INTERSECTION:4, Washington Blvd. & Marengo Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2022) WITH PROJECT

		**	INPUT	VOLUMES	**					
APPROACH				*	*	RIGHT TUR	NS **			
	LEFT		THROUGH	M	IN ON G	FREEN	MAX ON RED			
WESTBOUND	0		823		62	2	0			
EASTBOUND	53		867		C)	0			
NORTHBOUND	37		31		8	3	30			
SOUTHBOUND	80		0		91	L	0			
100000000		**		OF LANES						
APPROACH	LEFT	LEFT	THROUGH	RIGHT						
HEATRAIN	ONLY	SHARED	ONLY	SHARED			LANES			
WESTBOUND	0	0	1	1	0	0	2			
EASTBOUND	1	0	2	0	0	0	3			
NORTHBOUND	1	0	1	0	1	0	3			
SOUTHBOUND	0	0	0	0	0	1	1			
		**	ASSIGNE	CAPACI	TIES **	;				
APPROACH	LEFT	LEFT	THRO	DUGH	RIGHT	RIGHT	L/T/R			
	ONLY	SHARI	ED OF	ILY S	SHARED	ONLY	SHARED			
WESTBOUND	N/A	N/A	16	500	1600	N/A	N/A			
EASTBOUND	1600	N/A	32	200	N/A	N/A	N/A			
NORTHBOUND	1600	N/ <i>I</i>	16	500	N/A	1600	N/A			
SOUTHBOUND	N/A	N/A	<i>y</i> 1	N/A	N/A	N/A	1600			
		**	ASSIGNE	V/C RAT	rios **	•				
APPROACH	LEFT	LEFT	THRC	UGH	RIGHT	RIGHT	L/T/R			
	ONLY	SHARE	IO OI	JLY S	SHARED	ONLY	SHARED			
WESTBOUND	N/A	N/F	A 0.2	276	0.276	N/A	N/A			
EASTBOUND	0.033	N/A	0.2	271	N/A	N/A	N/A			
NORTHBOUND	0.023	N/A	4 0.0	19	N/A	0.005	N/A			
SOUTHBOUND	N/A	N/A	. A	I/A	N/A	N/A	0.107			
	DAGE PERGE OF	TOTON: 12	/G D3.00.T.O.			0 200				
	EAST-WEST CR NORTH-SOUTH									
	CLEARANCE IN		•							
	CLEARANCE IN	TERVAL		• • • • • • • •		0.100				
	ICU VALUE					0.539				
	LEVEL OF SER	VICE				A				
Capacity us	sed for through	gh lanes,	first R	T and LT	Γ lanes	= 1600.				

Northbound and Southbound approaches have opposed signal phases.

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School\Data\ICAP7\Total PCS 2-08.xls, Worksheet: SortedTotal, Row: 13
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	TW	O-WAY STOF	CONTR	OL SL	MMARY			
General Information	on .		Site I	nform	ation			
Analyst	JL		Interse	ection		5		
Agency/Co.	Crain & /	Associates	Jurisd	iction	, e	City of Pa	asadena	
Date Performed	1/25/200	8	Analys	sis Year		2008		
Analysis Time Period	AM Peal	(Hour						
	xisting Traffic C	onditions						
East/West Street: Was			North/S	South S	treet: <i>Garfi</i> e	ld Ave.		
Intersection Orientation:	East-West		Study	Period (hrs): 1.00			
Vehicle Volumes a	nd Adjustme	ents						
Major Street		Eastbound				Westbou	ind	
Movement	1	2	3		4	5		6
	L	Т	R		L	Т		R
Volume (veh/h)	64	641	27		26	919		123
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00	1.00		1.00
Hourly Flow Rate, HFR (veh/h)	64	641	27		26	919		123
Percent Heavy Vehicles	0				0			~
Median Type				Undiv	ided			
RT Channelized			0					0
Lanes	0	2	0		0	2		0
Configuration	LT		TR		LT			TR
Upstream Signal		1				1		
Minor Street		Northbound	-			Southboo	ınd	
Movement	7	8	9		10	11		12
	L	Т	R		L	T		R
Volume (veh/h)	10	5	16		29	5		66
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00	1.00 1.0		1.00
Hourly Flow Rate, HFR (veh/h)	10	5	16		29	5		66
Percent Heavy Vehicles	0	0	0		0	0		0
Percent Grade (%)		0				0		
Flared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
Lanes	0	1	0		0	1		0
Configuration		LTR				LTR		
Delay, Queue Length,	and Level of S	ervice						
Approach	Eastbound	Westbound	I	Northbo	und	S	outhbound	1
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	64	26	<u> </u>	31		†	100	1
C (m) (veh/h)	748	931		177		1	216	†
v/c	0.09	0.03		0.18		 	0.46	†
95% queue length	0.28	0.09	 	0.63		1	2.48	
Control Delay (s/veh)	10.3	9.0		29.6		1	35.8	
	10.3 B			D D		 	55.6 E	
LOS		A				 		Ц
Approach Delay (s/veh)			 	29.6		<u> </u>	35.8	
Approach LOS		<u>-</u>	L	D	Version 5.2		E	

	TW	O-WAY STOP	CONTR	OL SUN	IMARY	-		
General Informatio	n		Site I	nformat	ion			
Analyst	JL		Interse	ection		5		
Agency/Co.		\ssociates	Jurisd	ction		City of Pa	asadena	
Date Performed	1/31/2008		Analys	sis Year		2022		
Analysis Time Period	AM Peak	Hour						
		roject Traffic Con						
East/West Street: Was					et: Garfield	d Ave.		
Intersection Orientation:	East-West		Study	Period (hr	s): 1.00			
Vehicle Volumes a	nd Adjustme							
Major Street		Eastbound				Westbou	nd	
Movement	1	2	3		4	5		6
1 - L	L	T	R		L	T 4404		R 450
Volume (veh/h)	79	792	33		32	1134		153
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	1.00	1.00	1.00	'	1.00	1.00		1.00
(veh/h)	79	792	33		32	1134		153
Percent Heavy Vehicles	0				0			
Median Type				Undivide	ed			
RT Channelized			0					0
Lanes	0	2	0		0	2		0
Configuration	LT		TR LT				TR	
Upstream Signal		1				1		
Minor Street		Northbound	'' '' '' '			Southbou	ınd	
Movement	7	8	9		10	11		12
	L	T	R		L	T		R
Volume (veh/h)	12	6	20		42	6		83
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00	1.00 1		1.00
Hourly Flow Rate, HFR (veh/h)	12	6	20		42	6		83
Percent Heavy Vehicles	0	0	0		0	0		0
Percent Grade (%)		0				0		
Flared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
Lanes	0	1	0		0	1		0
Configuration		LTR				LTR		
Delay, Queue Length,	and Level of Se	ervice		-				
Approach	Eastbound	Westbound	1	Vorthboun	d	S	outhbound	
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	79	32		38			131	
C (m) (veh/h)	633	816		100	 		115	
v/c	0.12	0.04	0.38		 	1.14		
95% queue length	0.43	0.12		1.74	+	 	18.58	
								
Control Delay (s/veh)	11.5	9.6		62.6	_	<u> </u>	444.1	
LOS	В	Α		F	1		F	
Approach Delay (s/veh)				62.6		ļ	444.1	
Approach LOS				F		<u> </u>	F	

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		TW	O-WAY STO	P C	ONTR	OL S	UMI	MARY				
General Information	n				Site I	nforn	nati	on			•	
Analyst		JL			Interse	ection			5			
Agency/Co.		Crain & A	Associates		Jurisd				City of	Pa	sadena	
Date Performed		1/31/200			Analys	sis Yea	ır		2022			
Analysis Time Period		AM Peak	Hour									
Project Description F			ct Traffic Cond			· · · · · · · · · · · · · · · · · · ·						
East/West Street: Was								et: Garfiel	d Ave.			
Intersection Orientation	Eas	t-West			Study I	Period	(hrs): 1.00		_		
Vehicle Volumes a	nd Ad	djustme										
Major Street			Eastbound	d					Westb		nd	
Movement		1	2		3			4	5			6
		<u> </u>	T	_	R		Ĺ	L	1 1			R
Volume (veh/h)		91	792		33			32	113			179
Peak-Hour Factor, PHF Hourly Flow Rate, HFR		1.00	1.00		1.00			1.00	1.0	<u> </u>	_	1.00
(veh/h)	-	91	792		33			32	113	4		179
Percent Heavy Vehicles		0			- 0							
Median Type						Undi	vided	1				
RT Channelized					0							0
Lanes		0	2		0			0	2			0
Configuration		LT			TR			LT				TR
Upstream Signal			1						1			
Minor Street			Northboun	d					Southb	ou	nd	
Movement		7	8		9			10	1	_		12
		L	Т		R			L	1	•		R
Volume (veh/h)		12	7		20			43	6			93
Peak-Hour Factor, PHF	_	1.00	1.00	_	1.00			1.00	1.0	0_	<u>j</u>	1.00
Hourly Flow Rate, HFR (veh/h)		12	7		20			43	6			93
Percent Heavy Vehicles		0	0		0			0	0			0
Percent Grade (%)			0						0			
Flared Approach			N						N			
Storage			0				_		0			
RT Channelized					0							0
Lanes		0	1		0			0	1			Ō
Configuration			LTR						LTI	₹		
Delay, Queue Length,	and Le	vel of Se							-			
Approach	East	bound	Westbound		ſ	orthbo	ound			Sc	outhbound	ľ
Movement		1	4		7	8		9	10		11	12
Lane Configuration	L	.T	LT			LTF	₹				LTR	
v (veh/h)	g	91	32	T		39				T	142	
C (m) (veh/h)	6	17	818			86				T	106	
V/c	0.	15	0.04	\top		0.45	5			7	1.34	1
95% queue length	0.	52	0.12			2.27				┪	26.15	
Control Delay (s/veh)		1.8	9.6	1		80.4				7	763.3	t
LOS		В	A	1		F				+	F	†
Approach Delay (s/veh)				+-		80.4	 1				763.3	1
Approach LOS			_	\top		F	-				F	
, ippiodoii LOO	L			_1					l			

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INTERSECTION:5, Washington Blvd. & Garfield Ave.

DATE: 2/1/2008 INITIALS: CB PERIOD: AM PEAK HOUR

CASE: FUTURE (2022) WITH PROJECT + MITIGATION

		**	INPUT V	OLUMES	**		
APPROACH				*	* R	IGHT TURN	S **
	LEFT	\mathbf{T}	HROUGH	M	IN ON GR	REEN MA	AX ON RED
WESTBOUND	32		1134		179		0
EASTBOUND	91		792		33		0
NORTHBOUND	12		7		20		0
SOUTHBOUND	43		6		93		0
		**	NUMBER	OF LANE	S **		
APPROACH	LEFT	LEFT T	HROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	0	1	0	1	0	0	2
EASTBOUND	0	1	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1
		** A	SSIGNED	CAPACI	TIES **		
APPROACH	LEFT	LEFT	THRO	UGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED			SHARED	ONLY	SHARED
WESTBOUND	N/A	1600		I/A	1600	N/A	N/A
EASTBOUND	N/A	1600		/ A	1600	N/A	N/A
NORTHBOUND	,	N/A		/A	N/A	N/A	1600
SOUTHBOUND	N/A	N/A	N	/A	N/A	N/A	1600
		** A	CCTCNEE	17/C DA	mTAC ++		
A DDD O A CILI	LEFT	LEFT	SSIGNEL THRC	V/C RA	RIGHT	RIGHT	L/T/R
APPROACH							
WE GEROLINE	ONLY N/A	SHARED 0.420			SHARED 0.420	ONLY N/A	SHARED N/A
WESTBOUND	N/A N/A	0.420		•	0.420	N/A N/A	N/A N/A
EASTBOUND	•			•		•	N/A 0.024
NORTHBOUND	•	N/A		:/A :/A	N/A N/A	N/A	0.024
SOUTHBOUND	N/A	N/A	IN	/ A.	N/A	N/A	0.089
	EAST-WEST CRI	TTCAL V/C	מזיימק			0 477	
	NORTH-SOUTH C	PITTCAL V	/C PATT	0		0.177	
	CLEARANCE INT					0.100	
	CLUMUMICE INT						
	ICU VALUE					0.673	
					•		
	LEVEL OF SERV	ICE				В	

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		TW	D-WAY STOP	CONTRO	DL SU	JMN	/IARY			
General Informatio	n			Site Ir	nform	atio	on			
Analyst		JL		Interse	ction			5		
Agency/Co.		Crain & A	ssociates	Jurisdi	ction			City of Pa	sadena	
Date Performed		1/25/2008	3	Analys	is Yea	r		2008		
Analysis Time Period		School Pl	M Peak Hour							
Project Description Ex	isting	Traffic Co	onditions							
East/West Street: Was	hingtoi	n Blvd.					t: Garfield	Ave.		
Intersection Orientation:	Eas	t-West		Study F	Period	(hrs)	: 1.00			
Vehicle Volumes a	nd Ad	djustme								
Major Street			Eastbound					Westbou	nd	
Movement		1	2	3			4	5		6
	4-	<u>L</u>	T	R				T 610		92
Volume (veh/h)		42	727	25			21 1.00	619 1.00		1.00
Peak-Hour Factor, PHF	┿	1.00	1.00	1.00						
Hourly Flow Rate, HFR (veh/h)		42	727	25			21	619		92
Percent Heavy Vehicles		0					0			
Median Type					Undiv	<i>idec</i>				
RT Channelized				0						0
Lanes		0	2	0			0	2		0
Configuration		LT		TR			LT			TR
Upstream Signal			1					1		
Minor Street			Northbound					Southbou	nd	
Movement		7	8	9			10	11		12
		L	T	R			L	Т		R
Volume (veh/h)		3	12	17			25	4		44
Peak-Hour Factor, PHF		1.00	1.00	1.00			1.00	1.00 1		1.00
Hourly Flow Rate, HFR (veh/h)		3	12	17			25	4		44
Percent Heavy Vehicles		0	0	0			0	0		0
Percent Grade (%)			0					0		
Flared Approach	_		N	1				Ν		
Storage	_		0			_		0		
RT Channelized	_			0						0
Lanes	-	0	1	0			0	1		0
Configuration	+		LTR	 	-			LTR		
Delay, Queue Length,	and L	evel of Se		-						
Approach		tbound	Westbound	<u> </u>	Northbo	ound		S	outhbour	ıd
Movement		1	4	7	8		9	10	11	12
Lane Configuration		LT	LT		LTF	?			LTR	
v (veh/h)		42	21		32				73	
C (m) (veh/h)		398	867		192				243	1
v/c	_	0.05	0.02		0.17				0.30	1
95% queue length	_).15	0.07		0.60				1.27	
					27.5				26.1	+
Control Delay (s/veh)		9.2	9.3							+
LOS		Α	Α		D				D	
Approach Delay (s/veh)					27.5				26.1	
Approach LOS		-		,	D				<u>D</u>	

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TWO-WAY STOP CONTROL SUMMARY General Information Site Information Analyst Intersection City of Pasadena Agency/Co. Crain & Associates Jurisdiction Date Performed 1/31/2008 Analysis Year 2022 Analysis Time Period School PM Peak Hour Future Without Project Traffic Conditions Project Description East/West Street: Washington Blvd. North/South Street: Garfield Ave. Intersection Orientation: East-West Study Period (hrs): 1.00 Vehicle Volumes and Adjustments Eastbound **Major Street** Westbound Movement 4 1 2 3 5 6 L R Ĺ T R Volume (veh/h) 54 914 31 26 777 118 Peak-Hour Factor, PHF 1.00 1.00 1.00 1.00 1.00 1.00 Hourly Flow Rate, HFR 54 914 31 26 777 118 (veh/h) Percent Heavy Vehicles 0 0 -----__ __ Median Type Undivided RT Channelized 0 0 Lanes 0 2 0 0 2 0 LT Configuration TR \overline{LT} TR Upstream Signal Minor Street Southbound Northbound Movement 9 10 12 11 L Т R L T R Volume (veh/h) 4 15 21 34 5 55 Peak-Hour Factor, PHF 1.00 1.00 1.00 1.00 1.00 1.00 Hourly Flow Rate, HFR 4 15 21 34 5 55 (veh/h) 0 Percent Heavy Vehicles 0 0 0 0 0 Percent Grade (%) 0 0 Flared Approach Ν Ν Storage 0 0 RT Channelized 0 0 anes 0 0 0 Configuration LTR LTR Delay, Queue Length, and Level of Service Approach Eastbound Westbound Northbound Southbound Movement 8 9 10 12 1 4 11 Lane Configuration LT LT LTR **LTR** / (veh/h) 54 26 40 94 C (m) (veh/h) 794 754 116 148 v/c 0.07 0.03 0.34 0.64 0.22 0.11 1.52 95% queue length 4.48 Control Delay (s/veh) 9.9 9.9 52.1 69.2 _os Α Α F F Approach Delay (s/veh) 52.1 69.2

Approach LOS

F

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F

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TWO-WAY STOP CONTROL SUMMARY General Information Site Information Analyst Intersection Crain & Associates City of Pasadena Agency/Co. Jurisdiction 1/31/2008 Analysis Year 2022 Date Performed School PM Peak Hour **Analysis Time Period** Project Description Future With Project Traffic Conditions ast/West Street: Washington Blvd. North/South Street: Garfield Ave. Intersection Orientation: East-West Study Period (hrs): 1.00 Vehicle Volumes and Adjustments Eastbound Westbound Major Street Movement 1 2 3 4 5 6 ī R R Volume (veh/h) 914 31 26 777 61 133 Peak-Hour Factor, PHF 1.00 1.00 1.00 1.00 1.00 1.00 Hourly Flow Rate, HFR 61 914 31 26 777 133 (veh/h) Percent Heavy Vehicles 0 0 ------Median Type Undivided RT Channelized 0 0 0 2 0 0 2 0 anes LT TR Configuration LT TR Upstream Signal 1 Minor Street Northbound Southbound Movement 10 7 9 11 12 8 L T R L T R Volume (veh/h) 15 21 35 5 63 Peak-Hour Factor, PHF 1.00 1.00 1.00 1.00 1.00 1.00 Hourly Flow Rate, HFR 4 5 15 21 35 63 (veh/h) Percent Heavy Vehicles 0 0 Ô 0 0 0 Percent Grade (%) 0 0 Flared Approach Ν Ν 0 0 Storage RT Channelized 0 0 anes 0 0 0 1 0 Configuration LTR LTR Delay, Queue Length, and Level of Service Approach Eastbound Westbound Northbound Southbound Movement 4 7 8 10 11 12 1 Lane Configuration LT LTLTR LTR (veh/h) 61 26 40 103 109 C (m) (veh/h) 785 755 147 0.08 0.03 0.37 v/c 0.70 95% queue length 0.25 1.66 5.60 0.11 Control Delay (s/veh) 10.0 9.9 56.9 81.7 LOS F F Α Α Approach Delay (s/veh) 56.9 81.7 Approach LOS F ---

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INTERSECTION:5, Washington Blvd. & Garfield Ave.

DATE: 2/1/2008 INITIALS: CB PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2022) WITH PROJECT + MITIGATION

		**	INPUT	VOLUMES	**		
APPROACH			-	*	** R	GHT TURN	s **
	LEFT	,	THROUGH	M	MIN ON GR	EEN M	AX ON RED
WESTBOUND	26		777		133		0
EASTBOUND	61		914		31		0
NORTHBOUND	4		15		21		0
SOUTHBOUND	35		5		63		0
		**	NUMBER	OF LANE	ES **		
APPROACH	LEFT	LEFT '	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	0	1	0	1	0	0	2
EASTBOUND	0	1	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1
		**	assignei	CAPACI	TIES **		
APPROACH	LEFT	LEFT	THRO	DUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARE	D 01	1LY	SHARED	ONLY	SHARED
WESTBOUND	N/A	1600	1	N/A	1600	N/A	N/A
EASTBOUND	N/A	1600	1	A/N	1600	N/A	N/A
NORTHBOUND	N/A	N/A	1	N/A	N/A	N/A	1600
SOUTHBOUND	N/A	N/A	1	I/A	N/A	N/A	1600
		** ;	A C C T C NUCL	. 17/C DA	TIOS **		
APPROACH	LEFT	LEFT		OUGH	RIGHT	RIGHT	L/T/R
APPROACH	ONLY	SHARE			SHARED	ONLY	SHARED
WESTBOUND	N/A	0.292			0.292	N/A	N/A
EASTBOUND	N/A N/A	0.232		-	0.314	N/A	N/A
NORTHBOUND	N/A N/A	0.314 N/A	-	N/A N/A	N/A	N/A N/A	0.025
SOUTHBOUND	N/A N/A	N/A N/A		N/A N/A	N/A N/A	N/A N/A	0.023
SOUTHBOUND	N/A	N/A	I	V/A	N/A	N/A	0.064
	EAST-WEST CRI	TTCAL W/C	רדתק י			0 331	
	NORTH-SOUTH C						
	CLEARANCE INT					0.100	
	CLIMATICE INI						
	ICU VALUE		 .	. 		0.498	
	LEVEL OF SERV	ICE				A	

Capacity used for through lanes, first RT and LT lanes = 1600.

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School\Data\ICAP7\Total PCS 2-08.xls, Worksheet: SortedTotal, Row: 15
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INTERSECTION:6, Washington Blvd. & Los Robles Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: AM PEAK HOUR

CASE: EXISTING (2008)

		**	INPUT V	OLUMES	**		
APPROACH				**		RIGHT TUR	1S **
	LEFT		THROUGH	MI	n on g	REEN N	MAX ON RED
WESTBOUND	69		927		99		0
EASTBOUND	68		549		89		0
NORTHBOUND	84		224		0		40
SOUTHBOUND	111		542		68		34
		**	NUMBER	OF LANES			
APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	. 0	1	0	1	0	3
		**		CAPACIT			- 1-1-
APPROACH	LEFT	LEFT			RIGHT	RIGHT	L/T/R
	ONLY	SHARI			HARED	ONLY	SHARED
WESTBOUND	1700	N/A			1700	N/A	N/A
EASTBOUND	1700	N/A			1700	N/A	N/A
NORTHBOUND	1700	N/A		700	N/A	1700	N/A
SOUTHBOUND	1700	N/A	1	700	N/A	1700	N/A
		**	ASSIGNE	V/C RAT	IOS **		
APPROACH	LEFT	LEFT		•	RIGHT	RIGHT	L/T/R
	ONLY	SHARI	ED OI	NLY S	HARED	ONLY	SHARED
WESTBOUND	0.041	N/A	A 0.3	302 0	.302	N/A	N/A
EASTBOUND	0.040	N/A	A 0.3	L88 0	.188	N/A	N/A
NORTHBOUND	0.049	N/2		L32	N/A	0.000	N/A
SOUTHBOUND	0.065	N/2	A 0.3	319	N/A	0.040	N/A
		•					
	EAST-WEST CRI	TICAL V	C RATIO			0.342	
	NORTH-SOUTH C						
	CLEARANCE INT	ERVAL .				0.100	
	TOU VALUE					0.810	
	ICU VALUE					0.010	
	LEVEL OF SERV	'ICE				D	

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School\Data\ICAP7\Total PCS 2-08.xls, Worksheet: SortedTotal, Row: 14
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INTERSECTION:6, Washington Blvd. & Los Robles Ave. DATE: 1/31/2008 INITIALS: CB PERIOD: AM PEAK HOUR

CASE: FUTURE (2022) WITHOUT PROJECT

		**	INPUT V	OLUMES	**		
APPROACH				*	*	RIGHT TURN	s **
	LEFT		THROUGH	M	IIN ON G	REEN M	AX ON RED
WESTBOUND	87		1144		122		0
EASTBOUND	84		679		117		0
NORTHBOUND	104		276		0		49
SOUTHBOUND	137		668		84		42
		**		OF LANE			
APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	1	0	1	0	3
		**	ASSIGNEI	ראטארד	TTEC **		
APPROACH	LEFT	LEFT		OUGH	RIGHT	RIGHT	L/T/R
ALTROACH	ONLY	SHARE			SHARED	ONLY	SHARED
WESTBOUND	1700	N/A		700	1700	N/A	N/A
EASTBOUND	1700	N/A		700	1700	N/A	N/A
NORTHBOUND	1700	N/A		700	N/A	1700	N/A N/A
SOUTHBOUND	1700	N/A		700	N/A N/A	1700	N/A
SOUTHBOUND	1700	N/A	т.	700	N/A	1700	N/A
		**	ASSIGNE	V/C RA	TIOS **		
APPROACH	LEFT	LEFT	THRO	UGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARE	D ON	ILY	SHARED	ONLY	SHARED
WESTBOUND	0.051	N/A	0.3	372	0.372	N/A	N/A
EASTBOUND	0.049	N/A	0.2	234	0.234	N/A	N/A
NORTHBOUND	0.061	N/A	0.1	.62	N/A	0.000	N/A
SOUTHBOUND	0.081	N/A	0.3	193	N/A	0.049	N/A
	EAST-WEST CRI	mraar <i>11/</i>	C DAMIC			0 400	
	NORTH-SOUTH C						
	CLEARANCE INT		•				
	CDEARANCE INT	EKVAL				0.100	
	ICU VALUE					0.976	
		T 60				-	
	LEVEL OF SERV	ICE		• • • • • • •	• • • • • •	Е	

Capacity used for through lanes, first RT and LT lanes = 1700.

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INTERSECTION:6, Washington Blvd. & Los Robles Ave. DATE: 1/31/2008 INITIALS: CB PERIOD: AM PEAK HOUR

CASE: FUTURE (2022) WITH PROJECT

		**	INPUT	VOLUMES	**		
APPROACH				**		RIGHT TURN	S **
	LEFT		THROUGH	IM	N ON G		AX ON RED
WESTBOUND	87		1154		122		0
EASTBOUND	84		679		118		0
NORTHBOUND			281		0		49
SOUTHBOUND	146		685		84		42
		**	MIMOUD	OH T 33700	**		
APPROACH	LEFT	LEFT	THROUGH	OF LANES	RIGHT	L/T/R	TOTAL
APPROACH	ONLY	SHARED	ONLY	SHARED	ONLY	• •	LANES
WESTBOUND	1	SHAKED 0	1	SHARED 1	ONLY	SHARED 0	LANES 3
EASTBOUND	1	0	1	1	0	0	3 3
NORTHBOUND		0	1	0	1	0	3
SOUTHBOUND		0	1	0	1.	0	.s 3
SOUTHBOOKD	1	U	T	U	7	U	3
		**	ASSIGNE	CAPACIT	IES **		
APPROACH	LEFT	LEFT	r THRO	OUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARI	ED OI	ULY S	HARED	ONLY	SHARED
WESTBOUND	1700	N/A	A 1	700	1700	N/A	N/A
EASTBOUND	1700	N/A	A 17	700	1700	N/A	N/A
NORTHBOUND	1700	N/A	A 17	700	N/A	1700	N/A
SOUTHBOUND	1700	N/A	A 17	700	N/A	1700	N/A
		**	ASSTGNET	V/C RAT	TOS **		
APPROACH	LEFT	LEFT		•	RIGHT	RIGHT	L/T/R
	ONLY	SHARE			HARED	ONLY	SHARED
WESTBOUND	0.051	N/I			.375	N/A	N/A
EASTBOUND	0.049	N/A			.234	N/A	N/A
NORTHBOUND		N/A			N/A	0.000	N/A
SOUTHBOUND	0.086	N/A			N/A	0.049	N/A
	EAST-WEST CRI						
	NORTH-SOUTH C						
	CLEARANCE INT	EKVAL		• • • • • • • •	• • • • • •	0.100	
	ICU VALUE		· • • • • • • • •			0.998	
	LEVEL OF SERV	TCE				E	
	DEVEL OF SERV	TCE	• • • • • • • •	• • • • • • •		Ŀ	

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INTERSECTION: 6, Washington Blvd. & Los Robles Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: SCHOOL PM PEAK HOUR

CASE: EXISTING (2008)

		**	INPUT V	OLUMES	**		
APPROACH				**	·	RIGHT TURN	S **
	LEFT		THROUGH	MI	N ON GE	REEN M	AX ON RED
WESTBOUND	90		548		90		0
EASTBOUND	66		571		104		0
NORTHBOUND	108		381		2		45
SOUTHBOUND	96		399		1		54
		**	NUMBER	OF LANES	**		
APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	1	0	1	0	3
		**	ASSIGNE	CAPACIT	IES **		
APPROACH	LEFT	LEFT	THRO	UGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARE	D ON	ILY S	HARED	ONLY	SHARED
WESTBOUND	1700	N/A	17	700	1700	N/A	N/A
EASTBOUND	1700	N/A	17	700	1700	N/A	N/A
NORTHBOUND	1700	N/A	17	700	N/A	1700	N/A
SOUTHBOUND	1700	N/A	17	00	N/A	1700	N/A
				V/C RAT	IOS **		
APPROACH	LEFT	LEFT	THRO	UGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARE	IO OI	ILY S	HARED	ONLY	SHARED
WESTBOUND	0.053	N/A	0.1	.88 0	.188	N/A	N/A
EASTBOUND	0.039	N/A			.199	N/A	N/A
NORTHBOUND	0.064	N/A	0.2	24	N/A	0.001	N/A
SOUTHBOUND	0.056	N/A	0.2	35	N/A	0.001	N/A
	EAST-WEST CRI						
	NORTH-SOUTH C		•				
	CLEARANCE INT	ERVAL		• • • • • • • •	• • • • •	0.100	
	ICU VALUE	• • • • • • •		• • • • • • •		0.650	
	T T T T T T T T T T T T T T T T T T T	TCD				-	
	LEVEL OF SERV	TCE	• • • • • • •	• • • • • • •	• • • • •	В	

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INTERSECTION:6, Washington Blvd. & Los Robles Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2022) WITHOUT PROJECT

		**	INPUT	VOLUMES	**		
APPROACH				;	**	RIGHT TUR	NS **
	LEFT		THROUGH	1	MIN ON	GREEN I	MAX ON RED
WESTBOUND	116		691		11	3	0
EASTBOUND	81		721		13	1	0
NORTHBOUND	138		469			7	58
SOUTHBOUND	121		491			0	68
		**	NUMBER	OF LAN	ES **		
APPROACH	LEFT	LEFT	THROUGH	RIGH:	r RIGH	T L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARE	D ONL	Y SHARED	LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	1	0	1	0	3
		**	ASSIGNE		ITIES *	*	
APPROACH	LEFT	LEFT	THRO	OUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARE		1LY	SHARED	ONLY	SHARED
WESTBOUND	1700	N/A		700	1700	N/A	N/A
EASTBOUND	1700	N/A		700	1700	N/A	N/A
NORTHBOUND	1700	N/A	17	700	N/A	1700	N/A
SOUTHBOUND	1700	N/A	17	700	N/A	1700	N/A
		**	ASSIGNEI	מולכ פו	ለጥፐርር *:	*	
APPROACH	LEFT	LEFT		OUGH	RIGHT	RIGHT	L/T/R
TH T ROTTELL	ONLY	SHARE		ILY VOON	SHARED	ONLY	SHARED
WESTBOUND	0.068	N/A			0.236	N/A	N/A
EASTBOUND	0.048	N/A			0.250	N/A	N/A
NORTHBOUND	0.048	N/A			N/A	0.004	N/A
SOUTHBOUND	0.071	N/A			N/A	0.000	N/A
BOOTHBOOND	0.071	11/17	V . Z	.00	N/A	0.000	N/A
	EAST-WEST CRIT	rtcat. v/	C RATTO			. 0.319	
	NORTH-SOUTH CI						
	CLEARANCE INT						
	ICU VALUE					. 0.789	
	LEVEL OF SERV	CE				. С	

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Capacity used for through lanes, first RT and LT lanes = 1700.

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INTERSECTION:6, Washington Blvd. & Los Robles Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2022) WITH PROJECT

		**	INPUT V	OLUMES	**		
APPROACH				*	*	RIGHT TURN	S **
	LEFT		THROUGH	M	IN ON G	REEN M	AX ON RED
WESTBOUND	116		697		113		0
EASTBOUND	81		721		132		0
NORTHBOUND	147		472		7		58
SOUTHBOUND	128		504		0		68
		**		OF LANE			
APPROACH	LEFT		THROUGH	RIGHT			TOTAL
	ONLY	SHARED	ONLY	SHARED			LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1 ,	0	1	1	0	0	3
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	1	0	1	0	3
		**	ASSIGNED	CADACT	TTPS **		
APPROACH	LEFT	LEFT		OUGH	RIGHT	RIGHT	L/T/R
AFFROACII	ONLY	SHARE			SHARED	ONLY	SHARED
WESTBOUND	1700	N/A		700	1700	N/A	N/A
EASTBOUND	1700	N/A		700	1700	N/A	N/A
NORTHBOUND	1700	N/A		700	N/A	1700	N/A
SOUTHBOUND	1700	N/A		700	N/A	1700	N/A
SOUTHBOUND	1700	N/A	1 1	00	N/A	1700	N/A
		**	ASSIGNEI	V/C RA	TIOS **		
APPROACH	LEFT	LEFT	THRO	UGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARE			SHARED	ONLY	SHARED
WESTBOUND	0.068	N/A		238	0.238	N/A	N/A
EASTBOUND	0.048	N/A			0.251	N/A	N/A
NORTHBOUND	0.086	N/A			N/A	0.004	N/A
SOUTHBOUND	0.075	N/A	0.2	196	N/A	0.000	N/A
	EAST-WEST CRI	יידרמו. ע/	C PATIO			0.319	
	NORTH-SOUTH C	DITTICAL.	V/C DATT	0		0.313	
	CLEARANCE INT						
						· -	
	ICU VALUE			• • • • • • •		0.802	
	LEVEL OF SERV	ICE				מ	

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INTERSECTION:7, Washington Blvd. & El Molino Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: AM PEAK HOUR

CASE: EXISTING (2008)

		**	INPUT	VOLUMES	**				
APPROACH				*:	*	RIGHT TUR	NS **		
	LEFT		THROUGH	M	IN ON	GREEN I	MAX ON RED		
WESTBOUND	0		924		2	7	0		
EASTBOUND	23		706			0	0		
NORTHBOUND	36		51		4	0			
SOUTHBOUND	125		0		10	6	0		
** NUMBER OF LANES **									
APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGH	г L/T/R	TOTAL		
ni i koncii	ONLY	SHARED	ONLY	SHARED	ONL		LANES		
WESTBOUND	0	0	1	1	0	0	2		
EASTBOUND	1	0	2	ō	Ō	0	3		
NORTHBOUND	0	0	0	0	0	1	1		
SOUTHBOUND	0	0	0	0	0	1	1		
**********	T 17700	**		CAPACI:			- /m/n		
APPROACH	LEFT	LEFT		OUGH	RIGHT	RIGHT	L/T/R		
rm ampoinm	ONLY	SHARE		NLY S	SHARED	ONLY N/A	SHARED N/A		
WESTBOUND EASTBOUND	N/A 1600	N/A N/A		200 200	1600 N/A	N/A N/A	N/A N/A		
NORTHBOUND	N/A	N/A		200 N/A	N/A N/A	N/A N/A	1600		
SOUTHBOUND	N/A N/A	N/A		N/A N/A	N/A N/A	N/A N/A	1600		
SCOTABOUND	N/A	14/1-		N/A	N/A	N/A	1600		
		**	a d d T dation	v/c rat	BTOO +	•			
APPROACH	LEFT	LEFT		OUGH	RIGHT	RIGHT	L/T/R		
APPROACH	ONLY	SHARE			SHARED	ONLY	SHARED		
WESTBOUND	N/A	N/A).298	N/A	N/A		
EASTBOUND	0.014	N/A		221	N/A	N/A	N/A		
NORTHBOUND	N/A	N/A		1/A	N/A	N/A	0.080		
SOUTHBOUND	N/A	N/A		I/A	N/A	N/A	0.144		
BOOTHBOOK	11,711	11,1	•	.,	11, 11	11, 11	U.111		
	EAST-WEST CRI								
	NORTH-SOUTH C	RITICAL	V/C RAT	ro		. 0.224			
	CLEARANCE INT	ERVAL		· · · · · · · · ·		. 0.100			
	ICU VALUE			. 		. 0.636			
	LEVEL OF SERV	ICE		. 		. В			
Capacity used for through lanes, first RT and LT lanes = 1600.									

Northbound and Southbound approaches have opposed signal phases.

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INTERSECTION: 7, Washington Blvd. & El Molino Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: AM PEAK HOUR

CASE: FUTURE (2022) WITHOUT PROJECT

		**	INPUT V	VOLUMES	**		
APPROACH				**		RIGHT TUR	1S **
	LEFT		THROUGH	MI	N ON C	GREEN N	MAX ON RED
WESTBOUND	0		1142		33	3	0
EASTBOUND	29		874		C)	0
NORTHBOUND	44		63		51	L	0
SOUTHBOUND	155		0		133	3	0
		**	NUMBER	OF LANES	**		
APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1
		**	ASSIGNE	CAPACIT	IES **	·	
APPROACH	LEFT	LEFT	THRO	OUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARI	ED ON	NLY S	HARED	ONLY	SHARED
WESTBOUND	N/A	N/A	16	500	1600	N/A	N/A
EASTBOUND	1600	N/2	32	200	N/A	N/A	N/A
NORTHBOUND	N/A	N/2	1	I/A	N/A	N/A	1600
SOUTHBOUND	N/A	N/A	A 1	I/A	N/A	N/A	1600
				/			
1 000001 011		**		V/C RAT			
APPROACH	LEFT	LEFT			RIGHT	RIGHT	L/T/R
t-mamoram	ONLY	SHARE			HARED	ONLY	SHARED
WESTBOUND	N/A	N/A			.368	N/A	N/A
EASTBOUND	0.018	N/A			N/A	N/A	N/A
NORTHBOUND	•	N/I		I/A	N/A	N/A	0.099
SOUTHBOUND	N/A	N/A	, ,	I/A	N/A	N/A	0.180
	EAST-WEST CR	TTTCAL V	C RATIO			0.386	
	NORTH-SOUTH						
	CLEARANCE IN						
	ICU VALUE					0.764	
	LEVEL OF SER	VICE		• • • • • • • •	· · · · · ·	С	
Canadity	sed for throu	ah lanca	finat n	m and rm	1	1600	
capacity u	sed for throu	yn ranes,	IIISL K	T and th	ranes	= T000.	

Northbound and Southbound approaches have opposed signal phases.

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INTERSECTION: 7, Washington Blvd. & El Molino Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: AM PEAK HOUR

CASE: FUTURE (2022) WITH PROJECT

		**	INPUT	VOLUMES	**				
APPROACH				**	F	IGHT TURN	s **		
	LEFT		THROUGH	MI	N ON GE	REEN M	AX ON RED		
WESTBOUND	0		1152		33		0		
EASTBOUND	29		883		0		0		
NORTHBOUND	44		63		51		0		
SOUTHBOUND	155		0		133		0		
		**	NUMBER	OF LANES	**				
APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL		
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES		
WESTBOUND	0	0	1	1	0	0	2		
EASTBOUND	1	0	2	0	0	0	3		
NORTHBOUND	0	0	0	0	0	1	1		
SOUTHBOUND	0	0	0	0	0	1	1		
		**	ASSIGNE	CAPACIT	IES **				
APPROACH	LEFT	LEFT	r THRO	OUGH	RIGHT	RIGHT	L/T/R		
	ONLY	SHARI	ED OI	NLY S	HARED	ONLY	SHARED		
WESTBOUND	N/A	N/A	A 10	500	1600	N/A	N/A		
EASTBOUND	1600	N/2	A 32	200	N/A	N/A	N/A		
NORTHBOUND	N/A	N/2	A 1	A/N	N/A	N/A	1600		
SOUTHBOUND	N/A	N/A	A 1	A/N	N/A	N/A	1600		
		**	ASSIGNE	O V/C RAT	IOS **				
APPROACH	LEFT	LEFT	r THRO	DUGH	RIGHT	RIGHT	L/T/R		
	ONLY	SHARI			HARED	ONLY	SHARED		
WESTBOUND	N/A	N/I	A 0.3	370 0	.370	N/A	N/A		
EASTBOUND	0.018	N/A	A 0.2	276	N/A	N/A	N/A		
NORTHBOUND	N/A	N/ <i>I</i>	A 1	A/r	N/A	N/A	0.099		
SOUTHBOUND	N/A	N/1	4 1	A/N	N/A	N/A	0.180		
	EAST-WEST CR								
	NORTH-SOUTH		-						
	CLEARANCE IN	TERVAL			• • • • • •	0.100			
	ICU VALUE					0.767			
						•			
	LEVEL OF SER	VICE	. .			C			
Capacity us	Capacity used for through lanes, first RT and LT lanes = 1600.								

Northbound and Southbound approaches have opposed signal phases.

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INTERSECTION: 7, Washington Blvd. & El Molino Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: SCHOOL PM PEAK HOUR

CASE: EXISTING (2008)

		**	INPUT V	OLUMES	**		
APPROACH				**	R	IGHT TURN	3 **
	LEFT	•	THROUGH	MI	N ON GR	EEN M	AX ON RED
WESTBOUND	0		627		45		0
EASTBOUND	29		706		0		0
NORTHBOUND	44		95		46		0
SOUTHBOUND	61		0		40		0
		**	NUMBER	OF LANES	**		
APPROACH	LEFT	LEFT ?	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1
•		**]		CAPACIT	IES **		
APPROACH	LEFT	LEFT	THRO	UGH	RIGHT	RIGHT	L/T/R
	ONLY	SHAREI	D ON	ILY S	HARED	ONLY	SHARED
WESTBOUND	N/A	N/A		00	1600	N/A	N/A
EASTBOUND	1600	N/A	32	00	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N	I/A	N/A	N/A	1600
SOUTHBOUND	N/A	N/A	N	I/A	N/A	N/A	1600
				V/C RAT			
APPROACH	LEFT	LEFT	THRO		RIGHT	RIGHT	L/T/R
	ONLY	SHAREI			HARED	ONLY	SHARED
WESTBOUND	N/A	N/A			.210	N/A	N/A
EASTBOUND	0.018	N/A			N/A	N/A	N/A
NORTHBOUND	N/A	N/A		I/A	N/A	N/A	0.116
SOUTHBOUND	N/A	N/A	N	I/A	N/A	N/A	0.063
			~				
	EAST-WEST CR						
	NORTH-SOUTH (
	CLEARANCE IN	PERVAL		• • • • • • •	• • • • • • •	0.100	
	TOIL WATTER					0 507	
	ICU VALUE			• • • • • • •		0.507	
	LEVEL OF SERV	TCE:				A	
	DEADO OF SEK	* LCL1			• • • • • •	r.	
Capacity u	sed for through	nh lanes,	first R	T and LT	lanes :	= 1600.	

Northbound and Southbound approaches have opposed signal phases.

File: I:\Crain Projects\Active Projects\Pasadena Christian School\Data\ICAP7\Total PCS 2-08.xls, Worksheet: SortedTotal, Row: 23 1/31/2008 5:46:33 PM

INTERSECTION: 7, Washington Blvd. & El Molino Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2022) WITHOUT PROJECT

APPROACH	APPROACH			**	INPUT	VOLUMES	**		
WESTBOUND	WESTBOUND	APPROACH				**	R	IGHT TURN	s **
WESTBOUND	WESTBOUND		LEFT		THROUGH	MI			
EASTBOUND	EASTBOUND 38 897	WESTBOUND	0				57		0
NORTHBOUND	NORTHBOUND	EASTBOUND	38		897		0		
The column The	SOUTHBOUND 76						-		-
** NUMBER OF LANES ** APPROACH	*** NUMBER OF LANES ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R TOTAL								
APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R TOTAL ONLY SHARED ONLY SHARED ONLY SHARED LANES WESTBOUND 0 0 1 1 1 0 0 2 EASTBOUND 1 0 2 0 0 0 3 NORTHBOUND 0 0 0 0 0 0 0 1 1 1 SOUTHBOUND 0 0 0 0 0 0 0 1 1 1 SOUTHBOUND 0 0 0 0 0 0 0 1 1 1 *** ASSIGNED CAPACITIES *** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 1600 1600 N/A N/A EASTBOUND 1600 N/A 3200 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 1600 SOUTHBOUND N/A N/A N/A N/A N/A N/A 1600 SOUTHBOUND N/A N/A N/A N/A N/A N/A N/A 1600 *** ASSIGNED V/C RATIOS *** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A N/A N/A N/A N/A N/A 1600 WESTBOUND N/A N/A N/A N/A N/A N/A N/A 1600 *** ASSIGNED V/C RATIOS *** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND N/A N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.143	APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R TOTAL ONLY SHARED ONLY SHARED ONLY SHARED LANES WESTBOUND 0 0 1 1 1 0 0 2 EASTBOUND 1 0 0 2 0 0 0 0 3 NORTHBOUND 0 0 0 0 0 0 0 1 1 1 SOUTHBOUND 0 0 0 0 0 0 0 1 1 1 SOUTHBOUND 0 0 0 0 0 0 0 1 1 1 *** ASSIGNED CAPACITIES *** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/F ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 1600 1600 N/A N/A EASTBOUND N/A N/A 1600 1600 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A N/A N/A 1600 SOUTHBOUND N/A N/A N/A N/A N/A N/A N/A 1600 *** ASSIGNED V/C RATIOS *** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/F ONLY SHARED WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND N/A N/A 0.266 0.266 N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A N/A O.079 EAST-WEST CRITICAL V/C RATIO 0.222 CLEARANCE INTERVAL 0.100						•		J
APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R TOTAL ONLY SHARED ONLY SHARED ONLY SHARED LANES WESTBOUND 0 0 1 1 1 0 0 2 EASTBOUND 1 0 2 0 0 0 0 3 NORTHBOUND 0 0 0 0 0 0 1 1 1 SOUTHBOUND 0 0 0 0 0 0 1 1 1 SOUTHBOUND 0 0 0 0 0 0 1 1 1 APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY	APPROACH			**	NUMBER	OF LANES	**		
Northbound Nor	WESTBOUND	APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
WESTBOUND	WESTBOUND								
EASTBOUND 1 0 2 0 0 0 1 1 1 2 1 5 1 1 5 1 1 1 1 1 1 1 1 1 1 1	## ASSIGNED CAPACITIES ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/F WESTBOUND N/A N/A 1600 1600 N/A	WESTBOUND							
NORTHBOUND	NORTHBOUND		-	_			_	=	
** ASSIGNED CAPACITIES ** APPROACH	** ASSIGNED CAPACITIES ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R			=			_	_	
** ASSIGNED CAPACITIES ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 1600 1600 N/A N/A EASTBOUND 1600 N/A 3200 N/A N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 1600 SOUTHBOUND N/A N/A N/A N/A N/A N/A 1600 ** ASSIGNED V/C RATIOS ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND 0.024 N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A SOUTHBOUND N/A N/A N/A N/A N/A N/A SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.079	** ASSIGNED CAPACITIES ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/F WESTBOUND N/A N/A 1600 1600 N/A N/A EASTBOUND 1600 N/A N/A N/A N/A N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A N/A 1600 SOUTHBOUND N/A N/A N/A N/A N/A N/A N/A 1600 ** ASSIGNED V/C RATIOS ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/F ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A N/A 0.266 0.266 N/A N/A EASTBOUND N/A N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A SOUTHBOUND N/A N/A N/A N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A N/A N/A 0.079 EAST-WEST CRITICAL V/C RATIO . 0.290 NORTH-SOUTH CRITICAL V/C RATIO . 0.222 CLEARANCE INTERVAL . 0.100			-	=	=			
APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 1600 1600 N/A N/A EASTBOUND 1600 N/A 3200 N/A N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 1600 SOUTHBOUND N/A N/A N/A N/A N/A N/A 1600 ** ASSIGNED V/C RATIOS ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND 0.024 N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.079	APPROACH LEFT LEFT THROUGH RIGHT RIGHT ONLY SHARED ONLY SOUTHBOUND N/A		•	·	•	•	•	_	-
APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 1600 1600 N/A N/A EASTBOUND 1600 N/A 3200 N/A N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 1600 SOUTHBOUND N/A N/A N/A N/A N/A N/A 1600 ** ASSIGNED V/C RATIOS ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND 0.024 N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.079	APPROACH LEFT LEFT THROUGH RIGHT RIGHT ONLY SHARED ONLY SOUTHBOUND N/A								
ONLY	ONLY SHARED ONLY SHARED ONLY SHARED			**	ASSIGNE	CAPACIT	'IES **		
ONLY	ONLY SHARED ONLY SHARED ONLY SHARED	APPROACH	LEFT	LEFT	r THRO	DUGH	RIGHT	RIGHT	L/T/R
WESTBOUND N/A N/A 1600 1600 N/A N/A EASTBOUND 1600 N/A 3200 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 1600 SOUTHBOUND N/A N/A N/A N/A N/A N/A 1600 ** ASSIGNED V/C RATIOS ** ** ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A SOUTHBOUND N/A N/A N/A N/A N/A N/A N/A 0.079	WESTBOUND N/A N/A 1600 1600 N/A N/A EASTBOUND 1600 N/A 3200 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 1600 ** ASSIGNED V/C RATIOS ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R WESTBOUND N/A N/A N/A N/A N/A			SHAR	ED OI				
EASTBOUND 1600 N/A 3200 N/A N/A N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 1600 SOUTHBOUND N/A N/A N/A N/A N/A N/A N/A 1600 ** ASSIGNED V/C RATIOS ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 0.266 0.266 N/A N/A N/A EASTBOUND 0.024 N/A 0.280 N/A	EASTBOUND 1600 N/A 3200 N/A N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A N/A 1600 SOUTHBOUND N/A N/A N/A N/A N/A N/A N/A 1600 SOUTHBOUND N/A N/A N/A N/A N/A N/A 1600 *** ** ASSIGNED V/C RATIOS *** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED	WESTBOUND	N/A	N/Z	A 16	500	1600	N/A	N/A
NORTHBOUND N/A N/A N/A N/A N/A N/A 1600 SOUTHBOUND N/A N/A N/A N/A N/A 1600 APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 0.266 0.266 N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 0.079 SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.079	NORTHBOUND N/A N/A N/A N/A N/A 1600 ** ASSIGNED V/C RATIOS ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND 0.024 N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A 0.079 EAST-WEST CRITICAL V/C RATIO 0.290 0.222 0.100 NORTH-SOUTH CRITICAL V/C RATIO 0.222 0.100 ICU VALUE 0.612		•						•
N/A N/A N/A N/A N/A N/A N/A N/A 1600	X* ASSIGNED V/C RATIOS ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R								
** ASSIGNED V/C RATIOS ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND 0.024 N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A 0.079	** ASSIGNED V/C RATIOS ** APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND 0.024 N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.079 EAST-WEST CRITICAL V/C RATIO 0.290 NORTH-SOUTH CRITICAL V/C RATIO 0.222 CLEARANCE INTERVAL 0.100 ICU VALUE 0.612		•	•		•	•	•	
APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND 0.024 N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 0.079	APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND 0.024 N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.079 EAST-WEST CRITICAL V/C RATIO 0.290 NORTH-SOUTH CRITICAL V/C RATIO 0.222 CLEARANCE INTERVAL 0.100 ICU VALUE 0.612					•	.,	,	
APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND 0.024 N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 0.079	APPROACH LEFT LEFT THROUGH RIGHT RIGHT L/T/R ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND 0.024 N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.079 EAST-WEST CRITICAL V/C RATIO 0.290 NORTH-SOUTH CRITICAL V/C RATIO 0.222 CLEARANCE INTERVAL 0.100 ICU VALUE 0.612								
ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND 0.024 N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.079	ONLY SHARED ONLY SHARED ONLY SHARED WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND 0.024 N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.079 EAST-WEST CRITICAL V/C RATIO 0.290 NORTH-SOUTH CRITICAL V/C RATIO 0.222 CLEARANCE INTERVAL 0.100 ICU VALUE 0.612			**	ASSIGNE	V/C RAT	IOS **		
WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND 0.024 N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.079	WESTBOUND N/A N/A 0.266 0.266 N/A N/A EASTBOUND 0.024 N/A 0.280 N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.079 EAST-WEST CRITICAL V/C RATIO 0.290 NORTH-SOUTH CRITICAL V/C RATIO 0.222 0.100 ICU VALUE 0.612	APPROACH	LEFT	LEFT	r THRO	DUGH	RIGHT	RIGHT	L/T/R
EASTBOUND 0.024 N/A 0.280 N/A N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.079	EASTBOUND 0.024 N/A 0.280 N/A N/A N/A N/A NORTHBOUND N/A N/A N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A N/A N/A N/A 0.079 EAST-WEST CRITICAL V/C RATIO 0.290 NORTH-SOUTH CRITICAL V/C RATIO 0.222 CLEARANCE INTERVAL 0.100 ICU VALUE 0.612		ONLY	SHARI	ED OI	TLY S	HARED	ONLY	SHARED
NORTHBOUND N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A 0.079	NORTHBOUND N/A N/A N/A N/A N/A N/A 0.143 SOUTHBOUND N/A N/A N/A N/A N/A 0.079 EAST-WEST CRITICAL V/C RATIO 0.290 NORTH-SOUTH CRITICAL V/C RATIO 0.222 CLEARANCE INTERVAL 0.100 ICU VALUE 0.612	WESTBOUND	N/A	N/A	A 0.2	266 0	.266	N/A	N/A
SOUTHBOUND N/A N/A N/A N/A 0.079	SOUTHBOUND N/A N/A N/A N/A N/A N/A 0.079 EAST-WEST CRITICAL V/C RATIO 0.290 NORTH-SOUTH CRITICAL V/C RATIO 0.222 CLEARANCE INTERVAL 0.100 ICU VALUE 0.612	EASTBOUND	0.024	N/A	A 0.2	280	N/A	N/A	N/A
, , , , , , , , , , , , , , , , , , , ,	EAST-WEST CRITICAL V/C RATIO	NORTHBOUND	N/A	N/2	A 1	J/A	N/A	N/A	0.143
EAST-WEST CRITICAL V/C RATIO	NORTH-SOUTH CRITICAL V/C RATIO 0.222 CLEARANCE INTERVAL 0.100 ICU VALUE 0.612	SOUTHBOUND	N/A	N/2	A P	1/A	N/A	N/A	0.079
FAST-WEST CRITICAL V/C RATIO 0 290	NORTH-SOUTH CRITICAL V/C RATIO 0.222 CLEARANCE INTERVAL 0.100 ICU VALUE 0.612								
	CLEARANCE INTERVAL 0.100 ICU VALUE 0.612								
NORTH-SOUTH CRITICAL V/C RATIO 0.222	ICU VALUE 0.612		NORTH-SOUTH	CRITICAL	V/C RATI	0		0.222	
CLEARANCE INTERVAL 0.100			CLEARANCE IN	TERVAL	. .			0.100	
ICU VALUE 0.612	LEVEL OF SERVICE B		ICU VALUE	• • • • • • • •	· • • • • • • • • • • • • • • • • • • •	• • • • • • • •	• • • • •	0.612	
I DIMI OI GENTIAL	LEVEL OF SERVICE B		I DIMI ON CON					.	
LEVEL OF SERVICE B			PEART OF SEK	VICE		• • • • • • •	• • • • • •	В	
	Capacity used for through lanes, first RT and LT lanes = 1600.	Capacity u	sed for throu	gh lanes,	first F	T and LT	lanes	= 1600.	

Northbound and Southbound approaches have opposed signal phases.

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School\Data\ICAP7\Total PCS 2-08.xls, Worksheet: SortedTotal, Row: 24
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 ${\tt INTERSECTION:7,\ Washington\ Blvd.\ \&\ El\ Molino\ Ave.}$

DATE: 1/31/2008 INITIALS: CB PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2022) WITH PROJECT

		**	INPUT V	JOLUMES	**		
APPROACH				**	R	IGHT TURN	s **
	LEFT		THROUGH	MI	N ON GR	EEN M	AX ON RED
WESTBOUND	0		801		57		0
EASTBOUND	38		904		0		0
NORTHBOUND	54		117		58		0
SOUTHBOUND	76		0		50		0
		**	NUMBER	OF LANES	**		
APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1
		**		CAPACIT			
APPROACH	LEFT	LEFT		OUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARI			HARED	ONLY	SHARED
WESTBOUND	N/A	N/I		500	1600	N/A	N/A
EASTBOUND	1600	N/A		500	N/A	N/A	N/A
NORTHBOUND	N/A	N/A		I/A	N/A	N/A	1600
SOUTHBOUND	N/A	N/A	A I	I/A	N/A	N/A	1600
		**	ASSIGNED	V/C RAT	TOS **		
APPROACH	LEFT	LEFT		•	RIGHT	RIGHT	L/T/R
	ONLY	SHARE			HARED	ONLY	SHARED
WESTBOUND	N/A	N/A			.268	N/A	N/A
EASTBOUND	0.024	N/I			N/A	N/A	N/A
NORTHBOUND	N/A	N/A		I/A	N/A	N/A	0.143
SOUTHBOUND	N/A	N/A		I/A	N/A	N/A	0.079
	•	·		•	·	·	
	EAST-WEST CR	ITICAL V	C RATIO			0.292	
	NORTH-SOUTH	CRITICAL	V/C RATI			0.222	
	CLEARANCE IN	TERVAL				0.100	
	ICU VALUE					0.614	
	TCO VALUE					0.014	
	LEVEL OF SER	VICE				В	
Capacity u	sed for throu	gh lanes,	first F	T and LT	lanes	= 1600.	

Northbound and Southbound approaches have opposed signal phases.

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INTERSECTION: 8, Mountain St. & Los Robles Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: AM PEAK HOUR

CASE: EXISTING (2008)

		**	INPUT '	VOLUMES	**		
APPROACH				*	t *	RIGHT TURN	rs **
	LEFT		THROUGH	N	IN ON	GREEN M	IAX ON RED
WESTBOUND	28		212		30)	0
EASTBOUND	28		217		5.5	5	0
NORTHBOUND	50		278		24	1	0
SOUTHBOUND	79		612		49	€	0
		**		OF LANE			
APPROACH	LEFT	LEFT	THROUGH	RIGHT		• •	
	ONLY	SHARED	ONLY	SHAREI	ONL'	Y SHARED	LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND		0	0	1	0	0	2
SOUTHBOUND	1	0	0	1	0	0	2
		**	ASSIGNE	ר מסאמז	ייידעט **	.	
APPROACH	LEFT	LEFT		DUGH	RIGHT	RIGHT	L/T/R
AFFROACH	ONLY	SHARE		NLY	SHARED	ONLY	SHARED
WESTBOUND	N/A	N/I		N/A	N/A	N/A	1700
EASTBOUND	N/A	N/I		N/A	N/A	N/A	1700
NORTHBOUND	•	N/2		N/A	1700	N/A	N/A
SOUTHBOUND		N/A		N/A	1700	N/A	N/A
		, -	-	-,	_,,,	,	2.7.00
	•	**	ASSIGNE	•			
APPROACH	\mathtt{LEFT}	LEFT			RIGHT		L/T/R
	ONLY	SHARE		1LY	SHARED	ONLY	SHARED
WESTBOUND	N/A	N/A	_	N/A	N/A	N/A	0.159
EASTBOUND	N/A	N/A		N/A	N/A	N/A	0.176
NORTHBOUND		N/A		N/A	0.178	N/A	N/A
SOUTHBOUND	0.046	N/A	\ I	I/A	0.389	N/A	N/A
	EAST-WEST CRI	mrcar w	/			0 102	
	NORTH-SOUTH C						
	CLEARANCE INT						
	CDEARANCE INI	DICYPII		· · · · · · · ·	• • • • • •	0.100	
	ICU VALUE					0.711	
	LEVEL OF SERV	ICE		<i></i> .		C	

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INTERSECTION:8, Mountain St. & Los Robles Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: AM PEAK HOUR

CASE: FUTURE (2022) WITHOUT PROJECT

		**	INPUT V	OLUMES	**		
APPROACH				*	** F	RIGHT TURN	s **
	LEFT		THROUGH	N	MIN ON GE	REEN M	AX ON RED
WESTBOUND	34		262		37		0
EASTBOUND	34		267		68		0
NORTHBOUND	62		342		30		0
SOUTHBOUND	97		764		61		0
		**	NUMBER	OF LANE	ES **		
APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TATOT
	ONLY	SHARED	ONLY	SHARED	ONĻY	SHARED	LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	0	1	0	0	2
		**	ASSIGNE	CAPACI	TIES **		
APPROACH	LEFT	LEFT		OUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARE		1LY	SHARED	ONLY	SHARED
WESTBOUND	N/A	N/A		I/A	N/A	N/A	1700
EASTBOUND	N/A	N/A		I/A	N/A	N/A	1700
NORTHBOUND		N/A		I/A	1700	N/A	N/A
SOUTHBOUND	1700	N/A	L I	I/A	1700	N/A	N/A
		**	ASSIGNEI	11/0 03	MTOG 44		
APPROACH	LEFT	LEFT		OV/CKA	RIGHT	DICUM	L/T/R
APPROACH	ONLY	SHARE			SHARED	RIGHT ONLY	SHARED
WESTBOUND	N/A	SHARE N/A		I/A	N/A	N/A	
EASTBOUND	N/A N/A	N/A N/A		-	•	•	0.196
NORTHBOUND	•	N/A N/A		I/A I/A	N/A 0.219	N/A N/A	0.217 N/A
SOUTHBOUND	0.057	N/A		•	0.485	N/A N/A	N/A N/A
SOUTHBOOMD	0.057	N/A	. 1	(/ A	0.465	N/A	N/A
	EAST-WEST CRI	TICAL V/	C RATIO			0.237	
	NORTH-SOUTH C						
	CLEARANCE INT					0.100	
	ICU VALUE					0.859	
	LEVEL OF SERV	ICE				D	

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INTERSECTION:8, Mountain St. & Los Robles Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: AM PEAK HOUR

CASE: FUTURE (2022) WITH PROJECT

		**	INPUT	VOLUMES	**		
APPROACH				*	*	RIGHT TURN	IS **
	LEFT		THROUGH	M	IN ON	GREEN M	IAX ON RED
WESTBOUND	34		262		4	0	0
EASTBOUND	35		267		6	8	0
NORTHBOUND	62		359		3	0	0
SOUTHBOUND	100		778		6	2	0
		**		OF LANE	S **		
APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGH	T L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED			LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	-	0	0	1	0	0	2
SOUTHBOUND	1	0	0	1	0	0	2
		**	ASSIGNE	CAPACI	TTES *	*	
APPROACH	LEFT	LEFT		OUGH	RIGHT		L/T/R
	ONLY	SHARE			SHARED	-	SHARED
WESTBOUND	N/A	N/A		1/A	N/A	N/A	1700
EASTBOUND	N/A	N/A		I/A	N/A	N/A	1700
NORTHBOUND	1700	N/A		J/A	1700	N/A	N/A
SOUTHBOUND	1700	N/A		1/A	1700	N/A	N/A
		•		•		•	·
A D D D O A GU	T TITIM	**		V/C RA			7 /m /p
APPROACH	LEFT	LEFT		DUGH	RIGHT		L/T/R
LIEGER OTTE	ONLY	SHARE			SHARED	ONLY	SHARED
WESTBOUND	N/A	N/A		I/A	N/A	N/A	0.198
EASTBOUND	N/A	N/A		J/A	N/A	N/A	0.218
NORTHBOUND	0.036	N/A		•	0.229	N/A	N/A
SOUTHBOUND	0.059	N/A	Y L	I/A	0.494	N/A	N/A
	EAST-WEST CRI	TICAL V	C RATIO			. 0.238	
	NORTH-SOUTH C						
	CLEARANCE INT						
	ICU VALUE					. 0.868	
	TCO VAHOR		• • • • • •	• • • • • • •		. 0.000	
	LEVEL OF SERV	ICE				. D	

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INTERSECTION:8, Mountain St. & Los Robles Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: SCHOOL PM PEAK HOUR

CASE: EXISTING (2008)

		**	INPUT '	VOLUMES	**		
APPROACH				*	*	RIGHT TURN	S **
	LEFT		THROUGH	М	IN ON C	GREEN M	AX ON RED
WESTBOUND	42		224		53	3	0
EASTBOUND	32		357		59)	0
NORTHBOUND	74		526		50)	0
SOUTHBOUND	55		499		36	5	0
		**	NUMBER	OF LANE	S **		
APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	0	1	0	0	2
		**		CAPACI	TIES **	•	
APPROACH	LEFT	LEFT		OUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARE			SHARED	ONLY	SHARED
WESTBOUND	N/A	N/A		N/A	N/A	N/A	1700
EASTBOUND	N/A	N/F		N/A	N/A	N/A	1700
NORTHBOUND	- · - •	N/P		N/A	1700	N/A	N/A
SOUTHBOUND	1700	N/A	A I	N/A	1700	N/A	N/A
		**	AGGTONET	V/C RA	TTAG **		
APPROACH	LEFT	LEFT		OUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARE			SHARED	ONLY	SHARED
WESTBOUND	N/A	N/A		J/A	N/A	N/A	0.188
EASTBOUND	N/A	N/A		V/A	N/A	N/A	0.264
NORTHBOUND	•	N/A			0.339	N/A	N/A
SOUTHBOUND	0.032	N/A		•	0.315	N/A	N/A
		,		.,		21, 22	21,722
	EAST-WEST CR	TICAL V	C RATIO			0.288	
	NORTH-SOUTH (
	CLEARANCE INT						
	ICU VALUE					0.759	
	LEVEL OF SERV	/ICE				C	

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INTERSECTION:8, Mountain St. & Los Robles Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2022) WITHOUT PROJECT

		**	INPUT V	/OLUMES	**		
APPROACH				*:	*	RIGHT TURN	S **
	LEFT		THROUGH	M:	IN ON G	REEN M	AX ON RED
WESTBOUND	52		280		65		0
EASTBOUND	40		445		73		0
NORTHBOUND	91		662		62		0
SOUTHBOUND	68		623		44		0
		**		OF LANES			
APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	-, -,	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY		LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	_	0	0	1	0	0	2
SOUTHBOUND	1	0	0	1	0	0	2
		**	ASSIGNED	CAPACI	TIES **		
APPROACH	LEFT	LEFT	THRO	UGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARE	D ON	ILY S	HARED	ONLY	SHARED
WESTBOUND	N/A	N/A	. N	I/A	N/A	N/A	1700
EASTBOUND	N/A	N/A		I/A	N/A	N/A	1700
NORTHBOUND	1700	N/A	. N	, I/A	1700	N/A	N/A
SOUTHBOUND	1700	N/A	. N	/A	1700	N/A	N/A
		**	ASSIGNED	י ע/כ אַמַי	TOS **		
APPROACH	LEFT	LEFT		•	RIGHT	RIGHT	L/T/R
	ONLY	SHARE			HARED	ONLY	SHARED
WESTBOUND	N/A	N/A		/A	N/A	N/A	0.234
EASTBOUND	N/A	N/A		//A	N/A	N/A	0.328
NORTHBOUND	•	N/A		•	.426	N/A	N/A
SOUTHBOUND		N/A			392	N/A	N/A
	EAST-WEST CRI						
	NORTH-SOUTH C						
	CLEARANCE INT	ERVAL				0.100	
	ICU VALUE					0.925	
	LEVEL OF SERV	ICE				Е	
				_	_		

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INTERSECTION: 8, Mountain St. & Los Robles Ave.

DATE: 1/31/2008 INITIALS: CB PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2022) WITH PROJECT

		**	INPUT	JOLUMES	**		
APPROACH				*	*	RIGHT TUR	NS **
	LEFT		THROUGH	M	IN ON C	REEN I	MAX ON RED
WESTBOUND	52		280		66	5	0
EASTBOUND	41	445		73		3	0
NORTHBOUND	91	672		62		2	0
SOUTHBOUND	70	634		45		0	
		**	NUMBER	OF LANES	3 **		
APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	0	1	0	0	2
	** ASSIGNED CAPACITIES **						
APPROACH	LEFT	LEFT		DUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHAR			SHARED	ONLY	SHARED
WESTBOUND	N/A	N/A		I/A	N/A	N/A	1700
EASTBOUND	N/A	N/A		I/A	N/A	N/A	1700
NORTHBOUND	1700	N/A		I/A	1700	N/A	N/A
SOUTHBOUND	1700	N/A		I/A	1700	N/A	N/A
	** ASSIGNED V/C RATIOS **						
APPROACH	LEFT LEFT THROU			•	RIGHT	RIGHT	L/T/R
	ONLY	SHARE			SHARED	ONLY	SHARED
WESTBOUND	N/A	N/A		I/A	N/A	N/A	0.234
EASTBOUND	N/A	N/2		ı/A	N/A	N/A	0.329
NORTHBOUND	0.054	N/A	A 1	1/A (0.432	n/a	N/A
SOUTHBOUND	0.041	N/ <i>I</i>			399	N/A	N/A
	EAST-WEST CRITICAL V/C RATIO 0.359						
	NORTH-SOUTH CRITICAL V/C RATIO 0.473						
	CLEARANCE INTERVAL 0.100						
	ICU VALUE 0.932						
	-						
LEVEL OF SERVICE E							

Capacity used for through lanes, first RT and LT lanes = 1700.

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