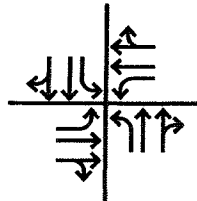
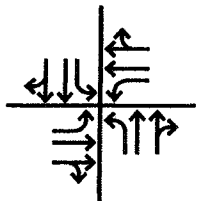
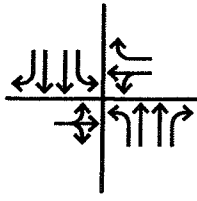
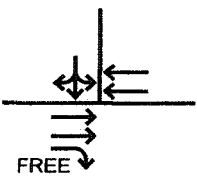
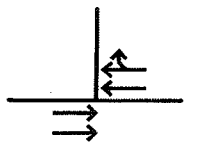
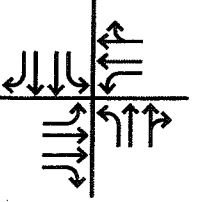
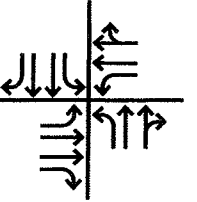


## **APPENDIX**

**APPENDIX A**  
**LANE CONFIGURATIONS**

INTERSECTION	EXISTING (2005)	FUTURE (2007, 2008, 2012)	FUTURE WITH MITIGATION
1. SAN FERNANDO RD. & SHELDON ST.	 2Ø	SAME AS EXISTING (2005)	 2Ø [ATCS]
2. GLENOAKS BLVD. & PEORIA ST.	 2Ø	SAME AS EXISTING (2005)	NONE REQUIRED
3. I-5 NB OFF/SB ON-RAMPS & TUXFORD ST.	 ST, 1200 CAPACITY	SAME AS EXISTING (2005)	NONE REQUIRED
4. I-5 NB ON-RAMP & TUXFORD ST.	 ST, 1200 CAPACITY	SAME AS EXISTING (2005)	NONE REQUIRED
5. SAN FERNANDO RD. & TUXFORD ST.	 2Ø	SAME AS EXISTING (2005)	 2Ø [ATCS]

LEGEND:

ST :STOP CONTROLLED

FREE :FREE RIGHT-TURN MOVEMENT

ATCS :ADAPTIVE TRAFFIC CONTROL SYSTEM

[ ] :MITIGATION MEASURES



APPENDIX

8/3/04

FN: BRADLEY LANDFILL\BRADLEY LANDFILL 2\TURN-MOVEMENTS-1

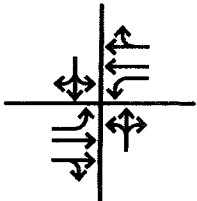
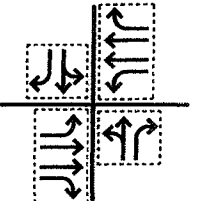
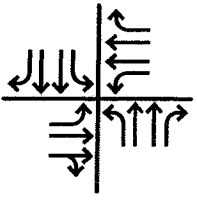
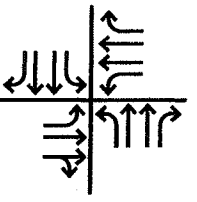
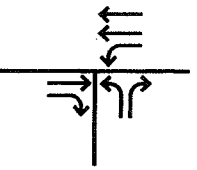
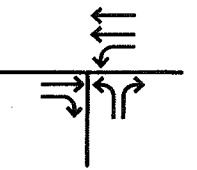
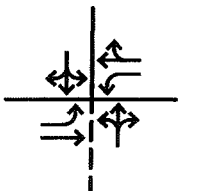
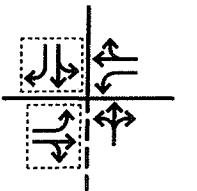
STUDY INTERSECTION  
GEOMETRIC AND TRAFFIC CONTROL CONDITIONS



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard  
Los Angeles, California 90025  
(310) 473-6508

Transportation Planning • Traffic Engineering

INTERSECTION	EXISTING (2005)	FUTURE (2007, 2008, 2012)	FUTURE WITH MITIGATION
6. BRADLEY AVE. & TUXFORD ST.	 2Ø	SAME AS EXISTING (2005)	 2Ø, ATCS
7. GLENOAKS BLVD. & TUXFORD ST.	 2Ø	SAME AS EXISTING (2005)	 2Ø, ATCS
8. I-5 SB ON/OFF-RAMPS & PENROSE ST.	 ST, 1200 CAPACITY	SAME AS EXISTING (2005)	 2Ø
9. BRADLEY AVE. & PENROSE ST.	 2Ø	SAME AS EXISTING (2005)	 2Ø

LEGEND:

ST :STOP CONTROLLED  
 FREE :FREE RIGHT-TURN MOVEMENT

ATCS :ADAPTIVE TRAFFIC CONTROL SYSTEM  
 [Dashed Box] :MITIGATION MEASURES



APPENDIX

8/03/05

FN: BRADLEY LANDFILL/BRADLEY LANDFILL 2/TURN-MOVEMENTS-2

STUDY INTERSECTION  
 GEOMETRIC AND TRAFFIC CONTROL CONDITIONS



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard  
 Los Angeles, California 90025  
 (310) 473-6508

Transportation Planning - Traffic Engineering

**APPENDIX B**

**EXISTING, PERMITTED, AND PROJECT**

**TRIP GENERATION ESTIMATION**

**Bradley Landfill and Recycling Center  
Master Plan**

**EXISTING TRIP GENERATION**

Existing Activity Per Day - 1,500 tons solid waste, 5,900 tons of imported dirt, 200 tons of inert material (on 10 ton truck), 1,280 tons green waste & 92 tpd MRF+A7E  
Total 63 employees for operations and 46 employees for office (100 assumed as baseline)  
Based on Existing Counts and Operations Information

Employees				Summary of Loads per Day				
100 Employees Total (ITE Office Rates Used)				Waste	Trash	Transfer	10 ton	18 ton
Time Period	Inbound	Outbound	Total	X/5.6	X/23	X/10	X/10	X/18
Daily	Rate Trips		332	SW 1500	208			
AM Peak Hour	Rate Trips	12% 42	0.48 48	Dirt 5600			20	305
PM Peak Hour	Rate Trips	17% 8	0.46 46	Inert 200	225	55		
				MRF 92	17	4		

**Trash Trucks**

Hour	Solid Waste				Green Waste				Recycle				Imported Dirt (18 ton)					
	Inbound	PCE	Outbound	PCE	IB HDD Load	IB Gas	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM - 7:00 AM	10	15	10	15	10	7	22	17	22	0	0	0	0	0	7	14	7	14
7:00 AM - 8:00 AM	14	21	14	21	6	7	16	13	16	1	2	1	2	11	22	11	22	
8:00 AM - 9:00 AM	14	21	14	21	14	4	25	18	25	1	2	1	2	11	22	11	22	
9:00 AM - 10:00 AM	22	33	22	33	19	4	33	23	33	2	3	2	3	24	48	24	48	
10:00 AM - 11:00 AM	23	35	23	35	18	4	31	22	31	2	3	2	3	28	56	28	56	
11:00 AM - 12:00 Noon	24	36	24	36	11	5	22	16	22	2	3	2	3	28	56	28	56	
12:00 Noon - 1:00 PM	24	36	24	36	12	12	30	24	30	3	5	3	5	28	56	28	56	
1:00 PM - 2:00 PM	20	30	20	30	27	5	46	32	46	1	2	1	2	22	44	22	44	
2:00 PM - 3:00 PM	20	30	20	30	23	7	42	30	42	1	2	1	2	22	44	22	44	
3:00 PM - 4:00 PM	24	36	24	36	11	6	23	17	23	2	3	2	3	31	62	31	62	
4:00 PM - 5:00 PM	31	47	31	47	5	8	16	13	16	2	3	2	3	42	84	42	84	
5:00 PM - 6:00 PM	17	26	17	26	0	0	0	0	0	0	0	0	0	16	32	16	32	
6:00 PM - 7:00 PM	13	20	13	20	0	0	0	0	0	0	0	0	0	19	38	19	38	
7:00 PM - 8:00 PM	12	18	12	18	0	0	0	0	0	0	0	0	0	18	36	18	36	
8:00 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	268	404	268	404	156	68	306	225	306	17	28	17	28	305	610	305	610	

**Transfer Truck**

**Ten Ton Truck**

Hour	Solid Waste				Green Waste				Recycle				Inert Material			
	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	3	6	3	6	0	0	0	0	1	2	1	2
7:00 AM - 8:00 AM	0	0	0	0	5	10	5	10	1	2	1	2	2	4	2	4
8:00 AM - 9:00 AM	0	0	0	0	5	10	5	10	2	4	2	4	2	4	2	4
9:00 AM - 10:00 AM	0	0	0	0	2	4	2	4	0	0	0	0	1	2	1	2
10:00 AM - 11:00 AM	0	0	0	0	5	10	5	10	0	0	0	0	3	5	3	5
11:00 AM - 12:00 Noon	0	0	0	0	6	12	6	12	0	0	0	0	3	5	3	5
12:00 Noon - 1:00 PM	0	0	0	0	1	2	1	2	0	0	0	0	1	2	1	2
1:00 PM - 2:00 PM	0	0	0	0	3	6	3	6	0	0	0	0	1	2	1	2
2:00 PM - 3:00 PM	0	0	0	0	6	12	6	12	0	0	0	0	1	2	1	2
3:00 PM - 4:00 PM	0	0	0	0	3	6	3	6	1	2	1	2	1	2	1	2
4:00 PM - 5:00 PM	0	0	0	0	9	18	9	18	0	0	0	0	5	9	5	9
5:00 PM - 6:00 PM	0	0	0	0	7	14	7	14	0	0	0	0	4	7	4	7
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM - 8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	55	110	55	110	4	8	4	8	25	46	25	46

Bradley Landfill and Recycling Center  
Master Plan

EXISTING TRIP GENERATION

TOTAL TRASH AND TRANSFER TRUCKS

Hour	Solid Waste				Green Waste				Recycle				Imported Dirt				Inert Material			
	Transfer Loaded		Transfer Empty		Transfer Loaded		Transfer Empty		Transfer Loaded		Transfer Empty		Truck Loaded		Truck Empty		10Ton Loaded		10Ton Empty	
	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	10	15	10	15	20	28	20	28	0	0	0	0	7	14	7	14	1	2	1	2
7:00 AM - 8:00 AM	14	21	14	21	18	28	18	28	2	4	2	4	11	22	11	22	2	4	2	4
8:00 AM - 9:00 AM	14	21	14	21	23	35	23	35	3	6	3	6	11	22	11	22	2	4	2	4
9:00 AM - 10:00 AM	22	38	22	38	25	37	25	37	2	3	2	3	24	48	24	48	1	2	1	2
10:00 AM - 11:00 AM	23	35	23	35	27	41	27	41	2	3	2	3	28	56	28	56	3	5	3	5
11:00 AM - 12:00 Noon	24	38	24	38	22	34	22	34	2	3	2	3	28	56	28	56	3	5	3	5
12:00 Noon - 1:00 PM	24	38	24	38	25	32	25	32	3	5	3	5	28	56	28	56	1	2	1	2
1:00 PM - 2:00 PM	20	30	20	30	35	52	35	52	1	2	1	2	22	44	22	44	1	2	1	2
2:00 PM - 3:00 PM	20	30	20	30	36	54	36	54	1	2	1	2	22	44	22	44	1	2	1	2
3:00 PM - 4:00 PM	24	38	24	38	20	29	20	29	3	5	3	5	31	62	31	62	1	2	1	2
4:00 PM - 5:00 PM	31	47	31	47	22	34	22	34	2	3	2	3	42	84	42	84	1	2	1	2
5:00 PM - 6:00 PM	17	26	17	26	7	14	7	14	0	0	0	0	18	36	18	36	4	7	4	7
6:00 PM - 7:00 PM	13	20	13	20	0	0	0	0	0	0	0	0	19	38	19	38	0	0	0	0
7:00 PM - 8:00 PM	12	18	12	18	0	0	0	0	0	0	0	0	18	36	18	36	0	0	0	0
8:00 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>268</b>	<b>404</b>	<b>286</b>	<b>404</b>	<b>280</b>	<b>416</b>	<b>280</b>	<b>416</b>	<b>21</b>	<b>36</b>	<b>21</b>	<b>36</b>	<b>305</b>	<b>610</b>	<b>305</b>	<b>610</b>	<b>25</b>	<b>46</b>	<b>25</b>	<b>46</b>

Total All Trucks			
Inbound	PCE	Outbound	PCE
0	0	0	0
38	59	38	59
47	77	47	77
53	88	53	88
74	123	74	123
81	136	81	136
79	134	79	134
81	131	81	131
79	130	79	130
80	132	80	132
78	134	78	134
102	177	102	177
44	70	44	70
32	58	32	58
30	54	30	54
0	0	0	0
0	0	0	0
899	###	899	1,512
<b>Total</b>	<b>1,798</b>	<b>3,024</b>	

DRIVEWAY COUNTS 4/15/04						
Hour	NORTH & SOUTH Gate				Total	Total PCE
	In	Out	In	Out		
7-8	111	155	55	85	166	243
8-9	110	182	76	120	186	282
4-5	74	100	81	114	155	223
5-6	44	68	81	103	125	171

Project Trips re Calcs						
Employee and Trucks						
Vehicles and PCE						
Time Period	I/B	PCE	O/B	PCE	Total	PCE
Daily					2,130	3,358
AM Peak Hour	116	165	80	128	196	294
PM Peak Hour	110	185	140	215	250	400

CALIBRATED WITH DRIVEWAY COUNTS						
TRIPS AND PASSENGER CAR EQUIVALENTS						
Time Period	I/B	PCE	O/B	PCE	Total	PCE
Daily					2,130	3,358
AM Peak Hour	114	164	78	125	192	289
PM Peak Hour	92	147	111	165	203	312

Calibration % difference						
Time Period	I/B	PCE	O/B	PCE	Total	PCE
Daily					100%	100%
AM Peak Hour	98%	99%	98%	97%		
PM Peak Hour	84%	79%	79%	77%		

**Bradley Landfill and Recycling Center  
Master Plan**

**PERMITTED TRIP GENERATION**

Permitted Project Per Day - 10,000 tons solid waste, 3,000 tpd inert debris & dirt, 1,260 tpd green waste, 92 tpd MRF

Employees					Summary of trucks needed		
100 Employees Total (ITE Office Rates Used)					waste	trash	transfer
Time Period	Rate	Inbound	Outbound	Total	10000	1766	
Daily	Trips			3.32 332			
AM Peak Hour	Rate	88%	12%	0.48	SW inert & debris	3000 536	130
	Trips	42	6	48	GW	1260	55
					MRF	92	4
PM Peak Hour	Rate	17%	83%	0.46			
	Trips	8	38	46			

**Trash/Dump Trucks**

Hour	Solid Waste				Green Waste				Recycle				Inert & Debris			
	Loaded		Empty		Loaded		Empty		Loaded		Empty		Loaded		Empty	
	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE
5:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 7:00 AM	125	187	82	93	17	14	17	14	0	0	0	0	34	51	34	51
7:00 AM - 8:00 AM	108	162	116	174	16	11	18	11	1	2	1	2	32	48	32	48
8:00 AM - 9:00 AM	103	155	105	158	18	17	18	17	1	2	1	2	36	54	36	54
9:00 AM - 10:00 AM	151	228	127	191	22	25	22	25	1	2	1	2	44	66	44	66
10:00 AM - 11:00 AM	144	216	148	222	22	23	22	23	2	3	2	3	37	56	37	56
11:00 AM - 12:00 Noon	178	267	160	240	17	15	17	15	2	3	2	3	50	75	50	75
12:00 Noon - 1:00 PM	174	261	176	264	25	24	25	24	3	5	3	5	38	57	38	57
1:00 PM - 2:00 PM	139	209	156	234	31	39	31	39	1	2	1	2	50	75	50	75
2:00 PM - 3:00 PM	142	213	141	212	29	35	29	35	2	3	2	3	62	93	62	93
3:00 PM - 4:00 PM	169	254	156	234	15	16	15	16	2	3	2	3	58	87	58	87
4:00 PM - 5:00 PM	194	291	162	273	13	9	13	9	2	3	2	3	30	45	30	45
5:00 PM - 6:00 PM	97	145	146	219	0	0	0	0	0	0	0	0	26	39	26	39
6:00 PM - 7:00 PM	31	47	64	96	0	0	0	0	0	0	0	0	22	33	22	33
7:00 PM - 8:00 PM	31	47	47	70	0	0	0	0	0	0	0	0	17	26	17	26
8:00 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1,766	2,680	1,786	2,680	225	228	225	228	17	28	17	28	536	805	536	805

**Transfer Trucks**

Hour	Solid Waste				Green Waste				Recycle				Inert & Debris			
	Loaded		Empty		Empty		Loaded		Empty		Loaded		Loaded		Empty	
	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE
5:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 7:00 AM	0	0	0	0	4	8	4	8	0	0	0	0	8	16	8	16
7:00 AM - 8:00 AM	0	0	0	0	6	12	6	12	0	0	0	0	12	24	12	24
8:00 AM - 9:00 AM	0	0	0	0	6	12	6	12	0	0	0	0	14	28	14	28
9:00 AM - 10:00 AM	0	0	0	0	3	6	3	6	2	4	0	0	8	16	8	16
10:00 AM - 11:00 AM	0	0	0	0	5	10	5	10	1	2	0	0	12	24	12	24
11:00 AM - 12:00 Noon	0	0	0	0	6	12	6	12	1	2	0	0	14	28	14	28
12:00 Noon - 1:00 PM	0	0	0	0	1	2	1	2	0	0	1	2	4	8	4	8
1:00 PM - 2:00 PM	0	0	0	0	2	4	2	4	0	0	1	2	6	12	6	12
2:00 PM - 3:00 PM	0	0	0	0	5	10	5	10	0	0	1	2	12	24	12	24
3:00 PM - 4:00 PM	0	0	0	0	2	4	2	4	0	0	1	2	8	12	6	12
4:00 PM - 5:00 PM	0	0	0	0	8	16	8	16	0	0	0	0	18	36	18	36
5:00 PM - 6:00 PM	0	0	0	0	7	14	7	14	0	0	0	0	18	32	18	32
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM - 8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	55	110	55	110	4	8	4	8	130	260	130	260



**Bradley Landfill and Recycling Center  
Master Plan**

**PERMITTED TRIP GENERATION**

**TOTAL TRASH AND TRANSFER TRUCKS**

Hour	Solid Waste				Green Waste				Recycle				Inert & Debris			
	Trash Loaded		Trash Empty		Trash Loaded		Trash Empty		Trash Loaded		Trash Empty		Trash Loaded		Trash Empty	
	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	125	187	62	93	21	22	21	22	0	0	0	0	42	67	42	67
7:00 AM - 8:00 AM	108	162	116	174	22	23	22	23	1	2	1	2	44	72	44	72
8:00 AM - 9:00 AM	103	155	105	158	24	29	24	29	1	2	1	2	50	82	50	82
9:00 AM - 10:00 AM	151	226	127	191	25	31	25	31	3	6	1	2	52	82	52	82
10:00 AM - 11:00 AM	144	216	148	222	27	33	27	33	3	5	2	3	49	80	49	80
11:00 AM - 12:00 Noon	178	267	160	240	23	27	23	27	3	5	2	3	64	103	64	103
12:00 Noon - 1:00 PM	174	261	176	264	26	28	26	28	3	5	4	7	42	65	42	65
1:00 PM - 2:00 PM	139	209	156	234	33	43	33	43	1	2	2	4	56	87	56	87
2:00 PM - 3:00 PM	142	213	141	212	34	45	34	45	2	3	3	5	74	117	74	117
3:00 PM - 4:00 PM	160	234	158	234	17	20	17	20	2	3	3	5	64	98	64	98
4:00 PM - 5:00 PM	194	291	162	273	21	25	21	25	2	3	2	3	48	81	48	81
5:00 PM - 6:00 PM	97	145	148	219	7	14	7	14	0	0	0	0	42	71	42	71
6:00 PM - 7:00 PM	31	47	64	98	0	0	0	0	0	0	0	0	22	33	22	33
7:00 PM - 8:00 PM	31	47	47	70	0	0	0	0	0	0	0	0	17	26	17	26
8:00 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1,786</b>	<b>2,680</b>	<b>1,786</b>	<b>2,680</b>	<b>280</b>	<b>338</b>	<b>280</b>	<b>338</b>	<b>21</b>	<b>36</b>	<b>21</b>	<b>36</b>	<b>668</b>	<b>1,065</b>	<b>668</b>	<b>1,065</b>

**Total All Trucks**

Inbound	PCE	Outbound	PCE	Total	PCE
0	0	0	0	0	0
188	276	125	182	313	458
175	259	183	271	358	530
178	268	180	271	358	539
231	345	205	308	436	651 AM Peak
223	334	226	338	449	672
268	402	249	373	517	775
245	357	248	362	493	719
229	341	247	368	476	709
252	378	252	379	504	757
282	376	240	358	402	734
285	400	253	382	518	782 PM Peak
140	230	155	204	341	534
53	80	86	129	139	209
48	73	64	98	112	169
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
<b>2,753</b>	<b>4,119</b>	<b>2,753</b>	<b>4,119</b>	<b>5,506</b>	<b>8,238</b>

Total Project Trips Employees and Trucks Vehicles and PCE						
Time Period	Inbound	PCE	Outbound	PCE	Total	PCE
Daily					5,838	8,570
AM Peak Hour	273	387	211	312	484	699
PM Peak Hour	273	408	291	420	564	828

**Bradley Landfill and Recycling Center  
Master Plan**

**Phase I Construction  
WITHOUT FILL DIRT  
TRIP GENERATION**

Reduce daily receivables to 7,000 tpd solid waste, 5,500 tons of imported dirt, 200 tons of inert material, 2,500 tons green waste & MRF at 99 tpd  
Increase employees 9 + 12 + 7 = 28

Employees				Estimate number of trucks				Avg	
128 Employees Total (ITE Office Rates Used)				waste	trash transfer	10 ton	18 ton	6.2 ton	
Time Period	Rate	Inbound	Outbound	Total	SW	Dir	Inert	GW	
Daily				3,32	7000	484	152		
				425	5500			305	
AM Peak Hour	Rate 88%		12%	0.48	200		20		
	Trips 54		7	61	2600				403
PM Peak Hour	Rate 17%		83%	0.46	MRF 99	18	5		
	Trips 10		49	59					

**Trash/Dump Trucks**

Hour	Solid Waste				Green Waste				Recycle				18 ton Truck Imported Dirt (w-out const)					
	Loaded		Empty		Loaded		Empty		Loaded		Empty		Loaded		Empty			
	Inbound	PCE	Outbound	PCE	IR HDD Load	IR Gas	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	
5:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	33	49	16	24	15	13	43	28	43	0	0	0	0	7	14	7	14	
7:00 AM - 8:00 AM	28	42	30	46	8	13	32	21	32	1	2	1	2	11	22	11	22	
8:00 AM - 9:00 AM	23	35	26	39	24	8	50	32	50	1	2	1	2	11	22	11	22	
9:00 AM - 10:00 AM	46	68	35	52	34	8	65	42	65	1	2	1	2	24	46	24	46	
10:00 AM - 11:00 AM	52	78	49	73	32	8	62	40	62	2	3	2	3	26	52	26	52	
11:00 AM - 12:00 Noon	46	72	49	73	18	10	43	28	43	2	3	2	3	28	56	28	56	
12:00 Noon - 1:00 PM	48	72	48	72	20	24	60	44	60	3	5	3	5	28	56	28	56	
1:00 PM - 2:00 PM	37	56	42	63	50	10	91	80	91	1	2	1	2	22	44	22	44	
2:00 PM - 3:00 PM	39	59	38	57	42	14	83	56	83	2	3	2	3	22	44	22	44	
3:00 PM - 4:00 PM	46	69	43	65	19	12	44	31	44	2	3	2	3	31	62	31	62	
4:00 PM - 5:00 PM	52	78	49	74	9	16	30	25	30	3	5	3	5	42	84	42	84	
5:00 PM - 6:00 PM	22	32	37	56	0	0	0	0	0	0	0	0	0	16	32	16	32	
6:00 PM - 7:00 PM	5	8	14	21	0	0	0	0	0	0	0	0	0	19	38	19	38	
7:00 PM - 8:00 PM	5	8	8	12	0	0	0	0	0	0	0	0	0	18	36	18	36	
8:00 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	484	726	484	726	271	136	603	407	603	18	30	18	30	305	610	305	610	

**Transfer Trucks**

Hour	Solid Waste				Green Waste				Recycle				Ten Ton Truck Inert Material				
	Loaded		Empty		Loaded		Empty		Loaded		Empty		Loaded		Empty		
	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	9	18	4	8	8	16	8	16	0	0	0	0	1	2	1	2	2
7:00 AM - 8:00 AM	8	16	9	18	12	24	12	24	0	0	0	0	2	4	2	4	4
8:00 AM - 9:00 AM	10	20	9	18	12	24	12	24	0	0	0	0	2	4	2	4	4
9:00 AM - 10:00 AM	9	18	11	22	6	12	6	12	2	4	0	0	1	2	1	2	2
10:00 AM - 11:00 AM	12	24	9	18	11	22	11	22	1	2	0	0	3	5	3	5	5
11:00 AM - 12:00 Noon	13	26	12	24	12	24	12	24	1	2	0	0	3	5	3	5	5
12:00 Noon - 1:00 PM	12	24	13	26	2	4	2	4	1	2	2	4	1	2	1	2	2
1:00 PM - 2:00 PM	12	24	12	24	4	8	4	8	0	0	1	2	1	2	1	2	2
2:00 PM - 3:00 PM	11	22	12	24	10	20	10	20	0	0	1	2	1	2	1	2	2
3:00 PM - 4:00 PM	11	22	11	22	4	8	4	8	0	0	1	2	1	2	1	2	2
4:00 PM - 5:00 PM	12	24	12	24	15	30	15	30	0	0	0	0	5	9	5	9	9
5:00 PM - 6:00 PM	12	24	12	24	13	26	13	26	0	0	0	0	4	7	4	7	7
6:00 PM - 7:00 PM	9	18	10	20	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM - 8:00 PM	6	12	10	20	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM - 9:00 PM	6	12	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	152	304	152	304	109	218	109	218	5	10	5	10	25	46	25	46	46

Bradley Landfill and Recycling Center  
Master Plan

Phase I Construction  
WITHOUT FILL DIRT  
TRIP GENERATION

TOTAL TRASH AND TRANSFER TRUCKS

Hour	Solid Waste				Green Waste				Recycle				Imported Dirt & Inert Material			
	Trash Loaded		Trash Empty		Trash Loaded		Trash Empty		Trash Loaded		Trash Empty		Trash Loaded		Trash Empty	
	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	42	67	20	32	36	59	36	59	0	0	0	0	8	16	8	16
7:00 AM - 8:00 AM	36	58	39	63	33	56	33	56	1	2	1	2	13	26	13	26
8:00 AM - 9:00 AM	33	55	35	57	44	74	44	74	1	2	1	2	13	26	13	26
9:00 AM - 10:00 AM	55	86	46	74	48	77	48	77	3	6	1	2	25	50	25	50
10:00 AM - 11:00 AM	64	102	58	91	51	84	51	84	3	5	2	3	29	57	29	57
11:00 AM - 12:00 Noon	81	98	81	97	40	67	40	67	3	5	2	3	31	61	31	61
12:00 Noon - 1:00 PM	60	96	61	98	46	84	46	84	4	7	5	9	29	58	29	58
1:00 PM - 2:00 PM	49	80	54	87	64	99	64	99	1	2	2	4	23	46	23	46
2:00 PM - 3:00 PM	50	81	50	81	66	103	66	103	2	3	3	5	23	46	23	46
3:00 PM - 4:00 PM	67	91	44	67	35	62	35	62	2	3	3	5	32	64	32	64
4:00 PM - 5:00 PM	64	102	41	68	45	80	45	80	3	5	3	5	47	93	47	93
5:00 PM - 6:00 PM	34	56	49	80	13	28	13	28	0	0	0	0	20	39	20	39
6:00 PM - 7:00 PM	14	26	24	41	0	0	0	0	0	0	0	0	19	38	19	38
7:00 PM - 8:00 PM	11	20	18	32	0	0	0	0	0	0	0	0	18	36	18	36
8:00 PM - 9:00 PM	6	12	6	12	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	636	1,030	636	1,030	516	821	516	821	23	40	23	40	330	656	330	656

Total All Trucks					
Inbound	PCE	Outbound	PCE	Total	PCE
0	0	0	0	0	0
86	142	64	107	150	249
83	142	86	147	169	289
91	157	98	159	184	316
131	219	120	203	251	422 AM Peak
147	248	140	235	287	483
135	231	134	228	269	459
139	225	141	229	280	454
137	227	143	236	280	463
141	233	142	235	283	468
136	210	124	208	260	418
154	260	151	256	305	516 PM Peak
87	121	82	148	149	269
33	64	43	79	78	143
29	56	36	68	65	124
6	12	6	12	12	24
0	0	0	0	0	0
1,505	2,547	1,505	2,547	3,010	5,094

Total Project Trips Employees and Trucks Vehicles and PCE					
Time Period	Inbound	PCE	Outbound	PCE	Total PCE
Daily					3,435 5,518
AM Peak Hour	185	273	127	210	312 483
PM Peak Hour	164	270	200	305	364 575

**Bradley Landfill and Recycling Center  
Master Plan**

**Phase I Construction**

**TRIP GENERATION**

Reduce daily receivables to 7,000 tpd solid waste, 6,500 tons of imported dirt, 200 tons of inert material, 2,500 tons green waste & MRF at 99 tpd  
increase employees 9 + 12 + 7 = 28

Employees				Estimate number of trucks			
128 Employees Total (ITE Office Rates Used)				waste	trash transfer	10 ton	18 ton
Time Period	Rate	Inbound	Outbound	Total	Avg		
Daily	Trips			3,32			
				425			6.2 ton 24.5 ton
AM Peak Hour	Rate	98%	12%	0.48	SW	7000	484
	Trips	54	7	61	Dirt	6500	162
					Inert	200	20
					GW	2500	305
PM Peak Hour	Rate	17%	83%	0.46	MRF	90	18
	Trips	10	49	59			5
							403

**Trash/Dump Trucks**

Hour	Solid Waste (11 Ton)				Green Waste				Recycle				24.5 & 18 ton Trucks Imported Dirt (w const)				
	Loaded		Empty		Loaded		Empty		Loaded		Empty		Loaded		Empty		
	Inbound	PCE	Outbound	PCE	IB HDD Load	IB Gas	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	33	49	16	24	15	13	43	28	43	0	0	0	0	13	26	13	26
7:00 AM - 8:00 AM	28	42	30	45	8	13	32	21	32	1	2	1	2	24	48	24	48
8:00 AM - 9:00 AM	23	35	26	39	24	8	50	32	50	1	2	1	2	23	46	23	46
9:00 AM - 10:00 AM	46	68	35	52	34	8	65	42	65	1	2	1	2	32	64	32	64
10:00 AM - 11:00 AM	52	78	49	73	32	8	62	40	62	2	3	2	3	34	68	34	68
11:00 AM - 12:00 Noon	48	72	49	73	18	10	43	28	43	2	3	2	3	36	72	36	72
12:00 Noon - 1:00 PM	48	72	48	72	20	24	80	44	80	3	5	3	5	37	74	37	74
1:00 PM - 2:00 PM	37	56	42	63	50	10	91	60	91	1	2	1	2	31	62	31	62
2:00 PM - 3:00 PM	39	59	38	57	42	14	83	56	83	2	3	2	3	31	62	31	62
3:00 PM - 4:00 PM	46	69	43	65	19	12	44	31	44	2	3	2	3	40	80	40	80
4:00 PM - 5:00 PM	52	78	49	74	9	16	30	25	30	3	5	3	5	51	102	51	102
5:00 PM - 6:00 PM	22	32	37	56	0	0	0	0	0	0	0	0	0	24	48	24	48
6:00 PM - 7:00 PM	5	8	14	21	0	0	0	0	0	0	0	0	0	25	50	25	50
7:00 PM - 8:00 PM	5	8	8	12	0	0	0	0	0	0	0	0	0	24	48	24	48
8:00 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	484	726	484	726	271	138	603	407	603	18	30	18	30	425	850	425	850

**Transfer Trucks**

Hour	Solid Waste				Green Waste				Recycle				Ten Ton Truck Inert Material			
	Loaded		Empty		Loaded		Empty		Loaded		Empty		Loaded		Empty	
	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	9	18	4	8	6	16	8	16	0	0	0	0	1	2	1	2
7:00 AM - 8:00 AM	8	16	9	18	12	24	12	24	0	0	0	0	2	4	2	4
8:00 AM - 9:00 AM	10	20	9	18	12	24	12	24	0	0	0	0	2	4	2	4
9:00 AM - 10:00 AM	9	18	11	22	6	12	6	12	2	4	0	0	1	2	1	2
10:00 AM - 11:00 AM	12	24	9	18	11	22	11	22	1	2	0	0	3	5	3	5
11:00 AM - 12:00 Noon	13	26	12	24	12	24	12	24	1	2	0	0	3	5	3	5
12:00 Noon - 1:00 PM	12	24	13	26	2	4	2	4	1	2	2	4	1	2	1	2
1:00 PM - 2:00 PM	12	24	12	24	4	8	4	8	0	0	1	2	1	2	1	2
2:00 PM - 3:00 PM	11	22	12	24	4	8	4	8	0	0	1	2	1	2	1	2
3:00 PM - 4:00 PM	11	22	11	22	10	20	10	20	0	0	1	2	1	2	1	2
4:00 PM - 5:00 PM	12	24	12	24	4	8	4	8	0	0	1	2	1	2	1	2
5:00 PM - 6:00 PM	12	24	12	24	15	30	15	30	0	0	0	0	5	9	5	9
6:00 PM - 7:00 PM	12	24	12	24	13	26	13	26	0	0	0	0	4	7	4	7
7:00 PM - 8:00 PM	9	18	10	20	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM - 9:00 PM	6	12	10	20	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	6	12	6	12	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	152	304	152	304	109	218	109	218	5	10	5	10	25	46	25	46

Bradley Landfill and Recycling Center  
Master Plan

Phase I Construction

TRIP GENERATION

TOTAL TRASH AND TRANSFER TRUCKS

Hour	Solid Waste				Green Waste				Recycle				Imported Dirt & Inert Material			
	Trash Loaded		Trash Empty		Trash Loaded		Trash Empty		Trash Loaded		Trash Empty		Trash Loaded		Trash Empty	
	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	42	67	20	32	36	59	36	59	0	0	0	0	14	28	14	28
7:00 AM - 8:00 AM	36	58	39	63	33	56	33	56	1	2	1	2	26	52	26	52
8:00 AM - 9:00 AM	33	55	35	57	44	74	44	74	1	2	1	2	25	50	25	50
9:00 AM - 10:00 AM	55	86	48	74	48	77	48	77	3	6	1	2	33	66	33	66
10:00 AM - 11:00 AM	64	102	58	91	51	84	51	84	3	5	2	3	37	73	37	73
11:00 AM - 12:00 Noon	61	98	61	97	40	67	40	67	3	5	2	3	39	77	39	77
12:00 Noon - 1:00 PM	60	96	61	98	46	84	46	84	4	7	5	9	38	76	38	76
1:00 PM - 2:00 PM	49	80	64	87	64	99	64	99	1	2	2	4	32	64	32	64
2:00 PM - 3:00 PM	50	81	50	81	66	103	66	103	2	3	3	5	32	64	32	64
3:00 PM - 4:00 PM	67	91	54	87	33	52	33	52	2	3	3	5	41	82	41	82
4:00 PM - 5:00 PM	64	102	61	98	40	67	40	67	3	5	3	5	58	111	58	111
5:00 PM - 6:00 PM	36	58	49	83	33	56	33	56	0	0	0	0	28	56	28	56
6:00 PM - 7:00 PM	14	28	24	41	0	0	0	0	0	0	0	0	25	50	25	50
7:00 PM - 8:00 PM	11	20	18	32	0	0	0	0	0	0	0	0	24	48	24	48
8:00 PM - 9:00 PM	6	12	6	12	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	636	1,030	636	1,030	516	821	516	821	23	40	23	40	450	896	450	896

Total All Trucks					
Inbound	PCE	Outbound	PCE	Total	PCE
0	0	0	0	0	0
92	154	70	119	162	273
98	168	99	173	196	341
103	181	105	183	208	364
139	235	128	219	267	454 AM Peak
155	264	148	251	303	515
143	247	142	244	285	491
148	243	150	247	298	490
146	245	152	254	298	499
150	251	151	253	301	504
155	258	143	228	298	484
163	276	160	274	323	522 PM Peak
76	137	90	181	166	298
39	76	49	91	88	167
35	68	42	80	77	148
6	12	6	12	12	24
0	0	0	0	0	0
1,825	2,787	1,825	2,787	3,250	5,574

Total Project Trips Employees and Trucks Vehicles and PCE					
Time Period	Inbound	PCE	Outbound	PCE	Total PCE
Daily					3,675 5,999
AM Peak Hour	193	289	135	226	328 515
PM Peak Hour	173	288	209	323	382 611

Bradley Landfill and Recycling Center  
Master Plan

Phase II Construction  
TRIP GENERATION

Proposed Project Per Day - 4,000 tons solid waste, 2,500 tons of green waste, 1,000 tons MRF, 120 loads imported dirt, 500 tons inert materials, + 9 employees

Employees					Summary of Trucks Needed				Avg
165 Employees on day shift + 120 on swing shift (start at 10) (ITE Office Rates Used)					waste	trash	transfer	10 ton	9.2 ton
Time Period	Rate	Inbound	Outbound	Total	SW	Dirt	Inert	GW	MRF
Daily				3.32	4000	714	174		
				813	120		120		
AM Peak Hour	Rate 88%		12%	0.48	500		50		
	Trips 104		14	118	2500		109		403
PM Peak Hour	Rate 17%		83%	0.46	1000	179	44		
	Trips 13		63	76					

Trash Trucks

Hour	Solid Waste				Green Waste				Recycle				24.5 ton Truck Imported Dirt				
	Loaded		Empty		Loaded		Empty		Loaded		Empty		Loaded		Empty		
	Inbound	PCE	Outbound	PCE	IR HDD Load	IR Gas	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	41	62	20	30	15	13	36	28	36	9	14	9	14	9	18	9	18
7:00 AM - 8:00 AM	38	57	39	60	8	13	25	21	25	13	20	13	20	8	18	8	16
8:00 AM - 9:00 AM	37	56	37	57	24	8	44	32	44	14	21	14	21	9	18	9	18
9:00 AM - 10:00 AM	58	87	47	72	34	8	59	42	59	16	23	15	23	10	20	10	20
10:00 AM - 11:00 AM	81	122	69	105	31	8	55	38	55	17	26	17	26	11	22	11	22
11:00 AM - 12:00 Noon	79	119	80	120	18	10	37	28	37	17	26	17	26	11	22	11	22
12:00 Noon - 1:00 PM	77	116	78	117	18	24	51	42	51	17	26	17	26	9	18	9	18
1:00 PM - 2:00 PM	55	83	68	98	49	10	84	59	84	15	23	15	23	9	18	9	18
2:00 PM - 3:00 PM	56	84	56	84	42	14	77	56	77	14	21	14	21	9	18	9	18
3:00 PM - 4:00 PM	71	107	64	98	19	12	41	31	41	18	24	16	24	8	16	8	16
4:00 PM - 5:00 PM	84	126	78	117	9	16	30	25	30	10	24	16	24	8	16	8	16
5:00 PM - 6:00 PM	20	44	57	85	0	0	0	0	0	8	9	6	9	6	12	6	12
6:00 PM - 7:00 PM	4	8	17	25	0	0	0	0	0	5	8	5	8	6	12	6	12
7:00 PM - 8:00 PM	4	8	6	9	0	0	0	0	0	5	8	5	8	5	10	5	10
8:00 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	714	1,075	714	1,075	267	136	539	403	539	179	273	179	273	120	240	120	240

Transfer Truck

Hour	Solid Waste				Green Waste				Recycle				10 ton Truck Inert Material			
	Empty		Loaded		Empty		Loaded		Empty		Loaded		Loaded		Empty	
	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE
5:00 AM - 6:00 AM	0	0	17	34	0	0	0	0	3	6	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	17	34	7	14	7	14	1	2	0	0	3	5	3	5
7:00 AM - 8:00 AM	8	12	16	32	11	22	11	22	1	2	1	2	5	9	5	9
8:00 AM - 9:00 AM	17	34	17	34	11	22	11	22	2	4	2	4	5	9	5	9
9:00 AM - 10:00 AM	16	32	16	32	4	8	4	8	1	2	2	4	3	5	3	5
10:00 AM - 11:00 AM	17	34	17	34	11	22	11	22	1	2	1	2	5	9	5	9
11:00 AM - 12:00 Noon	16	32	16	32	13	26	13	26	1	2	1	2	7	12	7	12
12:00 Noon - 1:00 PM	17	34	17	34	3	6	3	6	4	8	1	2	3	5	3	5
1:00 PM - 2:00 PM	16	32	16	32	5	10	5	10	8	16	4	8	3	5	3	5
2:00 PM - 3:00 PM	17	34	13	26	11	22	11	22	8	16	8	16	4	7	4	7
3:00 PM - 4:00 PM	17	34	12	24	5	10	5	10	8	16	8	16	2	4	2	4
4:00 PM - 5:00 PM	17	34	0	0	16	32	16	32	4	8	8	16	4	7	4	7
5:00 PM - 6:00 PM	13	26	0	0	12	24	12	24	2	4	4	8	6	11	6	11
6:00 PM - 7:00 PM	5	10	0	0	0	0	0	0	0	0	2	4	0	0	0	0
7:00 PM - 8:00 PM	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0
8:00 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	174	348	174	348	109	218	109	218	44	88	44	88	50	88	50	88

Bradley Landfill and Recycling Center  
Master Plan

Phase II Construction  
TRIP GENERATION

TOTAL TRASH AND TRANSFER TRUCKS

Hour	Solid Waste				Green Waste				Recycle				Recycle			
	Trash Loaded		Trash Empty		Trash Loaded		Trash Empty		Trash Loaded		Trash Empty		Trash Loaded		Trash Empty	
	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE
5:00 AM - 6:00 AM	0	0	17	34	0	0	0	0	3	6	0	0	0	0	0	0
6:00 AM - 7:00 AM	41	82	37	64	36	50	36	50	10	16	9	14	12	23	12	23
7:00 AM - 8:00 AM	44	88	55	92	32	47	32	47	14	22	14	22	13	26	13	25
8:00 AM - 9:00 AM	54	90	54	91	43	66	43	66	16	25	16	25	14	27	14	27
9:00 AM - 10:00 AM	74	119	83	104	46	67	46	67	16	25	17	27	15	26	13	25
10:00 AM - 11:00 AM	98	156	88	139	50	77	50	77	18	28	18	28	16	31	16	31
11:00 AM - 12:00 Noon	95	151	96	162	41	63	41	63	18	28	18	28	18	34	18	34
12:00 Noon - 1:00 PM	94	150	95	151	45	57	45	57	21	34	18	28	14	27	14	27
1:00 PM - 2:00 PM	71	115	82	130	64	94	64	94	23	39	19	31	12	23	12	23
2:00 PM - 3:00 PM	73	118	69	110	67	99	67	99	22	37	22	37	19	26	13	25
3:00 PM - 4:00 PM	69	131	76	120	36	51	36	51	24	40	24	40	10	20	10	20
4:00 PM - 5:00 PM	101	160	78	117	41	62	41	62	20	32	24	40	12	23	12	23
5:00 PM - 6:00 PM	42	70	52	83	12	24	12	24	4	13	10	17	12	23	12	23
6:00 PM - 7:00 PM	0	0	17	25	0	0	0	0	5	8	7	12	6	12	6	12
7:00 PM - 8:00 PM	4	6	6	9	0	0	0	0	5	8	7	12	6	10	5	10
8:00 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	888	1,423	888	1,423	512	757	512	757	223	361	223	361	170	328	170	328

Total All Trucks

Inbound	PCE	Outbound	PCE	Total	PCE
3	6	17	34	20	40
98	151	93	151	191	302
103	163	114	186	217	349
127	208	127	209	254	417
149	236	136	223	286	459 AM Peak
182	292	170	275	352	567
172	276	173	277	345	553
174	288	172	283	346	571
170	271	177	278	347	549
175	279	171	271	346	550
158	252	146	231	304	483
174	277	155	242	329	519 PM Peak
74	130	91	149	165	279
20	36	30	49	50	85
14	24	18	31	32	55
0	0	0	0	0	0
0	0	0	0	0	0
1,793	2,889	1,793	2,869	3,586	5,738

Total Project Trips						
Employees and Trucks						
Vehicles and PCE						
Time Period	Inbound	PCE	Outbound	PCE	Total	PCE
Daily					4,399	6,551
AM Peak Hour	253	340	153	237	406	577
PM Peak Hour	187	290	219	305	405	585

Bradley Landfill and Recycling Center  
Master Plan

PHASE II COMPLETE

PROJECT TRIP GENERATION

Proposed Project Per Day - 4,000 tons solid waste & 2,500 tons of green waste and 1,000 tons MRF, 21 fewer employees  
Complete 2012

Employees					
135 Day Shift - 80 swing shift Employees Total (ITE Office Ratios Used)					
Time Period	Rate	Inbound	Outbound	Total	
Daily	Trips			3.32	
				714	
AM Peak Hour	Rate 88%		12%	0.48	Summary of Trucks needed waste trash transfer
	Trips 91		12	103	
PM Peak Hour	Rate 17%		83%	0.46	
	Trips 11		51	62	
					SW 4000 714 174
					GW 2500 109
					MRF 1000 179 44

Trash Trucks

Hour	Solid Waste				Green Waste				Recycle				
	Loaded		Empty		Loaded		Empty		Loaded		Empty		
	Inbound	PCE	Outbound	PCE	IB Gas	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM - 7:00 AM	41	62	20	30	15	13	36	28	36	9	14	9	14
7:00 AM - 8:00 AM	38	57	39	60	8	13	25	21	25	13	20	13	20
8:00 AM - 9:00 AM	37	50	37	57	24	8	44	32	44	14	21	14	21
9:00 AM - 10:00 AM	58	87	47	72	34	8	59	42	59	15	23	15	23
10:00 AM - 11:00 AM	81	122	69	105	31	8	55	39	55	17	26	17	26
11:00 AM - 12:00 Noon	79	119	80	120	18	10	37	28	37	17	26	17	26
12:00 Noon - 1:00 PM	77	116	78	117	18	24	51	42	51	17	26	17	26
1:00 PM - 2:00 PM	55	83	66	98	49	10	84	59	84	15	23	15	23
2:00 PM - 3:00 PM	50	64	56	84	42	14	77	56	77	14	21	14	21
3:00 PM - 4:00 PM	71	107	64	96	19	12	41	31	41	16	24	16	24
4:00 PM - 5:00 PM	84	126	78	117	9	16	30	25	30	16	24	16	24
5:00 PM - 6:00 PM	29	44	57	85	0	0	0	0	0	8	9	8	9
6:00 PM - 7:00 PM	4	6	17	25	0	0	0	0	0	5	8	5	8
7:00 PM - 8:00 PM	4	6	6	9	0	0	0	0	0	5	8	5	8
8:00 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	714	1,075	714	1,075	267	136	539	403	539	179	275	179	273

Transfer Trucks

Hour	Solid Waste				Green Waste				Recycle			
	Empty		Loaded		Empty		Loaded		Empty		Loaded	
	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE
5:00 AM - 6:00 AM	0	0	17	34	0	0	0	0	3	6	0	0
6:00 AM - 7:00 AM	0	0	17	34	7	14	7	14	1	2	0	0
7:00 AM - 8:00 AM	8	12	16	32	11	22	11	22	1	2	1	2
8:00 AM - 9:00 AM	17	34	17	34	11	22	11	22	2	4	2	4
9:00 AM - 10:00 AM	16	32	16	32	4	8	4	8	1	2	2	4
10:00 AM - 11:00 AM	17	34	17	34	11	22	11	22	1	2	1	2
11:00 AM - 12:00 Noon	16	32	16	32	13	26	13	26	1	2	1	2
12:00 Noon - 1:00 PM	17	34	17	34	3	6	3	6	4	8	1	2
1:00 PM - 2:00 PM	16	32	16	32	5	10	5	10	8	16	4	8
2:00 PM - 3:00 PM	17	34	13	26	11	22	11	22	8	16	8	16
3:00 PM - 4:00 PM	17	34	12	24	5	10	5	10	8	16	8	16
4:00 PM - 5:00 PM	17	34	0	0	16	32	16	32	4	8	8	16
5:00 PM - 6:00 PM	13	26	0	0	12	24	12	24	2	4	4	8
6:00 PM - 7:00 PM	5	10	0	0	0	0	0	0	0	0	2	4
7:00 PM - 8:00 PM	0	0	0	0	0	0	0	0	0	0	2	4
8:00 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	174	348	174	348	100	218	109	218	44	88	44	88



Bradley Landfill and Recycling Center  
Master Plan

PHASE II COMPLETE  
PROJECT TRIP GENERATION

TOTAL TRASH AND TRANSFER TRUCKS

Hour	Solid Waste				Green Waste				Recycle				Total All Trucks					
	Trash Loaded		Trash Empty		Trash Loaded		Trash Empty		Trash Loaded		Trash Empty		Inbound		Outbound		Total	PCE
	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE	Inbound	PCE	Outbound	PCE		
5:00 AM - 6:00 AM	0	0	17	34	0	0	0	0	3	8	0	0	3	8	17	34	20	40
6:00 AM - 7:00 AM	41	62	37	64	20	50	35	50	10	16	0	14	71	128	81	128	152	256
7:00 AM - 8:00 AM	44	69	65	92	24	47	32	47	14	22	14	22	92	138	101	181	183	290
8:00 AM - 9:00 AM	54	90	54	91	19	66	43	66	16	25	16	25	89	181	113	182	202	363
9:00 AM - 10:00 AM	74	110	63	104	12	67	46	67	16	26	17	27	102	211	120	198	226	409 AM Peak
10:00 AM - 11:00 AM	98	156	86	139	19	77	50	77	18	28	18	28	135	281	154	244	289	505
11:00 AM - 12:00 Noon	95	151	96	152	23	63	41	63	18	28	18	28	136	242	155	243	291	485
12:00 Noon - 1:00 PM	94	150	95	151	27	57	45	57	21	34	18	28	142	241	158	236	300	477
1:00 PM - 2:00 PM	71	115	82	130	15	94	64	94	23	39	19	31	108	248	165	255	274	503
2:00 PM - 3:00 PM	73	118	69	110	25	99	67	99	22	37	22	37	120	254	158	246	278	500
3:00 PM - 4:00 PM	88	141	78	120	17	51	38	51	24	40	24	40	129	232	130	211	265	443
4:00 PM - 5:00 PM	101	180	78	117	32	62	41	62	20	32	24	40	163	254	143	219	296	473 PM Peak
5:00 PM - 6:00 PM	98	175	57	85	18	38	18	38	8	18	18	12	62	187	78	126	141	233
6:00 PM - 7:00 PM	9	16	17	25	0	0	0	0	5	8	7	12	14	24	24	37	38	61
7:00 PM - 8:00 PM	4	8	6	9	0	0	0	0	5	8	7	12	9	14	13	21	22	35
8:00 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	888	1,423	888	1,423	245	757	512	757	223	361	223	361	1,356	2,541	1,623	2,541	2,979	5,082

Total Project Trips						
Employees and Trucks						
Vehicles and PCE						
Time Period	Inbound	PCE	Outbound	PCE	Total	PCE
Daily					3,693	5,798
AM Peak Hour	193	302	138	210	331	512
PM Peak Hour	164	265	194	270	358	535

**APPENDIX C**

**PROJECT DRIVEWAY AND**

**INTERSECTION COUNT SHEETS**



Manual Driveway Count  
Bradley Landfill  
Thursday, April 15, 2004

Crain & Associates  
April 22, 2004  
Draft

15 min	Cars						Transfer Trucks						Other Trucks						Total												
	In			Out			In			Out			In			Out			In	Out											
	NB	SB	R	L	R	EB	NB	SB	R	L	R	EB	NB	SB	R	L	R	EB	NB	SB	R	L	R	EB	In-PCE	Out-PCE					
7:00-7:15	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	23	8	13
7:15-7:30	0	0	0	0	0	0	3	10	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	33	13	20
7:30-7:45	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	29	22	34
7:45-8:00	0	0	0	0	0	0	5	8	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	38	10	16
8:00-8:15	0	0	0	0	0	0	8	12	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	44	20	32
8:15-8:30	0	0	0	0	0	0	7	11	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	29	19	30
8:30-8:45	0	0	0	0	0	0	4	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	26	15	28
8:45-9:00	0	0	0	0	0	0	13	20	33	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	27	42	18	28
9:00-9:15	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
9:15-9:30	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
9:30-9:45	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
9:45-10:00	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
10:00-10:15	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
10:15-10:30	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
10:30-10:45	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
10:45-11:00	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
11:00-11:15	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
11:15-11:30	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
11:30-11:45	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
11:45-12:00	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
12:00-12:15	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
12:15-12:30	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
12:30-12:45	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
12:45-1:00	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
1:00-1:15	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
1:15-1:30	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
1:30-1:45	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
1:45-2:00	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
2:00-2:15	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
2:15-2:30	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
2:30-2:45	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
2:45-3:00	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
3:00-3:15	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
3:15-3:30	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
3:30-3:45	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
3:45-4:00	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
4:00-4:15	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
4:15-4:30	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
4:30-4:45	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
4:45-5:00	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
5:00-5:15	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
5:15-5:30	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
5:30-5:45	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28
5:45-6:00	0	0	0	0	0	0	12	18	27	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	18	28	15	28

NORTH & SOUTH Gate

Hour	In	Out	In PCE	Out PCE
7-9	111	55	158	85
9-9	110	78	162	120
4-5	74	81	109	114
5-6	44	81	68	103



# TRAFFIC COUNT SUMMARY

City of Los Angeles  
Department of Transportation  
Count by Crain & Associates

STREET: North/South GLENOAKS BOULEVARD  
 East/West PEORIA STREET  
 Day: AM WEDNESDAY Date: APRIL 7, 2004 Weather: CLEAR  
 PM WEDNESDAY APRIL 7, 2004  
 Hours: 7-9 AM 4-6 PM  
 School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A
	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
AM PK 15 MIN	157 7:45	276 7:45	15 8:15	16 8:15
PM PK 15 MIN	277 4:45	214 5:00	27 4:15	18 5:30
AM PK HOUR	556 7:30	958 7:15	37 7:45	43 7:45
PM PK HOUR	1,077 4:45	798 4:30	91 4:45	55 4:45

### NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	464	9	477
8-9	12	488	18	518
4-5	11	981	29	1,021
5-6	7	993	32	1,032
TOTAL	34	2,926	88	3,048

### SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	867	41	920
8-9	21	616	59	696
4-5	19	708	22	749
5-6	11	651	24	686
TOTAL	63	2,842	146	3,051

### TOTAL

### XING S/L

### XING N/L

Hours	N-S	Ped Sch	Ped Sch
7-8	1,397	N/A N/A	N/A N/A
8-9	1,214	N/A N/A	N/A N/A
4-5	1,770	N/A N/A	N/A N/A
5-6	1,718	N/A N/A	N/A N/A
TOTAL	6,099	N/A N/A	N/A N/A

### EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	15	0	3	18
8-9	17	3	13	33
4-5	48	1	25	74
5-6	58	8	21	87
TOTAL	138	12	62	212

### WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	7	3	18	28
8-9	11	17	13	41
4-5	17	5	23	45
5-6	15	5	28	48
TOTAL	50	30	82	162

### TOTAL

### XING W/L

### XING E/L

Hours	E-W	Ped Sch	Ped Sch
7-8	46	N/A N/A	N/A N/A
8-9	74	N/A N/A	N/A N/A
4-5	119	N/A N/A	N/A N/A
5-6	135	N/A N/A	N/A N/A
TOTAL	374	N/A N/A	N/A N/A

# TRAFFIC COUNT SUMMARY

City of Los Angeles  
Department of Transportation

Count by Crain & Associates

STREET: GLENOAKS BOULEVARD  
 North/South  
 East/West TUXFORD AVENUE / LA TUNA CANYON  
 Day: AM WEDNESDAY Date: APRIL 7, 2004 Weather: CLEAR  
 PM WEDNESDAY APRIL 7, 2004  
 Hours: 7-9 AM 4-6 PM  
 School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A
	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	155 8:00	274 7:45	207 7:45	207 7:30
PM PK 15 MIN	263 4:45	222 5:00	246 5:15	255 5:00
AM PK HOUR	550 7:30	934 7:15	696 7:30	795 7:15
PM PK HOUR	1,012 4:45	822 4:30	929 4:45	873 4:30

### NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	97	339	63	499
8 - 9	93	356	59	508
4 - 5	132	766	51	949
5 - 6	115	783	73	971
TOTAL	437	2,244	246	2,927

### SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	140	659	110	909
8 - 9	118	449	92	659
4 - 5	145	470	150	765
5 - 6	111	486	125	722
TOTAL	514	2,064	477	3,055

### TOTAL

N-S
1,408
1,167
1,714
1,693
5,982

### XING S/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

### XING N/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

### EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	109	492	57	658
8 - 9	101	468	74	643
4 - 5	133	603	116	852
5 - 6	129	649	103	881
TOTAL	472	2,212	350	3,034

### WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	57	624	96	777
8 - 9	46	548	92	686
4 - 5	47	623	131	801
5 - 6	61	659	122	842
TOTAL	211	2,454	441	3,106

### TOTAL

E-W
1,435
1,329
1,653
1,723
6,140

### XING W/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

### XING E/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

# TRAFFIC COUNT SUMMARY

City of Los Angeles  
Department of Transportation  
Count by Crain & Associates

STREET: North/South SAN FERNANDO ROAD  
 East/West SHELDON STREET  
 Day: AM THURSDAY Date: APRIL 8, 2004 Weather: CLEAR  
 PM THURSDAY Date: APRIL 8, 2004  
 Hours: 7-9 AM 4-6 PM  
 School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
AM PK 15 MIN	156 7:30	265 7:15	228 7:45	231 7:45
PM PK 15 MIN	340 4:15	181 5:00	231 5:15	214 5:00
AM PK HOUR	563 7:15	887 7:15	778 7:00	790 7:15
PM PK HOUR	1,238 5:00	665 4:15	777 4:30	722 4:15

## NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	45	396	82	523
8-9	65	314	108	487
4-5	86	913	146	1,145
5-6	93	968	177	1,238
TOTAL	289	2,591	513	3,393

## SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	78	692	84	854
8-9	60	471	42	573
4-5	69	509	68	646
5-6	49	504	52	605
TOTAL	256	2,176	246	2,678

## TOTAL

N-S
1,377
1,060
1,791
1,843
6,071

## XING S/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

## XING N/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

## EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	129	500	149	778
8-9	44	352	64	460
4-5	143	545	69	757
5-6	142	560	61	763
TOTAL	458	1,957	343	2,758

## WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	132	612	45	789
8-9	93	458	39	590
4-5	138	471	80	689
5-6	122	423	85	630
TOTAL	485	1,964	249	2,698

## TOTAL

E-W
1,567
1,050
1,446
1,393
5,456

## XING W/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

## XING E/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A



# TRAFFIC COUNT SUMMARY

City of Los Angeles  
Department of Transportation  
Count by Crain & Associates

STREET: North/South      SAN FERNANDO ROAD  
 East/West                      TUXFORD STREET  
 Day: AM      THURSDAY      Date: APRIL 8, 2004      Weather: CLEAR  
       PM      THURSDAY                      APRIL 8, 2004  
 Hours:      7-9 AM 4-6 PM  
 School Day:      YES      District:      LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	155 7:15	182 7:45	193 7:45	272 8:00
PM PK 15 MIN	240 4:45	171 4:00	220 4:15	303 5:00
AM PK HOUR	569 7:00	630 7:15	753 7:15	935 7:45
PM PK HOUR	904 4:45	610 4:00	856 4:15	#### 4:15

### NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	206	290	73	569
8 - 9	141	234	57	432
4 - 5	261	491	78	830
5 - 6	233	567	65	865
TOTAL	841	1,582	273	2,696

### SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	127	432	40	599
8 - 9	115	363	56	534
4 - 5	139	416	55	610
5 - 6	102	397	43	542
TOTAL	483	1,608	194	2,285

### TOTAL

N-S
1,168
966
1,440
1,407
4,981

### XING S/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

### XING N/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

### EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	7	609	107	723
8 - 9	20	587	72	679
4 - 5	40	644	130	814
5 - 6	28	657	78	763
TOTAL	95	2,497	387	2,979

### WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	67	703	70	840
8 - 9	83	765	81	929
4 - 5	116	825	136	1,077
5 - 6	92	820	114	1,026
TOTAL	358	3,113	401	3,872

### TOTAL

E-W
1,563
1,608
1,891
1,789
6,851

### XING W/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

### XING E/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

# TRAFFIC COUNT SUMMARY

City of Los Angeles  
Department of Transportation  
Count by Crain & Associates

STREET: North/South I-5 NB ON-RAMP  
 East/West TUXFORD STREET  
 Day: AM THURSDAY Date: APRIL 8, 2004 Weather: CLEAR  
 PM THURSDAY Date: APRIL 8, 2004  
 Hours: 7-9 AM 4-6 PM  
 School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
AM PK 15 MIN	0 7:00	0 7:00	196 7:45	279 8:00
PM PK 15 MIN	0 3:00	0 3:00	221 4:15	313 5:00
AM PK HOUR	0 7:00	0 7:00	761 7:15	978 7:15
PM PK HOUR	0 3:00	0 3:00	862 4:15	#### 4:15

### NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

### SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

### TOTAL

N-S
0
0
0
0
0

### XING S/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

### XING N/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

### EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	730	0	730
8-9	0	694	0	694
4-5	0	821	0	821
5-6	0	771	0	771
TOTAL	0	3,016	0	3,016

### WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	656	266	922
8-9	0	666	296	962
4-5	0	778	368	1,146
5-6	0	797	286	1,083
TOTAL	0	2,897	1,216	4,113

### TOTAL

E-W
1,652
1,656
1,967
1,854
7,129

### XING W/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

### XING E/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

# TRAFFIC COUNT SUMMARY

City of Los Angeles  
Department of Transportation  
Count by Crain & Associates

STREET: North/South I-5 NB OFF-RAMP/I-5 SB ON-RAMP  
 East/West TUXFORD STREET  
 Day: AM THURSDAY Date: APRIL 8, 2004 Weather: CLEAR  
 PM THURSDAY Date: APRIL 8, 2004  
 Hours: 7-9 AM 4-6 PM  
 School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A
	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
AM PK 15 MIN	0 7:00	70 7:15	317 7:30	203 8:00
PM PK 15 MIN	0 3:00	89 5:15	344 5:00	227 5:00
AM PK HOUR	0 7:00	251 7:15	1,188 7:15	701 7:15
PM PK HOUR	0 3:00	313 5:00	1,237 4:15	819 4:30

### NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

### SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	0	231	242
8-9	18	0	172	190
4-5	14	0	245	259
5-6	15	0	298	313
TOTAL	58	0	946	1,004

### TOTAL

N-S
242
190
259
313
1,004

### XING S/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

### XING N/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

### EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	719	451	1,170
8-9	0	676	378	1,054
4-5	0	807	363	1,170
5-6	0	756	436	1,192
TOTAL	0	2,958	1,268	4,226

### WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	656	0	656
8-9	0	666	0	666
4-5	0	778	0	778
5-6	0	797	0	797
TOTAL	0	2,897	0	2,897

### TOTAL

E-W
1,826
1,720
1,948
1,989
7,483

### XING W/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

### XING E/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

# TRAFFIC COUNT SUMMARY

City of Los Angeles  
Department of Transportation

Count by Crain & Associates

STREET: BRADLEY AVENUE  
 North/South  
 East/West TUXFORD STREET  
 Day: AM TUESDAY Date: APRIL 6, 2004 Weather: CLEAR  
 PM TUESDAY APRIL 6, 2004  
 Hours: 7-9 AM 4-6 PM  
 School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A
	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	60 8:30	49 8:45	211 7:45	222 7:30
PM PK 15 MIN	229 5:15	281 5:00	68 4:00	75 4:30
AM PK HOUR	226 7:45	144 8:00	727 7:30	823 7:15
PM PK HOUR	894 4:45	978 4:30	207 4:00	242 4:15

### NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	46	76	68	190
8-9	43	77	92	212
4-5	70	719	35	824
5-6	51	768	28	847
TOTAL	210	1,640	223	2,073

### SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	19	74	102
8-9	11	18	115	144
4-5	53	817	17	887
5-6	45	838	13	896
TOTAL	118	1,692	219	2,029

### TOTAL

N-S
292
356
1,711
1,743
4,102

### XING S/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

### XING N/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

### EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	92	582	38	712
8-9	94	540	20	654
4-5	26	35	146	207
5-6	21	21	100	142
TOTAL	233	1,178	304	1,715

### WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	766	19	820
8-9	24	667	23	714
4-5	87	54	100	241
5-6	75	31	85	191
TOTAL	221	1,518	227	1,966

### TOTAL

E-W
1,532
1,368
448
333
3,681

### XING W/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

### XING E/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

# TRAFFIC COUNT SUMMARY

City of Los Angeles  
Department of Transportation  
Count by Crain & Associates

STREET: North/South I-5 SB ON/OFF-RAMP

East/West PENROSE STREET

Day: AM WEDNESDAY Date: APRIL 7, 2004 Weather: CLEAR  
PM WEDNESDAY APRIL 7, 2004  
 Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	84 8:00	0 7:00	102 7:30	119 7:30
PM PK 15 MIN	87 4:30	0 3:00	138 4:30	158 5:00
AM PK HOUR	319 7:30	0 7:00	337 7:15	432 7:00
PM PK HOUR	296 4:15	0 3:00	488 4:00	564 4:45

## NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	57	0	247	304
8-9	64	0	246	310
4-5	91	0	189	280
5-6	74	0	200	274
TOTAL	286	0	882	1,168

## SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

## TOTAL

N-S	304
	310
	280
	274
TOTAL	1,168

## XING S/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

## XING N/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

## EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	225	110	335
8-9	0	171	100	271
4-5	0	336	152	488
5-6	0	272	106	378
TOTAL	0	1,004	468	1,472

## WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	97	335	0	432
8-9	95	270	0	365
4-5	159	349	0	508
5-6	184	379	0	563
TOTAL	535	1,333	0	1,868

## TOTAL

E-W	767
	636
	996
	941
TOTAL	3,340

## XING W/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

## XING E/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

# TRAFFIC COUNT SUMMARY

City of Los Angeles  
Department of Transportation

Count by Crain & Associates

STREET: North/South      BRADLEY AVENUE

East/West      PENROSE STREET

Day: AM TUESDAY      Date: APRIL 6, 2004      Weather: CLEAR  
PM TUESDAY      APRIL 6, 2004

Hours: 7-9 AM 4-6 PM

School Day: YES      District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
AM PK 15 MIN	2 8:15	28 7:45	205 7:45	78 7:45
PM PK 15 MIN	4 5:00	46 5:00	166 5:00	89 5:00
AM PK HOUR	5 7:45	82 7:15	627 7:45	265 7:15
PM PK HOUR	7 4:30	159 4:30	613 4:15	327 4:30

## NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	0	1
8-9	2	0	2	4
4-5	0	0	2	2
5-6	2	0	5	7
TOTAL	5	0	9	14

## SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	13	0	64	77
8-9	5	0	60	65
4-5	15	1	140	156
5-6	17	0	120	137
TOTAL	50	1	384	435

TOTAL	XING S/L	XING N/L
N-S	Ped Sch	Ped Sch
78	N/A N/A	N/A N/A
69	N/A N/A	N/A N/A
158	N/A N/A	N/A N/A
144	N/A N/A	N/A N/A
449	N/A N/A	N/A N/A

## EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	212	374	2	588
8-9	229	295	2	526
4-5	178	428	1	607
5-6	142	413	1	556
TOTAL	761	1,510	6	2,277

## WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	5	235	21	261
8-9	3	177	22	202
4-5	0	292	28	320
5-6	1	270	25	296
TOTAL	9	974	96	1,079

TOTAL	XING W/L	XING E/L
E-W	Ped Sch	Ped Sch
849	N/A N/A	N/A N/A
728	N/A N/A	N/A N/A
927	N/A N/A	N/A N/A
852	N/A N/A	N/A N/A
3,356	N/A N/A	N/A N/A

**APPENDIX D**

**CRITICAL MOVEMENT ANALYSIS (CMA) WORKSHEETS**

**EXISTING (2005) CONDITIONS**



CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, SAN FERNANDO ROAD AND SHELDON STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	143	686	57	0
EASTBOUND	134	527	178	0
NORTHBOUND	64	460	108	0
SOUTHBOUND	98	815	83	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	143	N/A	372	372	N/A	N/A
EASTBOUND	134	N/A	352	352	N/A	N/A
NORTHBOUND	64	N/A	284	284	N/A	N/A
SOUTHBOUND	98	N/A	449	449	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 506  
 NORTH-SOUTH CRITICAL VOLUMES ..... 513  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1019  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
 CMA VALUE ..... 0.679  
 LEVEL OF SERVICE ..... B

Capacity used = 1500.

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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 2, GLENOAKS BOULEVARD AND PEORIA STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	12	15	0	19
EASTBOUND	23	3	10	0
NORTHBOUND	14	596	6	7
SOUTHBOUND	12	965	55	12

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	0	1	0	0	1	0	2
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	N/A	27	N/A	N/A	0	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	36
NORTHBOUND	14	N/A	298	N/A	6	N/A
SOUTHBOUND	12	N/A	482	N/A	55	N/A

EAST-WEST CRITICAL VOLUMES ..... 50  
 NORTH-SOUTH CRITICAL VOLUMES ..... 496  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 546  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
 CMA VALUE ..... 0.364  
 LEVEL OF SERVICE ..... A

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 3, I-5 NB OFF/SB ON RAMP AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	787	0	0
EASTBOUND	0	836	0	497
NORTHBOUND	0	0	0	0
SOUTHBOUND	18	0	264	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	2	0	1	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	418	N/A	0	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	282

EAST-WEST CRITICAL VOLUMES ..... 418  
 NORTH-SOUTH CRITICAL VOLUMES ..... 282  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 700  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 0  
 CMA VALUE ..... 0.583  
 LEVEL OF SERVICE ..... A

Capacity used = 1200.

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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 4, I-5 NB ON RAMP AND TUXFORD STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	787	311	0
EASTBOUND	0	854	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	0	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	2	0	0	0	2
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	427	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

EAST-WEST CRITICAL VOLUMES .....	549
NORTH-SOUTH CRITICAL VOLUMES .....	0
	-----
THE SUM OF CRITICAL VOLUMES .....	549
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	0
CMA VALUE .....	0.458
LEVEL OF SERVICE .....	A

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 5, SAN FERNANDO ROAD AND TUXFORD STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	77	867	76	0
EASTBOUND	13	724	0	108
NORTHBOUND	219	321	81	0
SOUTHBOUND	150	509	42	6

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R		TOTAL LANES
	ONLY	SHARED		SHARED	ONLY	SHARED	SHARED	
WESTBOUND	1	0	1	1	0	0	3	
EASTBOUND	1	0	2	0	1	0	4	
NORTHBOUND	1	0	1	1	0	0	3	
SOUTHBOUND	1	0	2	0	1	0	4	

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R	
	ONLY	SHARED		SHARED	ONLY	SHARED	SHARED
WESTBOUND	77	N/A	472	472	N/A	N/A	
EASTBOUND	13	N/A	362	N/A	0	N/A	
NORTHBOUND	219	N/A	201	201	N/A	N/A	
SOUTHBOUND	150	N/A	254	N/A	42	N/A	

EAST-WEST CRITICAL VOLUMES ..... 485  
 NORTH-SOUTH CRITICAL VOLUMES ..... 473  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 958  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
  
 CMA VALUE ..... 0.639  
  
 LEVEL OF SERVICE ..... B

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 6, BRADLEY AVENUE AND TUXFORD STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	30	850	33	0
EASTBOUND	114	668	34	0
NORTHBOUND	46	88	99	0
SOUTHBOUND	11	21	99	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	30	N/A	442	442	N/A	N/A
EASTBOUND	114	N/A	351	351	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	233
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	131

EAST-WEST CRITICAL VOLUMES ..... 556  
 NORTH-SOUTH CRITICAL VOLUMES ..... 244  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 800  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
  
 CMA VALUE ..... 0.533  
  
 LEVEL OF SERVICE ..... A

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 7, GLENOAKS BOULEVARD AND TUXFORD STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	72	696	0	123
EASTBOUND	134	565	70	0
NORTHBOUND	114	409	1	82
SOUTHBOUND	166	755	60	67

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	72	N/A	348	N/A	0	N/A
EASTBOUND	134	N/A	318	318	N/A	N/A
NORTHBOUND	114	N/A	204	N/A	1	N/A
SOUTHBOUND	166	N/A	378	N/A	60	N/A

EAST-WEST CRITICAL VOLUMES .....	482
NORTH-SOUTH CRITICAL VOLUMES .....	492
	-----
THE SUM OF CRITICAL VOLUMES .....	974
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	2
CMA VALUE .....	0.649
LEVEL OF SERVICE .....	B

Capacity used = 1500.

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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 8, I-5 SB ON/OFF RAMP AND PENROSE STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	120	363	0	0
EASTBOUND	0	260	5	114
NORTHBOUND	69	0	227	60
SOUTHBOUND	0	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	120	N/A	182	N/A	N/A	N/A
EASTBOUND	N/A	N/A	260	N/A	5	N/A
NORTHBOUND	69	N/A	N/A	N/A	227	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 380  
 NORTH-SOUTH CRITICAL VOLUMES ..... 227  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 607  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 0  
 CMA VALUE ..... 0.506  
 LEVEL OF SERVICE ..... A

Capacity used = 1200.



CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, BRADLEY AVENUE AND PENROSE STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	2	263	29	0
EASTBOUND	259	435	4	0
NORTHBOUND	3	0	0	0
SOUTHBOUND	12	0	76	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	2	N/A	N/A	292	N/A	N/A
EASTBOUND	259	N/A	N/A	439	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	3
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	88

EAST-WEST CRITICAL VOLUMES .....	551
NORTH-SOUTH CRITICAL VOLUMES .....	91
	-----
THE SUM OF CRITICAL VOLUMES .....	642
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2
CMA VALUE .....	0.428
LEVEL OF SERVICE .....	A

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, SAN FERNANDO ROAD AND SHELDON STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	166	542	102	0
EASTBOUND	157	605	85	0
NORTHBOUND	108	1067	183	0
SOUTHBOUND	79	590	77	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		SHARED	ONLY	
WESTBOUND	166	N/A	322	322	N/A	N/A
EASTBOUND	157	N/A	345	345	N/A	N/A
NORTHBOUND	108	N/A	625	625	N/A	N/A
SOUTHBOUND	79	N/A	334	334	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 511  
 NORTH-SOUTH CRITICAL VOLUMES ..... 704  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1215  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
  
 CMA VALUE ..... 0.810  
  
 LEVEL OF SERVICE ..... D

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 2, GLENOAKS BOULEVARD AND PEORIA STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	21	3	28	9
EASTBOUND	68	6	29	0
NORTHBOUND	8	1169	22	10
SOUTHBOUND	18	822	0	33

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	0	1	0	0	1	0	2
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	N/A	24	N/A	N/A	28	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	103
NORTHBOUND	8	N/A	584	N/A	22	N/A
SOUTHBOUND	18	N/A	411	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES ..... 124  
 NORTH-SOUTH CRITICAL VOLUMES ..... 602  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 726  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
 CMA VALUE ..... 0.484  
 LEVEL OF SERVICE ..... A

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 3, I-5 NB OFF/SB ON RAMP AND TUXFORD STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	919	0	0
EASTBOUND	0	897	0	483
NORTHBOUND	0	0	0	0
SOUTHBOUND	14	0	332	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	2	0	1	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	448	N/A	0	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	346

```

EAST-WEST CRITICAL VOLUMES ..... 460
NORTH-SOUTH CRITICAL VOLUMES ..... 346
-----
THE SUM OF CRITICAL VOLUMES ..... 806

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 0

CMA VALUE ..... 0.672

LEVEL OF SERVICE ..... B

```

Capacity used = 1200.

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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 4, I-5 NB ON RAMP AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	915	414	0
EASTBOUND	0	967	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	0	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	2	0	0	0	2
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	484	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

EAST-WEST CRITICAL VOLUMES ..... 664  
 NORTH-SOUTH CRITICAL VOLUMES ..... 0  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 664  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 0  
 CMA VALUE ..... 0.553  
 LEVEL OF SERVICE ..... A

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 5, SAN FERNANDO ROAD AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	141	988	144	0
EASTBOUND	42	778	0	142
NORTHBOUND	283	563	83	0
SOUTHBOUND	149	457	36	21

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		SHARED	ONLY	
WESTBOUND	141	N/A	566	566	N/A	N/A
EASTBOUND	42	N/A	389	N/A	0	N/A
NORTHBOUND	283	N/A	323	323	N/A	N/A
SOUTHBOUND	149	N/A	228	N/A	36	N/A

EAST-WEST CRITICAL VOLUMES ..... 608

NORTH-SOUTH CRITICAL VOLUMES ..... 511

-----  
 THE SUM OF CRITICAL VOLUMES ..... 1119

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

CMA VALUE ..... 0.746

LEVEL OF SERVICE ..... C

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 6, BRADLEY AVENUE AND TUXFORD STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	108	48	116	0
EASTBOUND	31	32	108	38
NORTHBOUND	76	865	18	17
SOUTHBOUND	58	1021	9	9

\*\* 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	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	108	N/A	48	N/A	116	N/A
EASTBOUND	31	N/A	32	N/A	108	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	959
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	1088

EAST-WEST CRITICAL VOLUMES .....	216
NORTH-SOUTH CRITICAL VOLUMES .....	1164
	-----
THE SUM OF CRITICAL VOLUMES .....	1380
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2
CMA VALUE .....	0.920
LEVEL OF SERVICE .....	E

Capacity used = 1500.

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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 7, GLENOAKS BOULEVARD AND TUXFORD STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	63	769	76	73
EASTBOUND	151	750	129	0
NORTHBOUND	152	895	26	48
SOUTHBOUND	146	598	102	76

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
	WESTBOUND	63	N/A	384	N/A	76
EASTBOUND	151	N/A	440	440	N/A	N/A
NORTHBOUND	152	N/A	448	N/A	26	N/A
SOUTHBOUND	146	N/A	299	N/A	102	N/A

EAST-WEST CRITICAL VOLUMES ..... 535  
 NORTH-SOUTH CRITICAL VOLUMES ..... 594  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1129  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
 CMA VALUE ..... 0.753  
 LEVEL OF SERVICE ..... C

Capacity used = 1500.

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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 8, I-5 SB ON/OFF RAMP AND PENROSE STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	215	394	0	0
EASTBOUND	0	377	107	58
NORTHBOUND	109	0	115	108
SOUTHBOUND	0	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	377	N/A	107	N/A
NORTHBOUND	109	N/A	N/A	N/A	115	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 592  
 NORTH-SOUTH CRITICAL VOLUMES ..... 115  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 707  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 0  
 CMA VALUE ..... 0.589  
 LEVEL OF SERVICE ..... A

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, BRADLEY AVENUE AND PENROSE STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: EXISTING (2005)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	331	33	0
EASTBOUND	194	493	1	0
NORTHBOUND	1	0	6	0
SOUTHBOUND	11	0	166	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	194	N/A	N/A	494	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	7
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	177

EAST-WEST CRITICAL VOLUMES ..... 558  
 NORTH-SOUTH CRITICAL VOLUMES ..... 178

-----  
 THE SUM OF CRITICAL VOLUMES ..... 736

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2

CMA VALUE ..... 0.491

LEVEL OF SERVICE ..... A

Capacity used = 1500.

**FUTURE (2007) CONDITIONS**

**WITHOUT PROJECT  
AND  
WITH PROJECT (PHASE I)**

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, SAN FERNANDO ROAD AND SHELDON STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	167	748	92	0
EASTBOUND	139	602	189	0
NORTHBOUND	76	578	126	0
SOUTHBOUND	128	917	86	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		SHARED	ONLY	
WESTBOUND	167	N/A	420	420	N/A	N/A
EASTBOUND	139	N/A	396	396	N/A	N/A
NORTHBOUND	76	N/A	352	352	N/A	N/A
SOUTHBOUND	128	N/A	502	502	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 563  
 NORTH-SOUTH CRITICAL VOLUMES ..... 578  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1141  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
 CMA VALUE ..... 0.761  
 LEVEL OF SERVICE ..... C

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 2, GLENOAKS BOULEVARD AND PEORIA STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	25	16	0	20
EASTBOUND	24	3	10	0
NORTHBOUND	15	798	5	14
SOUTHBOUND	12	1198	58	12

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	37
NORTHBOUND	15	N/A	399	N/A	5	N/A
SOUTHBOUND	12	N/A	599	N/A	58	N/A

EAST-WEST CRITICAL VOLUMES ..... 65  
 NORTH-SOUTH CRITICAL VOLUMES ..... 614  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 679  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
 CMA VALUE ..... 0.453  
 LEVEL OF SERVICE ..... A

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 3, I-5 NB OFF/SB ON RAMP AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	862	0	0
EASTBOUND	0	960	0	517
NORTHBOUND	0	0	0	0
SOUTHBOUND	67	0	275	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	2	0	1	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	480	N/A	0	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	342

EAST-WEST CRITICAL VOLUMES .....	480
NORTH-SOUTH CRITICAL VOLUMES .....	342
	-----
THE SUM OF CRITICAL VOLUMES .....	822
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	0
CMA VALUE .....	0.685
LEVEL OF SERVICE .....	B

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 4, I-5 NB ON RAMP AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	862	379	0
EASTBOUND	0	1053	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	0	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	2	0	0	0	2
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	526	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

EAST-WEST CRITICAL VOLUMES ..... 620  
 NORTH-SOUTH CRITICAL VOLUMES ..... 0  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 620  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 0  
 CMA VALUE ..... 0.517  
 LEVEL OF SERVICE ..... A

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 5, SAN FERNANDO ROAD AND TUXFORD STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	97	1001	92	0
EASTBOUND	14	917	0	112
NORTHBOUND	228	414	98	0
SOUTHBOUND	157	558	43	7

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
	WESTBOUND	97	N/A	546	546	N/A
EASTBOUND	14	N/A	458	N/A	0	N/A
NORTHBOUND	228	N/A	256	256	N/A	N/A
SOUTHBOUND	157	N/A	279	N/A	43	N/A

EAST-WEST CRITICAL VOLUMES ..... 560  
 NORTH-SOUTH CRITICAL VOLUMES ..... 507  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1067  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
  
 CMA VALUE ..... 0.711  
  
 LEVEL OF SERVICE ..... C

Capacity used = 1500.



CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 6, BRADLEY AVENUE AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	31	986	34	0
EASTBOUND	119	857	60	0
NORTHBOUND	54	92	103	0
SOUTHBOUND	11	22	103	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R		TOTAL LANES
	ONLY	SHARED		SHARED	ONLY	SHARED	SHARED	
WESTBOUND	1	0	1	1	0	0	3	
EASTBOUND	1	0	1	1	0	0	3	
NORTHBOUND	0	0	0	0	0	1	1	
SOUTHBOUND	0	0	0	0	0	1	1	

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R	
	ONLY	SHARED		SHARED	ONLY	SHARED	SHARED
WESTBOUND	31	N/A	510	510	N/A	N/A	
EASTBOUND	119	N/A	458	458	N/A	N/A	
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A	249
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A	136

EAST-WEST CRITICAL VOLUMES ..... 629  
 NORTH-SOUTH CRITICAL VOLUMES ..... 260  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 889  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
 CMA VALUE ..... 0.593  
 LEVEL OF SERVICE ..... A

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 7, GLENOAKS BOULEVARD AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** MIN ON GREEN	RIGHT TURNS MAX ON RED	**
WESTBOUND	88	725	0	128	
EASTBOUND	224	590	103	0	
NORTHBOUND	126	617	0	89	
SOUTHBOUND	173	953	81	112	

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	88	N/A	362	N/A	0	N/A
EASTBOUND	224	N/A	346	346	N/A	N/A
NORTHBOUND	126	N/A	308	N/A	0	N/A
SOUTHBOUND	173	N/A	476	N/A	81	N/A

EAST-WEST CRITICAL VOLUMES ..... 586  
 NORTH-SOUTH CRITICAL VOLUMES ..... 602  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1188  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
  
 CMA VALUE ..... 0.792  
  
 LEVEL OF SERVICE ..... C

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 8, I-5 SB ON/OFF RAMP AND PENROSE STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	175	387	0	0
EASTBOUND	0	298	0	128
NORTHBOUND	73	0	233	88
SOUTHBOUND	25	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	175	N/A	194	N/A	N/A	N/A
EASTBOUND	N/A	N/A	298	N/A	0	N/A
NORTHBOUND	73	N/A	N/A	N/A	233	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES ..... 473  
 NORTH-SOUTH CRITICAL VOLUMES ..... 258  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 731  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 0  
 CMA VALUE ..... 0.609  
 LEVEL OF SERVICE ..... B

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, BRADLEY AVENUE AND PENROSE STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	2	340	30	0
EASTBOUND	269	572	4	0
NORTHBOUND	3	0	0	0
SOUTHBOUND	37	0	79	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	2	N/A	N/A	370	N/A	N/A
EASTBOUND	269	N/A	N/A	576	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	3
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	116

EAST-WEST CRITICAL VOLUMES ..... 639  
 NORTH-SOUTH CRITICAL VOLUMES ..... 119  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 758  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
 CMA VALUE ..... 0.505  
 LEVEL OF SERVICE ..... A

-----  
 Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, SAN FERNANDO ROAD AND SHELDON STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	181	642	140	0
EASTBOUND	163	684	102	0
NORTHBOUND	126	1179	199	0
SOUTHBOUND	115	717	80	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	163	N/A	393	393	N/A	N/A
NORTHBOUND	126	N/A	689	689	N/A	N/A
SOUTHBOUND	115	N/A	398	398	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 574  
 NORTH-SOUTH CRITICAL VOLUMES ..... 804  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1378  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
 CMA VALUE ..... 0.919  
 LEVEL OF SERVICE ..... E

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 2, GLENOAKS BOULEVARD AND PEORIA STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	28	3	28	10
EASTBOUND	71	6	30	0
NORTHBOUND	8	1466	32	14
SOUTHBOUND	19	1056	0	34

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	0	1	0	0	1	0	2
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	N/A	31	N/A	N/A	28	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	107
NORTHBOUND	8	N/A	733	N/A	32	N/A
SOUTHBOUND	19	N/A	528	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES ..... 135  
 NORTH-SOUTH CRITICAL VOLUMES ..... 752  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 887  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
 CMA VALUE ..... 0.591  
 LEVEL OF SERVICE ..... A

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 3, I-5 NB OFF/SB ON RAMPS AND TUXFORD STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	1044	0	0
EASTBOUND	0	1000	0	503
NORTHBOUND	0	0	0	0
SOUTHBOUND	44	0	345	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	2	0	1	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	500	N/A	0	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	389

EAST-WEST CRITICAL VOLUMES .....	522
NORTH-SOUTH CRITICAL VOLUMES .....	389
-----	
THE SUM OF CRITICAL VOLUMES .....	911
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	0
CMA VALUE .....	0.759
LEVEL OF SERVICE .....	C

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 4, I-5 NB ON RAMP AND TUXFORD STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	1040	526	0
EASTBOUND	0	1112	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	0	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	0	0	2	0	0	0	2
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	N/A	N/A	783	783	N/A	N/A
EASTBOUND	N/A	N/A	556	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

EAST-WEST CRITICAL VOLUMES ..... 783  
 NORTH-SOUTH CRITICAL VOLUMES ..... 0  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 783  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 0  
 CMA VALUE ..... 0.652  
 LEVEL OF SERVICE ..... B

Capacity used = 1200.



CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 5, SAN FERNANDO ROAD AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	170	1211	179	0
EASTBOUND	44	915	1	147
NORTHBOUND	294	630	98	0
SOUTHBOUND	157	572	37	22

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	170	N/A	695	695	N/A	N/A
EASTBOUND	44	N/A	458	N/A	1	N/A
NORTHBOUND	294	N/A	364	364	N/A	N/A
SOUTHBOUND	157	N/A	286	N/A	37	N/A

EAST-WEST CRITICAL VOLUMES ..... 739  
 NORTH-SOUTH CRITICAL VOLUMES ..... 580  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1319  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
 CMA VALUE ..... 0.879  
 LEVEL OF SERVICE ..... D

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 6, BRADLEY AVENUE AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	112	249	121	0
EASTBOUND	32	145	162	0
NORTHBOUND	103	900	18	18
SOUTHBOUND	60	1062	10	9

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
	WESTBOUND	112	N/A	185	185	N/A
EASTBOUND	32	N/A	145	N/A	162	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	1021
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	1132

EAST-WEST CRITICAL VOLUMES ..... 274  
 NORTH-SOUTH CRITICAL VOLUMES ..... 1235  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1509  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
 CMA VALUE ..... 1.006  
 LEVEL OF SERVICE ..... F

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 7, GLENOAKS BOULEVARD AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	71	802	79	76
EASTBOUND	221	781	148	0
NORTHBOUND	184	1111	10	79
SOUTHBOUND	152	878	187	110

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	71	N/A	401	N/A	79	N/A
EASTBOUND	221	N/A	464	464	N/A	N/A
NORTHBOUND	184	N/A	556	N/A	10	N/A
SOUTHBOUND	152	N/A	439	N/A	187	N/A

EAST-WEST CRITICAL VOLUMES ..... 622  
 NORTH-SOUTH CRITICAL VOLUMES ..... 708  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1330  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
  
 CMA VALUE ..... 0.887  
  
 LEVEL OF SERVICE ..... D

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 8, I-5 SB ON/OFF RAMP AND PENROSE STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	315	437	0	0
EASTBOUND	0	406	118	57
NORTHBOUND	114	0	91	158
SOUTHBOUND	10	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	315	N/A	218	N/A	N/A	N/A
EASTBOUND	N/A	N/A	406	N/A	118	N/A
NORTHBOUND	114	N/A	N/A	N/A	91	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES ..... 721  
 NORTH-SOUTH CRITICAL VOLUMES ..... 114  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 835  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 0  
  
 CMA VALUE ..... 0.696  
  
 LEVEL OF SERVICE ..... B

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, BRADLEY AVENUE AND PENROSE STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2007) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	485	34	0
EASTBOUND	202	587	1	0
NORTHBOUND	1	0	6	0
SOUTHBOUND	21	0	173	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	202	N/A	N/A	588	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	7
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	194

EAST-WEST CRITICAL VOLUMES ..... 721  
 NORTH-SOUTH CRITICAL VOLUMES ..... 195

THE SUM OF CRITICAL VOLUMES ..... 916

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2

CMA VALUE ..... 0.611

LEVEL OF SERVICE ..... B

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, SAN FERNANDO ROAD AND SHELDON STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	167	751	97	0
EASTBOUND	139	606	189	0
NORTHBOUND	76	584	126	0
SOUTHBOUND	136	926	86	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		SHARED	ONLY	
WESTBOUND	167	N/A	424	424	N/A	N/A
EASTBOUND	139	N/A	398	398	N/A	N/A
NORTHBOUND	76	N/A	355	355	N/A	N/A
SOUTHBOUND	136	N/A	506	506	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 565  
 NORTH-SOUTH CRITICAL VOLUMES ..... 582  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1147  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
 CMA VALUE ..... 0.765  
 LEVEL OF SERVICE ..... C

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 2, GLENOAKS BOULEVARD AND PEORIA STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	25	17	0	20
EASTBOUND	33	4	17	0
NORTHBOUND	30	798	7	12
SOUTHBOUND	12	1198	65	18

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R		TOTAL LANES
	ONLY	SHARED		SHARED	ONLY	SHARED	SHARED	
WESTBOUND	0	1	0	0	1	0	2	
EASTBOUND	0	0	0	0	0	1	1	
NORTHBOUND	1	0	2	0	1	0	4	
SOUTHBOUND	1	0	2	0	1	0	4	

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R	
	ONLY	SHARED		SHARED	ONLY	SHARED	SHARED
WESTBOUND	N/A	42	N/A	N/A	0	N/A	
EASTBOUND	N/A	N/A	N/A	N/A	N/A	54	
NORTHBOUND	30	N/A	399	N/A	7	N/A	
SOUTHBOUND	12	N/A	599	N/A	65	N/A	

EAST-WEST CRITICAL VOLUMES ..... 79  
 NORTH-SOUTH CRITICAL VOLUMES ..... 629  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 708  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
 CMA VALUE ..... 0.472  
 LEVEL OF SERVICE ..... A

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 3, I-5 NB OFF/SB ON RAMPS AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	865	0	0
EASTBOUND	0	965	0	517
NORTHBOUND	0	0	0	0
SOUTHBOUND	79	0	275	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	0	0	2	0	0	0	2
EASTBOUND	0	0	2	0	1	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	N/A	N/A	432	N/A	N/A	N/A
EASTBOUND	N/A	N/A	482	N/A	0	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	354

EAST-WEST CRITICAL VOLUMES ..... 482  
 NORTH-SOUTH CRITICAL VOLUMES ..... 354  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 836  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 0  
 CMA VALUE ..... 0.697  
 LEVEL OF SERVICE ..... B

Capacity used = 1200.



CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 4, I-5 NB ON RAMP AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	865	397	0
EASTBOUND	0	1070	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	0	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	0	0	2	0	0	0	2
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		SHARED	ONLY	
WESTBOUND	N/A	N/A	631	631	N/A	N/A
EASTBOUND	N/A	N/A	535	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

EAST-WEST CRITICAL VOLUMES ..... 631  
 NORTH-SOUTH CRITICAL VOLUMES ..... 0  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 631  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 0  
 CMA VALUE ..... 0.526  
 LEVEL OF SERVICE ..... A

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 5, SAN FERNANDO ROAD AND TUXFORD STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	102	1022	98	0
EASTBOUND	14	934	0	112
NORTHBOUND	228	414	106	0
SOUTHBOUND	166	558	43	7

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	14	N/A	467	N/A	0	N/A
NORTHBOUND	228	N/A	260	260	N/A	N/A
SOUTHBOUND	166	N/A	279	N/A	43	N/A

EAST-WEST CRITICAL VOLUMES ..... 574  
 NORTH-SOUTH CRITICAL VOLUMES ..... 507  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1081  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
 CMA VALUE ..... 0.721  
 LEVEL OF SERVICE ..... C

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 6, BRADLEY AVENUE AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	31	986	42	0
EASTBOUND	150	861	60	0
NORTHBOUND	54	148	103	0
SOUTHBOUND	16	63	135	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	31	N/A	514	514	N/A	N/A
EASTBOUND	150	N/A	460	460	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	305
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	214

EAST-WEST CRITICAL VOLUMES .....	664
NORTH-SOUTH CRITICAL VOLUMES .....	321
	-----
THE SUM OF CRITICAL VOLUMES .....	985
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2
CMA VALUE .....	0.657
LEVEL OF SERVICE .....	B

Capacity used = 1500.

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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 7, GLENOAKS BOULEVARD AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	88	727	0	128
EASTBOUND	228	591	107	0
NORTHBOUND	132	628	0	89
SOUTHBOUND	173	960	79	114

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		SHARED	ONLY	
WESTBOUND	88	N/A	364	N/A	0	N/A
EASTBOUND	228	N/A	349	349	N/A	N/A
NORTHBOUND	132	N/A	314	N/A	0	N/A
SOUTHBOUND	173	N/A	480	N/A	79	N/A

EAST-WEST CRITICAL VOLUMES ..... 592  
 NORTH-SOUTH CRITICAL VOLUMES ..... 612  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1204  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
  
 CMA VALUE ..... 0.803  
  
 LEVEL OF SERVICE ..... D

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 8, I-5 SB ON/OFF RAMP AND PENROSE STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	213	390	0	0
EASTBOUND	0	302	0	128
NORTHBOUND	73	0	267	106
SOUTHBOUND	25	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	213	N/A	195	N/A	N/A	N/A
EASTBOUND	N/A	N/A	302	N/A	0	N/A
NORTHBOUND	73	N/A	N/A	N/A	267	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES ..... 515  
 NORTH-SOUTH CRITICAL VOLUMES ..... 292  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 807  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 0  
 CMA VALUE ..... 0.673  
 LEVEL OF SERVICE ..... B

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, BRADLEY AVENUE AND PENROSE STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	2	340	30	0
EASTBOUND	325	572	4	0
NORTHBOUND	3	0	0	0
SOUTHBOUND	37	0	120	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	2	N/A	N/A	370	N/A	N/A
EASTBOUND	325	N/A	N/A	576	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	3
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	157

EAST-WEST CRITICAL VOLUMES .....	695
NORTH-SOUTH CRITICAL VOLUMES .....	160
	-----
THE SUM OF CRITICAL VOLUMES .....	855
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	2
CMA VALUE .....	0.570
LEVEL OF SERVICE .....	A

Capacity used = 1500.

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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, SAN FERNANDO ROAD AND SHELDON STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	181	646	148	0
EASTBOUND	163	687	102	0
NORTHBOUND	126	1190	199	0
SOUTHBOUND	122	727	80	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	181	N/A	397	397	N/A	N/A
EASTBOUND	163	N/A	394	394	N/A	N/A
NORTHBOUND	126	N/A	694	694	N/A	N/A
SOUTHBOUND	122	N/A	404	404	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 575  
 NORTH-SOUTH CRITICAL VOLUMES ..... 816  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1391  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
 CMA VALUE ..... 0.927  
 LEVEL OF SERVICE ..... E

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 2, GLENOAKS BOULEVARD AND PEORIA STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	28	4	28	10
EASTBOUND	86	7	41	0
NORTHBOUND	20	1466	32	14
SOUTHBOUND	19	1056	0	47

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	134
NORTHBOUND	20	N/A	733	N/A	32	N/A
SOUTHBOUND	19	N/A	528	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES .....	162
NORTH-SOUTH CRITICAL VOLUMES .....	752
	-----
THE SUM OF CRITICAL VOLUMES .....	914
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2
CMA VALUE .....	0.609
LEVEL OF SERVICE .....	B

Capacity used = 1500.



CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 3, I-5 NB OFF/SB ON RAMPS AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	1048	0	0
EASTBOUND	0	1006	0	503
NORTHBOUND	0	0	0	0
SOUTHBOUND	54	0	345	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	0	0	2	0	0	0	2
EASTBOUND	0	0	2	0	1	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		SHARED	ONLY	
WESTBOUND	N/A	N/A	524	N/A	N/A	N/A
EASTBOUND	N/A	N/A	503	N/A	0	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	399

EAST-WEST CRITICAL VOLUMES ..... 524  
 NORTH-SOUTH CRITICAL VOLUMES ..... 399  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 923  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 0  
 CMA VALUE ..... 0.769  
 LEVEL OF SERVICE ..... C

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 4, I-5 NB ON RAMP AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	1044	562	0
EASTBOUND	0	1128	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	0	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	0	0	2	0	0	0	2
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	N/A	N/A	803	803	N/A	N/A
EASTBOUND	N/A	N/A	564	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

EAST-WEST CRITICAL VOLUMES ..... 803  
 NORTH-SOUTH CRITICAL VOLUMES ..... 0  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 803  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 0  
 CMA VALUE ..... 0.669  
 LEVEL OF SERVICE ..... B

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 5, SAN FERNANDO ROAD AND TUXFORD STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	178	1251	190	0
EASTBOUND	44	931	1	147
NORTHBOUND	294	630	105	0
SOUTHBOUND	167	572	37	22

\*\* 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	2	0	1	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	178	N/A	720	720	N/A	N/A
EASTBOUND	44	N/A	466	N/A	1	N/A
NORTHBOUND	294	N/A	368	368	N/A	N/A
SOUTHBOUND	167	N/A	286	N/A	37	N/A

EAST-WEST CRITICAL VOLUMES ..... 764  
 NORTH-SOUTH CRITICAL VOLUMES ..... 580  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1344  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
  
 CMA VALUE ..... 0.896  
  
 LEVEL OF SERVICE ..... D

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 6, BRADLEY AVENUE AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	105	218	155	0
EASTBOUND	154	140	141	0
NORTHBOUND	73	1197	19	18
SOUTHBOUND	93	1117	146	39

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
	WESTBOUND	105	N/A	186	186	N/A
EASTBOUND	154	N/A	140	N/A	141	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	1289
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	1356

EAST-WEST CRITICAL VOLUMES ..... 340  
 NORTH-SOUTH CRITICAL VOLUMES ..... 1429  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1769  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
  
 CMA VALUE ..... 1.179  
  
 LEVEL OF SERVICE ..... F

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 7, GLENOAKS BOULEVARD AND TUXFORD STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	71	803	79	76
EASTBOUND	224	783	154	0
NORTHBOUND	189	1120	10	79
SOUTHBOUND	152	889	185	112

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		SHARED	ONLY	
WESTBOUND	71	N/A	402	N/A	79	N/A
EASTBOUND	224	N/A	468	468	N/A	N/A
NORTHBOUND	189	N/A	560	N/A	10	N/A
SOUTHBOUND	152	N/A	444	N/A	185	N/A

EAST-WEST CRITICAL VOLUMES ..... 626  
 NORTH-SOUTH CRITICAL VOLUMES ..... 712  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1338  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
  
 CMA VALUE ..... 0.892  
  
 LEVEL OF SERVICE ..... D

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 8, I-5 SB ON/OFF RAMP AND PENROSE STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	386	441	0	0
EASTBOUND	0	409	97	78
NORTHBOUND	114	0	145	193
SOUTHBOUND	10	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	386	N/A	220	N/A	N/A	N/A
EASTBOUND	N/A	N/A	409	N/A	97	N/A
NORTHBOUND	114	N/A	N/A	N/A	145	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES ..... 795  
 NORTH-SOUTH CRITICAL VOLUMES ..... 155  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 950  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 0  
 CMA VALUE ..... 0.792  
 LEVEL OF SERVICE ..... C

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, BRADLEY AVENUE AND PENROSE STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
CASE: FUTURE (2007) WITH PHASE 1

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	485	34	0
EASTBOUND	294	587	1	0
NORTHBOUND	1	0	6	0
SOUTHBOUND	21	0	239	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	0	N/A	N/A	519	N/A	N/A
EASTBOUND	294	N/A	N/A	588	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	7
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	260

EAST-WEST CRITICAL VOLUMES ..... 813  
 NORTH-SOUTH CRITICAL VOLUMES ..... 261  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1074  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
 CMA VALUE ..... 0.716  
 LEVEL OF SERVICE ..... C

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 6, BRADLEY AVENUE AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1 WITH MITIGATION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	31	986	34	8
EASTBOUND	150	861	0	60
NORTHBOUND	54	148	0	103
SOUTHBOUND	16	63	60	75

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	1	0	0	1	0	2

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	31	N/A	493	N/A	34	N/A
EASTBOUND	150	N/A	430	N/A	0	N/A
NORTHBOUND	N/A	202	N/A	N/A	0	N/A
SOUTHBOUND	N/A	79	N/A	N/A	60	N/A

EAST-WEST CRITICAL VOLUMES ..... 643

NORTH-SOUTH CRITICAL VOLUMES ..... 218

-----  
 THE SUM OF CRITICAL VOLUMES ..... 861

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2\*

CMA VALUE ..... 0.474

LEVEL OF SERVICE ..... A

-----  
 \* Includes CMA value decreased due to ATCS Implementation.

Capacity used = 1500.



CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 8, I-5 SB ON/OFF RAMP AND PENROSE STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1 WITH MITIGATION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	213	390	0	0
EASTBOUND	0	302	0	128
NORTHBOUND	73	0	267	106
SOUTHBOUND	25	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
	WESTBOUND	213	N/A	195	N/A	N/A
EASTBOUND	N/A	N/A	302	N/A	0	N/A
NORTHBOUND	73	N/A	N/A	N/A	267	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES ..... 515  
 NORTH-SOUTH CRITICAL VOLUMES ..... 292  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 807  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
 CMA VALUE ..... 0.538  
 LEVEL OF SERVICE ..... A

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, BRADLEY AVENUE AND PENROSE STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1 WITH MITIGATION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	2	340	30	0
EASTBOUND	325	572	4	0
NORTHBOUND	3	0	0	0
SOUTHBOUND	37	0	0	120

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	1	0	0	1	0	2

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	2	N/A	N/A	370	N/A	N/A
EASTBOUND	325	N/A	N/A	576	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	3
SOUTHBOUND	N/A	37	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES ..... 695  
 NORTH-SOUTH CRITICAL VOLUMES ..... 40  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 735  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
 CMA VALUE ..... 0.490  
 LEVEL OF SERVICE ..... A

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 6, BRADLEY AVENUE AND TUXFORD STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
CASE: FUTURE (2007) WITH PHASE 1 WITH MITIGATION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	105	218	109	46
EASTBOUND	154	140	65	76
NORTHBOUND	73	1197	0	37
SOUTHBOUND	93	1117	108	77

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R		TOTAL LANES
	ONLY	SHARED		ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	2	0	1	0	4	
EASTBOUND	1	0	2	0	1	0	4	
NORTHBOUND	0	1	0	0	1	0	2	
SOUTHBOUND	0	1	0	0	1	0	2	

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R	
	ONLY	SHARED		ONLY	SHARED	ONLY	SHARED
WESTBOUND	105	N/A	109	N/A	109	N/A	
EASTBOUND	154	N/A	70	N/A	65	N/A	
NORTHBOUND	N/A	1270	N/A	N/A	0	N/A	
SOUTHBOUND	N/A	1210	N/A	N/A	108	N/A	

EAST-WEST CRITICAL VOLUMES ..... 263  
NORTH-SOUTH CRITICAL VOLUMES ..... 1363

THE SUM OF CRITICAL VOLUMES ..... 1626

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2\*

CMA VALUE ..... 0.984

LEVEL OF SERVICE ..... E

\* Includes CMA value decreased due to ATCS Implementation.

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 8, I-5 SB ON/OFF RAMP AND PENROSE STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2007) WITH PHASE 1 WITH MITIGATION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	386	441	0	0
EASTBOUND	0	409	97	78
NORTHBOUND	114	0	145	193
SOUTHBOUND	10	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
	WESTBOUND	1	0	2	0	0	0
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
	WESTBOUND	386	N/A	220	N/A	N/A
EASTBOUND	N/A	N/A	409	N/A	97	N/A
NORTHBOUND	114	N/A	N/A	N/A	145	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES ..... 795  
 NORTH-SOUTH CRITICAL VOLUMES ..... 155  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 950  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
  
 CMA VALUE ..... 0.633  
  
 LEVEL OF SERVICE ..... B

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, BRADLEY AVENUE AND PENROSE STREET  
DATE: 7/29/2005 INITIALS: PERIOD: PM PEAK HOUR  
CASE: FUTURE (2007) WITH PHASE 1 WITH MITIGATION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	485	34	0
EASTBOUND	294	587	1	0
NORTHBOUND	1	0	6	0
SOUTHBOUND	21	0	92	147

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	1	0	0	1	0	2

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	0	N/A	N/A	519	N/A	N/A
EASTBOUND	294	N/A	N/A	588	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	7
SOUTHBOUND	N/A	21	N/A	N/A	92	N/A

EAST-WEST CRITICAL VOLUMES ..... 813  
 NORTH-SOUTH CRITICAL VOLUMES ..... 93  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 906  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
 CMA VALUE ..... 0.604  
 LEVEL OF SERVICE ..... B

Capacity used = 1500.

**FUTURE (2007) CONDITIONS  
WITH PROJECT (PHASE I WITH FILL DIRT)**

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, SAN FERNANDO ROAD AND SHELDON STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
CASE: FUTURE (2007) W/ PI CONSTRUCTION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	167	751	97	0
EASTBOUND	139	606	189	0
NORTHBOUND	76	584	126	0
SOUTHBOUND	136	926	86	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	139	N/A	398	398	N/A	N/A
NORTHBOUND	76	N/A	355	355	N/A	N/A
SOUTHBOUND	136	N/A	506	506	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 565  
 NORTH-SOUTH CRITICAL VOLUMES ..... 582  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1147  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
 CMA VALUE ..... 0.765  
 LEVEL OF SERVICE ..... C

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 2, GLENOAKS BOULEVARD AND PEORIA STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) W/ PI CONSTRUCTION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	25	17	0	20
EASTBOUND	33	4	17	0
NORTHBOUND	30	798	7	12
SOUTHBOUND	12	1198	65	18

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
				SHARED	ONLY		
WESTBOUND	0	1	0	0	1	0	2
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT		L/T/R SHARED
				SHARED	ONLY	
WESTBOUND	N/A	42	N/A	N/A	0	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	54
NORTHBOUND	30	N/A	399	N/A	7	N/A
SOUTHBOUND	12	N/A	599	N/A	65	N/A

EAST-WEST CRITICAL VOLUMES ..... 79  
 NORTH-SOUTH CRITICAL VOLUMES ..... 629  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 708  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
  
 CMA VALUE ..... 0.472  
  
 LEVEL OF SERVICE ..... A

Capacity used = 1500.



CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 3, I-5 NB OFF/SB ON RAMP AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) W/ PI CONSTRUCTION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	865	0	0
EASTBOUND	0	965	0	517
NORTHBOUND	0	0	0	0
SOUTHBOUND	79	0	275	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	0	0	0	2
EASTBOUND	0	0	2	0	1	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	432	N/A	N/A	N/A
EASTBOUND	N/A	N/A	482	N/A	0	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	354

EAST-WEST CRITICAL VOLUMES ..... 482  
 NORTH-SOUTH CRITICAL VOLUMES ..... 354  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 836  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 0  
 CMA VALUE ..... 0.697  
 LEVEL OF SERVICE ..... B

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 4, I-5 NB ON RAMP AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) W/ PI CONSTRUCTION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	865	405	0
EASTBOUND	0	1070	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	0	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	0	0	2	0	0	0	2
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	635	635	N/A	N/A
EASTBOUND	N/A	N/A	535	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

EAST-WEST CRITICAL VOLUMES ..... 635  
 NORTH-SOUTH CRITICAL VOLUMES ..... 0  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 635  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 0  
 CMA VALUE ..... 0.529  
 LEVEL OF SERVICE ..... A

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 5, SAN FERNANDO ROAD AND TUXFORD STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
CASE: FUTURE (2007) W/ PI CONSTRUCTION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	102	1022	98	0
EASTBOUND	14	942	0	112
NORTHBOUND	228	414	106	0
SOUTHBOUND	166	558	43	7

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	14	N/A	471	N/A	0	N/A
NORTHBOUND	228	N/A	260	260	N/A	N/A
SOUTHBOUND	166	N/A	279	N/A	43	N/A

EAST-WEST CRITICAL VOLUMES ..... 574  
 NORTH-SOUTH CRITICAL VOLUMES ..... 507  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1081  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2  
 CMA VALUE ..... 0.721  
 LEVEL OF SERVICE ..... C

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 6, BRADLEY AVENUE AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) W/ PI CONSTRUCTION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	31	986	42	0
EASTBOUND	150	861	60	0
NORTHBOUND	54	164	103	0
SOUTHBOUND	16	71	143	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	150	N/A	460	460	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	321
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	230

EAST-WEST CRITICAL VOLUMES .....	664
NORTH-SOUTH CRITICAL VOLUMES .....	337
	-----
THE SUM OF CRITICAL VOLUMES .....	1001
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	2
CMA VALUE .....	0.667
LEVEL OF SERVICE .....	B

Capacity used = 1500.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 7, GLENOAKS BOULEVARD AND TUXFORD STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) W/ PI CONSTRUCTION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	88	727	0	128
EASTBOUND	228	591	107	0
NORTHBOUND	132	628	0	89
SOUTHBOUND	173	960	79	114

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	88	N/A	364	N/A	0	N/A
EASTBOUND	228	N/A	349	349	N/A	N/A
NORTHBOUND	132	N/A	314	N/A	0	N/A
SOUTHBOUND	173	N/A	480	N/A	79	N/A

EAST-WEST CRITICAL VOLUMES .....	592
NORTH-SOUTH CRITICAL VOLUMES .....	612
	-----
THE SUM OF CRITICAL VOLUMES .....	1204
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	2
CMA VALUE .....	0.803
LEVEL OF SERVICE .....	D

Capacity used = 1500.

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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 8, I-5 SB ON/OFF RAMP AND PENROSE STREET  
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2007) W/ PI CONSTRUCTION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	221	390	0	0
EASTBOUND	0	302	0	128
NORTHBOUND	73	0	271	110
SOUTHBOUND	25	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		SHARED	ONLY	
WESTBOUND	221	N/A	195	N/A	N/A	N/A
EASTBOUND	N/A	N/A	302	N/A	0	N/A
NORTHBOUND	73	N/A	N/A	N/A	271	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES ..... 523  
 NORTH-SOUTH CRITICAL VOLUMES ..... 296  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 819  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 0  
 CMA VALUE ..... 0.683  
 LEVEL OF SERVICE ..... B

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, BRADLEY AVENUE AND PENROSE STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR  
CASE: FUTURE (2007) W/ PI CONSTRUCTION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	2	340	30	0
EASTBOUND	341	572	4	0
NORTHBOUND	3	0	0	0
SOUTHBOUND	37	0	128	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	341	N/A	N/A	576	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	3
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	165

EAST-WEST CRITICAL VOLUMES .....	711
NORTH-SOUTH CRITICAL VOLUMES .....	168
	----
THE SUM OF CRITICAL VOLUMES .....	879
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2
CMA VALUE .....	0.586
LEVEL OF SERVICE .....	A

Capacity used = 1500.

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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, SAN FERNANDO ROAD AND SHELDON STREET  
DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR  
CASE: FUTURE (2007) W/ PI CONSTRUCTION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	181	646	148	0
EASTBOUND	163	687	102	0
NORTHBOUND	126	1190	199	0
SOUTHBOUND	122	727	80	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	181	N/A	397	397	N/A	N/A
EASTBOUND	163	N/A	394	394	N/A	N/A
NORTHBOUND	126	N/A	694	694	N/A	N/A
SOUTHBOUND	122	N/A	404	404	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 575  
 NORTH-SOUTH CRITICAL VOLUMES ..... 816  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1391  
 NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2  
 CMA VALUE ..... 0.927  
 LEVEL OF SERVICE ..... E

Capacity used = 1500.