

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 2, GLENOAKS BOULEVARD AND PEORIA 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	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 RAMP AND TUXFORD 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	0	1048	0	0
EASTBOUND	0	1006	0	503
NORTHBOUND	0	0	0	0
SOUTHBOUND	54	0	345	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	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) W/ PI CONSTRUCTION

** 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
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	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	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) W/ PI CONSTRUCTION

** 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	
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) W/ PI CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	112	249	128	0
EASTBOUND	61	148	162	0
NORTHBOUND	103	1010	18	18
SOUTHBOUND	68	1155	39	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		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		SHARED	ONLY	
WESTBOUND	112	N/A	188	188	N/A	N/A
EASTBOUND	61	N/A	148	N/A	162	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	1131
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	1262

EAST-WEST CRITICAL VOLUMES 274
 NORTH-SOUTH CRITICAL VOLUMES 1365

 THE SUM OF CRITICAL VOLUMES 1639
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 1.093
 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) W/ PI CONSTRUCTION

** 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	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	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) W/ PI CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	404	441	0	0
EASTBOUND	0	409	93	82
NORTHBOUND	114	0	154	202
SOUTHBOUND	10	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	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		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		ONLY	SHARED	
WESTBOUND	404	N/A	220	N/A	N/A	N/A
EASTBOUND	N/A	N/A	409	N/A	93	N/A
NORTHBOUND	114	N/A	N/A	N/A	154	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES 813
 NORTH-SOUTH CRITICAL VOLUMES 164

 THE SUM OF CRITICAL VOLUMES 977

 NUMBER OF CRITICAL CLEARANCE INTERVALS 0

 CMA VALUE 0.814

 LEVEL OF SERVICE D

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) W/ PI CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	485	34	0
EASTBOUND	312	587	1	0
NORTHBOUND	1	0	6	0
SOUTHBOUND	21	0	248	0

** NUMBER OF LANES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	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	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		ONLY	SHARED	
WESTBOUND	0	N/A	N/A	519	N/A	N/A
EASTBOUND	312	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	269

EAST-WEST CRITICAL VOLUMES 831
 NORTH-SOUTH CRITICAL VOLUMES 270

 THE SUM OF CRITICAL VOLUMES 1101
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.734
 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 + 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	164	0	103
SOUTHBOUND	16	71	68	75

** 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	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	218	N/A	N/A	0	N/A
SOUTHBOUND	N/A	87	N/A	N/A	68	N/A

EAST-WEST CRITICAL VOLUMES 643
 NORTH-SOUTH CRITICAL VOLUMES 234

 THE SUM OF CRITICAL VOLUMES 877

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.485

LEVEL OF SERVICE A

 * Includes CMA value decreased due to ATCS Implementation.

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 + MITIGATION

** 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	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	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	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 2
 CMA VALUE 0.546
 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) W/ PI CONSTRUCTION + MITIGATION

** 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	0	128

** 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	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	37	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES	711
NORTH-SOUTH CRITICAL VOLUMES	40

THE SUM OF CRITICAL VOLUMES	751
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.501
LEVEL OF SERVICE	A

Capacity used = 1500.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

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

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	112	249	22	106
EASTBOUND	61	148	110	52
NORTHBOUND	103	1010	0	36
SOUTHBOUND	68	1155	29	49

** 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	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	112	N/A	124	N/A	22	N/A
EASTBOUND	61	N/A	74	N/A	110	N/A
NORTHBOUND	N/A	1113	N/A	N/A	0	N/A
SOUTHBOUND	N/A	1223	N/A	N/A	29	N/A

EAST-WEST CRITICAL VOLUMES 222
 NORTH-SOUTH CRITICAL VOLUMES 1326

 THE SUM OF CRITICAL VOLUMES 1548

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

 CMA VALUE 0.932

 LEVEL OF SERVICE E

 * Includes CMA value decreased due to ATCS Implementation.

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: FUTURE (2007) W/ PI CONSTRUCTION + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	404	441	0	0
EASTBOUND	0	409	93	82
NORTHBOUND	114	0	154	202
SOUTHBOUND	10	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	404	N/A	220	N/A	N/A	N/A
EASTBOUND	N/A	N/A	409	N/A	93	N/A
NORTHBOUND	114	N/A	N/A	N/A	154	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES 813
 NORTH-SOUTH CRITICAL VOLUMES 164

 THE SUM OF CRITICAL VOLUMES 977

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2

 CMA VALUE 0.651

 LEVEL OF SERVICE B

Capacity used = 1500.

CRAIN & ASSOCIATES
CMA CALCULATIONS

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

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	485	34	0
EASTBOUND	312	587	1	0
NORTHBOUND	1	0	6	0
SOUTHBOUND	21	0	92	156

** NUMBER OF LANES **

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

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R	
	ONLY	SHARED		ONLY	SHARED	ONLY	SHARED
WESTBOUND	0	N/A	N/A	519	N/A	N/A	N/A
EASTBOUND	312	N/A	N/A	588	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A	7
SOUTHBOUND	N/A	21	N/A	N/A	92	N/A	N/A

EAST-WEST CRITICAL VOLUMES 831
 NORTH-SOUTH CRITICAL VOLUMES 93

 THE SUM OF CRITICAL VOLUMES 924

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2

 CMA VALUE 0.616

 LEVEL OF SERVICE B

Capacity used = 1500.

FUTURE (2008) CONDITIONS
WITHOUT PROJECT
AND
WITH PROJECT (PHASE II CONSTRUCTION)

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 1, SAN FERNANDO ROAD AND SHELDON STREET
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR
 CASE: FUTURE (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	170	762	93	0
EASTBOUND	142	613	193	0
NORTHBOUND	77	587	129	0
SOUTHBOUND	130	934	88	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	142	N/A	403	403	N/A	N/A
NORTHBOUND	77	N/A	358	358	N/A	N/A
SOUTHBOUND	130	N/A	511	511	N/A	N/A

EAST-WEST CRITICAL VOLUMES 573
 NORTH-SOUTH CRITICAL VOLUMES 588

 THE SUM OF CRITICAL VOLUMES 1161
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.774
 LEVEL OF SERVICE C

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: FUTURE (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	26	16	0	20
EASTBOUND	24	3	11	0
NORTHBOUND	15	810	5	14
SOUTHBOUND	13	1218	59	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	42	N/A	N/A	0	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	38
NORTHBOUND	15	N/A	405	N/A	5	N/A
SOUTHBOUND	13	N/A	609	N/A	59	N/A

EAST-WEST CRITICAL VOLUMES 66
 NORTH-SOUTH CRITICAL VOLUMES 624

 THE SUM OF CRITICAL VOLUMES 690
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.460
 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 (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	878	0	0
EASTBOUND	0	977	0	527
NORTHBOUND	0	0	0	0
SOUTHBOUND	67	0	280	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 ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
	WESTBOUND	N/A	N/A	439	N/A	N/A
EASTBOUND	N/A	N/A	488	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	347

EAST-WEST CRITICAL VOLUMES 488
 NORTH-SOUTH CRITICAL VOLUMES 347

 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: 4, I-5 NB ON RAMP AND TUXFORD STREET
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR
 CASE: FUTURE (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	RIGHT TURNS	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	878	385	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	632	632	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 632
 NORTH-SOUTH CRITICAL VOLUMES 0

 THE SUM OF CRITICAL VOLUMES 632

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.527

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 (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	99	1019	94	0
EASTBOUND	14	932	0	115
NORTHBOUND	232	421	100	0
SOUTHBOUND	160	568	44	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	466	N/A	0	N/A
NORTHBOUND	232	N/A	260	260	N/A	N/A
SOUTHBOUND	160	N/A	284	N/A	44	N/A

EAST-WEST CRITICAL VOLUMES 570
 NORTH-SOUTH CRITICAL VOLUMES 516

 THE SUM OF CRITICAL VOLUMES 1086
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.724
 LEVEL OF SERVICE C

Capacity used = 1500.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, BRADLEY AVENUE AND TUXFORD STREET
DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR
CASE: FUTURE (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	32	1004	35	0
EASTBOUND	121	871	61	0
NORTHBOUND	55	93	105	0
SOUTHBOUND	12	22	105	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	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	32	N/A	520	520	N/A	N/A
EASTBOUND	121	N/A	466	466	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	253
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	139

EAST-WEST CRITICAL VOLUMES 641
 NORTH-SOUTH CRITICAL VOLUMES 265

 THE SUM OF CRITICAL VOLUMES 906
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.604
 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 (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	89	740	0	131
EASTBOUND	227	602	104	0
NORTHBOUND	128	625	0	91
SOUTHBOUND	176	968	82	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	89	N/A	370	N/A	0	N/A
EASTBOUND	227	N/A	353	353	N/A	N/A
NORTHBOUND	128	N/A	312	N/A	0	N/A
SOUTHBOUND	176	N/A	484	N/A	82	N/A

EAST-WEST CRITICAL VOLUMES 597
 NORTH-SOUTH CRITICAL VOLUMES 612

 THE SUM OF CRITICAL VOLUMES 1209
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.806
 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 (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	177	394	0	0
EASTBOUND	0	303	0	130
NORTHBOUND	74	0	239	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	177	N/A	197	N/A	N/A	N/A
EASTBOUND	N/A	N/A	303	N/A	0	N/A
NORTHBOUND	74	N/A	N/A	N/A	239	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES 480
 NORTH-SOUTH CRITICAL VOLUMES 264

 THE SUM OF CRITICAL VOLUMES 744
 NUMBER OF CRITICAL CLEARANCE INTERVALS 0
 CMA VALUE 0.620
 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 (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	2	345	31	0
EASTBOUND	275	581	4	0
NORTHBOUND	3	0	0	0
SOUTHBOUND	38	0	81	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	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	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	376	N/A	N/A
EASTBOUND	275	N/A	N/A	585	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	119

EAST-WEST CRITICAL VOLUMES 651
 NORTH-SOUTH CRITICAL VOLUMES 122

 THE SUM OF CRITICAL VOLUMES 773

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2

 CMA VALUE 0.515

 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 (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	184	653	142	0
EASTBOUND	167	697	104	0
NORTHBOUND	129	1201	203	0
SOUTHBOUND	117	729	82	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	167	N/A	400	400	N/A	N/A
NORTHBOUND	129	N/A	702	702	N/A	N/A
SOUTHBOUND	117	N/A	406	406	N/A	N/A

EAST-WEST CRITICAL VOLUMES	584
NORTH-SOUTH CRITICAL VOLUMES	819

THE SUM OF CRITICAL VOLUMES	1403
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.935
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 (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	28	3	29	10
EASTBOUND	72	6	31	0
NORTHBOUND	8	1491	33	14
SOUTHBOUND	19	1073	0	35

** 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	31	N/A	N/A	29	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	109
NORTHBOUND	8	N/A	746	N/A	33	N/A
SOUTHBOUND	19	N/A	536	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 137
 NORTH-SOUTH CRITICAL VOLUMES 765

 THE SUM OF CRITICAL VOLUMES 902
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.601
 LEVEL OF SERVICE B

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: FUTURE (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	1063	0	0
EASTBOUND	0	1019	0	513
NORTHBOUND	0	0	0	0
SOUTHBOUND	44	0	352	0

** NUMBER OF LANES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	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		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		ONLY	SHARED	
WESTBOUND	N/A	N/A	532	N/A	N/A	N/A
EASTBOUND	N/A	N/A	510	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	396

EAST-WEST CRITICAL VOLUMES	532
NORTH-SOUTH CRITICAL VOLUMES	396

THE SUM OF CRITICAL VOLUMES	928
NUMBER OF CRITICAL CLEARANCE INTERVALS	0
CMA VALUE	0.773
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 (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	1059	534	0
EASTBOUND	0	1132	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	796	796	N/A	N/A
EASTBOUND	N/A	N/A	566	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 796
 NORTH-SOUTH CRITICAL VOLUMES 0

 THE SUM OF CRITICAL VOLUMES 796
 NUMBER OF CRITICAL CLEARANCE INTERVALS 0
 CMA VALUE 0.663
 LEVEL OF SERVICE B

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, SAN FERNANDO ROAD AND TUXFORD STREET
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR
 CASE: FUTURE (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	173	1231	182	0
EASTBOUND	45	932	1	150
NORTHBOUND	300	641	100	0
SOUTHBOUND	160	582	38	22

** 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	173	N/A	706	706	N/A	N/A	
EASTBOUND	45	N/A	466	N/A	1	N/A	
NORTHBOUND	300	N/A	370	370	N/A	N/A	
SOUTHBOUND	160	N/A	291	N/A	38	N/A	

EAST-WEST CRITICAL VOLUMES 751
 NORTH-SOUTH CRITICAL VOLUMES 591

 THE SUM OF CRITICAL VOLUMES 1342

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2

 CMA VALUE 0.895

 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 (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	115	250	123	0
EASTBOUND	33	146	165	0
NORTHBOUND	105	918	19	18
SOUTHBOUND	62	1083	10	9

** 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		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		SHARED	ONLY	
WESTBOUND	115	N/A	186	186	N/A	N/A
EASTBOUND	33	N/A	146	N/A	165	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	1042
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	1155

EAST-WEST CRITICAL VOLUMES 280
 NORTH-SOUTH CRITICAL VOLUMES 1260

 THE SUM OF CRITICAL VOLUMES 1540

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2

 CMA VALUE 1.027

 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 (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	72	818	80	78
EASTBOUND	224	797	151	0
NORTHBOUND	187	1130	11	80
SOUTHBOUND	155	891	189	112

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	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	72	N/A	409	N/A	80	N/A
EASTBOUND	224	N/A	474	474	N/A	N/A
NORTHBOUND	187	N/A	565	N/A	11	N/A
SOUTHBOUND	155	N/A	446	N/A	189	N/A

EAST-WEST CRITICAL VOLUMES 633
 NORTH-SOUTH CRITICAL VOLUMES 720

 THE SUM OF CRITICAL VOLUMES 1353

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2

 CMA VALUE 0.902

 LEVEL OF SERVICE E

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 (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	319	445	0	0
EASTBOUND	0	414	120	58
NORTHBOUND	117	0	94	160
SOUTHBOUND	10	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	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		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		ONLY	SHARED	
WESTBOUND	319	N/A	222	N/A	N/A	N/A
EASTBOUND	N/A	N/A	414	N/A	120	N/A
NORTHBOUND	117	N/A	N/A	N/A	94	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES 733
 NORTH-SOUTH CRITICAL VOLUMES 117

 THE SUM OF CRITICAL VOLUMES 850

 NUMBER OF CRITICAL CLEARANCE INTERVALS 0

 CMA VALUE 0.708

 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 (2008) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	492	35	0
EASTBOUND	206	597	1	0
NORTHBOUND	1	0	6	0
SOUTHBOUND	22	0	176	0

** 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	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	0	N/A	N/A	527	N/A	N/A
EASTBOUND	206	N/A	N/A	598	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	198

EAST-WEST CRITICAL VOLUMES 733
 NORTH-SOUTH CRITICAL VOLUMES 199

 THE SUM OF CRITICAL VOLUMES 932
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.621
 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 (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	170	767	103	0
EASTBOUND	142	621	193	0
NORTHBOUND	77	597	129	0
SOUTHBOUND	147	951	88	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	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	170	N/A	435	435	N/A	N/A
EASTBOUND	142	N/A	407	407	N/A	N/A
NORTHBOUND	77	N/A	363	363	N/A	N/A
SOUTHBOUND	147	N/A	520	520	N/A	N/A

EAST-WEST CRITICAL VOLUMES 577
 NORTH-SOUTH CRITICAL VOLUMES 597

 THE SUM OF CRITICAL VOLUMES 1174
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.783
 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 (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	26	18	0	20
EASTBOUND	39	4	25	0
NORTHBOUND	47	810	6	13
SOUTHBOUND	13	1218	71	25

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL 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 ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	44	N/A	N/A	0	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	68
NORTHBOUND	47	N/A	405	N/A	6	N/A
SOUTHBOUND	13	N/A	609	N/A	71	N/A

EAST-WEST CRITICAL VOLUMES	94
NORTH-SOUTH CRITICAL VOLUMES	656

THE SUM OF CRITICAL VOLUMES	750
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.500
LEVEL OF SERVICE	A

Capacity used = 1500.

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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 (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	883	0	0
EASTBOUND	0	985	0	527
NORTHBOUND	0	0	0	0
SOUTHBOUND	92	0	280	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	492	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	372

EAST-WEST CRITICAL VOLUMES 492
 NORTH-SOUTH CRITICAL VOLUMES 372

 THE SUM OF CRITICAL VOLUMES 864
 NUMBER OF CRITICAL CLEARANCE INTERVALS 0
 CMA VALUE 0.720
 LEVEL OF SERVICE C

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: FUTURE (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	883	411	0
EASTBOUND	0	1103	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	647	647	N/A	N/A
EASTBOUND	N/A	N/A	552	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 647
 NORTH-SOUTH CRITICAL VOLUMES 0

 THE SUM OF CRITICAL VOLUMES 647
 NUMBER OF CRITICAL CLEARANCE INTERVALS 0
 CMA VALUE 0.539
 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 (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	109	1050	104	0
EASTBOUND	14	965	0	115
NORTHBOUND	232	421	117	0
SOUTHBOUND	177	568	44	7

** 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	109	N/A	577	577	N/A	N/A
EASTBOUND	14	N/A	482	N/A	0	N/A
NORTHBOUND	232	N/A	269	269	N/A	N/A
SOUTHBOUND	177	N/A	284	N/A	44	N/A

EAST-WEST CRITICAL VOLUMES 591
 NORTH-SOUTH CRITICAL VOLUMES 516

 THE SUM OF CRITICAL VOLUMES 1107

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.738

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 (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	32	1004	52	0
EASTBOUND	179	879	61	0
NORTHBOUND	55	136	105	0
SOUTHBOUND	22	43	155	0

** 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	32	N/A	528	528	N/A	N/A
EASTBOUND	179	N/A	470	470	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	296
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	220

EAST-WEST CRITICAL VOLUMES 707
 NORTH-SOUTH CRITICAL VOLUMES 318

 THE SUM OF CRITICAL VOLUMES 1025

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2

 CMA VALUE 0.683

 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 (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	89	743	0	131
EASTBOUND	235	604	112	0
NORTHBOUND	141	648	0	91
SOUTHBOUND	176	982	78	118

** 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	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	89	N/A	372	N/A	0
EASTBOUND	235	N/A	358	358	N/A	N/A
NORTHBOUND	141	N/A	324	N/A	0	N/A
SOUTHBOUND	176	N/A	491	N/A	78	N/A

EAST-WEST CRITICAL VOLUMES 607
 NORTH-SOUTH CRITICAL VOLUMES 632

 THE SUM OF CRITICAL VOLUMES 1239
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.826
 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 (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	193	399	0	0
EASTBOUND	0	311	0	130
NORTHBOUND	74	0	266	96
SOUTHBOUND	25	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	193	N/A	200	N/A	N/A
EASTBOUND	N/A	N/A	311	N/A	0	N/A
NORTHBOUND	74	N/A	N/A	N/A	266	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES 504
 NORTH-SOUTH CRITICAL VOLUMES 291

 THE SUM OF CRITICAL VOLUMES 795
 NUMBER OF CRITICAL CLEARANCE INTERVALS 0
 CMA VALUE 0.663
 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 (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	2	345	31	0
EASTBOUND	318	581	4	0
NORTHBOUND	3	0	0	0
SOUTHBOUND	38	0	102	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	318	N/A	N/A	585	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	140

EAST-WEST CRITICAL VOLUMES	694
NORTH-SOUTH CRITICAL VOLUMES	143

THE SUM OF CRITICAL VOLUMES	837
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.558
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 (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	184	661	157	0
EASTBOUND	167	704	104	0
NORTHBOUND	129	1216	203	0
SOUTHBOUND	130	742	82	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	184	N/A	409	409	N/A	N/A
EASTBOUND	167	N/A	404	404	N/A	N/A
NORTHBOUND	129	N/A	710	710	N/A	N/A
SOUTHBOUND	130	N/A	412	412	N/A	N/A

EAST-WEST CRITICAL VOLUMES 588
 NORTH-SOUTH CRITICAL VOLUMES 840

 THE SUM OF CRITICAL VOLUMES 1428
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.952
 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 (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	28	4	29	10
EASTBOUND	95	8	52	0
NORTHBOUND	33	1491	33	14
SOUTHBOUND	19	1073	0	55

** NUMBER OF LANES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		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 SHARED	RIGHT ONLY	L/T/R SHARED
	WESTBOUND	N/A	32	N/A	N/A	29
EASTBOUND	N/A	N/A	N/A	N/A	N/A	155
NORTHBOUND	33	N/A	746	N/A	33	N/A
SOUTHBOUND	19	N/A	536	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 183
 NORTH-SOUTH CRITICAL VOLUMES 765

 THE SUM OF CRITICAL VOLUMES 948
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.632
 LEVEL OF SERVICE B

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: FUTURE (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	1071	0	0
EASTBOUND	0	1026	0	513
NORTHBOUND	0	0	0	0
SOUTHBOUND	64	0	352	0

** NUMBER OF LANES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	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		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		ONLY	SHARED	
WESTBOUND	N/A	N/A	536	N/A	N/A	N/A
EASTBOUND	N/A	N/A	513	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	416

EAST-WEST CRITICAL VOLUMES 536
 NORTH-SOUTH CRITICAL VOLUMES 416

 THE SUM OF CRITICAL VOLUMES 952
 NUMBER OF CRITICAL CLEARANCE INTERVALS 0
 CMA VALUE 0.793
 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 (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	1067	543	0
EASTBOUND	0	1159	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	580	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 805
 NORTH-SOUTH CRITICAL VOLUMES 0

 THE SUM OF CRITICAL VOLUMES 805
 NUMBER OF CRITICAL CLEARANCE INTERVALS 0
 CMA VALUE 0.671
 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 (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	188	1248	197	0
EASTBOUND	45	959	1	150
NORTHBOUND	300	641	113	0
SOUTHBOUND	173	582	38	22

** 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	188	N/A	722	722	N/A	N/A
EASTBOUND	45	N/A	480	N/A	1	N/A
NORTHBOUND	300	N/A	377	377	N/A	N/A
SOUTHBOUND	173	N/A	291	N/A	38	N/A

EAST-WEST CRITICAL VOLUMES 767
 NORTH-SOUTH CRITICAL VOLUMES 591

 THE SUM OF CRITICAL VOLUMES 1358
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.905
 LEVEL OF SERVICE E

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 (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	115	250	136	0
EASTBOUND	80	153	165	0
NORTHBOUND	105	955	19	18
SOUTHBOUND	77	1113	33	33

** 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	115	N/A	193	193	N/A
EASTBOUND	80	N/A	153	N/A	165	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	1079
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	1223

EAST-WEST CRITICAL VOLUMES 280
 NORTH-SOUTH CRITICAL VOLUMES 1328

 THE SUM OF CRITICAL VOLUMES 1608

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2

 CMA VALUE 1.072

 LEVEL OF SERVICE F

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: FUTURE (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	72	821	80	78
EASTBOUND	231	800	163	0
NORTHBOUND	198	1149	11	80
SOUTHBOUND	155	912	185	116

** 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	72	N/A	410	N/A	80	N/A
EASTBOUND	231	N/A	482	482	N/A	N/A
NORTHBOUND	198	N/A	574	N/A	11	N/A
SOUTHBOUND	155	N/A	456	N/A	185	N/A

EAST-WEST CRITICAL VOLUMES 641
 NORTH-SOUTH CRITICAL VOLUMES 729

 THE SUM OF CRITICAL VOLUMES 1370

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2

 CMA VALUE 0.913

 LEVEL OF SERVICE E

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 (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	341	453	0	0
EASTBOUND	0	421	116	62
NORTHBOUND	117	0	114	170
SOUTHBOUND	10	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	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	341	N/A	226	N/A	N/A	N/A
EASTBOUND	N/A	N/A	421	N/A	116	N/A
NORTHBOUND	117	N/A	N/A	N/A	114	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES 762
 NORTH-SOUTH CRITICAL VOLUMES 124

 THE SUM OF CRITICAL VOLUMES 886
 NUMBER OF CRITICAL CLEARANCE INTERVALS 0
 CMA VALUE 0.738
 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 (2008) W/ PII CONSTRUCTION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	492	35	0
EASTBOUND	243	597	1	0
NORTHBOUND	1	0	6	0
SOUTHBOUND	22	0	206	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	0	N/A	N/A	527	N/A	N/A
EASTBOUND	243	N/A	N/A	598	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	228

EAST-WEST CRITICAL VOLUMES 770
 NORTH-SOUTH CRITICAL VOLUMES 229

 THE SUM OF CRITICAL VOLUMES 999
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.666
 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 (2008) W/ PII CONSTRUCTION + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	170	767	103	0
EASTBOUND	142	621	193	0
NORTHBOUND	77	597	129	0
SOUTHBOUND	147	951	88	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	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	170	N/A	435	435	N/A	N/A
EASTBOUND	142	N/A	407	407	N/A	N/A
NORTHBOUND	77	N/A	363	363	N/A	N/A
SOUTHBOUND	147	N/A	520	520	N/A	N/A

EAST-WEST CRITICAL VOLUMES	577
NORTH-SOUTH CRITICAL VOLUMES	597

THE SUM OF CRITICAL VOLUMES	1174
NUMBER OF CRITICAL CLEARANCE INTERVALS	2*
CMA VALUE	0.683
LEVEL OF SERVICE	B

* Includes CMA value decreased due to ATCS Implementation.

Capacity used = 1500.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, SAN FERNANDO ROAD AND TUXFORD STREET
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR
 CASE: FUTURE (2008) W/ PII CONSTRUCTION + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	109	1050	104	0
EASTBOUND	14	965	0	115
NORTHBOUND	232	421	117	0
SOUTHBOUND	177	568	44	7

** 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	109	N/A	577	577	N/A	N/A
EASTBOUND	14	N/A	482	N/A	0	N/A
NORTHBOUND	232	N/A	269	269	N/A	N/A
SOUTHBOUND	177	N/A	284	N/A	44	N/A

EAST-WEST CRITICAL VOLUMES 591
 NORTH-SOUTH CRITICAL VOLUMES 516

 THE SUM OF CRITICAL VOLUMES 1107
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2*
 CMA VALUE 0.638
 LEVEL OF SERVICE B

* Includes CMA value decreased due to ATCS Implementation.

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 (2008) W/ PII CONSTRUCTION + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	31	997	56	0
EASTBOUND	201	844	36	0
NORTHBOUND	49	163	0	105
SOUTHBOUND	24	46	91	100

** 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	0	1	0	0	1	0	2
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	31	N/A	526	526	N/A	N/A
EASTBOUND	201	N/A	440	440	N/A	N/A
NORTHBOUND	N/A	212	N/A	N/A	0	N/A
SOUTHBOUND	N/A	70	N/A	N/A	91	N/A

EAST-WEST CRITICAL VOLUMES 727

NORTH-SOUTH CRITICAL VOLUMES 236

THE SUM OF CRITICAL VOLUMES 963

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.542

LEVEL OF SERVICE A

* Includes CMA value decreased due to ATCS Implementation.

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 (2008) W/ PII CONSTRUCTION + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	89	743	0	131
EASTBOUND	235	604	112	0
NORTHBOUND	141	648	0	91
SOUTHBOUND	176	982	78	118

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	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	89	N/A	372	N/A	0	N/A
EASTBOUND	235	N/A	358	358	N/A	N/A
NORTHBOUND	141	N/A	324	N/A	0	N/A
SOUTHBOUND	176	N/A	491	N/A	78	N/A

EAST-WEST CRITICAL VOLUMES 607
 NORTH-SOUTH CRITICAL VOLUMES 632

 THE SUM OF CRITICAL VOLUMES 1239
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2*
 CMA VALUE 0.726
 LEVEL OF SERVICE C

* Includes CMA value decreased due to ATCS Implementation.

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 (2008) W/ PII CONSTRUCTION + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	184	661	157	0
EASTBOUND	167	704	104	0
NORTHBOUND	129	1216	203	0
SOUTHBOUND	130	742	82	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	184	N/A	409	409	N/A	N/A
EASTBOUND	167	N/A	404	404	N/A	N/A
NORTHBOUND	129	N/A	710	710	N/A	N/A
SOUTHBOUND	130	N/A	412	412	N/A	N/A

EAST-WEST CRITICAL VOLUMES 588
 NORTH-SOUTH CRITICAL VOLUMES 840

 THE SUM OF CRITICAL VOLUMES 1428
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2*
 CMA VALUE 0.852
 LEVEL OF SERVICE D

* Includes CMA value decreased due to ATCS Implementation.

Capacity used = 1500.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, SAN FERNANDO ROAD AND TUXFORD STREET
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR
 CASE: FUTURE (2008) W/ PII CONSTRUCTION + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	188	1248	197	0
EASTBOUND	45	959	1	150
NORTHBOUND	300	641	113	0
SOUTHBOUND	173	582	38	22

** 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	188	N/A	722	722	N/A	N/A
EASTBOUND	45	N/A	480	N/A	1	N/A
NORTHBOUND	300	N/A	377	377	N/A	N/A
SOUTHBOUND	173	N/A	291	N/A	38	N/A

EAST-WEST CRITICAL VOLUMES 767
 NORTH-SOUTH CRITICAL VOLUMES 591

 THE SUM OF CRITICAL VOLUMES 1358

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.805

LEVEL OF SERVICE D

 * Includes CMA value decreased due to ATCS Implementation.

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 (2008) W/ PII CONSTRUCTION + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	115	250	136	0
EASTBOUND	80	153	165	0
NORTHBOUND	105	955	19	18
SOUTHBOUND	77	1113	33	33

** 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	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	115	N/A	193	193	N/A	N/A
EASTBOUND	80	N/A	153	N/A	165	N/A
NORTHBOUND	N/A	1060	N/A	N/A	19	N/A
SOUTHBOUND	N/A	1190	N/A	N/A	33	N/A

EAST-WEST CRITICAL VOLUMES	280
NORTH-SOUTH CRITICAL VOLUMES	1295

THE SUM OF CRITICAL VOLUMES	1575
NUMBER OF CRITICAL CLEARANCE INTERVALS	2*
CMA VALUE	0.950
LEVEL OF SERVICE	E

 * Includes CMA value decreased due to ATCS Implementation.

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: FUTURE (2008) W/ PII CONSTRUCTION + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	72	821	80	78
EASTBOUND	231	800	163	0
NORTHBOUND	198	1149	11	80
SOUTHBOUND	155	912	185	116

** 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	72	N/A	410	N/A	80	N/A
EASTBOUND	231	N/A	482	482	N/A	N/A
NORTHBOUND	198	N/A	574	N/A	11	N/A
SOUTHBOUND	155	N/A	456	N/A	185	N/A

EAST-WEST CRITICAL VOLUMES 641
 NORTH-SOUTH CRITICAL VOLUMES 729

 THE SUM OF CRITICAL VOLUMES 1370
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2*
 CMA VALUE 0.813
 LEVEL OF SERVICE D

 * Includes CMA value decreased due to ATCS Implementation.

Capacity used = 1500.

**FUTURE (2012) CONDITIONS
WITHOUT PROJECT
AND
WITH PROJECT (COMPLETED)**

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 9, BRADLEY AVENUE AND PENROSE STREET
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR
 CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	2	368	33	0
EASTBOUND	298	619	5	0
NORTHBOUND	3	0	0	0
SOUTHBOUND	39	0	87	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	298	N/A	N/A	624	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	126

EAST-WEST CRITICAL VOLUMES	699
NORTH-SOUTH CRITICAL VOLUMES	129

THE SUM OF CRITICAL VOLUMES	828
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.552
LEVEL OF SERVICE	A

Capacity used = 1500.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, SAN FERNANDO ROAD AND TUXFORD STREET
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR
 CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	105	1095	100	0
EASTBOUND	15	996	0	124
NORTHBOUND	252	449	107	0
SOUTHBOUND	173	613	47	8

** 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	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	105	N/A	598	598	N/A	N/A
EASTBOUND	15	N/A	498	N/A	0	N/A
NORTHBOUND	252	N/A	278	278	N/A	N/A
SOUTHBOUND	173	N/A	306	N/A	47	N/A

EAST-WEST CRITICAL VOLUMES 613
 NORTH-SOUTH CRITICAL VOLUMES 558

 THE SUM OF CRITICAL VOLUMES 1171
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.781
 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 (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	34	1078	38	0
EASTBOUND	131	929	64	0
NORTHBOUND	59	101	114	0
SOUTHBOUND	13	24	114	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	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	34	N/A	558	558	N/A	N/A
EASTBOUND	131	N/A	496	496	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	274
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	151

EAST-WEST CRITICAL VOLUMES 689
 NORTH-SOUTH CRITICAL VOLUMES 287

 THE SUM OF CRITICAL VOLUMES 976
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.651
 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 (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	96	800	0	141
EASTBOUND	239	651	110	0
NORTHBOUND	138	661	0	98
SOUTHBOUND	191	1034	87	120

** NUMBER OF LANES **

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

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R	
	ONLY	SHARED		SHARED	ONLY	SHARED	SHARED
WESTBOUND	96	N/A	400	N/A	0	N/A	N/A
EASTBOUND	239	N/A	380	380	N/A	N/A	N/A
NORTHBOUND	138	N/A	330	N/A	0	N/A	N/A
SOUTHBOUND	191	N/A	517	N/A	87	N/A	N/A

EAST-WEST CRITICAL VOLUMES 639
 NORTH-SOUTH CRITICAL VOLUMES 655

 THE SUM OF CRITICAL VOLUMES 1294
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.863
 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: AM PEAK HOUR
 CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	27	17	0	22
EASTBOUND	26	3	11	0
NORTHBOUND	16	863	5	15
SOUTHBOUND	14	1302	64	13

** NUMBER OF LANES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		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 SHARED	RIGHT ONLY	L/T/R SHARED
	WESTBOUND	N/A	44	N/A	N/A	0
EASTBOUND	N/A	N/A	N/A	N/A	N/A	40
NORTHBOUND	16	N/A	432	N/A	5	N/A
SOUTHBOUND	14	N/A	651	N/A	64	N/A

EAST-WEST CRITICAL VOLUMES 70
 NORTH-SOUTH CRITICAL VOLUMES 667

 THE SUM OF CRITICAL VOLUMES 737

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2

 CMA VALUE 0.491

 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: AM PEAK HOUR
 CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	182	822	98	0
EASTBOUND	154	659	208	0
NORTHBOUND	83	627	138	0
SOUTHBOUND	139	1005	95	0

** NUMBER OF LANES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	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 ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
	WESTBOUND	182	N/A	460	460	N/A
EASTBOUND	154	N/A	434	434	N/A	N/A
NORTHBOUND	83	N/A	382	382	N/A	N/A
SOUTHBOUND	139	N/A	550	550	N/A	N/A

EAST-WEST CRITICAL VOLUMES 616
 NORTH-SOUTH CRITICAL VOLUMES 633

 THE SUM OF CRITICAL VOLUMES 1249
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.833
 LEVEL OF SERVICE D

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 (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	947	0	0
EASTBOUND	0	1050	0	571
NORTHBOUND	0	0	0	0
SOUTHBOUND	69	0	303	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	474	N/A	N/A	N/A
EASTBOUND	N/A	N/A	525	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	372

EAST-WEST CRITICAL VOLUMES 525
 NORTH-SOUTH CRITICAL VOLUMES 372

 THE SUM OF CRITICAL VOLUMES 897
 NUMBER OF CRITICAL CLEARANCE INTERVALS 0
 CMA VALUE 0.748
 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: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	947	412	0
EASTBOUND	0	1145	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	572	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	680
NORTH-SOUTH CRITICAL VOLUMES	0

THE SUM OF CRITICAL VOLUMES	680
NUMBER OF CRITICAL CLEARANCE INTERVALS	0
CMA VALUE	0.567
LEVEL OF SERVICE	A

Capacity used = 1200.

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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 (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	188	426	0	0
EASTBOUND	0	326	0	141
NORTHBOUND	80	0	258	94
SOUTHBOUND	25	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
	WESTBOUND	188	N/A	213	N/A	N/A
EASTBOUND	N/A	N/A	326	N/A	0	N/A
NORTHBOUND	80	N/A	N/A	N/A	258	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES	514
NORTH-SOUTH CRITICAL VOLUMES	283

THE SUM OF CRITICAL VOLUMES	797
NUMBER OF CRITICAL CLEARANCE INTERVALS	0
CMA VALUE	0.664
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 (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	521	38	0
EASTBOUND	223	640	1	0
NORTHBOUND	1	0	7	0
SOUTHBOUND	23	0	191	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	559	N/A	N/A
EASTBOUND	223	N/A	N/A	641	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	8
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	214

EAST-WEST CRITICAL VOLUMES 782
 NORTH-SOUTH CRITICAL VOLUMES 215

 THE SUM OF CRITICAL VOLUMES 997
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.665
 LEVEL OF SERVICE B

Capacity used = 1500.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, SAN FERNANDO ROAD AND TUXFORD STREET
DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	185	1318	194	0
EASTBOUND	48	1000	1	162
NORTHBOUND	325	691	107	0
SOUTHBOUND	173	622	41	24

** 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	48	N/A	500	N/A	1	N/A
NORTHBOUND	325	N/A	399	399	N/A	N/A
SOUTHBOUND	173	N/A	311	N/A	41	N/A

EAST-WEST CRITICAL VOLUMES 804
 NORTH-SOUTH CRITICAL VOLUMES 636

 THE SUM OF CRITICAL VOLUMES 1440
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.960
 LEVEL OF SERVICE E

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 (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	124	254	133	0
EASTBOUND	36	149	178	0
NORTHBOUND	111	994	20	20
SOUTHBOUND	67	1173	11	10

** 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	36	N/A	149	N/A	178	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	1125
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	1251

EAST-WEST CRITICAL VOLUMES 302
 NORTH-SOUTH CRITICAL VOLUMES 1362

 THE SUM OF CRITICAL VOLUMES 1664
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 1.109
 LEVEL OF SERVICE F

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: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	77	885	87	84
EASTBOUND	237	863	162	0
NORTHBOUND	201	1208	13	84
SOUTHBOUND	168	943	198	118

** 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	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	237	N/A	512	512	N/A	N/A
NORTHBOUND	201	N/A	604	N/A	13	N/A
SOUTHBOUND	168	N/A	472	N/A	198	N/A

EAST-WEST CRITICAL VOLUMES 679
 NORTH-SOUTH CRITICAL VOLUMES 772

 THE SUM OF CRITICAL VOLUMES 1451

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2

 CMA VALUE 0.967

 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 (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	30	3	33	10
EASTBOUND	78	7	33	0
NORTHBOUND	9	1593	35	15
SOUTHBOUND	21	1145	0	38

** 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	33	N/A	N/A	33	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	118
NORTHBOUND	9	N/A	796	N/A	35	N/A
SOUTHBOUND	21	N/A	572	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES	148
NORTH-SOUTH CRITICAL VOLUMES	817

THE SUM OF CRITICAL VOLUMES	965
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.643
LEVEL OF SERVICE	B

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 (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	199	701	151	0
EASTBOUND	180	750	112	0
NORTHBOUND	138	1295	219	0
SOUTHBOUND	124	781	88	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	180	N/A	431	431	N/A	N/A
NORTHBOUND	138	N/A	757	757	N/A	N/A
SOUTHBOUND	124	N/A	434	434	N/A	N/A

EAST-WEST CRITICAL VOLUMES 630
 NORTH-SOUTH CRITICAL VOLUMES 881

 THE SUM OF CRITICAL VOLUMES 1511

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2

 CMA VALUE 1.007

 LEVEL OF SERVICE F

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 (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	1144	0	0
EASTBOUND	0	1097	0	555
NORTHBOUND	0	0	0	0
SOUTHBOUND	45	0	381	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	572	N/A	N/A	N/A
EASTBOUND	N/A	N/A	548	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	426

EAST-WEST CRITICAL VOLUMES 572
 NORTH-SOUTH CRITICAL VOLUMES 426

 THE SUM OF CRITICAL VOLUMES 998
 NUMBER OF CRITICAL CLEARANCE INTERVALS 0
 CMA VALUE 0.832
 LEVEL OF SERVICE D

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 (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	1139	571	0
EASTBOUND	0	1217	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	855	855	N/A	N/A
EASTBOUND	N/A	N/A	608	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 855
 NORTH-SOUTH CRITICAL VOLUMES 0

 THE SUM OF CRITICAL VOLUMES 855
 NUMBER OF CRITICAL CLEARANCE INTERVALS 0
 CMA VALUE 0.712
 LEVEL OF SERVICE C

Capacity used = 1200.

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 (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	338	480	0	0
EASTBOUND	0	447	130	63
NORTHBOUND	126	0	104	169
SOUTHBOUND	10	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	338	N/A	240	N/A	N/A
EASTBOUND	N/A	N/A	447	N/A	130	N/A
NORTHBOUND	126	N/A	N/A	N/A	104	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES 785
 NORTH-SOUTH CRITICAL VOLUMES 126

 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: 9, BRADLEY AVENUE AND PENROSE STREET
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR
 CASE: FUTURE (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	2	368	33	0
EASTBOUND	318	619	5	0
NORTHBOUND	3	0	0	0
SOUTHBOUND	39	0	105	0

** NUMBER OF LANES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
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	2	N/A	N/A	401	N/A
EASTBOUND	318	N/A	N/A	624	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	144

EAST-WEST CRITICAL VOLUMES	719
NORTH-SOUTH CRITICAL VOLUMES	147

THE SUM OF CRITICAL VOLUMES	866
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.577
LEVEL OF SERVICE	A

Capacity used = 1500.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, SAN FERNANDO ROAD AND TUXFORD STREET
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR
 CASE: FUTURE (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	114	1105	109	0
EASTBOUND	15	1026	0	124
NORTHBOUND	252	449	122	0
SOUTHBOUND	188	613	45	10

** 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	15	N/A	513	N/A	0	N/A
NORTHBOUND	252	N/A	286	286	N/A	N/A
SOUTHBOUND	188	N/A	306	N/A	45	N/A

EAST-WEST CRITICAL VOLUMES 627
 NORTH-SOUTH CRITICAL VOLUMES 558

 THE SUM OF CRITICAL VOLUMES 1185
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.790
 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 (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	34	1078	53	0
EASTBOUND	183	936	64	0
NORTHBOUND	59	121	114	0
SOUTHBOUND	22	42	142	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	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	34	N/A	566	566	N/A	N/A
EASTBOUND	183	N/A	500	500	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	294
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	206

EAST-WEST CRITICAL VOLUMES 749
 NORTH-SOUTH CRITICAL VOLUMES 316

 THE SUM OF CRITICAL VOLUMES 1065
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.710
 LEVEL OF SERVICE C

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 (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	96	803	0	141
EASTBOUND	246	653	117	0
NORTHBOUND	150	682	0	98
SOUTHBOUND	191	1047	84	123

** 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	96	N/A	402	N/A	0	N/A
EASTBOUND	246	N/A	385	385	N/A	N/A
NORTHBOUND	150	N/A	341	N/A	0	N/A
SOUTHBOUND	191	N/A	524	N/A	84	N/A

EAST-WEST CRITICAL VOLUMES 648
 NORTH-SOUTH CRITICAL VOLUMES 674

 THE SUM OF CRITICAL VOLUMES 1322
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.881
 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: AM PEAK HOUR
 CASE: FUTURE (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	27	18	0	22
EASTBOUND	40	4	24	0
NORTHBOUND	44	863	6	14
SOUTHBOUND	14	1302	74	25

** 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	68
NORTHBOUND	44	N/A	432	N/A	6	N/A
SOUTHBOUND	14	N/A	651	N/A	74	N/A

EAST-WEST CRITICAL VOLUMES	95
NORTH-SOUTH CRITICAL VOLUMES	695

THE SUM OF CRITICAL VOLUMES	790
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.527
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: AM PEAK HOUR
 CASE: FUTURE (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	182	827	107	0
EASTBOUND	154	666	208	0
NORTHBOUND	83	636	138	0
SOUTHBOUND	154	1020	95	0

** NUMBER OF LANES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	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		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		ONLY	SHARED	
WESTBOUND	182	N/A	467	467	N/A	N/A
EASTBOUND	154	N/A	437	437	N/A	N/A
NORTHBOUND	83	N/A	387	387	N/A	N/A
SOUTHBOUND	154	N/A	558	558	N/A	N/A

EAST-WEST CRITICAL VOLUMES 621
 NORTH-SOUTH CRITICAL VOLUMES 641

 THE SUM OF CRITICAL VOLUMES 1262

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2

 CMA VALUE 0.841

 LEVEL OF SERVICE D

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 (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	952	0	0
EASTBOUND	0	1057	0	571
NORTHBOUND	0	0	0	0
SOUTHBOUND	91	0	303	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	528	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	394

EAST-WEST CRITICAL VOLUMES 528
 NORTH-SOUTH CRITICAL VOLUMES 394

 THE SUM OF CRITICAL VOLUMES 922

 NUMBER OF CRITICAL CLEARANCE INTERVALS 0

 CMA VALUE 0.768

 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: AM PEAK HOUR
 CASE: FUTURE (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	952	418	0
EASTBOUND	0	1175	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	685	685	N/A	N/A
EASTBOUND	N/A	N/A	588	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	685
NORTH-SOUTH CRITICAL VOLUMES	0

THE SUM OF CRITICAL VOLUMES	685
NUMBER OF CRITICAL CLEARANCE INTERVALS	0
CMA VALUE	0.571
LEVEL OF SERVICE	A

Capacity used = 1200.

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 (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	202	431	0	0
EASTBOUND	0	333	0	141
NORTHBOUND	80	0	263	101
SOUTHBOUND	25	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	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	202	N/A	216	N/A	N/A	N/A
EASTBOUND	N/A	N/A	333	N/A	0	N/A
NORTHBOUND	80	N/A	N/A	N/A	263	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES 535
 NORTH-SOUTH CRITICAL VOLUMES 288

 THE SUM OF CRITICAL VOLUMES 823
 NUMBER OF CRITICAL CLEARANCE INTERVALS 0
 CMA VALUE 0.686
 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 (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	521	38	0
EASTBOUND	242	640	1	0
NORTHBOUND	1	0	7	0
SOUTHBOUND	23	0	216	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	559	N/A	N/A
EASTBOUND	242	N/A	N/A	641	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	8
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	239

EAST-WEST CRITICAL VOLUMES 801
 NORTH-SOUTH CRITICAL VOLUMES 240

 THE SUM OF CRITICAL VOLUMES 1041
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.694
 LEVEL OF SERVICE B

Capacity used = 1500.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, SAN FERNANDO ROAD AND TUXFORD STREET
 DATE: 7/29/2005 INITIALS: LC PERIOD: PM PEAK HOUR
 CASE: FUTURE (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	198	1316	207	0
EASTBOUND	48	1025	1	162
NORTHBOUND	325	691	119	0
SOUTHBOUND	185	622	41	24

** 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	48	N/A	512	N/A	1	N/A
NORTHBOUND	325	N/A	405	405	N/A	N/A
SOUTHBOUND	185	N/A	311	N/A	41	N/A

EAST-WEST CRITICAL VOLUMES 810
 NORTH-SOUTH CRITICAL VOLUMES 636

 THE SUM OF CRITICAL VOLUMES 1446
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.964
 LEVEL OF SERVICE E

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 (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	124	254	145	0
EASTBOUND	79	155	178	0
NORTHBOUND	111	1013	20	20
SOUTHBOUND	80	1198	23	23

** 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	124	N/A	200	200	N/A	N/A
EASTBOUND	79	N/A	155	N/A	178	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	1144
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	1301

EAST-WEST CRITICAL VOLUMES 302
 NORTH-SOUTH CRITICAL VOLUMES 1412

 THE SUM OF CRITICAL VOLUMES 1714
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 1.143
 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 (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	77	887	87	84
EASTBOUND	243	866	173	0
NORTHBOUND	211	1225	13	84
SOUTHBOUND	168	962	194	122

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
				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		L/T/R SHARED
				SHARED	ONLY	
WESTBOUND	77	N/A	444	N/A	87	N/A
EASTBOUND	243	N/A	520	520	N/A	N/A
NORTHBOUND	211	N/A	612	N/A	13	N/A
SOUTHBOUND	168	N/A	481	N/A	194	N/A

EAST-WEST CRITICAL VOLUMES 687
 NORTH-SOUTH CRITICAL VOLUMES 780

 THE SUM OF CRITICAL VOLUMES 1467
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 0.978
 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 (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	30	4	33	10
EASTBOUND	98	8	52	0
NORTHBOUND	33	1593	35	15
SOUTHBOUND	21	1145	0	57

** 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	158
NORTHBOUND	33	N/A	796	N/A	35	N/A
SOUTHBOUND	21	N/A	572	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 188
 NORTH-SOUTH CRITICAL VOLUMES 817

 THE SUM OF CRITICAL VOLUMES 1005

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2

 CMA VALUE 0.670

 LEVEL OF SERVICE B

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 (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	199	708	164	0
EASTBOUND	180	756	112	0
NORTHBOUND	138	1308	219	0
SOUTHBOUND	136	793	88	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	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	199	N/A	436	436	N/A	N/A
EASTBOUND	180	N/A	434	434	N/A	N/A
NORTHBOUND	138	N/A	764	764	N/A	N/A
SOUTHBOUND	136	N/A	440	440	N/A	N/A

EAST-WEST CRITICAL VOLUMES 633
 NORTH-SOUTH CRITICAL VOLUMES 900

 THE SUM OF CRITICAL VOLUMES 1533
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 CMA VALUE 1.022
 LEVEL OF SERVICE F

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 (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	1151	0	0
EASTBOUND	0	1103	0	555
NORTHBOUND	0	0	0	0
SOUTHBOUND	64	0	381	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	552	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	445

EAST-WEST CRITICAL VOLUMES 576
 NORTH-SOUTH CRITICAL VOLUMES 445

 THE SUM OF CRITICAL VOLUMES 1021
 NUMBER OF CRITICAL CLEARANCE INTERVALS 0
 CMA VALUE 0.851
 LEVEL OF SERVICE D

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 (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	1146	562	0
EASTBOUND	0	1242	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
				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 ONLY	LEFT SHARED	THROUGH ONLY	RIGHT		L/T/R SHARED
				SHARED	ONLY	
WESTBOUND	N/A	N/A	854	854	N/A	N/A
EASTBOUND	N/A	N/A	621	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	854
NORTH-SOUTH CRITICAL VOLUMES	0

THE SUM OF CRITICAL VOLUMES	854
NUMBER OF CRITICAL CLEARANCE INTERVALS	0
CMA VALUE	0.712
LEVEL OF SERVICE	C

Capacity used = 1200.

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 (2012) W/ PII COMPLETE

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	356	487	0	0
EASTBOUND	0	453	130	63
NORTHBOUND	126	0	108	178
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
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	453	N/A	130	N/A
NORTHBOUND	126	N/A	N/A	N/A	108	N/A
SOUTHBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					

EAST-WEST CRITICAL VOLUMES	809
NORTH-SOUTH CRITICAL VOLUMES	126

THE SUM OF CRITICAL VOLUMES	935
NUMBER OF CRITICAL CLEARANCE INTERVALS	0
CMA VALUE	0.779
LEVEL OF SERVICE	C

Capacity used = 1200.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, BRADLEY AVENUE AND TUXFORD STREET
 DATE: 7/29/2005 INITIALS: LC PERIOD: AM PEAK HOUR
 CASE: FUTURE (2012) W/ PII COMPLETE + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	34	1078	42	11
EASTBOUND	183	936	0	64
NORTHBOUND	59	121	0	114
SOUTHBOUND	22	42	50	92

** 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		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		SHARED	ONLY	
WESTBOUND	34	N/A	539	N/A	42	N/A
EASTBOUND	183	N/A	468	N/A	0	N/A
NORTHBOUND	N/A	180	N/A	N/A	0	N/A
SOUTHBOUND	N/A	64	N/A	N/A	50	N/A

EAST-WEST CRITICAL VOLUMES 722
 NORTH-SOUTH CRITICAL VOLUMES 202

 THE SUM OF CRITICAL VOLUMES 924

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.516

LEVEL OF SERVICE A

 * Includes CMA value decreased due to ATCS Implementation.

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 (2012) W/ PII COMPLETE + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	96	803	0	141
EASTBOUND	246	653	117	0
NORTHBOUND	150	682	0	98
SOUTHBOUND	191	1047	84	123

** 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	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	246	N/A	385	385	N/A	N/A
NORTHBOUND	150	N/A	341	N/A	0	N/A
SOUTHBOUND	191	N/A	524	N/A	84	N/A

EAST-WEST CRITICAL VOLUMES 648
 NORTH-SOUTH CRITICAL VOLUMES 674

 THE SUM OF CRITICAL VOLUMES 1322

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

 CMA VALUE 0.781

 LEVEL OF SERVICE C

 * Includes CMA value decreased due to ATCS Implementation.

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 (2012) W/ PII COMPLETE + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	182	827	107	0
EASTBOUND	154	666	208	0
NORTHBOUND	83	636	138	0
SOUTHBOUND	154	1020	95	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	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	182	N/A	467	467	N/A	N/A
EASTBOUND	154	N/A	437	437	N/A	N/A
NORTHBOUND	83	N/A	387	387	N/A	N/A
SOUTHBOUND	154	N/A	558	558	N/A	N/A

EAST-WEST CRITICAL VOLUMES 621
 NORTH-SOUTH CRITICAL VOLUMES 641

 THE SUM OF CRITICAL VOLUMES 1262
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2*
 CMA VALUE 0.741
 LEVEL OF SERVICE C

* Includes CMA value decreased due to ATCS Implementation.

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 (2012) W/ PII COMPLETE + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	124	254	13	132
EASTBOUND	79	155	122	56
NORTHBOUND	111	1013	0	40
SOUTHBOUND	80	1198	0	46

** 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	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	124	N/A	127	N/A	13	N/A
EASTBOUND	79	N/A	78	N/A	122	N/A
NORTHBOUND	N/A	1124	N/A	N/A	0	N/A
SOUTHBOUND	N/A	1278	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 246
 NORTH-SOUTH CRITICAL VOLUMES 1389

 THE SUM OF CRITICAL VOLUMES 1635

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.990

LEVEL OF SERVICE E

 * Includes CMA value decreased due to ATCS Implementation.

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 (2012) W/ PII COMPLETE + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	77	887	87	84
EASTBOUND	243	866	173	0
NORTHBOUND	211	1225	13	84
SOUTHBOUND	168	962	194	122

** 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	77	N/A	444	N/A	87	N/A
EASTBOUND	243	N/A	520	520	N/A	N/A
NORTHBOUND	211	N/A	612	N/A	13	N/A
SOUTHBOUND	168	N/A	481	N/A	194	N/A

EAST-WEST CRITICAL VOLUMES 687
 NORTH-SOUTH CRITICAL VOLUMES 780

 THE SUM OF CRITICAL VOLUMES 1467

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.878

LEVEL OF SERVICE D

 * Includes CMA value decreased due to ATCS Implementation.

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 (2012) W/ PII COMPLETE + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	RIGHT TURNS	
			MIN ON GREEN	MAX ON RED
WESTBOUND	199	708	164	0
EASTBOUND	180	756	112	0
NORTHBOUND	138	1308	219	0
SOUTHBOUND	136	793	88	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	180	N/A	434	434	N/A	N/A
NORTHBOUND	138	N/A	764	764	N/A	N/A
SOUTHBOUND	136	N/A	440	440	N/A	N/A

EAST-WEST CRITICAL VOLUMES 633
 NORTH-SOUTH CRITICAL VOLUMES 900

 THE SUM OF CRITICAL VOLUMES 1533
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2*
 CMA VALUE 0.922
 LEVEL OF SERVICE E

* Includes CMA value decreased due to ATCS Implementation.

Capacity used = 1500.