

Project Title: PASADENA MOBILITY
Intersection: 16. Raymond Av & Walnut St
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: %
 ITS: %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.069 N-S(2): 0.109 * E-W(1): 0.332 * E-W(2): 0.191 V/C: 0.441 Lost Time: 0.100 ICU: 0.541 LOS: A
	TH	1.00	55	1,600	0.078 *	
	LT	0.00	29	1,600	0.018	
Westbound	RT	0.00	111	0	0.000	
	TH	2.00	391	3,200	0.157	
	LT	1.00	47	1,600	0.029 *	
Northbound	RT	0.00	28	0	0.000	
	TH	2.00	84	3,200	0.051	
	LT	0.00	50	1,600	0.031 *	
Eastbound	RT	0.00	128	0	0.000	
	TH	2.00	840	3,200	0.303 *	
	LT	1.00	55	1,600	0.034	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	29	0	0.000	N-S(1): 0.110 N-S(2): 0.136 * E-W(1): 0.276 E-W(2): 0.315 * V/C: 0.451 Lost Time: 0.100 ICU: 0.551 LOS: A
	TH	1.00	44	1,600	0.057 *	
	LT	0.00	18	1,600	0.011	
Westbound	RT	0.00	44	0	0.000	
	TH	2.00	896	3,200	0.294 *	
	LT	1.00	73	1,600	0.046	
Northbound	RT	0.00	84	0	0.000	
	TH	2.00	105	3,200	0.099	
	LT	0.00	127	1,600	0.079 *	
Eastbound	RT	0.00	72	0	0.000	
	TH	2.00	665	3,200	0.230	
	LT	1.00	34	1,600	0.021 *	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
 Intersection: 18. Raymond Av & Green St
 Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: %
 ITS: %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.097 * N-S(2): 0.078 E-W(1): 0.142 * E-W(2): 0.023
	TH	2.00	212	3,200	0.078	
	LT	0.00	39	1,600	0.024 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.239 Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	99	0	0.000	ICU: 0.339
	TH	2.00	134	3,200	0.073 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	27	0	0.000	LOS: A
	TH	3.00	620	4,800	0.142 *	
	LT	0.00	36	1,600	0.023	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.158 * N-S(2): 0.109 E-W(1): 0.196 * E-W(2): 0.066
	TH	2.00	260	3,200	0.109	
	LT	0.00	88	1,600	0.055 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.354 Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	135	0	0.000	ICU: 0.454
	TH	2.00	194	3,200	0.103 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	86	0	0.000	LOS: A
	TH	3.00	749	4,800	0.196 *	
	LT	0.00	106	1,600	0.066	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 22. Arroyo Pkwy & Green St
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: %
 ITS: %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.283 * N-S(2): 0.093 E-W(1): 0.081 * E-W(2): 0.027 V/C: 0.364 Lost Time: 0.100
	TH	2.00	297	3,200	0.093	
	LT	1.00	46	1,600	0.029 *	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	407	1,600	0.254 *	ICU: 0.464 LOS: A
	TH	2.00	526	3,200	0.164	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	35	0	0.000	
	TH	4.00	443	6,400	0.081 *	
	LT	0.00	43	1,600	0.027	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.256 * N-S(2): 0.134 E-W(1): 0.167 * E-W(2): 0.024 V/C: 0.423 Lost Time: 0.100
	TH	2.00	428	3,200	0.134	
	LT	1.00	37	1,600	0.023 *	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	372	1,600	0.233 *	ICU: 0.523 LOS: A
	TH	2.00	384	3,200	0.120	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	75	0	0.000	
	TH	4.00	955	6,400	0.167 *	
	LT	0.00	39	1,600	0.024	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 23. Arroyo Pkwy & Cordova St
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.250 * N-S(2): 0.120 E-W(1): 0.150 * E-W(2): 0.121 V/C: 0.400 Lost Time: 0.100 ICU: 0.500 LOS: A
	TH	2.00	378	3,200	0.118	
	LT	1.00	15	1,600	0.009 *	
Westbound	RT	0.32	78	519	0.121	
	TH	0.00	0	0	0.000	
	LT	1.68	403	2,681	0.150 *	
Northbound	RT	0.00	218	0	0.000	
	TH	3.00	938	4,800	0.241 *	
	LT	1.00	3	1,600	0.002	
Eastbound	RT	0.00	0	0	0.000	
	TH	1.00	0	1,600	0.000 *	
	LT	0.00	0	0	0.000	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	1	0	0.000	N-S(1): 0.233 * N-S(2): 0.185 E-W(1): 0.226 * E-W(2): 0.183 V/C: 0.459 Lost Time: 0.100 ICU: 0.559 LOS: A
	TH	2.00	591	3,200	0.185	
	LT	1.00	22	1,600	0.014 *	
Westbound	RT	0.35	123	553	0.183	
	TH	0.00	0	0	0.000	
	LT	1.65	589	2,647	0.223 *	
Northbound	RT	0.00	179	0	0.000	
	TH	3.00	874	4,800	0.219 *	
	LT	1.00	0	1,600	0.000	
Eastbound	RT	0.00	4	0	0.000	
	TH	1.00	0	1,600	0.003 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 24. Arroyo Pkwy & Del Mar Bl
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: %
 ITS: %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	87	0	0.000	N-S(1): 0.247 * N-S(2): 0.229 E-W(1): 0.358 * E-W(2): 0.281 V/C: 0.605 Lost Time: 0.100 ICU: 0.705 LOS: C
	TH	3.00	649	4,800	0.153	
	LT	1.00	20	1,600	0.013 *	
Westbound	RT	0.00	25	0	0.000	
	TH	2.00	779	3,200	0.251	
	LT	1.00	200	1,600	0.125 *	
Northbound	RT	0.00	75	0	0.000	
	TH	3.00	1,047	4,800	0.234 *	
	LT	1.00	121	1,600	0.076	
Eastbound	RT	0.00	100	0	0.000	
	TH	2.00	647	3,200	0.233 *	
	LT	1.00	48	1,600	0.030	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	241	0	0.000	N-S(1): 0.300 N-S(2): 0.344 * E-W(1): 0.348 * E-W(2): 0.289 V/C: 0.692 Lost Time: 0.100 ICU: 0.792 LOS: C
	TH	3.00	1,141	4,800	0.288 *	
	LT	1.00	38	1,600	0.024	
Westbound	RT	0.00	38	0	0.000	
	TH	2.00	824	3,200	0.269	
	LT	1.00	103	1,600	0.064 *	
Northbound	RT	0.00	262	0	0.000	
	TH	3.00	1,061	4,800	0.276	
	LT	1.00	89	1,600	0.056 *	
Eastbound	RT	0.00	117	0	0.000	
	TH	2.00	792	3,200	0.284 *	
	LT	1.00	32	1,600	0.020	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 25. Arroyo Pkwy & California Bl
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph Left Lane: 1600 vph Double Lt Penalty: % ITS: %	N-S Split Phase : N E-W Split Phase : N Lost Time (% of cycle) : 10 V/C Round Off (decs.) : 3
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	75	0	0.000	N-S(1): 0.321 * N-S(2): 0.249 E-W(1): 0.599 * E-W(2): 0.299
	TH	3.00	791	4,800	0.180	
	LT	1.00	23	1,600	0.014 *	
Westbound	RT	0.00	31	0	0.000	V/C: 0.920 Lost Time: 0.100
	TH	2.00	822	3,200	0.267	
	LT	1.00	380	1,600	0.238 *	
Northbound	RT	0.00	199	0	0.000	ICU: 1.020 LOS: F
	TH	3.00	1,274	4,800	0.307 *	
	LT	1.00	110	1,600	0.069	
Eastbound	RT	1.00	120	1,600	0.006	
	TH	1.00	578	1,600	0.361 *	
	LT	1.00	51	1,600	0.032	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.371 * N-S(2): 0.348 E-W(1): 0.731 * E-W(2): 0.254
	TH	3.00	1,169	4,800	0.256	
	LT	1.00	66	1,600	0.041 *	
Westbound	RT	0.00	53	0	0.000	V/C: 1.102 Lost Time: 0.100
	TH	2.00	646	3,200	0.218	
	LT	1.00	308	1,600	0.193 *	
Northbound	RT	0.00	269	0	0.000	ICU: 1.202 LOS: F
	TH	3.00	1,316	4,800	0.330 *	
	LT	1.00	147	1,600	0.092	
Eastbound	RT	1.00	126	1,600	0.000	
	TH	1.00	861	1,600	0.538 *	
	LT	1.00	57	1,600	0.036	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 26. Marengo Av & Maple St
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: %
 ITS: %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00		1,600	0.000	N-S(1): 0.000 * N-S(2): 0.000 * E-W(1): 0.000 * E-W(2): 0.000 * V/C: 0.000 Lost Time: 0.100 ICU: LOS:
	TH	2.00		3,200	0.000 *	
	LT	0.00		0	0.000 *	
Westbound	RT	0.00		0	0.000	
	TH	2.00		3,200	0.000 *	
	LT	1.00		1,600	0.000 *	
Northbound	RT	0.00		0	0.000	
	TH	2.00		3,200	0.000 *	
	LT	1.00		1,600	0.000 *	
Eastbound	RT	0.00		0	0.000	
	TH	0.00		0	0.000 *	
	LT	0.00		0	0.000 *	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	36	1,600	0.023	N-S(1): 0.144 N-S(2): 0.204 * E-W(1): 0.234 * E-W(2): 0.234 * V/C: 0.438 Lost Time: 0.100 ICU: 0.538 LOS: A
	TH	2.00	252	3,200	0.079 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	97	0	0.000	
	TH	1.99	648	3,190	0.234 *	
	LT	1.01	376	1,610	0.234 *	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	462	3,200	0.144	
	LT	1.00	200	1,600	0.125 *	
Eastbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 27. Marengo Av & Corson St
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: %
 ITS: %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00		0	0.000	N-S(1): 0.000 * N-S(2): 0.000 * E-W(1): 0.000 * E-W(2): 0.000 * V/C: 0.000 Lost Time: 0.100
	TH	2.00		3,200	0.000 *	
	LT	1.00		1,600	0.000 *	
Westbound	RT	0.00		0	0.000	
	TH	0.00		0	0.000 *	
	LT	0.00		0	0.000 *	
Northbound	RT	2.00		3,200	0.000	
	TH	2.00		3,200	0.000 *	
	LT	0.00		0	0.000 *	
Eastbound	RT	0.00		0	0.000	ICU: LOS:
	TH	3.00		4,800	0.000 *	
	LT	0.00		0	0.000 *	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.217 * N-S(2): 0.168 E-W(1): 0.323 * E-W(2): 0.093 V/C: 0.540 Lost Time: 0.100
	TH	2.00	537	3,200	0.168	
	LT	1.00	86	1,600	0.054 *	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	2.00	520	3,200	0.163 *	
	TH	2.00	511	3,200	0.160	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	117	0	0.000	ICU: 0.640 LOS: B
	TH	3.00	1,283	4,800	0.323 *	
	LT	0.00	148	1,600	0.093	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 28. Marengo Av & Walnut St
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	116	0	0.000	N-S(1): 0.202 N-S(2): 0.335 * E-W(1): 0.281 * E-W(2): 0.173 V/C: 0.616 Lost Time: 0.100
	TH	2.00	834	3,200	0.297 *	
	LT	1.00	79	1,600	0.049	
Westbound	RT	1.00	41	1,600	0.000	
	TH	2.00	495	3,200	0.155	
	LT	1.00	109	1,600	0.068 *	
Northbound	RT	1.00	102	1,600	0.000	
	TH	2.00	490	3,200	0.153	
	LT	1.00	61	1,600	0.038 *	
Eastbound	RT	0.00	142	0	0.000	ICU: 0.716
	TH	2.00	540	3,200	0.213 *	
	LT	1.00	28	1,600	0.018	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	56	0	0.000	N-S(1): 0.294 * N-S(2): 0.257 E-W(1): 0.389 * E-W(2): 0.259 V/C: 0.683 Lost Time: 0.100
	TH	2.00	515	3,200	0.178	
	LT	1.00	66	1,600	0.041 *	
Westbound	RT	1.00	81	1,600	0.009	
	TH	2.00	718	3,200	0.224	
	LT	1.00	96	1,600	0.060 *	
Northbound	RT	1.00	138	1,600	0.026	
	TH	2.00	810	3,200	0.253 *	
	LT	1.00	127	1,600	0.079	
Eastbound	RT	0.00	78	0	0.000	ICU: 0.783
	TH	2.00	975	3,200	0.329 *	
	LT	1.00	56	1,600	0.035	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 30. Marengo Av & Colorado Bl
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	128	0	0.000	N-S(1): 0.183 N-S(2): 0.299 * E-W(1): 0.179 * E-W(2): 0.178
	TH	2.00	691	3,200	0.256 *	
	LT	1.00	35	1,600	0.022	
Westbound	RT	1.00	26	1,600	0.000	V/C: 0.478 Lost Time: 0.100
	TH	2.00	421	3,200	0.132	
	LT	1.00	83	1,600	0.052 *	
Northbound	RT	1.00	27	1,600	0.000	ICU: 0.578
	TH	2.00	514	3,200	0.161	
	LT	1.00	69	1,600	0.043 *	
Eastbound	RT	1.00	84	1,600	0.009	LOS: A
	TH	2.00	406	3,200	0.127 *	
	LT	1.00	73	1,600	0.046	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	115	0	0.000	N-S(1): 0.266 * N-S(2): 0.255 E-W(1): 0.385 * E-W(2): 0.307
	TH	2.00	627	3,200	0.232	
	LT	1.00	80	1,600	0.050 *	
Westbound	RT	1.00	100	1,600	0.013	V/C: 0.651 Lost Time: 0.100
	TH	2.00	857	3,200	0.268	
	LT	1.00	133	1,600	0.083 *	
Northbound	RT	1.00	51	1,600	0.000	ICU: 0.751
	TH	2.00	692	3,200	0.216 *	
	LT	1.00	37	1,600	0.023	
Eastbound	RT	1.00	158	1,600	0.076	LOS: C
	TH	2.00	965	3,200	0.302 *	
	LT	1.00	63	1,600	0.039	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 31. Marengo Av & Green St
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 10 %
 ITS: %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.178 * N-S(2): 0.153 E-W(1): 0.138 * E-W(2): 0.089
	TH	2.00	489	3,200	0.153	
	LT	2.00	100	2,880	0.035 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.316 Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	59	1,600	0.037	ICU: 0.416
	TH	2.00	457	3,200	0.143 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	47	0	0.000	LOS: A
	TH	4.00	838	6,400	0.138 *	
	LT	1.00	143	1,600	0.089	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.251 * N-S(2): 0.228 E-W(1): 0.148 E-W(2): 0.189 *
	TH	2.00	728	3,200	0.228	
	LT	2.00	200	2,880	0.069 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.440 Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	137	1,600	0.086	ICU: 0.540
	TH	2.00	581	3,200	0.182 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	132	0	0.000	LOS: A
	TH	4.00	816	6,400	0.148	
	LT	1.00	303	1,600	0.189 *	

- Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 32. Marengo Av & Cordova St
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: %
 ITS: %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	106	0	0.000	N-S(1): 0.201 * N-S(2): 0.178 E-W(1): 0.079 E-W(2): 0.146 * V/C: 0.347 Lost Time: 0.100
	TH	2.00	412	3,200	0.162	
	LT	1.00	48	1,600	0.030 *	
Westbound	RT	0.00	70	0	0.000	
	TH	2.00	342	3,200	0.129 *	
	LT	1.00	24	1,600	0.015	
Northbound	RT	0.00	97	0	0.000	ICU: 0.447 LOS: A
	TH	2.00	450	3,200	0.171 *	
	LT	1.00	26	1,600	0.016	
Eastbound	RT	0.00	11	0	0.000	
	TH	2.00	195	3,200	0.064	
	LT	1.00	27	1,600	0.017 *	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	214	0	0.000	N-S(1): 0.231 N-S(2): 0.276 * E-W(1): 0.128 E-W(2): 0.234 * V/C: 0.510 Lost Time: 0.100
	TH	2.00	619	3,200	0.260 *	
	LT	1.00	82	1,600	0.051	
Westbound	RT	0.00	111	0	0.000	
	TH	2.00	603	3,200	0.223 *	
	LT	1.00	107	1,600	0.067	
Northbound	RT	0.00	46	0	0.000	ICU: 0.610 LOS: B
	TH	2.00	530	3,200	0.180	
	LT	1.00	25	1,600	0.016 *	
Eastbound	RT	0.00	28	0	0.000	
	TH	2.00	168	3,200	0.061	
	LT	1.00	18	1,600	0.011 *	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 33. Marengo Av & Del Mar Bl
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: %
 ITS: %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	64	1,600	0.003	N-S(1): 0.154 N-S(2): 0.296 * E-W(1): 0.307 E-W(2): 0.342 * V/C: 0.638 Lost Time: 0.100 ICU: 0.738 LOS: C
	TH	1.00	356	1,600	0.223 *	
	LT	1.00	39	1,600	0.024	
Westbound	RT	0.00	58	0	0.000	
	TH	2.00	915	3,200	0.304 *	
	LT	1.00	101	1,600	0.063	
Northbound	RT	1.00	54	1,600	0.000	
	TH	2.00	417	3,200	0.130	
	LT	1.00	116	1,600	0.073 *	
Eastbound	RT	0.00	50	0	0.000	
	TH	2.00	730	3,200	0.244	
	LT	1.00	60	1,600	0.038 *	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	125	1,600	0.038	N-S(1): 0.159 N-S(2): 0.312 * E-W(1): 0.453 * E-W(2): 0.290 V/C: 0.765 Lost Time: 0.100 ICU: 0.865 LOS: D
	TH	1.00	442	1,600	0.276 *	
	LT	1.00	64	1,600	0.040	
Westbound	RT	0.00	51	0	0.000	
	TH	2.00	747	3,200	0.249	
	LT	1.00	129	1,600	0.081 *	
Northbound	RT	1.00	114	1,600	0.000	
	TH	2.00	381	3,200	0.119	
	LT	1.00	57	1,600	0.036 *	
Eastbound	RT	0.00	104	0	0.000	
	TH	2.00	1,087	3,200	0.372 *	
	LT	1.00	65	1,600	0.041	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 34. Marengo Av & California Bl
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	52	1,600	0.006	N-S(1): 0.402 * N-S(2): 0.402 * E-W(1): 0.266 E-W(2): 0.411 * V/C: 0.813 Lost Time: 0.100
	TH	1.00	506	1,600	0.316 *	
	LT	1.00	34	1,600	0.021 *	
Westbound	RT	0.00	55	0	0.000	
	TH	2.00	1,176	3,200	0.385 *	
	LT	1.00	48	1,600	0.030	
Northbound	RT	1.00	78	1,600	0.019	ICU: 0.913 LOS: E
	TH	1.00	609	1,600	0.381 *	
	LT	1.00	138	1,600	0.086 *	
Eastbound	RT	0.00	101	0	0.000	
	TH	2.00	653	3,200	0.236	
	LT	1.00	42	1,600	0.026 *	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	172	1,600	0.026	N-S(1): 0.400 N-S(2): 0.446 * E-W(1): 0.401 * E-W(2): 0.338 V/C: 0.847 Lost Time: 0.100
	TH	1.00	600	1,600	0.375 *	
	LT	1.00	63	1,600	0.039	
Westbound	RT	0.00	47	0	0.000	
	TH	2.00	771	3,200	0.256	
	LT	1.00	72	1,600	0.045 *	
Northbound	RT	1.00	143	1,600	0.044	ICU: 0.947 LOS: E
	TH	1.00	577	1,600	0.361	
	LT	1.00	113	1,600	0.071 *	
Eastbound	RT	0.00	147	0	0.000	
	TH	2.00	993	3,200	0.356 *	
	LT	1.00	131	1,600	0.082	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 38. Los Robles Av & Green St
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: %
 ITS: %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.282 * N-S(2): 0.237 E-W(1): 0.154 * E-W(2): 0.066 V/C: 0.436 Lost Time: 0.100 ICU: 0.536 LOS: A
	TH	2.00	758	3,200	0.237	
	LT	1.00	133	1,600	0.083 *	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	63	0	0.000	
	TH	2.00	573	3,200	0.199 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	85	1,600	0.053	
	TH	3.00	738	4,800	0.154 *	
	LT	1.00	105	1,600	0.066	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.299 * N-S(2): 0.192 E-W(1): 0.223 * E-W(2): 0.150 V/C: 0.522 Lost Time: 0.100 ICU: 0.622 LOS: B
	TH	2.00	613	3,200	0.192	
	LT	1.00	95	1,600	0.059 *	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	71	0	0.000	
	TH	2.00	698	3,200	0.240 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	51	1,600	0.032	
	TH	3.00	1,069	4,800	0.223 *	
	LT	1.00	240	1,600	0.150	

- Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 40. Los Robles Av & Del Mar Bl
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: %
 ITS: %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	30	1,600	0.000	N-S(1): 0.308 * N-S(2): 0.263 E-W(1): 0.255 E-W(2): 0.321 * V/C: 0.629 Lost Time: 0.100 ICU: 0.729 LOS: C
	TH	1.00	351	1,600	0.219	
	LT	1.00	41	1,600	0.026 *	
Westbound	RT	0.00	74	0	0.000	
	TH	2.00	780	3,200	0.267 *	
	LT	1.00	100	1,600	0.063	
Northbound	RT	1.00	67	1,600	0.000	
	TH	1.00	451	1,600	0.282 *	
	LT	1.00	70	1,600	0.044	
Eastbound	RT	0.00	56	0	0.000	
	TH	2.00	558	3,200	0.192	
	LT	1.00	86	1,600	0.054 *	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	89	1,600	0.000	N-S(1): 0.353 N-S(2): 0.415 * E-W(1): 0.533 * E-W(2): 0.367 V/C: 0.948 Lost Time: 0.100 ICU: 1.048 LOS: F
	TH	1.00	619	1,600	0.387 *	
	LT	1.00	82	1,600	0.051	
Westbound	RT	0.00	88	0	0.000	
	TH	2.00	882	3,200	0.303	
	LT	1.00	109	1,600	0.068 *	
Northbound	RT	1.00	80	1,600	0.000	
	TH	1.00	483	1,600	0.302	
	LT	1.00	45	1,600	0.028 *	
Eastbound	RT	0.00	86	0	0.000	
	TH	2.00	1,402	3,200	0.465 *	
	LT	1.00	102	1,600	0.064	

* - Denotes critical movement

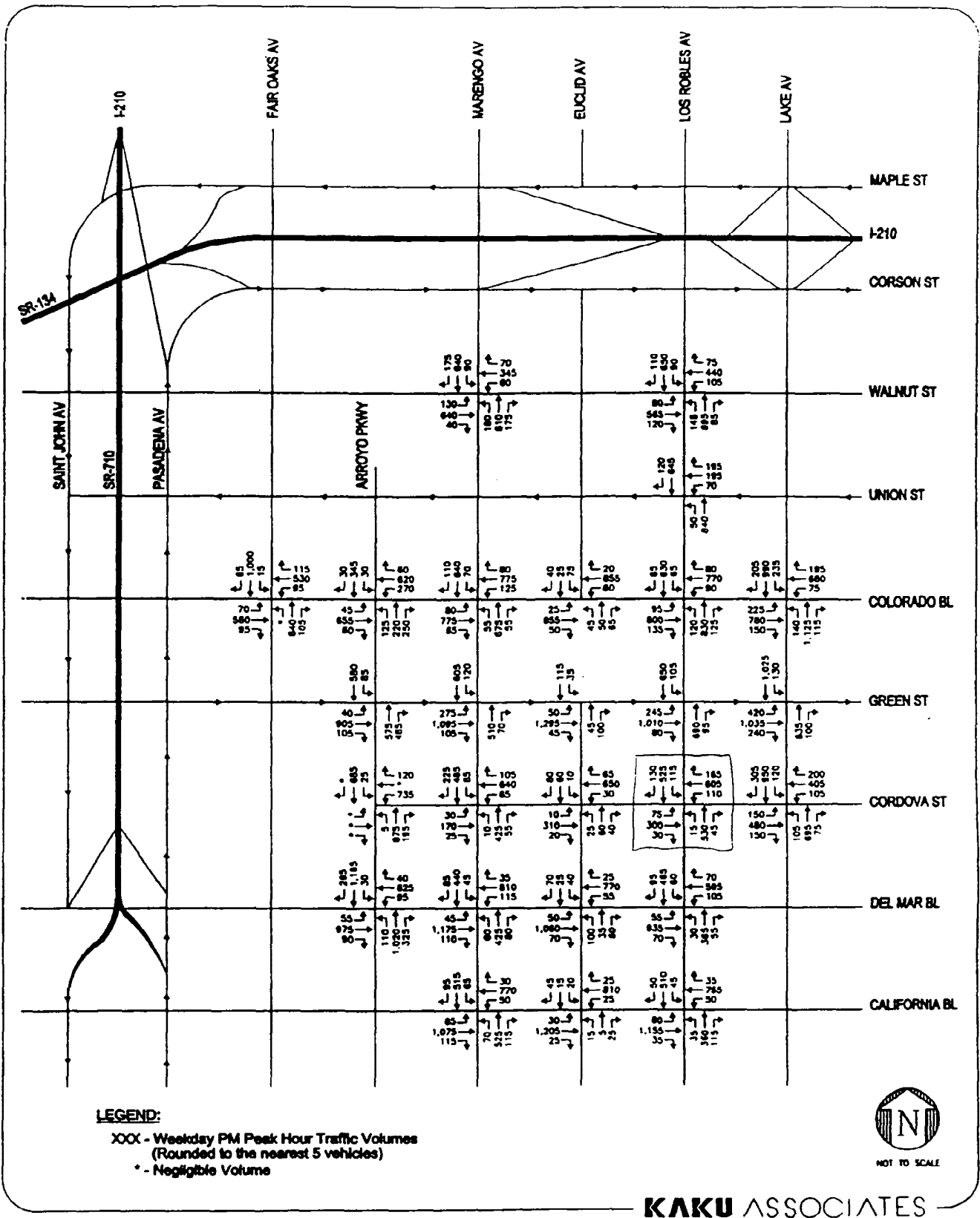


FIGURE 4
EXISTING PEAK HOUR VOLUMES - WEEKDAY PM

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APPENDIX D

**Level of Service Explanation and
ICU Data Worksheets**

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing. The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics		
Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C

At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E

This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F

Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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N-S St: Fair Oaks Avenue
 E-W St: Corson Street
 Project: Pasadena Conference Center Expansion Project / 1-023231-1
 File: ICU1

INTERSECTION CAPACITY UTILIZATION

Fair Oaks Avenue @ Corson Street
 Peak hr: PM
 Annual Growth: 1.50%

Date: 05/30/2003
 Date of Count: 2003
 Projection Year: 2007

Movement	2003 EXIST. TRAFFIC			2007 W/AMBIENT GROWTH			2007 W/RELATED PROJECTS			2007 W/PROJECT SITE TRAFFIC			2007 W/PROJECT MITIGATION		
	1	2	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio
Nb Left	0	0	0.000	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000
Nb Thru	1341	4800	0.279 *	80	1421	0.295 *	9	1430	4800	0.298 *	0	1430	4800	0.298 *	0.298 *
Nb Right	310	1600	0.194	19	329	0.205	18	347	1600	0.217	0	347	1600	0.217	0.217
Sb Left	195	1600	0.122 *	12	207	0.129 *	9	215	1600	0.135 *	0	216	1600	0.135 *	0.135 *
Sb Thru	851	4800	0.177	51	902	0.186	2	904	4800	0.188	0	904	4800	0.188	0.188
Sb Right	0	0		0	0		0	0	0		0	0	0	0	
Eb Left	354	1600	0.221	21	376	0.235	0	376	1600	0.235	0	376	1600	0.235	0.235
Eb Thru	589	3200	0.187	36	635	0.198	17	652	3200	0.204	0	652	3200	0.204	0.204
Eb Right	222	1600	0.138	13	235	0.147	0	235	1600	0.147	0	235	1600	0.147	0.147
Wb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0		0	0		0	0	0		0	0	0	0	
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *		0.100 *			0.100 *
ICU															
LOS			0.723			0.760				0.768					0.768
			C			C				C					C

* Key conflicting movement as a part of ICU
 1 Counts conducted by ?
 2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Fair Oaks Avenue
 E-W St: Walnut Street
 Project: Pasadena Conference Center Expansion Project / 1-023231-1
 File: ICU2

Fair Oaks Avenue @ Walnut Street
 Peak hr: PM
 Annual Growth: 1.50%

Date: 05/30/2003
 Date of Count: 2003
 Projection Year: 2007

Movement	2003 EXIST. TRAFFIC			2007 W/AMBIENT GROWTH			2007 W/RELATED PROJECTS			2007 W/PROJECT SITE TRAFFIC			2007 W/PROJECT MITIGATION					
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	136	1600	0.085	8	144	0.090	0	144	1600	0.090	0	144	1600	0.090	0	144	1600	0.090
Nb Thru	1178	3200	0.368 *	71	1248	0.390 *	25	1273	3200	0.398 *	0	1273	3200	0.398 *	0	1273	3200	0.398 *
Nb Right	145	1600	0.091	9	154	0.096	0	154	1600	0.096	0	154	1600	0.096	0	154	1600	0.096
Sb Left	142	1600	0.089 *	9	151	0.094 *	2	153	1600	0.095 *	0	153	1600	0.095 *	0	153	1600	0.095 *
Sb Thru	821	4800	0.194	49	871	0.205	0	871	4800	0.206	0	871	4800	0.206	0	871	4800	0.206
Sb Right	110	0	-	7	116	-	0	116	0	-	0	116	0	-	0	116	0	-
Eb Left	82	1600	0.051	5	86	0.054	0	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054
Eb Thru	730	3200	0.319 *	44	774	0.339 *	89	863	3200	0.366 *	0	863	3200	0.366 *	0	863	3200	0.366 *
Eb Right	292	0	-	17	309	-	0	309	0	-	0	309	0	-	0	309	0	-
Wb Left	144	1600	0.090 *	9	153	0.096 *	0	153	1600	0.096 *	0	153	1600	0.096 *	0	153	1600	0.096 *
Wb Thru	538	3200	0.168	32	570	0.178	95	665	3200	0.208	0	665	3200	0.208	0	665	3200	0.208
Wb Right	121	1600	0.076	7	128	0.080	2	130	1600	0.082	0	130	1600	0.082	0	130	1600	0.082
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU						1.018				1.055				1.055				1.055
LOS			E			F				F				F				F

* Key conflicting movement as a part of ICU
 1 Counts conducted by?
 2 Capacity expressed in veh/hour of green

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N-S St: Fair Oaks Avenue
 E-W St: Green Street
 Project: Pasadena Conference Center Expansion Project / 1-023231-1
 File: ICU3

Fair Oaks Avenue @ Green Street
 Peak hr: PM
 Annual Growth: 1.50%

Date: 05/30/2003
 Date of Count: 2003
 Projection Year: 2007

INTERSECTION CAPACITY UTILIZATION

Movement	2003 EXIST. TRAFFIC			2007 W/AMBIENT GROWTH			2007 W/RELATED PROJECTS			2007 W/PROJECT SITE TRAFFIC			2007 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C	
	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0	0.000
Nb Thru	910	3200	0.333	55	965	0.353	9	974	3200	0.356	0	974	0	974	3200	0.356
Nb Right	155	0	-	9	164	-	0	164	0	-	0	164	0	164	0	-
Sb Left	210	1600	0.131	13	223	0.139	0	223	1600	0.139	0	223	0	223	1600	0.139
Sb Thru	930	3200	0.291	56	986	0.308	4	990	3200	0.309	0	990	0	990	3200	0.309
Sb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
Eb Left	67	0	0.014	4	71	0.015	19	90	0	0.019	0	90	0	90	0	0.019
Eb Thru	518	4800	0.147	31	549	0.156	242	791	4800	0.220	0	791	0	791	4800	0.220
Eb Right	119	0	-	7	126	-	50	176	0	-	0	176	0	176	0	-
Wb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0	0.000
Wb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0	0.000
Wb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
Yellow Allowance:			0.100			0.100				0.100						0.100
ICU			0.711			0.747				0.815						0.815
LOS			C			C				D						D

*Key conflicting movement as a part of ICU
 1 Counts conducted by ?
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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 (626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Raymond Avenue
 E-W St: Walnut Street
 Project: Pasadena Conference Center Expansion Project / 1-023231-1
 File: ICU4

Raymond Avenue @ Walnut Street
 Peak hr: PM
 Annual Growth: 1.50%

Date: 05/30/2003
 Date of Count: 2003
 Projection Year: 2007

Movement	2003 EXIST. TRAFFIC			2007 W/AMBIENT GROWTH			2007 W/RELATED PROJECTS			2007 W/PROJECT SITE TRAFFIC			2007 W/PROJECT MITIGATION				
	1	2	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C		
	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Capacity	Ratio	Volume	Capacity	Ratio	
Nb Left	133	0	0.041	8	141	0.044	5	146	0	0.046	0	146	0	146	0	0.046	
Nb Thru	110	3200	0.103 *	7	116	0.109 *	13	129	3200	0.117 *	0	129	3200	0	129	3200	0.117 *
Nb Right	88	0	-	5	93	-	5	98	0	-	0	98	0	0	98	0	-
Sb Left	19	0	0.012 *	1	20	0.012 *	0	20	0	0.012 *	0	20	0	0	20	0	0.012 *
Sb Thru	46	1600	0.059	3	49	0.063	0	49	1600	0.063	0	49	1600	0	49	1600	0.063
Sb Right	30	0	-	2	32	-	0	32	0	-	0	32	0	0	32	0	-
Eb Left	36	1600	0.022 *	2	38	0.024 *	6	44	1600	0.027 *	0	44	1600	0	44	1600	0.027 *
Eb Thru	695	3200	0.241	42	737	0.255	80	817	3200	0.282	0	817	3200	0	817	3200	0.282
Eb Right	75	0	-	5	80	-	5	85	0	-	0	85	0	0	85	0	-
Wb Left	76	1600	0.048	5	81	0.051	5	86	1600	0.054	0	86	1600	0	86	1600	0.054
Wb Thru	936	3200	0.307 *	56	992	0.325 *	91	1083	3200	0.357 *	0	1083	3200	0	1083	3200	0.357 *
Wb Right	46	0	-	3	49	-	9	58	0	-	0	58	0	0	58	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *							0.100 *
ICU						0.571				0.613							0.613
LOS			A			A				B							B

* Key conflicting movement as a part of ICU
 1 Counts conducted by ?
 2 Capacity expressed in veh/hour of green

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N-S St: Raymond Avenue
 E-W St: Green Street
 Project: Pasadena Conference Center Expansion Project / 1-023231-1
 File: ICU5

Raymond Avenue @ Green Street
 Peak hr: PM
 Annual Growth: 1.50%

Date: 05/30/2003
 Date of Count: 2003
 Projection Year: 2007

INTERSECTION CAPACITY UTILIZATION

Movement	2003 EXIST. TRAFFIC			2007 W/AMBIENT GROWTH			2007 W/RELATED PROJECTS			2007 W/PROJECT SITE TRAFFIC			2007 W/PROJECT MITIGATION		
	1	2	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio
Nb Left	0	0	0.000	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000
Nb Thru	203	3200	0.107 *	12	215	0.114 *	16	231	3200	0.128 *	0	231	0	231	0.128 *
Nb Right	141	0	-	8	150	-	28	178	0	-	0	178	0	178	0
Sb Left	92	0	0.029 *	6	97	0.030 *	4	101	0	0.032 *	0	101	0	101	0.032 *
Sb Thru	272	3200	0.114	16	288	0.120	33	321	3200	0.132	0	321	0	321	0.132
Sb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	0	-
Eb Left	111	0	0.023	7	117	0.024	4	121	0	0.025	0	121	0	121	0.025
Eb Thru	783	4800	0.205 *	47	830	0.217 *	211	1041	4800	0.268 *	0	1041	0	1041	0.268 *
Eb Right	90	0	-	5	95	-	27	122	0	-	0	122	0	122	0
Wb Left	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	0	-
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	0.441			0.462			0.527			0.527			0.527		
LOS	A			A			A			A			A		

*Key conflicting movement as a part of ICU
 1 Counts conducted by ?
 2 Capacity expressed in veh/hour of green