden State, Rowland, Walnut and Three Valleys are sometimes hereinafter referred to collectively as the "Parties" and individually as a "Party").

RECITALS

A. Three Valleys is a Metropolitan Water District of Southern California member agency responsible for the delivery of supplemental water to its service area (Pomona, Walnut, and East San Gabriel Valleys).

B. Glendora is a retail member agency of Three Valleys and is the purveyor of water within its service area, which generally includes the area within its corporate boundaries.

C. La Verne is a retail member agency of Three Valleys and is the purveyor of water within its service area, which generally includes the area within its corporate boundaries.

D. Pomona is a retail member agency of Three Valleys and is the purveyor of water within its service area, which generally includes the area within its corporate boundaries.

E. Golden State is a retail member agency of Three Valleys and is the purveyor of water within its service areas which includes the cities of Claremont and San Dimas, as well as portions of Los Angeles County.

F. Rowland is a retail member agency of Three Valleys and is the purveyor of water within its service area, which includes portions of Rowland Heights, Hacienda Heights, La Puente, and the cities of Industry and West Covina.

G. Walnut is a retail member agency of Three Valleys and is the purveyor of water within its service area, which includes the city of Diamond Bar, and portions of the cities of Industry, Pomona, Walnut, West Covina and the easterly section of unincorporated Rowland Heights.

H. The Urban Water Management Planning Act of California (ACT) requires urban water suppliers to develop and submit a water management plan to achieve efficient water

use and strengthen local drought planning.

I. The California Department of Water Resources (DWR) has developed guidelines for meeting the requirements of the ACT.

J. The parties have a common interest in creating a Regional Urban Water Management Plan (RUWMP) that will satisfy the requirements set forth by DWR.

K. Three Valleys has agreed to serve as the lead agency in the development of the RUWMP and will develop and issue a Request for Proposal (RFP), select a qualified vendor and enter into a Professional Services Agreement with the selected consultant on behalf of the Parties.

NOW, THEREFORE, in consideration of the faithful performance of the terms and conditions set forth herein, the Parties hereto agree as follows:

1 2025 RUWMP

1.1 Three Valleys will serve as the contract administrator for this effort and be the point of contact for the selected consultant.

1.2 Parties will work through Three Valleys with the selected consultant and provide the necessary information to meet the requirements set forth by DWR.

1.3 Parties will review draft documents and provide feedback as needed and meet all deadlines as set forth by Three Valleys to meet DWR deadlines for submittal of the RUWMP.

1.4 Three Valleys will submit the final RUWMP to DWR on behalf of the Parties.

2 Cost Share

2.1 Parties agree to share the costs as described in Exhibit A.

2.2 Three Valleys will pay costs up front and then seek reimbursement from the other Parties on a regular basis (i.e., monthly or quarterly).

MEMORANDUM OF UNDERSTANDING FOR THE 2025 REGIONAL URBAN WATER MANAGEMENT PLAN

IN WITNESS WHEREOF, the PARTIES hereto have caused this MOU to be executed by their duly authorized representatives of the PARTIES:

Matthew Litchfield

Three Valleys Municipal Water District
Matthew Litchfield, P.E.
General Manager/Chief Engineer

Adam Raymond (Jun 19, 2025 15:11 PDT)

City of Glendora
Adam Raymond
City Manager

City of La Verne
Joe Vieyra
Director of Public Works

Chris Diggs
Chris Diggs (Jun 9, 2025 15:40 PDT)

City of Pomona
Chris Diggs
Water Resources Director

Benjamin Lewis
Benjamin Lewis (Jun 20, 2025 09:52 PDT)

Golden State Water Company
Ben Lewis Jr.
General Manager

Tom Coleman

Rowland Water District
Tom Coleman
General Manager

Sheryl L Shaw

Walnut Valley Water District
Sherryl L. Shaw, P.E.
General Manager, Chief Engineer

EXHIBIT "A"

Cost Sharing Table

Agency	Cost
Three Valleys MWD	$180,016
City of Glendora	$35,000
Golden State Water Company Claremont and San Dimas	$70,000
City of La Verne	$35,000
City of Pomona	$35,000
Rowland Water District	$35,000
Walnut Valley Water District	$35,000
Regional Urban Water Management Plan	$425,016

2025 RUWMP MOU

Final Audit Report 2025-06-23

Created:	2025-06-04
By:	Sylvie Lee (slee@tvmwd.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAHg359eA_KkSQ9pprVFdWwwsrkLadp8UA

"2025 RUWMP MOU" History

Document created by Sylvie Lee (slee@tvmwd.com)
2025-06-04 - 6:58:25 PM GMT

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Signer sshaw@walnutvalleywater.gov entered name at signing as Sheryl L Shaw
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2025-06-19 - 10:09:20 PM GMT

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Signer araymond@cityofglendora.org entered name at signing as Adam Raymond
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2025-06-23 - 2:33:49 PM GMT

Adobe Acrobat Sign

Document e-signed by Matthew Litchfield (mlitchfield@tvmwd.com)

Signature Date: 2025-06-23 - 2:35:12 PM GMT - Time Source: server

Agreement completed.

2025-06-23 - 2:35:12 PM GMT

Adobe Acrobat Sign

MEMORANDUM OF UNDERSTANDING FOR THE DEVELOPMENT OF THE WATER USE EFFICIENCY DASHBOARD

This MEMORANDUM OF UNDERSTANDING ("MOU") is made and entered into as of June 1, 2025, by and among the City of Glendora (hereinafter referred to as "Glendora"), City of La Verne (hereinafter referred to as "La Verne"), and Three Valleys Municipal Water District (hereinafter referred to as "Three Valleys"). (Glendora, La Verne, and Three Valleys are sometimes hereinafter referred to collectively as the "Parties" and individually as a "Party.")

RECITALS

A. Three Valleys is a Metropolitan Water District of Southern California member agency responsible for the delivery of supplemental water to its service area (Pomona, Walnut, and East San Gabriel Valleys).
B. Glendora is a retail member agency of Three Valleys and is the purveyor of water within its service area, which generally includes the area within its corporate boundaries.
C. La Verne is a retail member agency of Three Valleys and is the purveyor of water within its service area, which generally includes the area within its corporate boundaries.
D. In July 2024, Three Valleys was awarded $84,391 through Assistance Agreement No. R24AP00323 with the United States Bureau of Reclamation ("USBR Grant") under the United States Department of the Interior's Applied Science Grant Program to support Three Valleys' Water Use Efficiency Dashboard Project ("Project"). The Project is a regional initiative aimed at enhancing landscape water use efficiency by conducting aerial imagery analysis and land use classification for all commercial, industrial, and institutional parcels within Three Valleys' service area and developing a regional landscape analysis.
E. Glendora and La Verne are interested in participating in the Project and developing residential land use classification and custom dashboards within their respective service areas to aid in their water resource management activities.
F. The Parties desire to work together to complete their respective Project needs.
G. Three Valleys will serve as the lead agency in the development of the Project.
H. The Parties have worked together to select the vendors for their respective scopes of work for the Project. The scopes of work and the fee proposals are included as

Exhibits A-1 and A-2 attached hereto and incorporated herein by this reference (collectively, "Scope of Work"). Three Valleys will enter into Professional Services Agreement(s) with the selected consultants to perform the Scope of Work on behalf of the Parties.

NOW, THEREFORE, in consideration of the faithful performance of the terms and conditions set forth herein, the Parties hereto agree as follows:

1.1 Three Valleys will serve as the contract administrator for the Project and be the point of contact for the selected consultant(s) to perform the Scope of Work.

1.2 Glendora and La Verne will work through Three Valleys with the selected consultant(s) and provide the necessary information to complete the Project.

1.3 Glendora and La Verne will review draft documents and provide feedback as needed and meet all deadlines as set forth by Three Valleys to complete the Project.

1.4 Glendora and La Verne shall perform its obligations under this MOU in a manner fully consistent with the terms and conditions of the USBR Grant, the applicable conditions of which are expressly accepted by Glendora and La Verne as a material part of the Project and incorporated herein as a material part of this MOU. Glendora and La Verne shall also furnish Three Valleys with all information, data, and materials necessary for Three Valleys to comply with its reporting and other requirements of the USBR Grant. Glendora and La Verne shall maintain books, records, and other documents pertinent to the Scope of Work and their Project work in accordance with generally accepted accounting principles and practices.

1.5 The Parties agree to share the costs as described in Exhibit B attached hereto. No Party hereto shall be responsible for any costs of the Project other than as set forth in Exhibit B.

1.6 Three Valleys will pay costs up front and then seek reimbursement from the other Parties on a regular basis (i.e., monthly or quarterly), subject to the maximum amount set forth on Exhibit B with respect to each Party.

1.7 If a Party fails to comply with its obligations ("Defaulting Party"), the other Party to whom such obligations are owed ("Non-Defaulting Party") may terminate this Agreement if the Defaulting Party fails to cure such default within thirty (30) days after receipt of notice of default from the Non-Defaulting Party; provided however, such period may be extended if circumstances warrant (as applicable, the "Cure Period"). If the Defaulting Party fails to cure during the Cure Period, the Non-Defaulting Party may terminate this Agreement by providing written notice to the Defaulting Party ("Termination Notice"). Notwithstanding the above, Three Valleys may issue a Termination Notice to the other Parties in the event the USBR Grant is suspended, voided, canceled, and/or otherwise terminated.

1.8 The person(s) executing this MOU on behalf of each Party warrant that they are duly authorized to execute and deliver this MOU on behalf of such Party. This MOU may be executed in multiple counterparts, each of which when so executed shall be deemed an original, and all of which, together, shall constitute one and the same instrument. The signature of any Party to this MOU transmitted to any other Party by facsimile or e-mail shall be deemed an original signature of the transmitting party. This Agreement may only be amended or modified in writing executed by all Parties hereto.

1.9 All notices, under this MOU shall be delivered in person, by messenger, by overnight mail courier, or by registered or certified mail, postage prepaid, return receipt requested, to each Party at its address shown below. Any notice so delivered by personal delivery or messenger service shall be deemed delivered upon actual delivery. Any notice given by overnight courier with courier charges prepaid shall be deemed delivered twenty-four (24) hours after delivery to said overnight courier. Any notice so delivered by US mail shall be deemed delivered three (3) days after deposit in the US Mail).

Three Valleys:	Three Valleys Municipal Water District 1021 E. Miramar Avenue Claremont, CA 91711 Attention: _____ Email: _____
Glendora:	City of Glendora 116 E. Foothill Blvd. Glendora, CA 91741 Attention: William Wittkpof wwittkopf@cityofglendora.gov
La Verne:	_____ _____ _____ Attention: _____ Email:

1.10 The prevailing Party in any legal dispute caused by the non-prevailing Party, which said legal dispute arose out of, under, in connection with, or in relation to this MOU, and any amendments thereto, or the breach thereof, the prevailing Party shall be entitled to receive from the non-prevailing Party all attorneys fees and costs actually incurred by the prevailing Party in connection therewith. In any such action, arbitration, mediation, or other proceeding, the entitlement to recover attorneys fees and costs will be considered an element of costs and not of damages.

1.11 This MOU and the covenants and conditions hereof apply to and are binding upon the heirs, successors, legal representatives, and assigns of the Parties hereto. No Party shall assign this MOU, or any part thereof, or any right or privilege connected therewith, to any other person or entity, without first obtaining the written consent of the other Parties.

1.12 This MOU constitutes the entire understanding of the Parties hereto with respect to the subject matter hereof and supersedes any and all prior agreements, whether oral or written, between the Parties in connection therewith. This

Agreement may not be amended unless in writing and signed by both Parties hereto.

1.13 This MOU shall not be construed against the Party preparing it, but shall be construed as if all Parties jointly prepared this MOU and any uncertainty or ambiguity contained herein shall not be interpreted against the Party responsible for the drafting thereof. This MOU shall be enforced and governed by and under the laws of the State of California, and venue for any action brought to interpret and/or enforce any provision of this Agreement shall be in a state or federal court located in the County of Los Angeles, State of California, unless otherwise required by the USBR Grant,

1.14 Time is of the essence in this MOU and each and every provision thereof.

1.15 This MOU may be executed in multiple counterparts, each of which shall be deemed an original irrespective of the date of execution, and said counterparts shall together constitute one and the same agreement. Further, facsimile or .PDF copies of signatures shall be as effective as original signatures for evidencing execution of this MOU.

[SIGNATURES APPEAR ON THE FOLLOWING PAGE(S)]

IN WITNESS WHEREOF, the Parties hereto have caused this MOU to be executed by their duly authorized representatives as set forth below:

Three Valleys Municipal Water District Matthew Litchfield, P.E. General Manager/Chief Engineer	City of Glendora Adam Raymond City Manager
City of La Verne Ryan Ciotti Utilities Manager	

MEMORANDUM OF UNDERSTANDING
FOR THE DEVELOPMENT OF
THE WATER USE EFFICIENCY DASHBOARD

EXHIBIT A-1
SCOPE OF WORK – EAGLE AERIAL SOLUTIONS

MEMORANDUM OF UNDERSTANDING
FOR THE DEVELOPMENT OF
THE WATER USE EFFICIENCY DASHBOARD

EXHIBIT A-2
SCOPE OF WORK – CALIFORNIA DATA COLLABORATIVE

MEMORANDUM OF UNDERSTANDING
FOR THE DEVELOPMENT OF
THE WATER USE EFFICIENCY DASHBOARD

EXHIBIT B
COST SHARE TABLE

AGENCY	COST
USBR Grant	$84,391
Three Valleys MWD	$66,020
City of Glendora	$70,224
City of La Verne	$65,265
PROJECT TOTAL	$285,900

Proposal for Three Valleys Municipal Water District

Land Use Classification Dataset (LUCD)

April 25th , 2025

Sylvie Lee
Chief Water Resource Officer
Three Valleys Water District
(909) 293-7035
slee@tvmwd.com

Eagle Aerial Solutions (EAS) and NV5 are pleased to provide the proposal below per the request of Three Valleys Municipal Water District (TVMWD).

Land Use Classification Dataset (LUCD)

The Land Use Classification Dataset is created through a complex process that utilizes 4-band (Red, Green Blue + Near Infra-Red) orthorectified aerial imagery, advanced machine learning and statistical techniques, as well as human photo-interpretation of imagery. The process and methodology to be utilized in this project mirror exactly the products developed for the California Department of Water Resources (DWR) CII LAM LUCD Program and therefore meets the regulatory requirements under section 968 “Alternative Data”.



For the proposed LUCD mapping project, the EAS/NV5 team will utilize 4band aerial imagery and parcel data to create a Land Use Classification Dataset (LUCD) map for TVMWD.

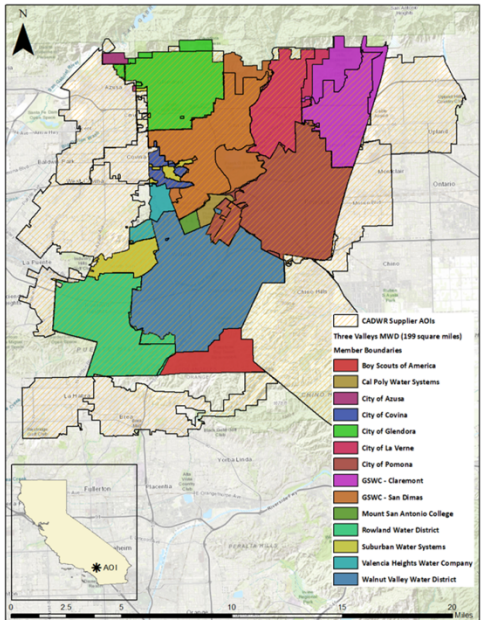
Source Imagery:

2020 4band (RGB + NIR) orthorectified aerial imagery, summer acquisition, 1ft/30cim resolution with a 95% confidence level.

Parcel Data:

The 2018 parcel dataset that was utilized in the Cal DWR LAM (Res & CII) projects will be utilized. This parcel data originated from the county assessor, underwent a statewide standardized process and provided by EAS.

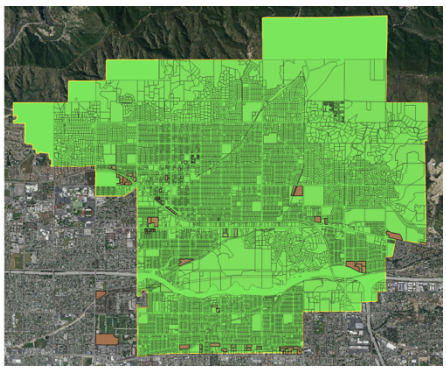
Area of Interest

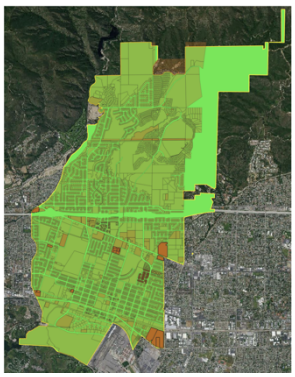


Geographic Extents:

Once TVMWD has approved the geographic extents to be included in the mapping footprint. There will be no adjustment of AOI boundaries or parcel boundaries. If any refinement of the boundary is necessary (i.e. additions of newly developed parcels), additional area can be added to the scope of work on a price per square mile (mi2) basis.

The analysis area for this SOW, per the request of TVMWD includes all the CII areas within the TVMWD service area that fall outside of CADWR's AOI, totaling 166 sq miles. Residential areas (in and outside of the CADWR AOI) for the City of Le Verne and Glendora are also included as optional additions to the SOW.





EAGLE AERIAL SOLUTIONS (714)754-7670 ext 700 *Jazmine Molloy, Director of Product Development* 3333 Michelson Dr, Suite 300, Irvine, CA 92612 jmolloy@eagleaerial.com

Classification Scheme:

The LUCD classification scheme matches the definitions developed for the California Department of Water Resources (DWR) Program. Due to the use of aerial imagery as an input source, the classification system is a "canopy priority". Each class has a unique irrigation status associated:

- Not irrigable: areas that have no irrigation
- Irrigated: areas that are presumed to be irrigated at the time the imagery was collected
- Irrigable not irrigated: areas that show high potential of being irrigated at one time, but are presumed to not be currently irrigated, based on the imagery used to conduct the analysis

The Minimum Mapping Unit (MMU) used for capturing features and accuracy assessment from the imagery is 64 square feet. The classification data will be summarized to the client-provided parcel location data.

LUCD Canopy Priority Classification System		
Level 1	**Level 2**	**Irrigation Status**
1. Impervious	Impervious	Not Irrigable
2. Pools	Swimming pools/man-made water features	Irrigated
3. Irrigated	3.1 Turf grass 3.1 Vegetation cover	Irrigated ***(CII Turf grass separated in functional and non-functional turf)***
	3.2 Canopy 3.3 Bare Earth	
4. Irrigable not irrigated	4.1 Turf grass/ground cover 4.1 Vegetation Cover	Irrigable not irrigated
	4.2 Canopy 4.3 Bare Earth	
5. Non irrigated vegetation	Undeveloped for the purposes of irrigation	Not Irrigable
6. Undeveloped lands	Undeveloped Lands	Not Irrigable
7. Horse Corrals	Horse Corrals	Irrigated
8. Open Water	Other open natural water (rivers/ponds)	Not Irrigable
9. Artificial Turf	Artificial Turf	Not Irrigable
10. Agricultural Land	Agricultural Land (1 acre of agriculture within a single parcel or 1 acre of contiguous agriculture across 2 or more parcels)	Irrigated

Quality Control and Accuracy Assessment

As a regular practice, the NV5/EAS Team conducts detailed quality control and accuracy assessments to ensure the datasets we provide meet rigid accuracy standards. This is not something most other companies do, and for those that do take these steps, something they often do incorrectly. Often companies use a pixel-based accuracy assessment metric which means that if a large field of 100 pixels is considered correct, then they take that as 100 samples. We instead use an object-based analysis where a single object is evaluated by skilled photo interpreters as to whether it was correctly or incorrectly classified so the 100-pixel field discussed above is considered as 1 sample- not 100. This assessment methodology more correctly identifies the accuracy and therefore reliability of the dataset.

The NV5/EAS team will map the classification dataset to an overall accuracy of 95%. To ensure this accuracy level is met, an assessment will be performed through independent interpretation of check points distributed throughout the service areas. Checkpoint distribution will be stratified by Level 2 LUCD classes (defined in the

classification table) as well as geography. A minimum of 25 checkpoints (objects) per square mile will be randomly distributed across the sites in addition, 25 sites will be allocated to specific land use classes not sufficiently represented by the randomly distributed points. Photo interpreters will independently classify each checkpoint with the outline of the classified product, but with no information of the mapped class. Each classified point will be interpreted and evaluated to an appropriate classification of both land cover and land use within the context of the overall line work associated with the mapped classification. A confusion matrix will be developed to assess user and producer accuracies for each class as well as the overall accuracy across classes. Classes that occupy < 1% of the land area may not meet this accuracy level.

Our goal is a first-time right delivery. This reduces unintended costs on both the sides of the client and the contractor and avoids unintended delays and iterations of the datasets. An example of the level of detail provided in the LUCD classification mapping is demonstrated in Figure 1.



Figure 1. Example of the Land Use Cover Data (LUCD) set classification over an institutional parcel.

(714)754-7670 ext 700
Jazmine Molloy, Director of Product Development
3333 Michelson Dr, Suite 300, Irvine, CA 92612
jmolloy@eagleaerial.com

Deliverables Timeline and Pricing:

1. Land Use Classification Dataset (LUCD)
    a. Feature class and/or shapefile dataset with LUCD classification in attribution
    b. Metadata
2. Parcel Summaries
    a. Feature class and/or shapefile dataset including parcel level summaries of LUCD classifications
    b. Metadata
3. Functional/Non Functional_Turf (this product only applies to CII areas)
    a. Feature class and/or shapefile dataset with FT/NFT designation in attribution
    b. Metadata
4. Residential_Extensions_Summaries
    a. Feature class and/or shapefile dataset including summaries of LUCD classifications within extension areas
    b. Metadata
5. Final Report - This report will outline the process steps taken to accomplish this work as well as provide summary statistics of the results.
6. Metadata - All deliveries will contain FGDC compliant metadata created in a format most suitable to TVMWD.

Pricing:

Individual Options:

1. CII datasets in areas that fall outside of CADWR's AOI = $128,800
2. Residential LUCD datasets in areas outside of CADWR AOI
    a. City of La Verne = $27,686
    b. City of Glendora = $27,543
3. Residential LUCD datasets inside CADWR AOI
    a. City of La Verne = $50,945
    b. City of Glendora = $53,073

Discount for Bundled work:

- Option A: Options 1+2 together:
    - 5% discount for Residential LUCD datasets for La Verne and Glendora (2a & 2b)
        - $52,467.55
    - Total Discounted Price: **$181,267**
- Option B: Options 1+2+3 together:
    - 20% discount on option #1: CII datasets in areas that fall outside of CADWR's AOI
        - $103,040
    - 15% discount on option #2: Residential LUCD datasets for La Verne and Glendora (2a & 2b)
        - $46,944.65
    - 15% discount on option #3: Residential LUCD datasets for La Verne and Glendora (3a & 3b)
        - $88,415.35
    - Total Discounted Price: **$238,400**

EAGLE AERIAL SOLUTIONS (714)754-7670 ext 700
Jazmine Molloy, Director of Product Development
3333 Michelson Dr, Suite 300, Irvine, CA 92612
jmolloy@eagleaerial.com

Delivery and Invoicing Timeline based on Discount Bundle Option B :

Delivery of datasets approximately 6 months from the project Kick-Off meeting.

The EAS/NV5 team requests that Three Valleys Municipal Water District review data deliverables within 2 weeks after delivery or sooner. This will ensure that the data is understood, that any feedback can be incorporated in the data being reviewed, and that feedback can also be applied to future deliveries before they are passed to Three Valleys Municipal Water District.

Month	Deliverable	Invoice amount
1	Project Kick Off	$0
3	LUCD CII and FT/NFT products in half of the areas that fall outside of CADWR CII project [Excluding the City of Glendora and the City of La Verne]	$51,520
4	LUCD CII and FT/NFT products in half of the areas that fall outside of CADWR CII project [Excluding the City of Glendora and the City of La Verne]	$51,520
5/6	City of Glendora Data	$68,523.60
6	City of Le Verne Data	$66,836.40
6	Final reviews and feedback Final delivery package including all reports and metadata	$0
	Total	**$238,400**

** Delay in TVMWD feedback review and approvals may cause delays in the final delivery timeline.*

EAGLE AERIAL SOLUTIONS (714)754-7670 ext 700
Jazmine Molloy, Director of Product Development
3333 Michelson Dr, Suite 300, Irvine, CA 92612
jmolloy@eagleaerial.com

CALIFORNIA
DATA
COLLABORATIVE

To: Sylvie Lee, Three Valleys Municipal Water District
From: Christopher Tull, California Data Collaborative
Subject: Scope of Work for Dashboard and Regional Landscape Analysis
Date: 9 April 2025

Scope of Work for Dashboard & Regional Landscape Analysis

The California Data Collaborative (CaDC) proposes to support Three Valleys Municipal Water District (TVMWD) to transform landscape-level data into actionable water efficiency strategies. Through geospatial analysis, strategic planning support, and our Wavelet software platform, we will help TVMWD maximize the impact of their Bureau of Reclamation grant while positioning member agencies for long-term success. Our approach combines regional-scale analysis to identify high-impact opportunities with software to support retail agencies with implementation, enabling a coordinated and data-driven approach to water efficiency. By analyzing landscape classifications across all 13 member agencies and providing specialized software to participating retail agencies, we will deliver actionable insights for non-functional turf (NFT) conversion, regulatory compliance, and program optimization. This integrated approach ensures that TVMWD not only understands its landscape patterns but can also effectively transform that understanding into measurable water savings and successful efficiency programs.

Project Understanding

CaDC understands that TVMWD may have several different needs with respect to this project. We believe that each of these needs is best addressed in a focused manner with different types of deliverables rather than attempting to achieve all these goals with one deliverable.

Identified goals include:

1. Understanding trends in the distribution of irrigated area, specifically turf grass and NFT and their implications for the design and implementation of water efficiency programs. This is best done through a **customized analysis resulting in a report** whose findings can be used to inform program design, grant applications, and board communications.

2. Knowing the precise location of landscapes currently irrigating NFT to support customer outreach and encourage the replacement of this NFT. This is best accomplished through an **interactive map** that displays both high-resolution imagery and detailed landscape classification data to allow identification of landscapes and customers for outreach.

3. Providing retail member agencies with tools to enable their own understanding of customer water efficiency as well as compliance with the state's water use efficiency regulation. This goal is well supported by CaDC's current Wavelet software which was specially designed for this input by CaDC and our members.

Furthermore, it is our understanding that TVMWD will be procuring landscape classifications from a separate vendor as this is outside of CaDC's core capabilities.

It is possible for goals 2 and 3 specified above to be accomplished with one piece of software. However, there are two difficulties with this approach:

1. Wavelet does not currently support integration with object-level landscape classifications.
2. Wavelet is designed specifically for users within retail water agencies, not wholesale water agencies desiring a regional view.

Both of these are possible to address, and the end result would be a higher-quality experience for retail agency staff who could then join their customer water demand data to landscape area data and leverage Wavelet's ability to tag, sort, and prioritize customers as part of their work planning and administering efficiency programs.

For TVMWD staff, development of a regional dashboard would need to proceed from scratch and may end up with a product similar to other available mapping dashboards such as that offered by PlanetScape.

Developing this additional functionality would bring a substantial additional cost. TVMWD should evaluate the relative priority of their different goals to determine the best path forward.

The scope of work below lays out CaDC's proposal to address goals 1 and 3, and leaves procurement of an online mapping application which allows detailed viewing of landscape classification data to TVMWD.

Scope of Work

CaDC's proposed scope encompasses two complementary components: (1) a comprehensive regional landscape analysis to drive strategic planning, and (2) implementation support for interested member agencies through our Wavelet platform. These components work together to transform landscape data into actionable water efficiency programs.

Task 1: Regional Landscape Analysis

A regional analysis of landscape classification data can highlight which areas have the most opportunity for water savings through NFT removal. In this project, CaDC will:

- Analyze landscape classification data for all 13 member agencies to identify trends and
- Assess potential impacts of Water Use Efficiency (WUE) regulations, including modeling potential water savings scenarios for NFT removal
- Develop strategic recommendations for water efficiency programs
- Create visualizations of regional landscape patterns and high-priority opportunities

Task 2: Wavelet Water Efficiency Software for Member Agencies

Our Wavelet platform bridges the gap between high-level analysis and on-the-ground action. By translating regional insights into parcel-level targeting and project identification, Wavelet enables member agencies to efficiently implement water conservation programs and track their progress toward efficiency goals. Under this project, CaDC will:

- Deploy the CaDC Wavelet Platform
  - Custom configuration for each participating agency using their customer data
  - Integration of DWR residential LAM data
  - Agency-specific efficiency metrics and targets
  - Compliance tracking tools
  - NOTE: this task does NOT include integrating custom object-level landscape classifications into the Wavelet platform

- Provide Technical Support & Training
  - Platform onboarding sessions
  - Ongoing technical assistance
  - Regular check-ins and progress reviews

Data Requirements

For Regional Landscape Analysis

- Landscape classification shapefiles (object/super-pixel level)
  - Land cover classifications
  - Irrigation status
  - Functional/non-functional designation
- Service area boundaries
- Current water use data (if available)

Format: ESRI Shapefile or GeoJSON
Resolution: Object-level or super-pixel polygons
Attributes: Classification ID, Area, Irrigation Status

For Wavelet Software

- Billed water consumption and customer data for retail agencies (See CaDC's Data Onboarding documentation for details)

- Residential LAM data package provided to urban water suppliers by the Department of Water Resources

Deliverables

1. Regional Landscape Analysis Report
    - Comprehensive landscape analysis report
    - Water savings potential analysis
    - Efficiency recommendations and prioritization

2. One year of CaDC Membership at Analytics Tier for 6 of TVMWDs retail agencies including deployment of the Wavelet software.

Timeline and Cost

Budget

Item	Cost
Regional Landscape Data Analysis and Report	$29,000
FY 25-26 Analytics-level Membership in CaDC including Wavelet software access for Glendora and La Verne (Agencies priced according to CaDC's FY 24-25 dues structure)	$18,500
Total Cost	**$47,500**

The total budget is estimated at $84,000, but this number depends on the number of agencies that ultimately choose to participate by joining the CaDC and accessing the Wavelet software. The respective cost for TVMWD's six larger public agency retailers is shown in the table below. Private water companies are also eligible, but may face additional complications with pricing and data access if they serve multiple distinct service areas.

Retailer	# of Metered Connections	CaDC Analytics Membership TOTAL
City of Glendora	13,468	$7,500
City of La Verne	20,193	$11,000
TOTAL for Membership	**112,511**	**$18,500**

MEMBERSHIP TIER	TOTAL SERVICE CONNECTIONS: Less than 15k	15k-40k	40k–100K	100K–150k	More than 150k
Community Membership	Free	Free	Free	Free	Free
Core Membership	$5,000	$8,000	$12,000	$16,000	$20,000
Analytics Membership	$7,500	$11,000	$25,000	$35,000	$49,500
AMI Membership	$16,500	$27,000	$40,000	$55,000	$70,000

Figure 1. CaDC FY 24-25 membership dues.

Timeline

- **Onboard retail agencies to CaDC and Wavelet** – 4 months

  Upon start of work, CaDC can immediately begin onboarding participating member agencies to Wavelet and get them involved in the CaDC community. It should take approximately 4 months to onboard six agencies, but this timeline is strongly dependent on the time required for agencies to sign nondisclosure agreements and transfer data.

- **Classification Data Prepared by Third Party (not CaDC)** - TBD

  While CaDC is not responsible for developing the landscape classification dataset, this task is a critical piece of our timeline because work cannot begin until the landscape classification data is ready.

- **Analyze Regional Landscape Data** – 6 months

  Once the landscape data is available, CaDC will commence with the regional landscape data analysis. Even before delivery of the landscape data, CaDC can begin to engage with TVMWD stakeholders to understand policies and calculations of interest in order to hit the ground running once data is available.

- **Prepare Final Report** – 2 months

  CaDC will meet regularly with TVMWD staff during the course of data analysis, preparing iterative findings as we go. Once most analysis work in complete we will document the results in a final report.

Terms of Payment

CaDC issue one invoice for **$18,500** upon receipt of notice to proceed from TVMWD. This is to cover CaDC membership for Glendora and La Verne.

CaDC will issue a second invoice for **$10,000** upon receipt of the data required to complete the Regional Landscape Data Analysis and Report, coinciding with start of work on the analysis.

CaDC will issue a final payment for **$19,000** upon submission of the final report and its acceptance by TVMWD.

WATER USE EFFICIENCY DASHBOARD MOU AND URBAN WATER USE OBJECTIVE UPDATE

PUBLIC WORKS, WATER DIVISION

CITY COUNCIL

AUGUST 26, 2025

RUSSELL ACKERMAN, SENIOR MANAGEMENT ANALYST

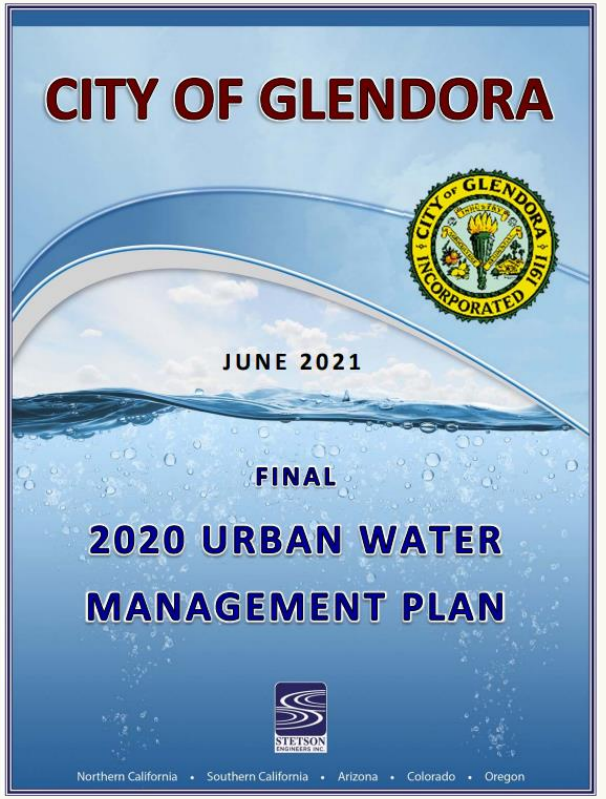
Glendora

URBAN WATER MANAGEMENT PLAN

CONSERVATION PARTNERSHIPS

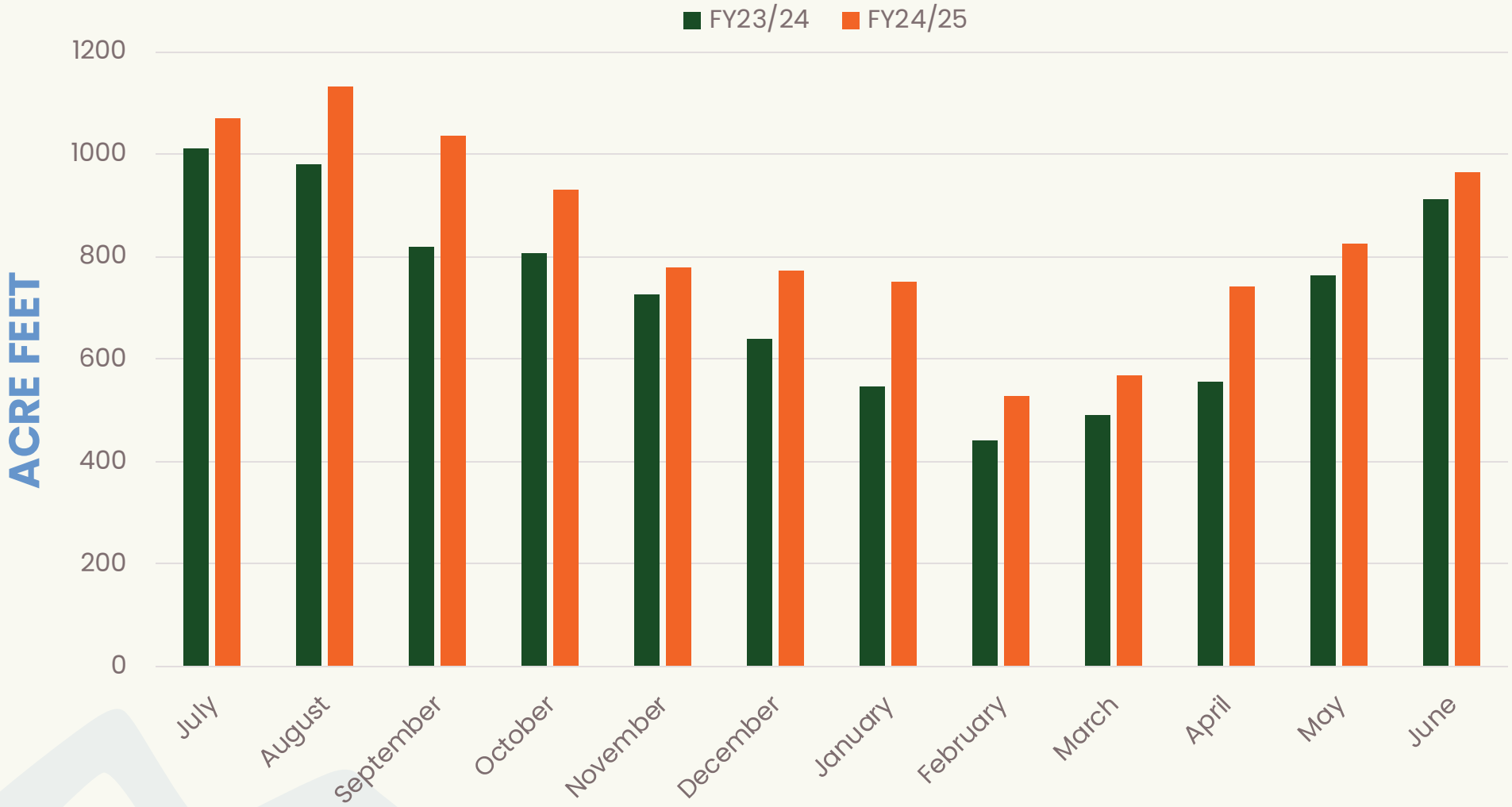
THREE VALLEYS MWD PARTNERSHIP

- **Regional Urban Water Management Plan MOU**
  - **City of Glendora**
  - **City of La Verne**
  - **Golden State Water Company (Claremont, San Dimas)**
  - **Rowland Water District**
  - **Walnut Valley Water District**



URBAN WATER USE OBJECTIVE UPDATE

DWR COMPARISON FIGURES- FY 23/24 V. FY 24/25

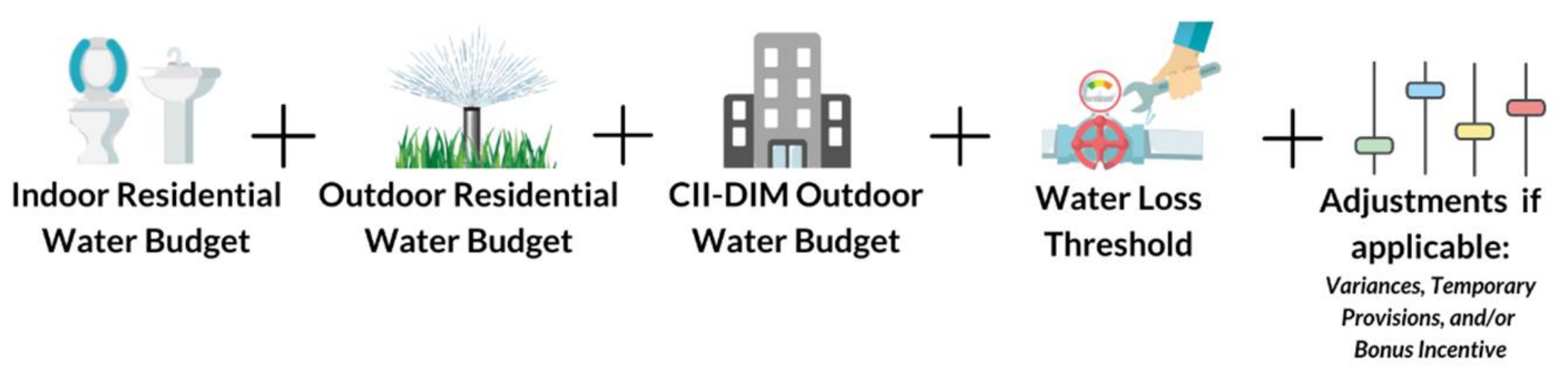


FY YEAR - PERCENTAGE

+16.59%

CONSERVATION LEGISLATION

URBAN WATER USE OBJECTIVE

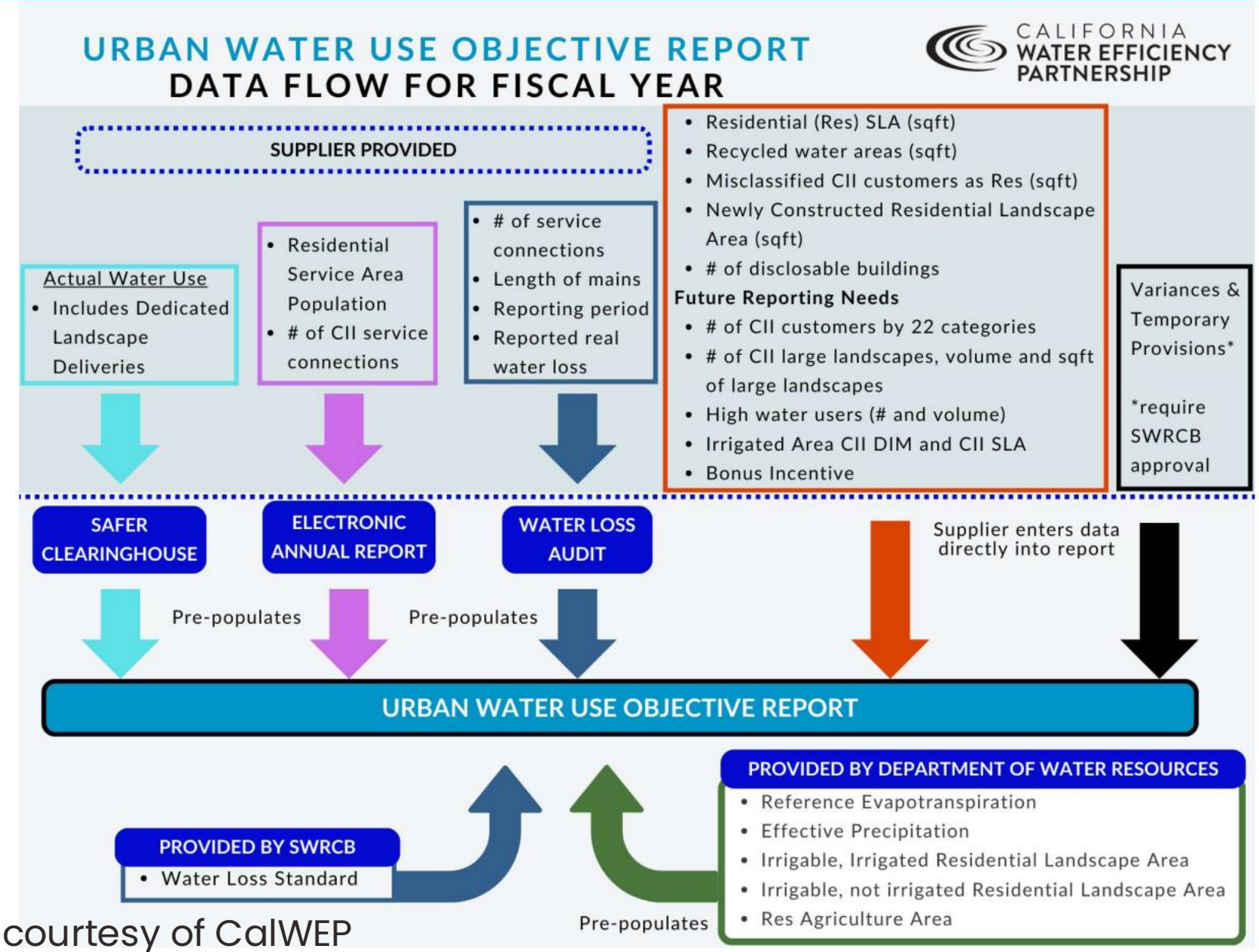


UWUO City of Glendora Water FY 23/24 = -20.3%

Actual Water Use for City of Glendora Water FY 23/24 = +16.59

Slide provided courtesy of CalWEP

Reporting Starts Jan 1, 2025

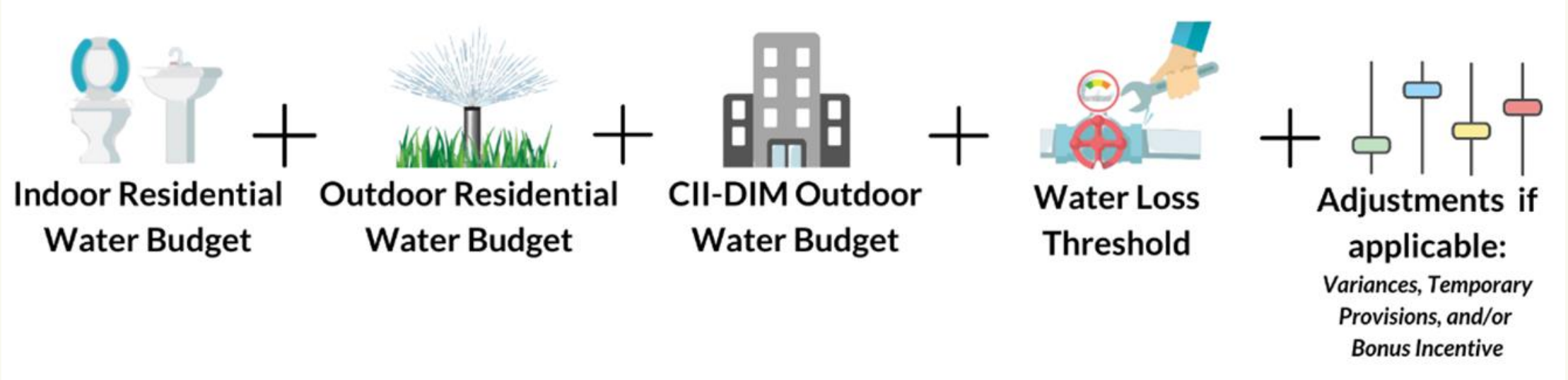


Slide provided courtesy of CalWEP

WATER USE EFFICIENCY DASHBOARD

CONSERVATION LEGISLATION

URBAN WATER USE OBJECTIVE



Slide provided courtesy of CalWEP

AB1572 Timeline and Enforcement

- Timeline for compliance with ban
  - January 2027 – all non-DAC public properties
  - January 2028 – all CII properties
  - January 2029 – HOA and similar common areas
  - January 2031 (or when funding is available) – DAC public properties
- Timeline for related items
  - January 2027 – suppliers revise ordinances/regulations to include language on ban and communicate to customers
  - June 30, 2030 – self-certification of compliance for all CII properties over 5,000 square feet of irrigated area
  - June 30, 2031 – self-certification of compliance for all HOA and similar properties with over 5,000 square feet of irrigated area

- Bans irrigation of NFT with potable water on CII properties
  - Excludes cemeteries and multi-family housing
  - Includes HOAs and common interest developments
  - Exception made for tree health
- NFT is defined as any turf that is not functional
- Functional turf is defined as turf located in a recreational use area or community gathering space



CONSERVATION PARTNERSHIPS

THREE VALLEYS MWD PARTNERSHIP

- **Water Use Efficiency Dashboard MOU**
  - **Eagle Aerial/NV5 aerial imagery – CII and residential**
  - **California Data Collaborative – WUE Dashboard**

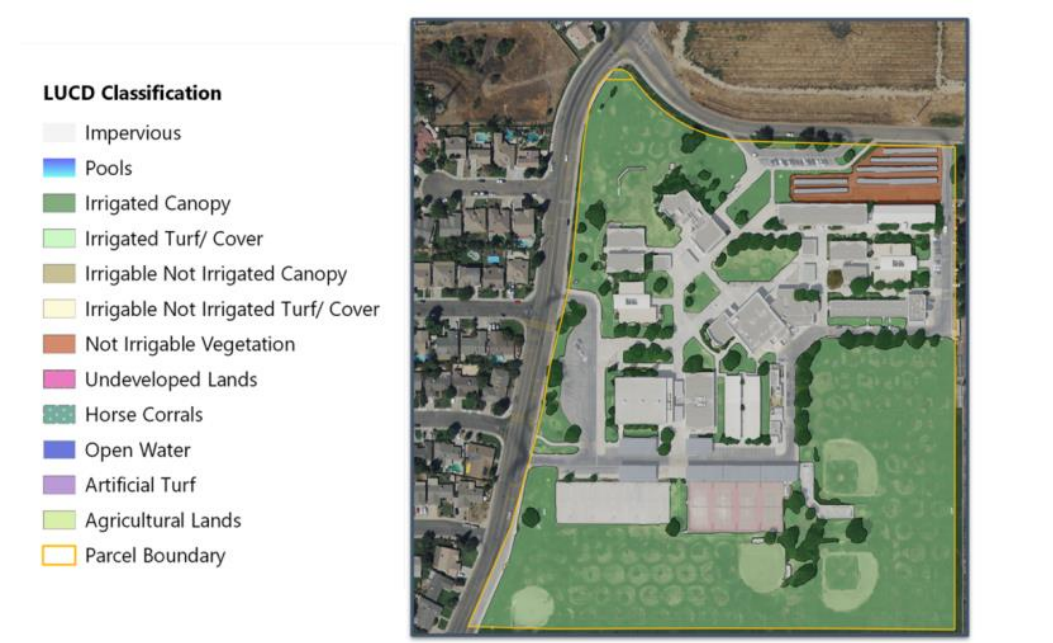


Figure 1. Example of the Land Use Cover Data (LUCD) set classification over an institutional parcel.

QUESTIONS?

RECOMMENDATION

THAT THE CITY COUNCIL:

1. **Receive and file the Urban Water Use Objective Update; and**

2. **Authorize and approve to enter into an inter-agency service and co-funding memorandum of understanding agreement with Three Valleys Municipal Water District (TVMWD) for the Water Use Efficiency (WUE) Dashboard Project in an amount not to exceed $70,224.**

STAFF REPORT

TO: Mayor and Council Members **DATE:** August 26, 2025

FROM: Finance **DISTRICT(S):** Citywide

SUBJECT: Annual Comprehensive Financial Report for Fiscal Year ending June 30, 2024

RECOMMENDATION

That the City Council:

1. Receive and file the Annual Comprehensive Financial Report for Fiscal Year Ending June 30, 2024.

STRATEGIC FOCUS AREAS

Goal 2: Maintain Financial Stability and Sustainability (MFSS)

EXECUTIVE SUMMARY

The Annual Comprehensive Financial Report (ACFR) is an extensive report summarizing the financial activities of the City for the fiscal year from July 1, 2023 to June 30, 2024. Badawi & Associates has completed an independent audit and issued an unmodified ("clean") opinion on the financial statements. This is the best opinion the City can receive from its auditors. Specifically, an unmodified opinion means as a result of their examination, testing and audit procedures, Badawi & Associates concluded the financial statements fairly present the financial position of the City.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

Glendora Municipal Code 2.20.030, stipulates that Finance shall prepare and present to the City Council an annual statement or report in sufficient detail to show the financial condition of the City.

DISCUSSION

The ACFR is prepared in compliance with the Governmental Accounting Standards Board (GASB) standards. Pursuant to GASB guidelines, the City's ACFR is divided into three sections: Introductory, Financial and Statistical.

The Introductory Section provides a brief overview of the City, economic outlook, operational controls and major initiatives. It also includes the GFOA Certificate of Achievement for Excellence in Financial Reporting for fiscal year ended June 30, 2024. The City has consistently received this certificate. The ACFR for the fiscal year ended June 30, 2024, will be submitted to GFOA this month, March 2025 with approved extensions due to extenuating circumstances, such as implementing a new financial system and staff vacancies. However, there is an expectation of receiving the award again.

The Financial Section which will be the primary point of discussion in this report, includes the independent auditors' opinion letter, Management's Discussion and Analysis (MD&A), and the Basic Financial Statements. The Management's Discussion and Analysis (MD&A) provides a narrative of how the financial report is presented and key highlights of some of the changes in our financial position. The MD&A provides tables showing comparative information from fiscal year ended June 30, 2023 to the fiscal year ended June 30, 2024.

The Financial Section includes multiple financial statement formats, starting with the Government-Wide Financial Statements, Fund Financial Statements and Combining & Individual Fund Statements. The Government-Wide Financial Statements are intended to communicate the financial condition of the City in a manner similar to private sector reporting. The Fund Financial Statements and the Combining & Individual Fund Statements relate more closely to the budget document and the day-to-day management of the City's resources. Below are highlights from the financial reports.

Government-Wide Financial Statement Highlights

In 2023, the Net Position was $214 million and at the end of FY 2024 the Net Position is $222 million. This is an increase in Net Position of $9 million. The City's total net position increased from the prior fiscal year's net position primarily due the increase in capital improvement program activity increasing capitalized assets in the amount of $21.1 million. The net investment in capital assets in governmental activities increased by $9.8 million, primarily due to several street and park projects were completed over the course of fiscal year 2023-2024, including the Washington Elementary Crosswalk improvements, and Louie Pompei Park Shade Structure Installation and Playground Resurfacing. The net investment in capital assets in Business-Type Activities increased by $13.6 million from the completion of several infrastructure projects including Bender Carter Santa Fe Newburgh Water Main Replacement and Louie Pompei Park Turf Replacement, and other various infrastructure and water main improvements throughout the City.

Governmental Fund Highlights

Governmental Funds include the General Fund, Special Revenue Funds, Capital Project Funds, and Debt Service Funds. The Net Change in Fund Balances for the General Fund for the fiscal year was an increase of $3,184,343 after applying the reserve policy transfers, which maintained a contingency reserve balance of $16.8 million.

General fund revenues came in better than budgeted in all revenue sources except Taxes. Sales Tax and Measure E saw a decrease of approximately $0.5 million from FY2023 to FY2024. As the City heads through 2024 and 2025, Sales tax and Measure E will see some stabilization, caused by the ongoing battle against inflation and continued consumer spending. The voters approved Measure Z an additional 0.25% transaction and use in November of 2024. The City Council approved using funding for programs and items to address Public Safety, Library program intergovernmental funding changes, affordable housing, citywide communication efforts and City events provided through Recreation and Human Services. Property tax revenues increased slightly relating to the steady rising home values within the City. Use of Money and Property exceeded budgets by $4.1 million due to recognition of unrealized gains/losses required by Governmental Accounting Standards Board Statement 31. License and Permits exceeded budget by $0.2 million due to an increase in building and plan checks issued. Charges for Services exceeded budgets by $0.2 million due to increased revenue in contract classes and activities. Other revenues were generally in-line with the budgeted amounts.

The transfers out from the General Fund were done in accordance with the reserve policy that was adopted in June 2020. The committed fund balance: emergency contingency reserve was established at a maximum of 45% of prior year operating General Fund expenditures and the amounts in excess of 45% at year-end were transferred per the policy to the Capital Projects Fund ($2.4 million), Pension Stabilization Fund ($1.4 million), any deficit internal service fund and towards the City's Other Post-Employment Benefit Section 115 Trust (OPEB Trust). In this case, $0.5 million was transferred to the General Liability Fund and to the OPEB Trust. The Pension Stabilization Fund is combined with the General Fund for financial statement presentation purposes. At the June 30, 2024, the General Fund Committed Contingencies Reserve is $15.6 million. This reserve is critical for emergencies and is relied upon for cash flow needs during the year, in particular during the first six months of the fiscal year before property tax revenues are received.

Business Type Activities/Proprietary Funds Highlights

Proprietary Funds include the Water funds, and the Internal Service Funds. The major fund is the Water Funds, both operations and capital.

The change in net position represents revenues that exceed expenditures. Per the rate study, these funds are designated for capital projects in the new budget year and to maintain reserves per the Water reserve policy. The net investment in capital assets is the value of the assets net of the outstanding debt. Net investment in capital assets increased by $5.6 million during this fiscal year primarily due to the City starting the Louie Pompei Turf replacement project as well as multiple water main replacement projects. These funds are not spendable. Of the Internal Service Funds, the Worker's Compensation ended the year with a deficit net position. For the Worker's Compensation Fund the deficit is comprised of the actuarially estimated liability of open claims and judgments both reported and those incurred but not reported (IBNR). By its nature the IBNR calculation fluctuates from year to year. It is important to note the current cash balance of $2.4 million is sufficient for the annual operating cash flow needs, which is in addition to the monthly charges for services to the respective departments. Per the General Fund reserve policy, this year, the General Liability Fund received a transfer of $0.5 million. Although the General Liability Fund did not end the year with a deficit net position, the transfer was to mitigate ending the year in a deficit and to cover the FY25 operating budget.

Fiduciary Funds Highlights
Fiduciary Funds include Successor Agency Funds. The Successor Agency Funds are used primarily for debt service.

The Statistical Section is the last section of the ACFR. The Statistical Section includes data useful in analyzing the City's financial and operational history for comparative purposes. Some of the financial statistics tracked include financial trends, revenue capacity, and debt capacity, which are useful for evaluating the City's financial stability. There are also demographic/economic information and operating indicators which allow the reader to understand the environment and how the financial report relates to the services provided by the City.

FISCAL IMPACT

There is no fiscal impact associated with the recommendations in this report.

ENVIRONMENTAL DETERMINATION

Prepared By:	Shirley Feng, Senior Accountant
Concurs With:	Not Applicable
Reviewed By:	Kyle Johnson, Finance Director/City Treasurer
Certified to Availability of Funds:	Kyle Johnson, Finance Director/City Treasurer
Approved By:	Adam Raymond, City Manager
Legal Review:	Danny Aleshire, City Attorney
CEQA Review:	Not Applicable

Attachments

A. Annual Comprehensive Financial Report - Delivery Under Separate Cover.pdf

Regular City Council Meeting of Tuesday, August 26, 2025

Annual Comprehensive Financial Report for Fiscal Year ending June 30, 2024

(Attachments to be provided under separate cover)