

APPENDIX M
TRAFFIC DATA COLLECTION AND CALCULATIONS

Attachment A

Traffic Counts

City of Glendale
 N/S: Figueroa Street
 E/W: SR-134 WB Ramps
 Weather: Sunny

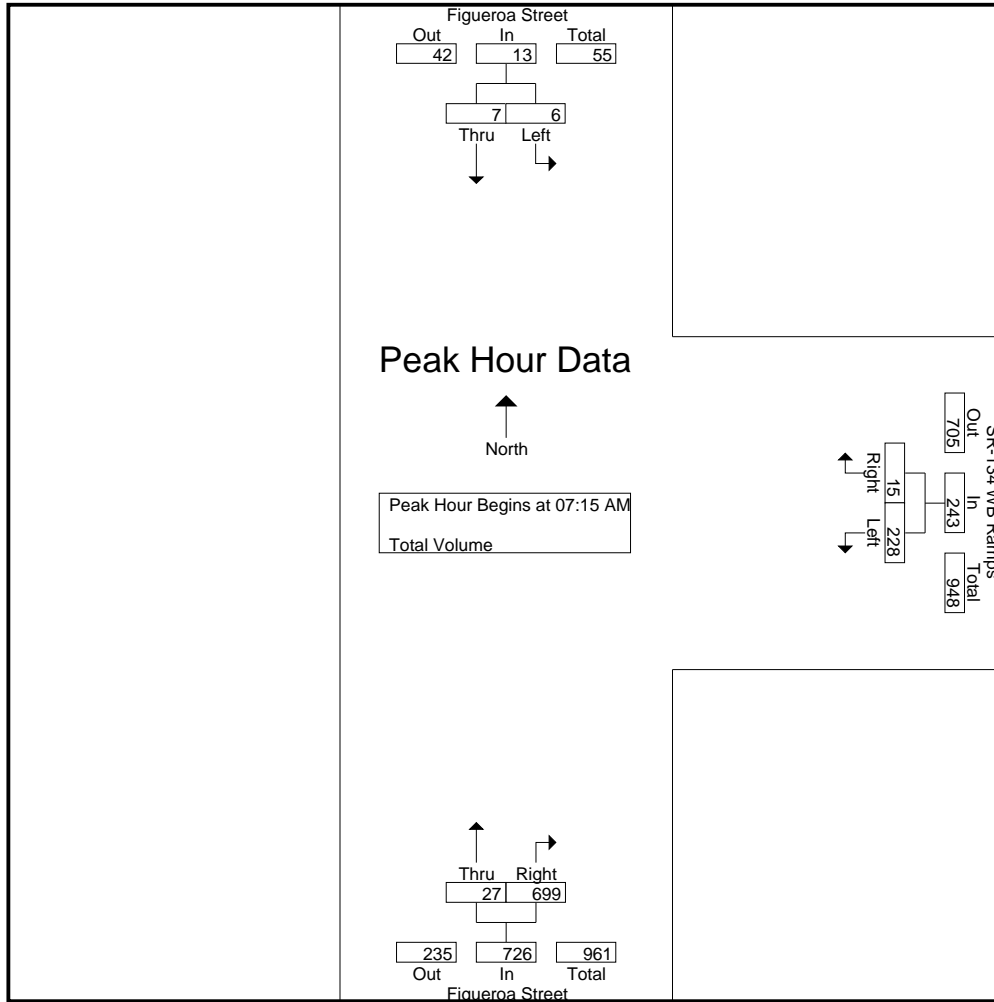
File Name : GDEFI134WAM
 Site Code : 10186013
 Start Date : 9/16/2010
 Page No : 1

Groups Printed- Total Volume

Start Time	Figueroa Street Southbound			SR-134 WB Ramps Westbound			Figueroa Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	2	3	52	2	54	4	137	141	198
07:15 AM	4	0	4	60	5	65	9	154	163	232
07:30 AM	2	4	6	49	5	54	6	198	204	264
07:45 AM	0	0	0	55	3	58	4	184	188	246
Total	7	6	13	216	15	231	23	673	696	940
08:00 AM	0	3	3	64	2	66	8	163	171	240
08:15 AM	1	8	9	56	4	60	4	157	161	230
08:30 AM	5	8	13	43	5	48	5	120	125	186
08:45 AM	2	9	11	65	5	70	8	122	130	211
Total	8	28	36	228	16	244	25	562	587	867
Grand Total	15	34	49	444	31	475	48	1235	1283	1807
Apprch %	30.6	69.4		93.5	6.5		3.7	96.3		
Total %	0.8	1.9	2.7	24.6	1.7	26.3	2.7	68.3	71	

Start Time	Figueroa Street Southbound			SR-134 WB Ramps Westbound			Figueroa Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	4	0	4	60	5	65	9	154	163	232
07:30 AM	2	4	6	49	5	54	6	198	204	264
07:45 AM	0	0	0	55	3	58	4	184	188	246
08:00 AM	0	3	3	64	2	66	8	163	171	240
Total Volume	6	7	13	228	15	243	27	699	726	982
% App. Total	46.2	53.8		93.8	6.2		3.7	96.3		
PHF	.375	.438	.542	.891	.750	.920	.750	.883	.890	.930

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM



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

	08:00 AM			08:00 AM			07:15 AM		
+0 mins.	0	3	3	64	2	66	9	154	163
+15 mins.	1	8	9	56	4	60	6	198	204
+30 mins.	5	8	13	43	5	48	4	184	188
+45 mins.	2	9	11	65	5	70	8	163	171
Total Volume	8	28	36	228	16	244	27	699	726
% App. Total	22.2	77.8		93.4	6.6		3.7	96.3	
PHF	.400	.778	.692	.877	.800	.871	.750	.883	.890

City of Glendale
 N/S: Figueroa Street
 E/W: SR-134 WB Ramps
 Weather: Sunny

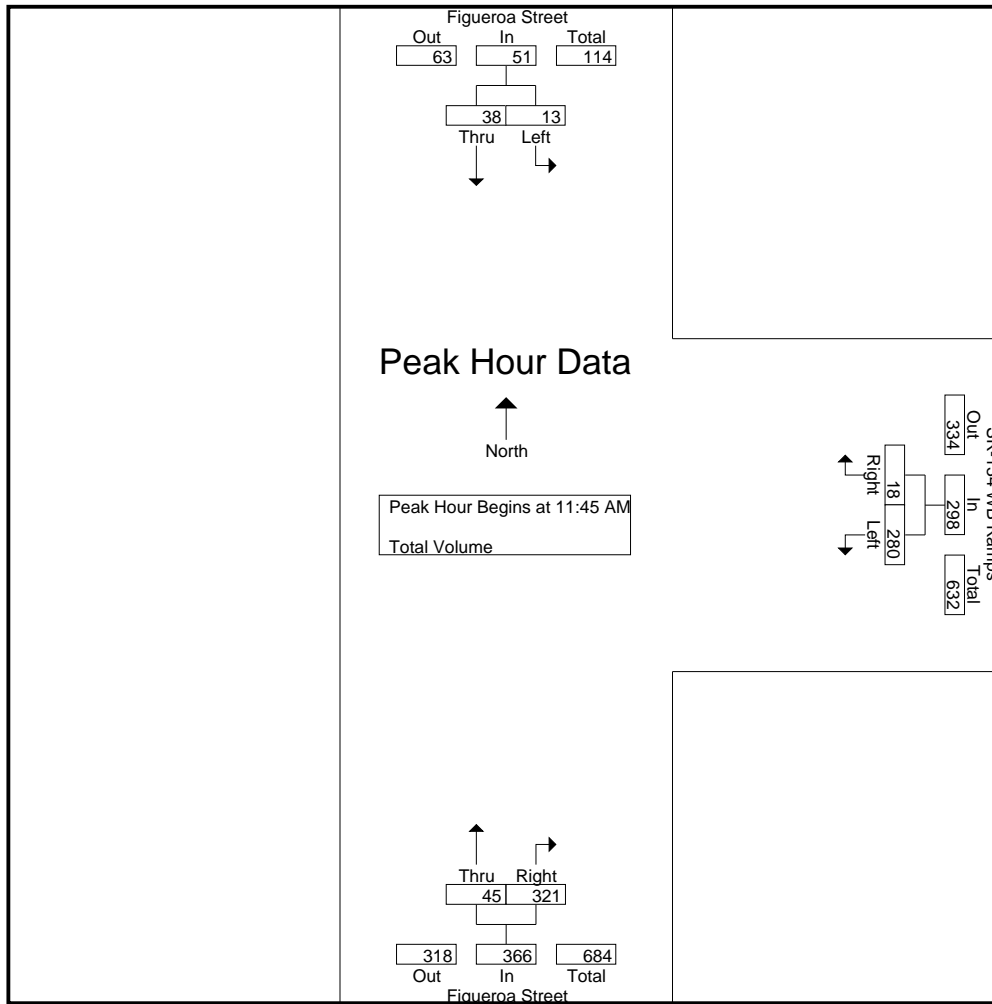
File Name : GDEFI134WMD
 Site Code : 10186013
 Start Date : 9/16/2010
 Page No : 1

Groups Printed- Total Volume

Start Time	Figueroa Street Southbound			SR-134 WB Ramps Westbound			Figueroa Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:00 AM	5	15	20	56	4	60	7	72	79	159
11:15 AM	5	12	17	59	4	63	12	91	103	183
11:30 AM	7	8	15	58	4	62	7	79	86	163
11:45 AM	6	9	15	71	4	75	13	80	93	183
Total	23	44	67	244	16	260	39	322	361	688
12:00 PM	1	7	8	65	5	70	7	85	92	170
12:15 PM	4	10	14	80	6	86	13	74	87	187
12:30 PM	2	12	14	64	3	67	12	82	94	175
12:45 PM	9	15	24	53	7	60	17	69	86	170
Total	16	44	60	262	21	283	49	310	359	702
Grand Total	39	88	127	506	37	543	88	632	720	1390
Apprch %	30.7	69.3		93.2	6.8		12.2	87.8		
Total %	2.8	6.3	9.1	36.4	2.7	39.1	6.3	45.5	51.8	

Start Time	Figueroa Street Southbound			SR-134 WB Ramps Westbound			Figueroa Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:45 AM	6	9	15	71	4	75	13	80	93	183
12:00 PM	1	7	8	65	5	70	7	85	92	170
12:15 PM	4	10	14	80	6	86	13	74	87	187
12:30 PM	2	12	14	64	3	67	12	82	94	175
Total Volume	13	38	51	280	18	298	45	321	366	715
% App. Total	25.5	74.5		94	6		12.3	87.7		
PHF	.542	.792	.850	.875	.750	.866	.865	.944	.973	.956

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 11:45 AM



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:00 AM			11:45 AM			11:15 AM		
+0 mins.	5	15	20	71	4	75	12	91	103
+15 mins.	5	12	17	65	5	70	7	79	86
+30 mins.	7	8	15	80	6	86	13	80	93
+45 mins.	6	9	15	64	3	67	7	85	92
Total Volume	23	44	67	280	18	298	39	335	374
% App. Total	34.3	65.7		94	6		10.4	89.6	
PHF	.821	.733	.838	.875	.750	.866	.750	.920	.908

City of Glendale
 N/S: Figueroa Street
 E/W: SR-134 WB Ramps
 Weather: Sunny

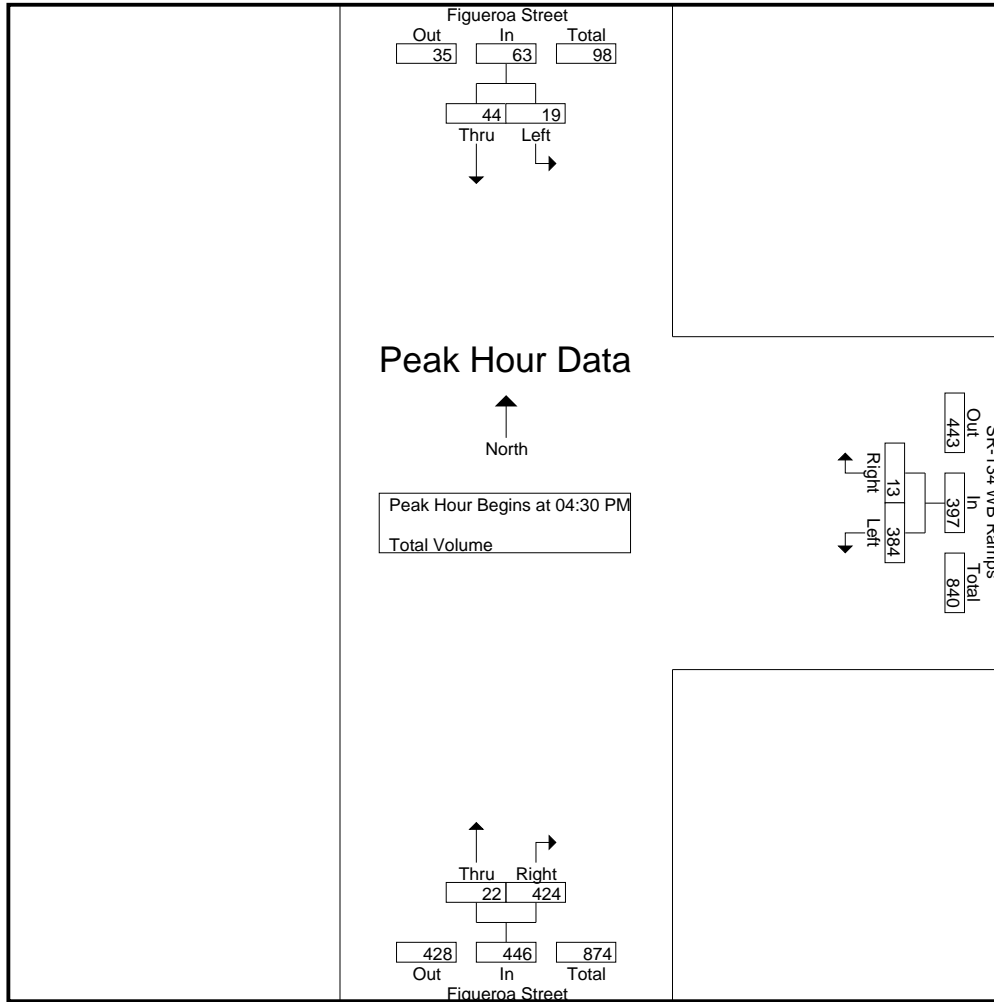
File Name : GDEFI134WPM
 Site Code : 10186013
 Start Date : 9/16/2010
 Page No : 1

Groups Printed- Total Volume

Start Time	Figueroa Street Southbound			SR-134 WB Ramps Westbound			Figueroa Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	3	16	19	108	2	110	13	101	114	243
04:15 PM	7	11	18	87	3	90	12	93	105	213
04:30 PM	5	12	17	91	9	100	11	113	124	241
04:45 PM	3	9	12	89	2	91	4	100	104	207
Total	18	48	66	375	16	391	40	407	447	904
05:00 PM	8	16	24	93	0	93	4	107	111	228
05:15 PM	3	7	10	111	2	113	3	104	107	230
05:30 PM	5	3	8	84	0	84	1	85	86	178
05:45 PM	2	2	4	89	2	91	2	96	98	193
Total	18	28	46	377	4	381	10	392	402	829
Grand Total	36	76	112	752	20	772	50	799	849	1733
Apprch %	32.1	67.9		97.4	2.6		5.9	94.1		
Total %	2.1	4.4	6.5	43.4	1.2	44.5	2.9	46.1	49	

Start Time	Figueroa Street Southbound			SR-134 WB Ramps Westbound			Figueroa Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	5	12	17	91	9	100	11	113	124	241
04:45 PM	3	9	12	89	2	91	4	100	104	207
05:00 PM	8	16	24	93	0	93	4	107	111	228
05:15 PM	3	7	10	111	2	113	3	104	107	230
Total Volume	19	44	63	384	13	397	22	424	446	906
% App. Total	30.2	69.8		96.7	3.3		4.9	95.1		
PHF	.594	.688	.656	.865	.361	.878	.500	.938	.899	.940

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM



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

	04:15 PM			04:30 PM			04:00 PM		
+0 mins.	7	11	18	91	9	100	13	101	114
+15 mins.	5	12	17	89	2	91	12	93	105
+30 mins.	3	9	12	93	0	93	11	113	124
+45 mins.	8	16	24	111	2	113	4	100	104
Total Volume	23	48	71	384	13	397	40	407	447
% App. Total	32.4	67.6		96.7	3.3		8.9	91.1	
PHF	.719	.750	.740	.865	.361	.878	.769	.900	.901

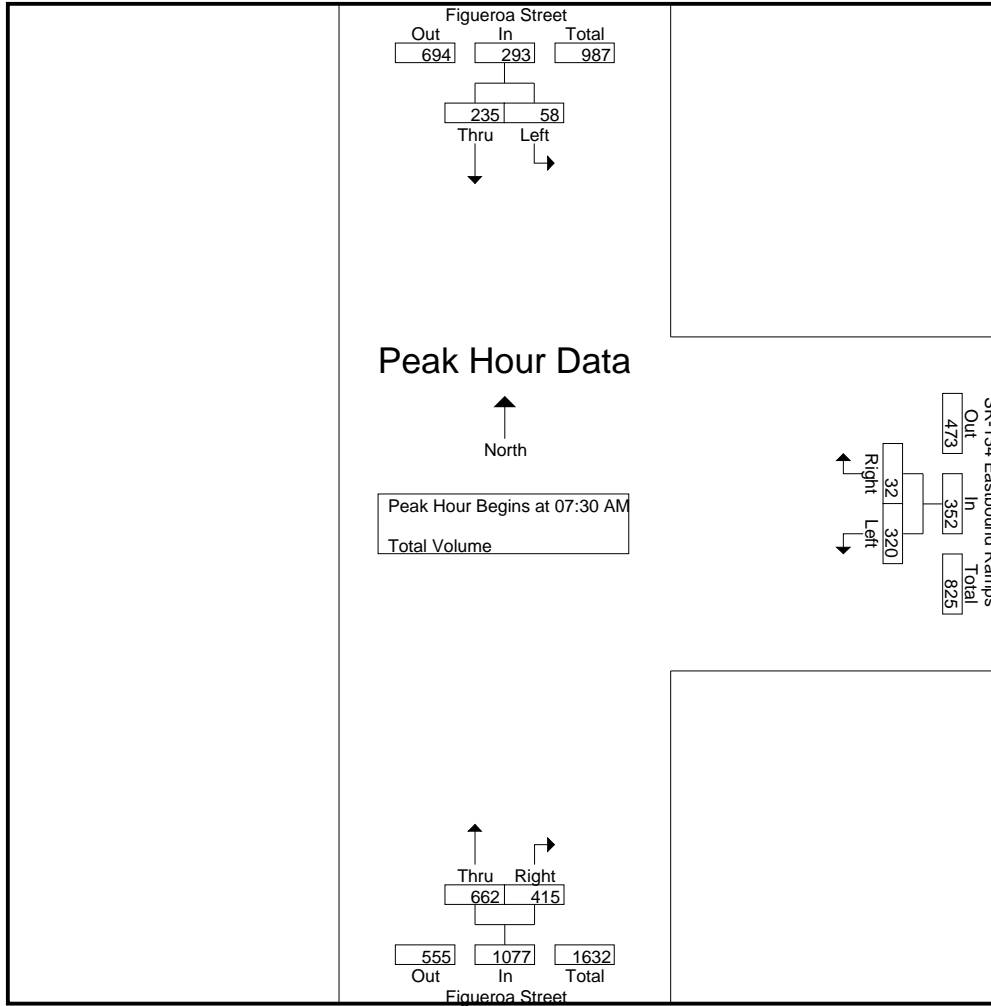
Groups Printed- Total Volume

Start Time	Figueroa Street Southbound			SR-134 Eastbound Ramps Westbound			Figueroa Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	4	53	57	80	3	83	128	51	179	319
07:15 AM	5	60	65	83	6	89	150	86	236	390
07:30 AM	12	51	63	90	7	97	177	97	274	434
07:45 AM	17	60	77	79	7	86	175	125	300	463
Total	38	224	262	332	23	355	630	359	989	1606
08:00 AM	15	67	82	78	11	89	159	99	258	429
08:15 AM	14	57	71	73	7	80	151	94	245	396
08:30 AM	12	45	57	91	14	105	116	83	199	361
08:45 AM	17	60	77	99	12	111	115	79	194	382
Total	58	229	287	341	44	385	541	355	896	1568
Grand Total	96	453	549	673	67	740	1171	714	1885	3174
Apprch %	17.5	82.5		90.9	9.1		62.1	37.9		
Total %	3	14.3	17.3	21.2	2.1	23.3	36.9	22.5	59.4	

Start Time	Figueroa Street Southbound			SR-134 Eastbound Ramps Westbound			Figueroa Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	12	51	63	90	7	97	177	97	274	434
07:45 AM	17	60	77	79	7	86	175	125	300	463
08:00 AM	15	67	82	78	11	89	159	99	258	429
08:15 AM	14	57	71	73	7	80	151	94	245	396
Total Volume	58	235	293	320	32	352	662	415	1077	1722
% App. Total	19.8	80.2		90.9	9.1		61.5	38.5		
PHF	.853	.877	.893	.889	.727	.907	.935	.830	.898	.930

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			08:00 AM			07:30 AM		
+0 mins.	12	51	63	78	11	89	177	97	274
+15 mins.	17	60	77	73	7	80	175	125	300
+30 mins.	15	67	82	91	14	105	159	99	258
+45 mins.	14	57	71	99	12	111	151	94	245
Total Volume	58	235	293	341	44	385	662	415	1077
% App. Total	19.8	80.2		88.6	11.4		61.5	38.5	
PHF	.853	.877	.893	.861	.786	.867	.935	.830	.898

City of Glendale
 N/S: Figueroa Street
 E/W: SR-134 EB Ramps
 Weather: Sunny

File Name : GDEFI134EMD
 Site Code : 10186066
 Start Date : 9/16/2010
 Page No : 1

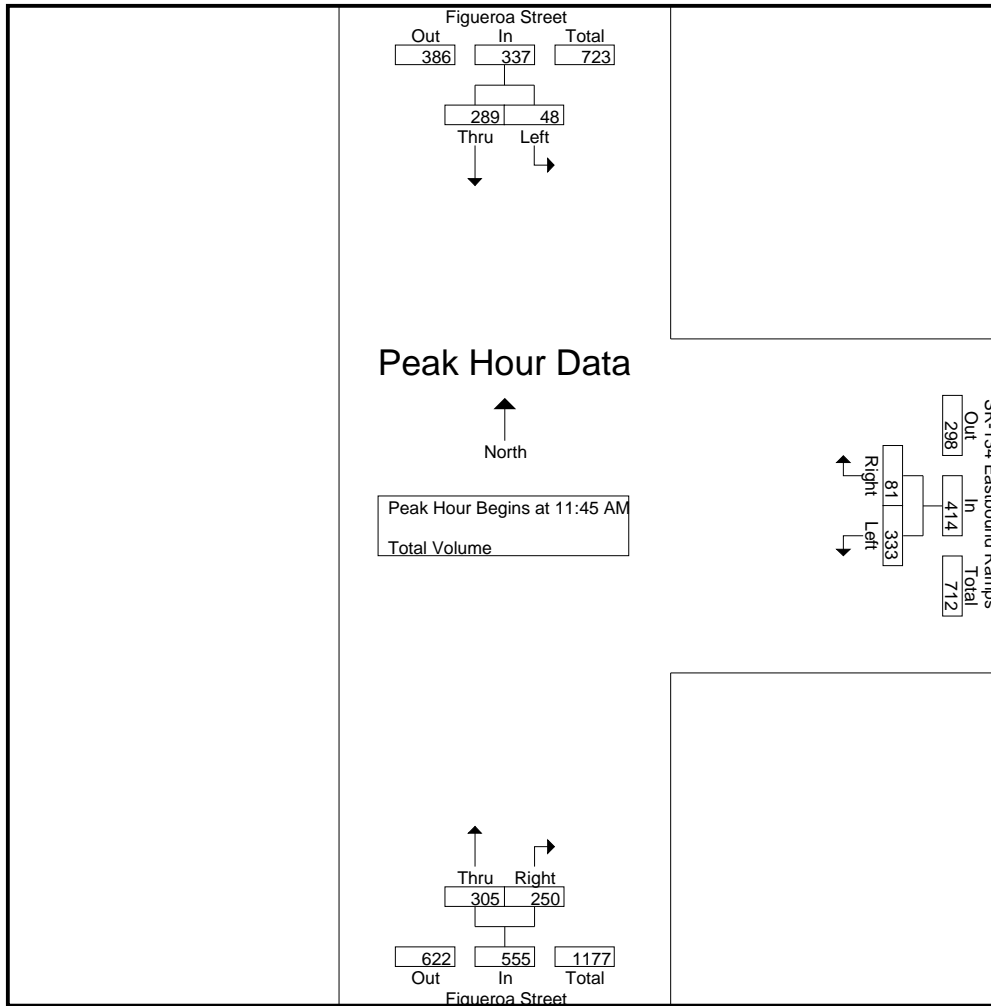
Groups Printed- Total Volume

Start Time	Figueroa Street Southbound			SR-134 Eastbound Ramps Westbound			Figueroa Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:00 AM	15	56	71	66	11	77	69	49	118	266
11:15 AM	8	67	75	60	16	76	87	55	142	293
11:30 AM	13	58	71	71	9	80	75	62	137	288
11:45 AM	16	67	83	81	24	105	72	66	138	326
Total	52	248	300	278	60	338	303	232	535	1173
12:00 PM	9	68	77	77	16	93	77	58	135	305
12:15 PM	9	84	93	86	20	106	70	50	120	319
12:30 PM	14	70	84	89	21	110	86	76	162	356
12:45 PM	13	62	75	82	22	104	82	64	146	325
Total	45	284	329	334	79	413	315	248	563	1305
Grand Total	97	532	629	612	139	751	618	480	1098	2478
Apprch %	15.4	84.6		81.5	18.5		56.3	43.7		
Total %	3.9	21.5	25.4	24.7	5.6	30.3	24.9	19.4	44.3	

Start Time	Figueroa Street Southbound			SR-134 Eastbound Ramps Westbound			Figueroa Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:45 AM	16	67	83	81	24	105	72	66	138	326
12:00 PM	9	68	77	77	16	93	77	58	135	305
12:15 PM	9	84	93	86	20	106	70	50	120	319
12:30 PM	14	70	84	89	21	110	86	76	162	356
Total Volume	48	289	337	333	81	414	305	250	555	1306
% App. Total	14.2	85.8		80.4	19.6		55	45		
PHF	.750	.860	.906	.935	.844	.941	.887	.822	.856	.917

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:45 AM



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM			11:45 AM			12:00 PM		
+0 mins.	16	67	83	81	24	105	77	58	135
+15 mins.	9	68	77	77	16	93	70	50	120
+30 mins.	9	84	93	86	20	106	86	76	162
+45 mins.	14	70	84	89	21	110	82	64	146
Total Volume	48	289	337	333	81	414	315	248	563
% App. Total	14.2	85.8		80.4	19.6		56	44	
PHF	.750	.860	.906	.935	.844	.941	.916	.816	.869

City of Glendale
 N/S: Figueroa Street
 E/W: SR-134 EB Ramps
 Weather: Sunny

File Name : GDEF1134EPM
 Site Code : 10186066
 Start Date : 9/16/2010
 Page No : 1

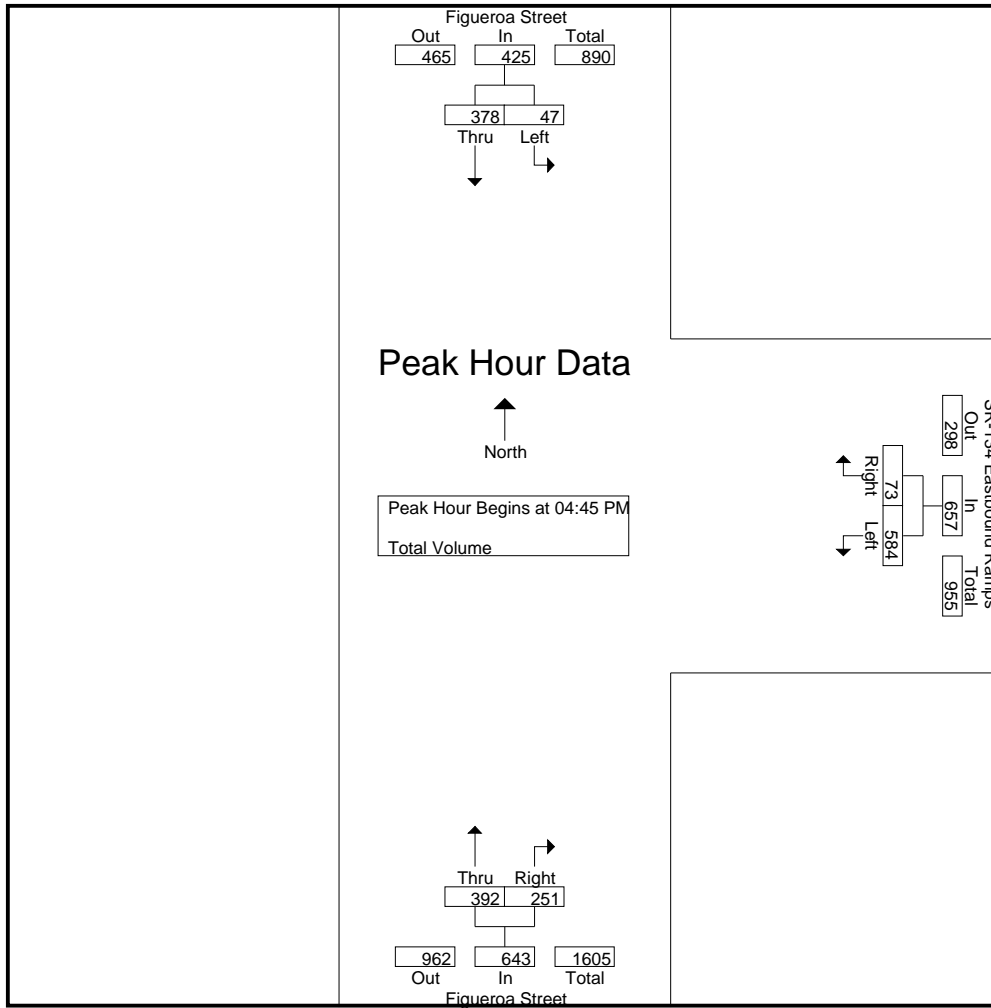
Groups Printed- Total Volume

Start Time	Figueroa Street Southbound			SR-134 Eastbound Ramps Westbound			Figueroa Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	13	100	113	111	15	126	105	74	179	418
04:15 PM	18	93	111	133	19	152	92	57	149	412
04:30 PM	15	89	104	118	18	136	114	58	172	412
04:45 PM	8	92	100	141	20	161	98	66	164	425
Total	54	374	428	503	72	575	409	255	664	1667
05:00 PM	21	90	111	133	20	153	105	60	165	429
05:15 PM	12	108	120	167	16	183	98	56	154	457
05:30 PM	6	88	94	143	17	160	91	69	160	414
05:45 PM	11	80	91	144	22	166	87	65	152	409
Total	50	366	416	587	75	662	381	250	631	1709
Grand Total	104	740	844	1090	147	1237	790	505	1295	3376
Apprch %	12.3	87.7		88.1	11.9		61	39		
Total %	3.1	21.9	25	32.3	4.4	36.6	23.4	15	38.4	

Start Time	Figueroa Street Southbound			SR-134 Eastbound Ramps Westbound			Figueroa Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	8	92	100	141	20	161	98	66	164	425
05:00 PM	21	90	111	133	20	153	105	60	165	429
05:15 PM	12	108	120	167	16	183	98	56	154	457
05:30 PM	6	88	94	143	17	160	91	69	160	414
Total Volume	47	378	425	584	73	657	392	251	643	1725
% App. Total	11.1	88.9		88.9	11.1		61	39		
PHF	.560	.875	.885	.874	.913	.898	.933	.909	.974	.944

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			05:00 PM			04:00 PM		
+0 mins.	15	89	104	133	20	153	105	74	179
+15 mins.	8	92	100	167	16	183	92	57	149
+30 mins.	21	90	111	143	17	160	114	58	172
+45 mins.	12	108	120	144	22	166	98	66	164
Total Volume	56	379	435	587	75	662	409	255	664
% App. Total	12.9	87.1		88.7	11.3		61.6	38.4	
PHF	.667	.877	.906	.879	.852	.904	.897	.861	.927

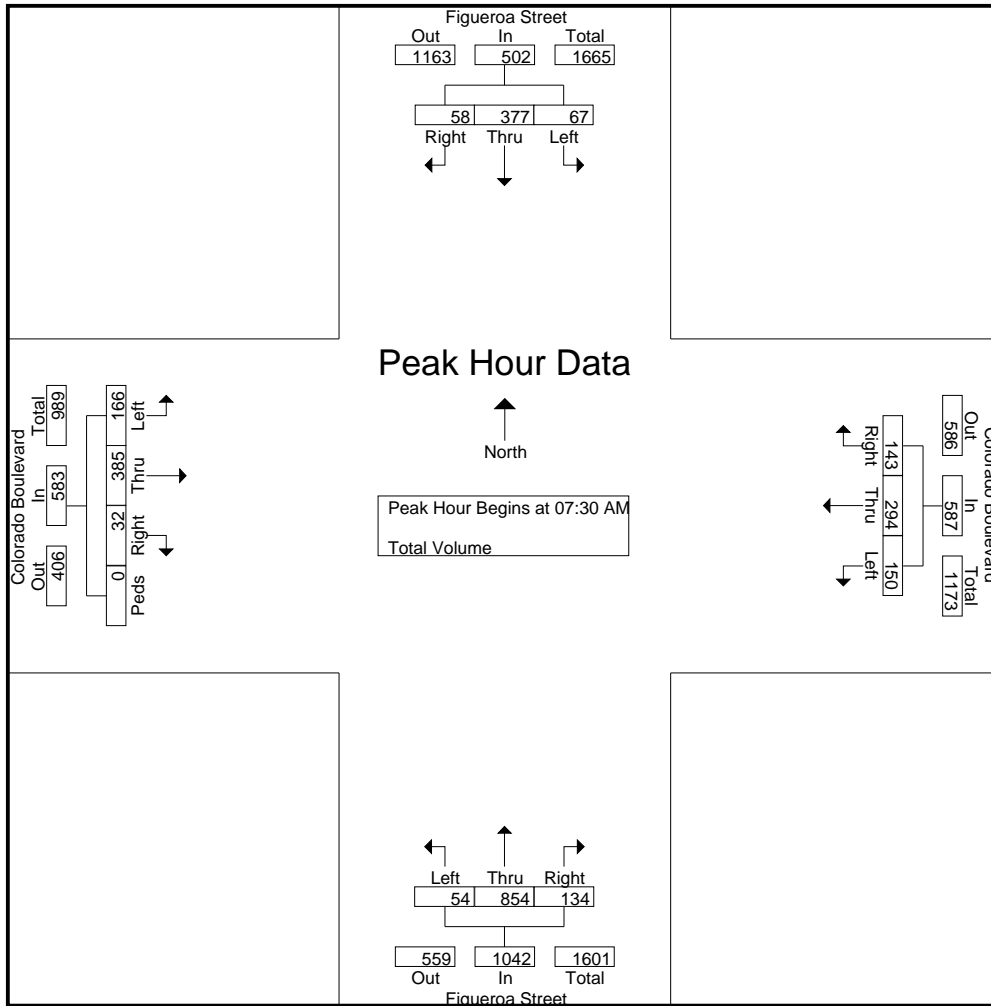
City of Glendale
 N/S: Figueroa Street
 E/W: Colorado Boulevard
 Weather: Sunny

File Name : GDEFICOAM
 Site Code : 10186063
 Start Date : 9/16/2010
 Page No : 1

Groups Printed- Total Volume

Start Time	Figueroa Street Southbound				Colorado Boulevard Westbound				Figueroa Street Northbound				Colorado Boulevard Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	13	103	10	126	13	23	13	49	16	155	19	190	17	24	4	0	45	410
07:15 AM	20	91	13	124	30	88	36	154	7	196	17	220	23	36	7	0	66	564
07:30 AM	18	105	11	134	35	62	34	131	14	244	30	288	25	37	5	0	67	620
07:45 AM	17	91	15	123	41	89	48	178	10	241	42	293	37	83	6	0	126	720
Total	68	390	49	507	119	262	131	512	47	836	108	991	102	180	22	0	304	2314
08:00 AM	16	103	12	131	45	80	28	153	15	178	31	224	58	145	11	0	214	722
08:15 AM	16	78	20	114	29	63	33	125	15	191	31	237	46	120	10	0	176	652
08:30 AM	25	84	20	129	14	53	17	84	12	168	14	194	22	86	6	0	114	521
08:45 AM	18	95	23	136	20	36	16	72	8	156	20	184	29	50	7	0	86	478
Total	75	360	75	510	108	232	94	434	50	693	96	839	155	401	34	0	590	2373
Grand Total	143	750	124	1017	227	494	225	946	97	1529	204	1830	257	581	56	0	894	4687
Apprch %	14.1	73.7	12.2		24	52.2	23.8		5.3	83.6	11.1		28.7	65	6.3	0		
Total %	3.1	16	2.6	21.7	4.8	10.5	4.8	20.2	2.1	32.6	4.4	39	5.5	12.4	1.2	0	19.1	

Start Time	Figueroa Street Southbound				Colorado Boulevard Westbound				Figueroa Street Northbound				Colorado Boulevard Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30 AM																		
07:30 AM	18	105	11	134	35	62	34	131	14	244	30	288	25	37	5	0	67	620
07:45 AM	17	91	15	123	41	89	48	178	10	241	42	293	37	83	6	0	126	720
08:00 AM	16	103	12	131	45	80	28	153	15	178	31	224	58	145	11	0	214	722
08:15 AM	16	78	20	114	29	63	33	125	15	191	31	237	46	120	10	0	176	652
Total Volume	67	377	58	502	150	294	143	587	54	854	134	1042	166	385	32	0	583	2714
% App. Total	13.3	75.1	11.6		25.6	50.1	24.4		5.2	82	12.9		28.5	66	5.5	0		
PHF	.931	.898	.725	.937	.833	.826	.745	.824	.900	.875	.798	.889	.716	.664	.727	.000	.681	.940



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

	07:15 AM				07:15 AM				07:30 AM				07:45 AM				
+0 mins.	20	91	13	124	30	88	36	154	14	244	30	288	37	83	6	0	126
+15 mins.	18	105	11	134	35	62	34	131	10	241	42	293	58	145	11	0	214
+30 mins.	17	91	15	123	41	89	48	178	15	178	31	224	46	120	10	0	176
+45 mins.	16	103	12	131	45	80	28	153	15	191	31	237	22	86	6	0	114
Total Volume	71	390	51	512	151	319	146	616	54	854	134	1042	163	434	33	0	630
% App. Total	13.9	76.2	10		24.5	51.8	23.7		5.2	82	12.9		25.9	68.9	5.2	0	
PHF	.888	.929	.850	.955	.839	.896	.760	.865	.900	.875	.798	.889	.703	.748	.750	.000	.736

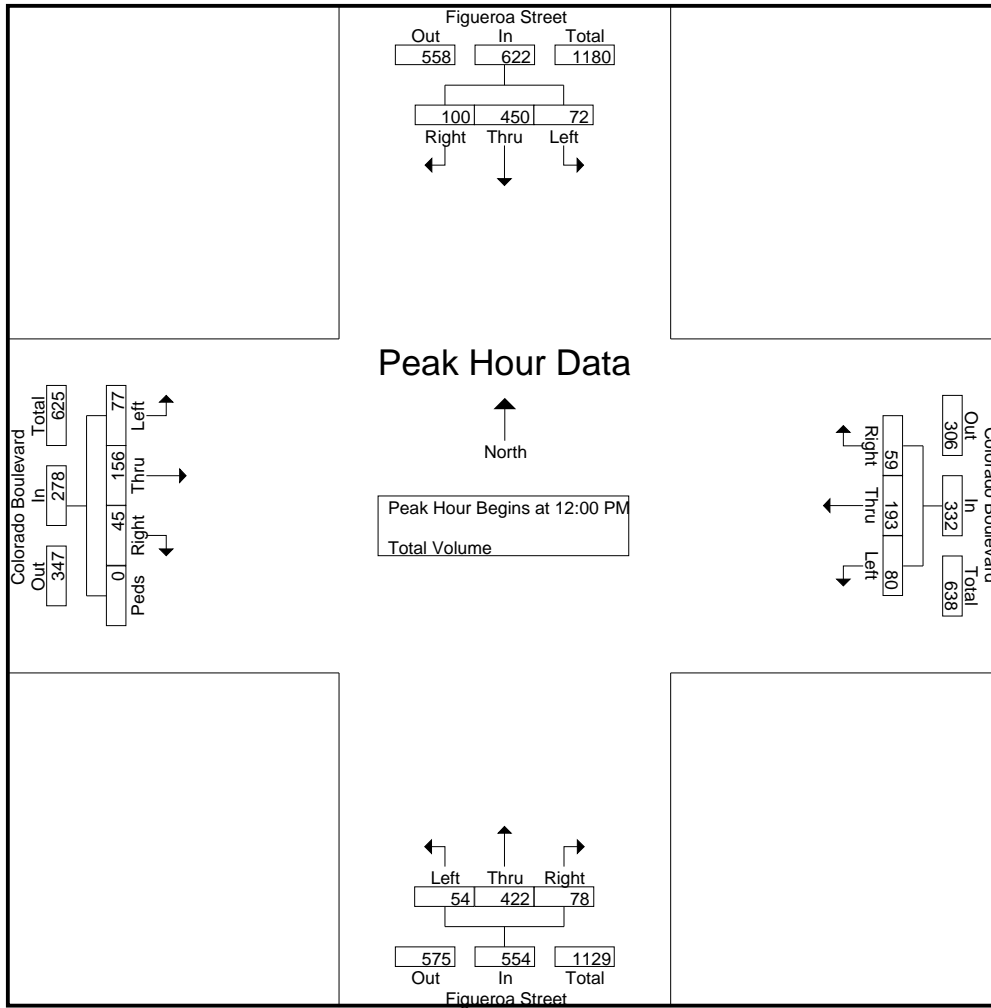
City of Glendale
 N/S: Figueroa Street
 E/W: Colorado Boulevard
 Weather: Sunny

File Name : GDEFICOMD
 Site Code : 10186063
 Start Date : 9/16/2010
 Page No : 1

Groups Printed- Total Volume

Start Time	Figueroa Street Southbound				Colorado Boulevard Westbound				Figueroa Street Northbound				Colorado Boulevard Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	
11:00 AM	19	81	19	119	16	41	10	67	16	90	29	135	14	31	10	0	55	376
11:15 AM	12	100	23	135	21	36	16	73	17	105	18	140	26	36	8	0	70	418
11:30 AM	14	84	24	122	21	33	9	63	10	99	15	124	19	40	7	0	66	375
11:45 AM	15	102	23	140	19	31	12	62	25	105	20	150	17	33	13	0	63	415
Total	60	367	89	516	77	141	47	265	68	399	82	549	76	140	38	0	254	1584
12:00 PM	17	103	27	147	22	66	15	103	10	93	20	123	13	31	10	0	54	427
12:15 PM	17	127	31	175	19	42	13	74	12	85	18	115	17	39	10	0	66	430
12:30 PM	19	123	20	162	23	47	15	85	16	132	23	171	21	38	9	0	68	486
12:45 PM	19	97	22	138	16	38	16	70	16	112	17	145	26	48	16	0	90	443
Total	72	450	100	622	80	193	59	332	54	422	78	554	77	156	45	0	278	1786
Grand Total	132	817	189	1138	157	334	106	597	122	821	160	1103	153	296	83	0	532	3370
Apprch %	11.6	71.8	16.6		26.3	55.9	17.8		11.1	74.4	14.5		28.8	55.6	15.6	0		
Total %	3.9	24.2	5.6	33.8	4.7	9.9	3.1	17.7	3.6	24.4	4.7	32.7	4.5	8.8	2.5	0	15.8	

Start Time	Figueroa Street Southbound				Colorado Boulevard Westbound				Figueroa Street Northbound				Colorado Boulevard Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 12:00 PM																		
12:00 PM	17	103	27	147	22	66	15	103	10	93	20	123	13	31	10	0	54	427
12:15 PM	17	127	31	175	19	42	13	74	12	85	18	115	17	39	10	0	66	430
12:30 PM	19	123	20	162	23	47	15	85	16	132	23	171	21	38	9	0	68	486
12:45 PM	19	97	22	138	16	38	16	70	16	112	17	145	26	48	16	0	90	443
Total Volume	72	450	100	622	80	193	59	332	54	422	78	554	77	156	45	0	278	1786
% App. Total	11.6	72.3	16.1		24.1	58.1	17.8		9.7	76.2	14.1		27.7	56.1	16.2	0		
PHF	.947	.886	.806	.889	.870	.731	.922	.806	.844	.799	.848	.810	.740	.813	.703	.000	.772	.919



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:45 AM				12:00 PM				11:45 AM				12:00 PM				
+0 mins.	15	102	23	140	22	66	15	103	25	105	20	150	13	31	10	0	54
+15 mins.	17	103	27	147	19	42	13	74	10	93	20	123	17	39	10	0	66
+30 mins.	17	127	31	175	23	47	15	85	12	85	18	115	21	38	9	0	68
+45 mins.	19	123	20	162	16	38	16	70	16	132	23	171	26	48	16	0	90
Total Volume	68	455	101	624	80	193	59	332	63	415	81	559	77	156	45	0	278
% App. Total	10.9	72.9	16.2		24.1	58.1	17.8		11.3	74.2	14.5		27.7	56.1	16.2	0	
PHF	.895	.896	.815	.891	.870	.731	.922	.806	.630	.786	.880	.817	.740	.813	.703	.000	.772

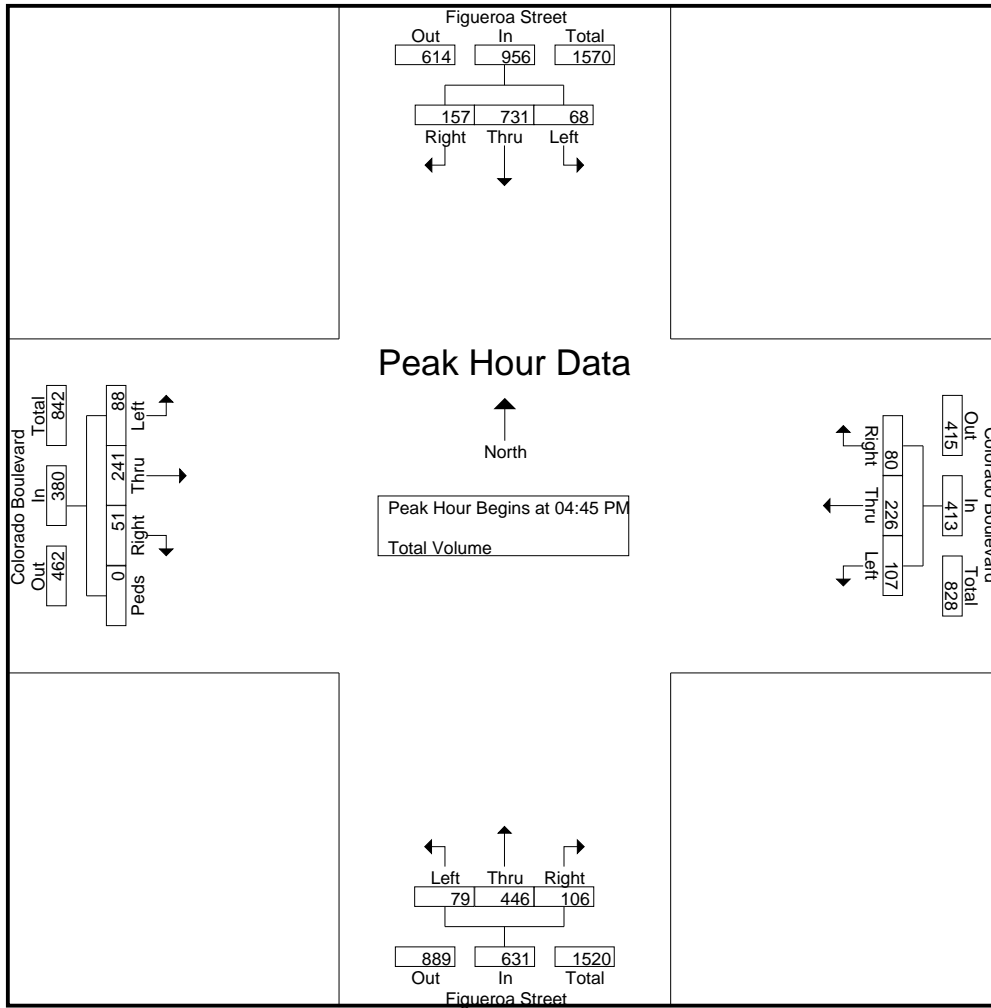
City of Glendale
 N/S: Figueroa Street
 E/W: Colorado Boulevard
 Weather: Sunny

File Name : GDEFICOPM
 Site Code : 10186063
 Start Date : 9/16/2010
 Page No : 1

Groups Printed- Total Volume

Start Time	Figueroa Street Southbound				Colorado Boulevard Westbound				Figueroa Street Northbound				Colorado Boulevard Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	18	164	37	219	34	53	17	104	13	129	23	165	26	58	13	0	97	585
04:15 PM	13	161	44	218	21	51	16	88	25	118	22	165	26	28	10	0	64	535
04:30 PM	25	156	31	212	29	66	24	119	23	133	20	176	27	53	8	0	88	595
04:45 PM	23	170	42	235	29	62	24	115	22	113	37	172	23	52	12	0	87	609
Total	79	651	154	884	113	232	81	426	83	493	102	678	102	191	43	0	336	2324
05:00 PM	13	169	32	214	31	48	25	104	15	110	18	143	24	54	9	0	87	548
05:15 PM	18	214	44	276	23	61	15	99	13	106	24	143	18	63	13	0	94	612
05:30 PM	14	178	39	231	24	55	16	95	29	117	27	173	23	72	17	0	112	611
05:45 PM	14	175	33	222	30	56	9	95	13	137	15	165	20	54	5	0	79	561
Total	59	736	148	943	108	220	65	393	70	470	84	624	85	243	44	0	372	2332
Grand Total	138	1387	302	1827	221	452	146	819	153	963	186	1302	187	434	87	0	708	4656
Apprch %	7.6	75.9	16.5		27	55.2	17.8		11.8	74	14.3		26.4	61.3	12.3	0		
Total %	3	29.8	6.5	39.2	4.7	9.7	3.1	17.6	3.3	20.7	4	28	4	9.3	1.9	0	15.2	

Start Time	Figueroa Street Southbound				Colorado Boulevard Westbound				Figueroa Street Northbound				Colorado Boulevard Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	23	170	42	235	29	62	24	115	22	113	37	172	23	52	12	0	87	609
05:00 PM	13	169	32	214	31	48	25	104	15	110	18	143	24	54	9	0	87	548
05:15 PM	18	214	44	276	23	61	15	99	13	106	24	143	18	63	13	0	94	612
05:30 PM	14	178	39	231	24	55	16	95	29	117	27	173	23	72	17	0	112	611
Total Volume	68	731	157	956	107	226	80	413	79	446	106	631	88	241	51	0	380	2380
% App. Total	7.1	76.5	16.4		25.9	54.7	19.4		12.5	70.7	16.8		23.2	63.4	13.4	0		
PHF	.739	.854	.892	.866	.863	.911	.800	.898	.681	.953	.716	.912	.917	.837	.750	.000	.848	.972



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

	04:45 PM				04:30 PM				04:00 PM				04:45 PM				
+0 mins.	23	170	42	235	29	66	24	119	13	129	23	165	23	52	12	0	87
+15 mins.	13	169	32	214	29	62	24	115	25	118	22	165	24	54	9	0	87
+30 mins.	18	214	44	276	31	48	25	104	23	133	20	176	18	63	13	0	94
+45 mins.	14	178	39	231	23	61	15	99	22	113	37	172	23	72	17	0	112
Total Volume	68	731	157	956	112	237	88	437	83	493	102	678	88	241	51	0	380
% App. Total	7.1	76.5	16.4		25.6	54.2	20.1		12.2	72.7	15		23.2	63.4	13.4	0	
PHF	.739	.854	.892	.866	.903	.898	.880	.918	.830	.927	.689	.963	.917	.837	.750	.000	.848

City of Glendale
N/S: Figueroa Street
E/W: La Loma Road
Weather: Sunny

File Name : GDEFILLAM
Site Code : 10186035
Start Date : 9/16/2010
Page No : 1

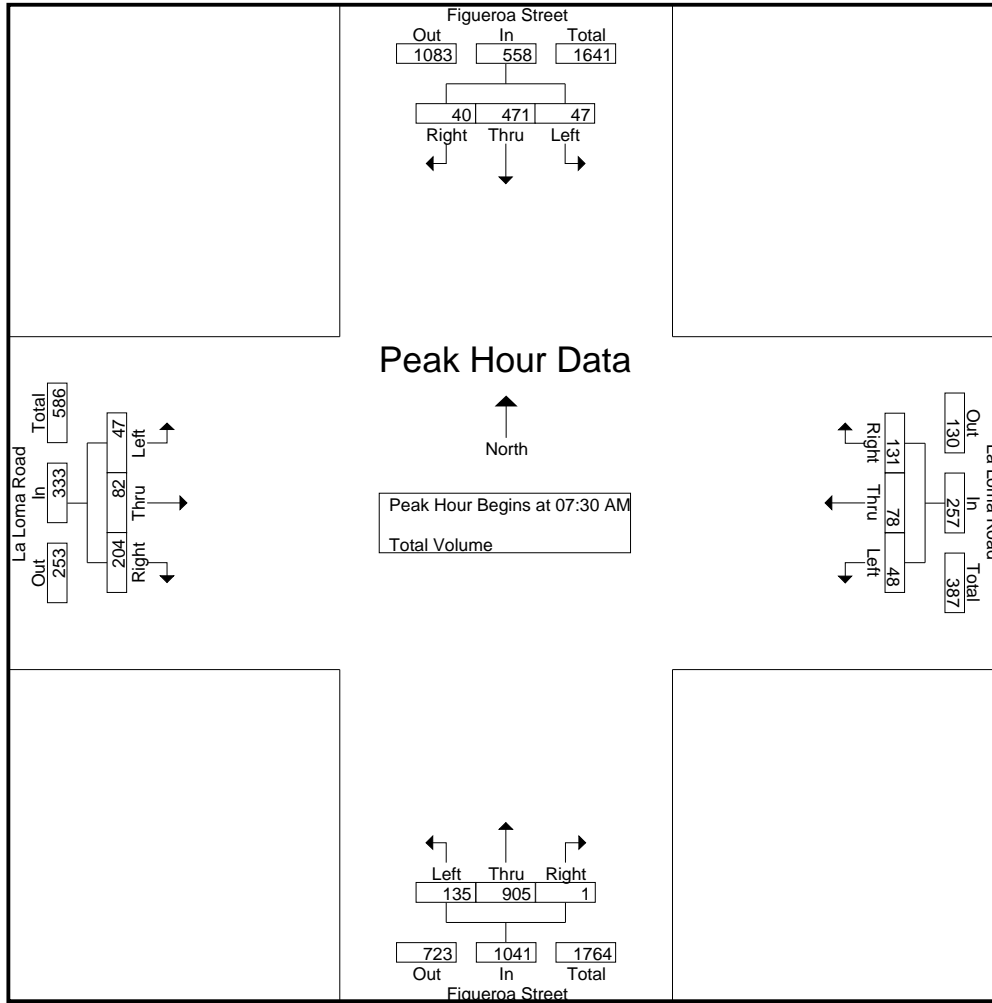
Groups Printed- Total Volume

Start Time	Figueroa Street Southbound				La Loma Road Westbound				Figueroa Street Northbound				La Loma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	8	107	6	121	6	8	26	40	17	167	0	184	3	12	28	43	388
07:15 AM	5	123	3	131	15	15	23	53	21	211	1	233	4	11	41	56	473
07:30 AM	7	121	9	137	22	27	30	79	32	261	0	293	13	16	32	61	570
07:45 AM	13	113	10	136	13	21	43	77	37	250	0	287	11	24	62	97	597
Total	33	464	28	525	56	71	122	249	107	889	1	997	31	63	163	257	2028
08:00 AM	14	128	15	157	10	12	25	47	35	209	1	245	14	22	59	95	544
08:15 AM	13	109	6	128	3	18	33	54	31	185	0	216	9	20	51	80	478
08:30 AM	12	91	8	111	9	15	26	50	19	168	2	189	3	13	46	62	412
08:45 AM	15	109	6	130	4	9	23	36	20	156	0	176	7	11	34	52	394
Total	54	437	35	526	26	54	107	187	105	718	3	826	33	66	190	289	1828
Grand Total	87	901	63	1051	82	125	229	436	212	1607	4	1823	64	129	353	546	3856
Apprch %	8.3	85.7	6		18.8	28.7	52.5		11.6	88.2	0.2		11.7	23.6	64.7		
Total %	2.3	23.4	1.6	27.3	2.1	3.2	5.9	11.3	5.5	41.7	0.1	47.3	1.7	3.3	9.2	14.2	

Start Time	Figueroa Street Southbound				La Loma Road Westbound				Figueroa Street Northbound				La Loma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	7	121	9	137	22	27	30	79	32	261	0	293	13	16	32	61	570
07:45 AM	13	113	10	136	13	21	43	77	37	250	0	287	11	24	62	97	597
08:00 AM	14	128	15	157	10	12	25	47	35	209	1	245	14	22	59	95	544
08:15 AM	13	109	6	128	3	18	33	54	31	185	0	216	9	20	51	80	478
Total Volume	47	471	40	558	48	78	131	257	135	905	1	1041	47	82	204	333	2189
% App. Total	8.4	84.4	7.2		18.7	30.4	51		13	86.9	0.1		14.1	24.6	61.3		
PHF	.839	.920	.667	.889	.545	.722	.762	.813	.912	.867	.250	.888	.839	.854	.823	.858	.917

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:45 AM				07:15 AM				07:45 AM			
+0 mins.	5	123	3	131	22	27	30	79	21	211	1	233	11	24	62	97	11	24	62	97
+15 mins.	7	121	9	137	13	21	43	77	32	261	0	293	14	22	59	95	14	22	59	95
+30 mins.	13	113	10	136	10	12	25	47	37	250	0	287	9	20	51	80	9	20	51	80
+45 mins.	14	128	15	157	3	18	33	54	35	209	1	245	3	13	46	62	3	13	46	62
Total Volume	39	485	37	561	48	78	131	257	125	931	2	1058	37	79	218	334	37	79	218	334
% App. Total	7	86.5	6.6		18.7	30.4	51		11.8	88	0.2		11.1	23.7	65.3		11.1	23.7	65.3	
PHF	.696	.947	.617	.893	.545	.722	.762	.813	.845	.892	.500	.903	.661	.823	.879	.861	.661	.823	.879	.861

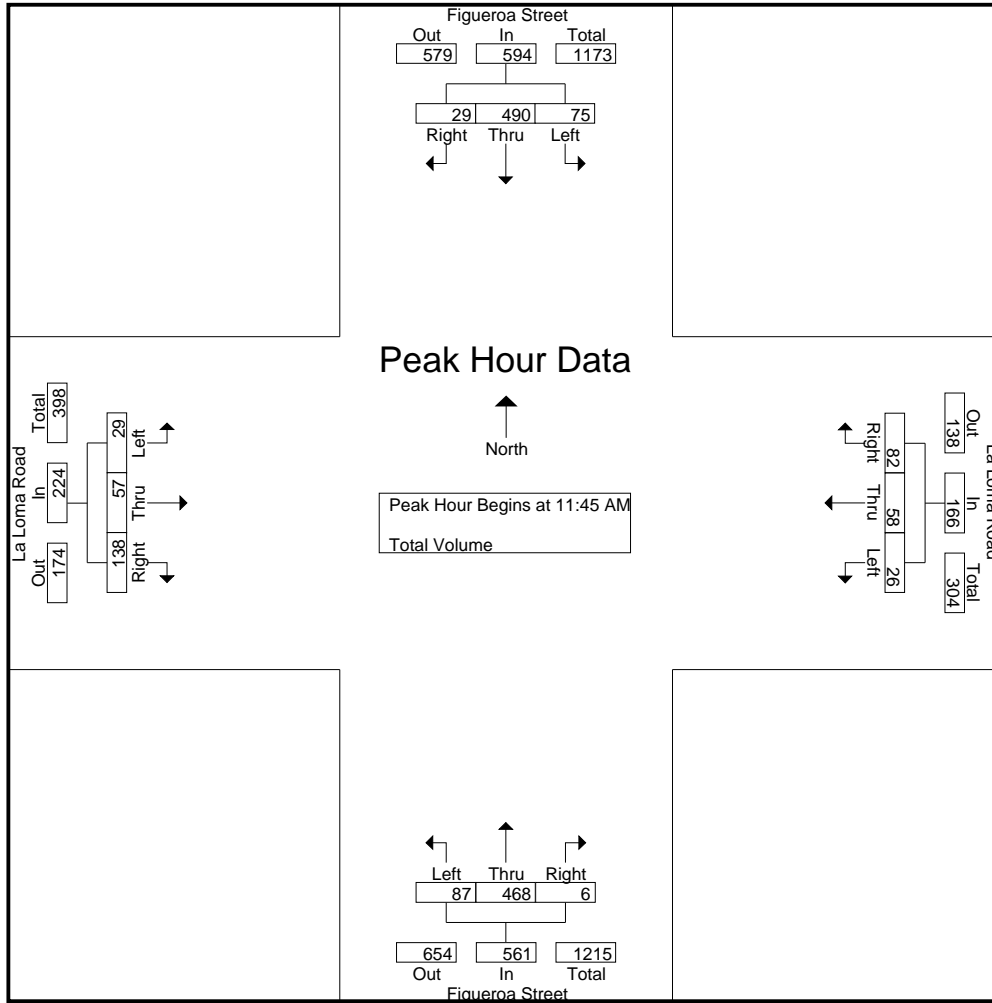
City of Glendale
N/S: Figueroa Street
E/W: La Loma Road
Weather: Sunny

File Name : GDEFILLMD
Site Code : 10186035
Start Date : 9/16/2010
Page No : 1

Groups Printed- Total Volume

Start Time	Figueroa Street Southbound				La Loma Road Westbound				Figueroa Street Northbound				La Loma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	13	91	4	108	6	8	23	37	25	112	1	138	6	8	23	37	320
11:15 AM	16	112	8	136	9	11	21	41	23	108	1	132	5	16	39	60	369
11:30 AM	17	97	7	121	2	14	18	34	16	119	2	137	9	13	38	60	352
11:45 AM	15	126	5	146	7	14	16	37	22	129	2	153	4	10	41	55	391
Total	61	426	24	511	24	47	78	149	86	468	6	560	24	47	141	212	1432
12:00 PM	16	118	5	139	5	15	23	43	15	104	2	121	8	11	29	48	351
12:15 PM	28	119	9	156	7	17	16	40	25	108	1	134	7	18	36	61	391
12:30 PM	16	127	10	153	7	12	27	46	25	127	1	153	10	18	32	60	412
12:45 PM	14	117	9	140	6	12	16	34	23	119	0	142	8	14	43	65	381
Total	74	481	33	588	25	56	82	163	88	458	4	550	33	61	140	234	1535
Grand Total	135	907	57	1099	49	103	160	312	174	926	10	1110	57	108	281	446	2967
Apprch %	12.3	82.5	5.2		15.7	33	51.3		15.7	83.4	0.9		12.8	24.2	63		
Total %	4.6	30.6	1.9	37	1.7	3.5	5.4	10.5	5.9	31.2	0.3	37.4	1.9	3.6	9.5	15	

Start Time	Figueroa Street Southbound				La Loma Road Westbound				Figueroa Street Northbound				La Loma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	15	126	5	146	7	14	16	37	22	129	2	153	4	10	41	55	391
12:00 PM	16	118	5	139	5	15	23	43	15	104	2	121	8	11	29	48	351
12:15 PM	28	119	9	156	7	17	16	40	25	108	1	134	7	18	36	61	391
12:30 PM	16	127	10	153	7	12	27	46	25	127	1	153	10	18	32	60	412
Total Volume	75	490	29	594	26	58	82	166	87	468	6	561	29	57	138	224	1545
% App. Total	12.6	82.5	4.9		15.7	34.9	49.4		15.5	83.4	1.1		12.9	25.4	61.6		
PHF	.670	.965	.725	.952	.929	.853	.759	.902	.870	.907	.750	.917	.725	.792	.841	.918	.938



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM				11:45 AM				11:45 AM				12:00 PM			
+0 mins.	15	126	5	146	7	14	16	37	22	129	2	153	8	11	29	48
+15 mins.	16	118	5	139	5	15	23	43	15	104	2	121	7	18	36	61
+30 mins.	28	119	9	156	7	17	16	40	25	108	1	134	10	18	32	60
+45 mins.	16	127	10	153	7	12	27	46	25	127	1	153	8	14	43	65
Total Volume	75	490	29	594	26	58	82	166	87	468	6	561	33	61	140	234
% App. Total	12.6	82.5	4.9		15.7	34.9	49.4		15.5	83.4	1.1		14.1	26.1	59.8	
PHF	.670	.965	.725	.952	.929	.853	.759	.902	.870	.907	.750	.917	.825	.847	.814	.900

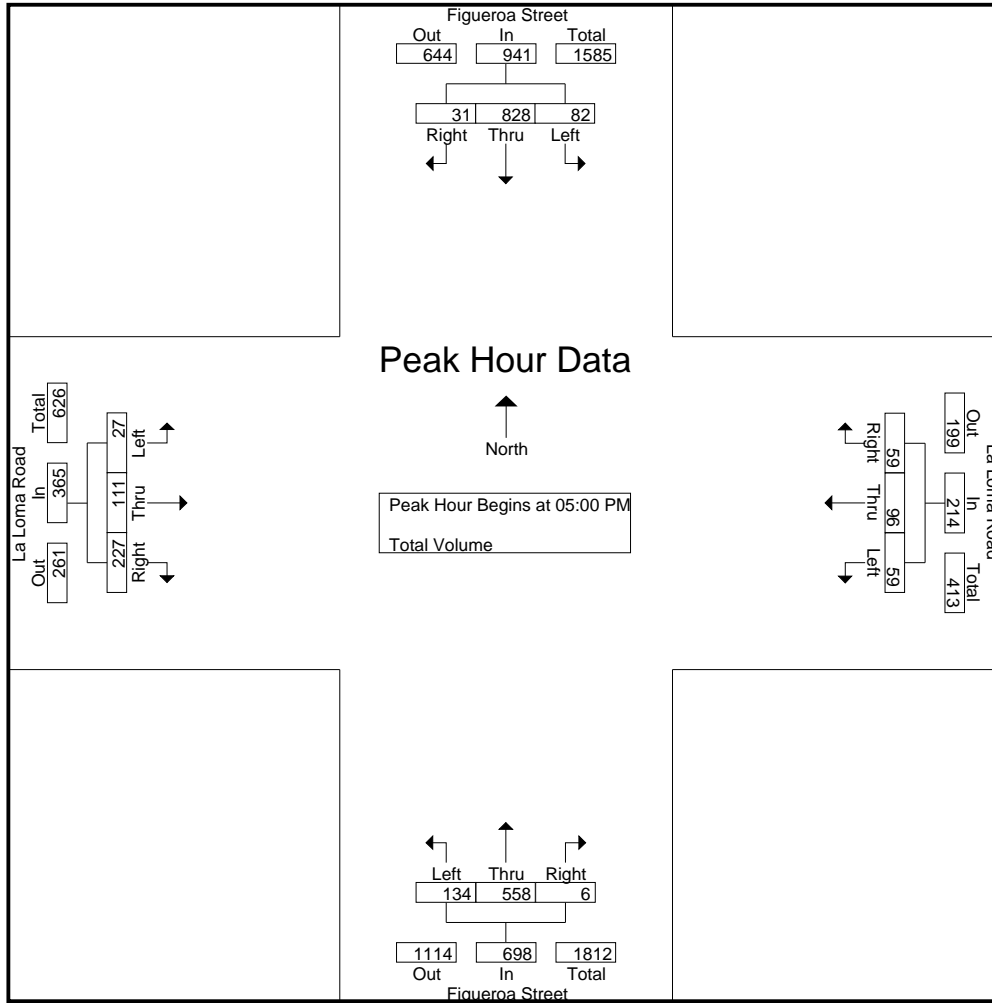
City of Glendale
N/S: Figueroa Street
E/W: La Loma Road
Weather: Sunny

File Name : GDEFILLPM
Site Code : 10186035
Start Date : 9/16/2010
Page No : 1

Groups Printed- Total Volume

Start Time	Figueroa Street Southbound				La Loma Road Westbound				Figueroa Street Northbound				La Loma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	14	194	13	221	6	22	27	55	26	145	0	171	4	22	48	74	521
04:15 PM	22	183	3	208	7	17	12	36	23	159	2	184	4	23	55	82	510
04:30 PM	14	184	7	205	23	22	21	66	43	165	0	208	5	15	39	59	538
04:45 PM	25	186	9	220	13	18	12	43	36	136	1	173	13	19	43	75	511
Total	75	747	32	854	49	79	72	200	128	605	3	736	26	79	185	290	2080
05:00 PM	23	208	7	238	10	23	15	48	33	129	0	162	8	30	47	85	533
05:15 PM	17	229	12	258	15	32	16	63	32	134	2	168	4	19	54	77	566
05:30 PM	25	196	9	230	17	22	10	49	48	152	2	202	10	32	66	108	589
05:45 PM	17	195	3	215	17	19	18	54	21	143	2	166	5	30	60	95	530
Total	82	828	31	941	59	96	59	214	134	558	6	698	27	111	227	365	2218
Grand Total	157	1575	63	1795	108	175	131	414	262	1163	9	1434	53	190	412	655	4298
Apprch %	8.7	87.7	3.5		26.1	42.3	31.6		18.3	81.1	0.6		8.1	29	62.9		
Total %	3.7	36.6	1.5	41.8	2.5	4.1	3	9.6	6.1	27.1	0.2	33.4	1.2	4.4	9.6	15.2	

Start Time	Figueroa Street Southbound				La Loma Road Westbound				Figueroa Street Northbound				La Loma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	23	208	7	238	10	23	15	48	33	129	0	162	8	30	47	85	533
05:15 PM	17	229	12	258	15	32	16	63	32	134	2	168	4	19	54	77	566
05:30 PM	25	196	9	230	17	22	10	49	48	152	2	202	10	32	66	108	589
05:45 PM	17	195	3	215	17	19	18	54	21	143	2	166	5	30	60	95	530
Total Volume	82	828	31	941	59	96	59	214	134	558	6	698	27	111	227	365	2218
% App. Total	8.7	88	3.3		27.6	44.9	27.6		19.2	79.9	0.9		7.4	30.4	62.2		
PHF	.820	.904	.646	.912	.868	.750	.819	.849	.698	.918	.750	.864	.675	.867	.860	.845	.941



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	25	186	9	220	23	22	21	66	26	145	0	171	8	30	47	85
+15 mins.	23	208	7	238	13	18	12	43	23	159	2	184	4	19	54	77
+30 mins.	17	229	12	258	10	23	15	48	43	165	0	208	10	32	66	108
+45 mins.	25	196	9	230	15	32	16	63	36	136	1	173	5	30	60	95
Total Volume	90	819	37	946	61	95	64	220	128	605	3	736	27	111	227	365
% App. Total	9.5	86.6	3.9		27.7	43.2	29.1		17.4	82.2	0.4		7.4	30.4	62.2	
PHF	.900	.894	.771	.917	.663	.742	.762	.833	.744	.917	.375	.885	.675	.867	.860	.845

City of Glendale
N/S: Figueroa Street
E/W: Yosemite Drive
Weather: Sunny

File Name : GDEFIYOAM
Site Code : 10186035
Start Date : 9/16/2010
Page No : 1

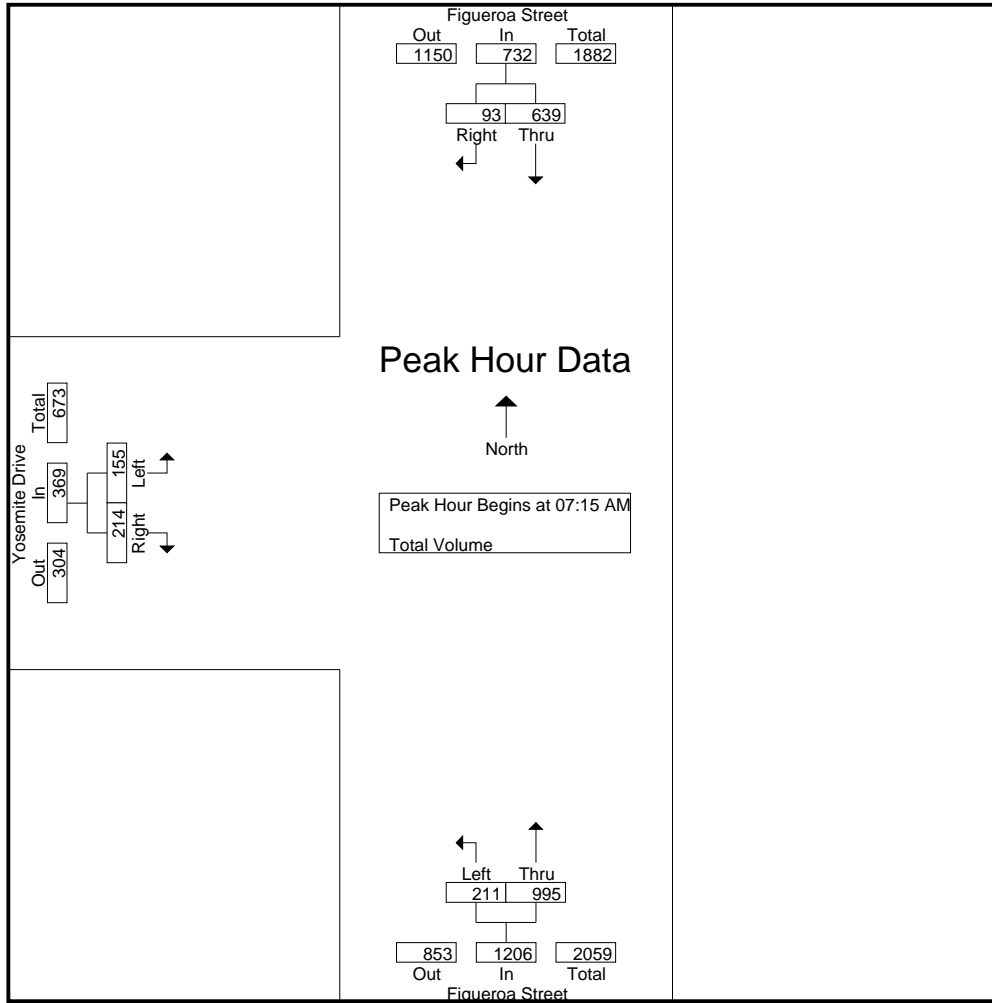
Groups Printed- Total Volume

Start Time	Figueroa Street Southbound			Figueroa Street Northbound			Yosemite Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	126	8	134	37	181	218	24	31	55	407
07:15 AM	147	23	170	56	219	275	28	36	64	509
07:30 AM	150	28	178	62	255	317	49	62	111	606
07:45 AM	159	25	184	65	287	352	49	65	114	650
Total	582	84	666	220	942	1162	150	194	344	2172
08:00 AM	183	17	200	28	234	262	29	51	80	542
08:15 AM	156	14	170	27	193	220	26	40	66	456
08:30 AM	132	8	140	27	164	191	17	24	41	372
08:45 AM	140	16	156	25	174	199	20	25	45	400
Total	611	55	666	107	765	872	92	140	232	1770
Grand Total	1193	139	1332	327	1707	2034	242	334	576	3942
Apprch %	89.6	10.4		16.1	83.9		42	58		
Total %	30.3	3.5	33.8	8.3	43.3	51.6	6.1	8.5	14.6	

Start Time	Figueroa Street Southbound			Figueroa Street Northbound			Yosemite Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	147	23	170	56	219	275	28	36	64	509
07:30 AM	150	28	178	62	255	317	49	62	111	606
07:45 AM	159	25	184	65	287	352	49	65	114	650
08:00 AM	183	17	200	28	234	262	29	51	80	542
Total Volume	639	93	732	211	995	1206	155	214	369	2307
% App. Total	87.3	12.7		17.5	82.5		42	58		
PHF	.873	.830	.915	.812	.867	.857	.791	.823	.809	.887

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:30 AM		
+0 mins.	147	23	170	56	219	275	49	62	111
+15 mins.	150	28	178	62	255	317	49	65	114
+30 mins.	159	25	184	65	287	352	29	51	80
+45 mins.	183	17	200	28	234	262	26	40	66
Total Volume	639	93	732	211	995	1206	153	218	371
% App. Total	87.3	12.7		17.5	82.5		41.2	58.8	
PHF	.873	.830	.915	.812	.867	.857	.781	.838	.814

City of Glendale
N/S: Figueroa Street
E/W: Yosemite Drive
Weather: Sunny

File Name : GDEFIYOMD
Site Code : 10186035
Start Date : 9/16/2010
Page No : 1

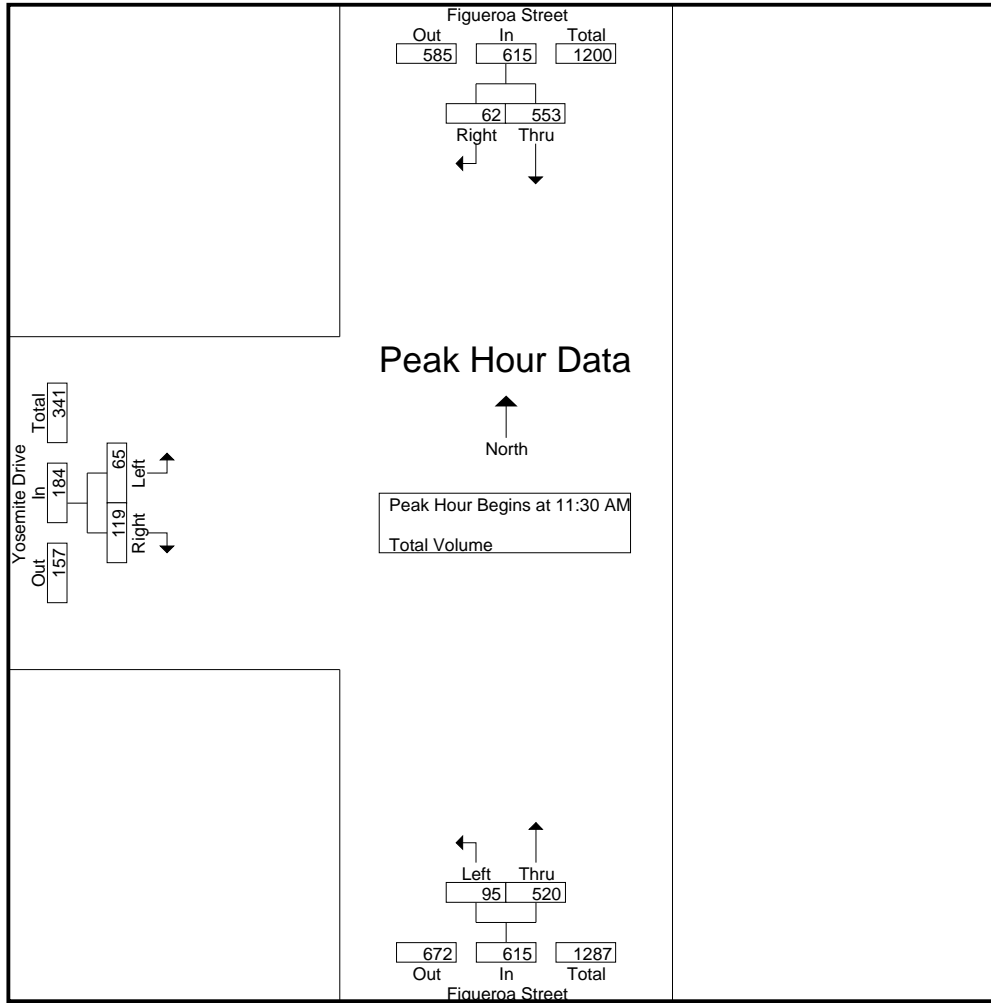
Groups Printed- Total Volume

Start Time	Figueroa Street Southbound			Figueroa Street Northbound			Yosemite Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
11:00 AM	104	17	121	26	126	152	15	22	37	310
11:15 AM	137	15	152	24	129	153	15	14	29	334
11:30 AM	130	22	152	25	137	162	16	31	47	361
11:45 AM	144	20	164	22	136	158	21	23	44	366
Total	515	74	589	97	528	625	67	90	157	1371
12:00 PM	132	9	141	29	119	148	14	33	47	336
12:15 PM	147	11	158	19	128	147	14	32	46	351
12:30 PM	142	13	155	24	135	159	21	22	43	357
12:45 PM	153	10	163	26	141	167	11	19	30	360
Total	574	43	617	98	523	621	60	106	166	1404
Grand Total	1089	117	1206	195	1051	1246	127	196	323	2775
Apprch %	90.3	9.7		15.7	84.3		39.3	60.7		
Total %	39.2	4.2	43.5	7	37.9	44.9	4.6	7.1	11.6	

Start Time	Figueroa Street Southbound			Figueroa Street Northbound			Yosemite Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
11:30 AM	130	22	152	25	137	162	16	31	47	361
11:45 AM	144	20	164	22	136	158	21	23	44	366
12:00 PM	132	9	141	29	119	148	14	33	47	336
12:15 PM	147	11	158	19	128	147	14	32	46	351
Total Volume	553	62	615	95	520	615	65	119	184	1414
% App. Total	89.9	10.1		15.4	84.6		35.3	64.7		
PHF	.940	.705	.938	.819	.949	.949	.774	.902	.979	.966

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:30 AM



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM			11:00 AM			11:30 AM		
+0 mins.	144	20	164	26	126	152	16	31	47
+15 mins.	132	9	141	24	129	153	21	23	44
+30 mins.	147	11	158	25	137	162	14	33	47
+45 mins.	142	13	155	22	136	158	14	32	46
Total Volume	565	53	618	97	528	625	65	119	184
% App. Total	91.4	8.6		15.5	84.5		35.3	64.7	
PHF	.961	.663	.942	.933	.964	.965	.774	.902	.979

City of Glendale
N/S: Figueroa Street
E/W: Yosemite Drive
Weather: Sunny

File Name : GDEFIYOPM
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Page No : 1

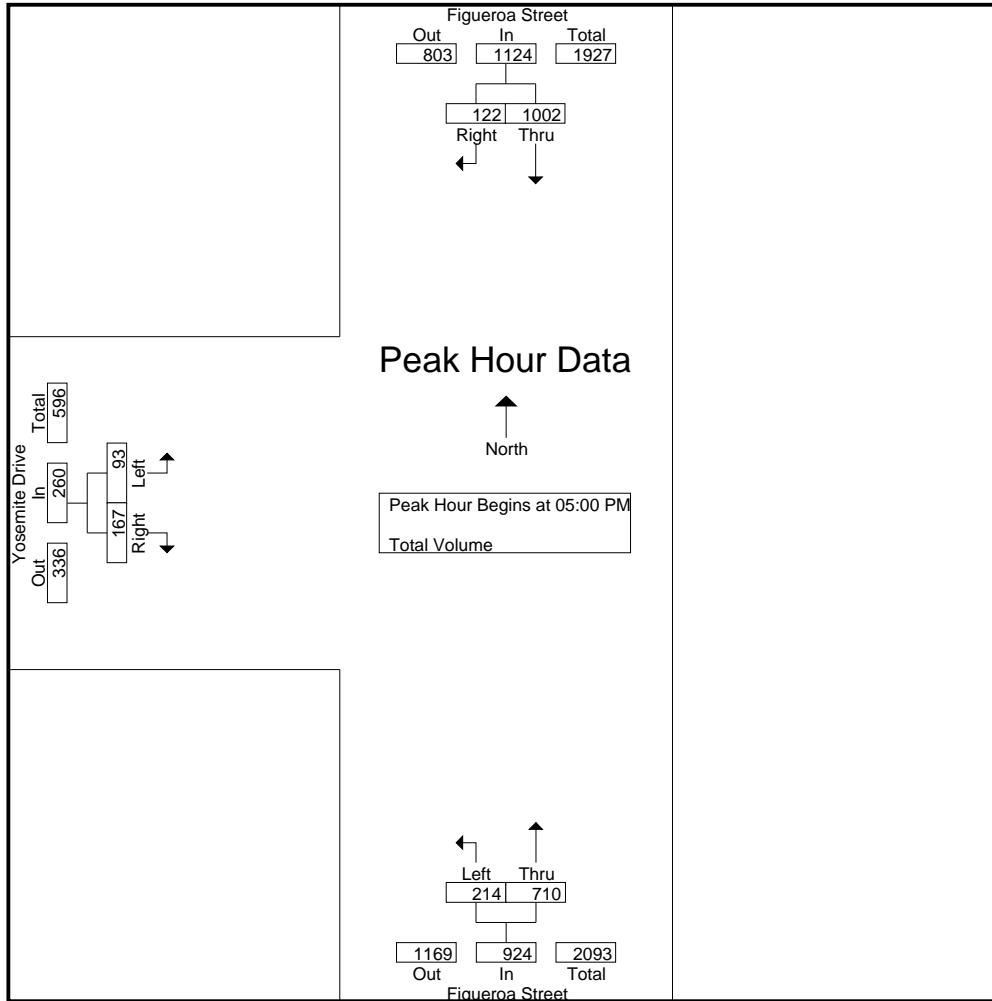
Groups Printed- Total Volume

Start Time	Figueroa Street Southbound			Figueroa Street Northbound			Yosemite Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	206	25	231	25	163	188	16	43	59	478
04:15 PM	207	27	234	32	180	212	22	35	57	503
04:30 PM	237	33	270	37	208	245	21	37	58	573
04:45 PM	204	33	237	45	171	216	17	44	61	514
Total	854	118	972	139	722	861	76	159	235	2068
05:00 PM	247	29	276	57	167	224	20	41	61	561
05:15 PM	258	37	295	46	171	217	24	40	64	576
05:30 PM	247	32	279	57	206	263	24	41	65	607
05:45 PM	250	24	274	54	166	220	25	45	70	564
Total	1002	122	1124	214	710	924	93	167	260	2308
Grand Total	1856	240	2096	353	1432	1785	169	326	495	4376
Apprch %	88.5	11.5		19.8	80.2		34.1	65.9		
Total %	42.4	5.5	47.9	8.1	32.7	40.8	3.9	7.4	11.3	

Start Time	Figueroa Street Southbound			Figueroa Street Northbound			Yosemite Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
05:00 PM	247	29	276	57	167	224	20	41	61	561
05:15 PM	258	37	295	46	171	217	24	40	64	576
05:30 PM	247	32	279	57	206	263	24	41	65	607
05:45 PM	250	24	274	54	166	220	25	45	70	564
Total Volume	1002	122	1124	214	710	924	93	167	260	2308
% App. Total	89.1	10.9		23.2	76.8		35.8	64.2		
PHF	.971	.824	.953	.939	.862	.878	.930	.928	.929	.951

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	247	29	276	57	167	224	20	41	61
+15 mins.	258	37	295	46	171	217	24	40	64
+30 mins.	247	32	279	57	206	263	24	41	65
+45 mins.	250	24	274	54	166	220	25	45	70
Total Volume	1002	122	1124	214	710	924	93	167	260
% App. Total	89.1	10.9		23.2	76.8		35.8	64.2	
PHF	.971	.824	.953	.939	.862	.878	.930	.928	.929

Attachment B

Existing LOS

Scholl Canyon Landfill Expansion Traffic Analysis
Existing Conditions
AM Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 10 Average Delay (sec/veh): 30.9
Optimal Cycle: 0 Level of Service: D

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	163	699	142	23	0	0	0	0	228	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	163	699	142	23	0	0	0	0	228	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	163	699	142	23	0	0	0	0	228	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	163	699	142	23	0	0	0	0	228	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	163	699	142	23	0	0	0	0	228	0	43

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.86	0.14	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	629	724	482	78	0	0	0	0	492	0	585

Capacity Analysis Module:

Vol/Sat:	xxxx	0.26	0.97	0.29	0.29	xxxx	xxxx	xxxx	xxxx	0.46	xxxx	0.07
Crit Moves:			***		***					***		
Delay/Veh:	0.0	10.3	46.5	11.8	11.8	0.0	0.0	0.0	0.0	15.8	0.0	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.3	46.5	11.8	11.8	0.0	0.0	0.0	0.0	15.8	0.0	9.2
LOS by Move:	*	B	E	B	B	*	*	*	*	C	*	A
ApproachDel:		39.7			11.8		xxxxxx				14.7	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		39.7			11.8		xxxxxx				14.7	
LOS by Appr:		E			B		*			B		
AllWayAvgQ:	0.0	0.3	7.8	0.4	0.4	0.4	0.0	0.0	0.0	0.8	0.0	0.1

Note: Queue reported is the number of cars per lane.

 Scholl Canyon Landfill Expansion Traffic Analysis
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Figueroa Street				SR 134 westbound ramps			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	- T - R	L	- T - R	L	- T - R	L	- T - R
Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	0

Volume Module:

Base Vol:	0	647	415	61	241	0	0	0	0	320	0	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	647	415	61	241	0	0	0	0	320	0	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	647	415	61	241	0	0	0	0	320	0	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	647	415	61	241	0	0	0	0	320	0	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	647	415	61	241	0	0	0	0	320	0	156

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.22	0.78	1.00	2.00	0.00	0.00	0.00	0.00	1.34	0.00	0.66
Final Sat.:	0	1950	1250	1600	3200	0	0	0	0	2151	0	1049

Capacity Analysis Module:

Vol/Sat:	0.00	0.33	0.33	0.04	0.08	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:	****		****		****		****		****		****	

Scholl Canyon Landfill Expansion Traffic Analysis
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Table with columns for Street Name (Figueroa Street, Colorado Boulevard), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

Scholl Canyon Landfill Expansion Traffic Analysis
Existing Conditions
AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level of Service: B

Table with columns for Street Name (Figueroa Street, La Loma Road), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

 Scholl Canyon Landfill Expansion Traffic Analysis
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	1

Volume Module:

Base Vol:	211	995	0	0	639	93	155	0	214	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	995	0	0	639	93	155	0	214	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	995	0	0	639	93	155	0	214	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	995	0	0	639	93	155	0	214	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	995	0	0	639	93	155	0	214	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	0.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2793	407	672	0	928	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.13	0.31	0.00	0.00	0.23	0.23	0.10	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

 Scholl Canyon Landfill Expansion Traffic Analysis
 Existing Conditions
 Landfill Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	10	Average Delay (sec/veh):	11.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Figueroa Street				SR 134 westbound ramps			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	- T - R	L	- T - R	L	- T - R	L	- T - R
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	1	0

Volume Module:												
Base Vol:	0	79	321	41	60	0	0	0	0	283	0	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	79	321	41	60	0	0	0	0	283	0	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	79	321	41	60	0	0	0	0	283	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	79	321	41	60	0	0	0	0	283	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	79	321	41	60	0	0	0	0	283	0	52

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.41	0.59	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	619	710	239	350	0	0	0	0	565	0	688

Capacity Analysis Module:												
Vol/Sat:	xxxx	0.13	0.45	0.17	0.17	xxxx	xxxx	xxxx	xxxx	0.50	xxxx	0.08
Crit Moves:			***		***					***		
Delay/Veh:	0.0	9.1	11.4	10.0	10.0	0.0	0.0	0.0	0.0	14.6	0.0	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	11.4	10.0	10.0	0.0	0.0	0.0	0.0	14.6	0.0	8.1
LOS by Move:	*	A	B	A	A	*	*	*	*	B	*	A
ApproachDel:		10.9			10.0		xxxxxxx			13.6		
Delay Adj:		1.00			1.00		xxxxxxx			1.00		
ApprAdjDel:		10.9			10.0		xxxxxxx			13.6		
LOS by Appr:		B			A		*			B		
AllWayAvgQ:	0.0	0.1	0.7	0.2	0.2	0.2	0.0	0.0	0.0	0.9	0.0	0.1

Note: Queue reported is the number of cars per lane.

Scholl Canyon Landfill Expansion Traffic Analysis
 Existing Conditions
 Landfill Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	1	0	1

Volume Module:

Base Vol:	0	330	250	85	289	0	0	0	0	333	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	330	250	85	289	0	0	0	0	333	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	330	250	85	289	0	0	0	0	333	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	330	250	85	289	0	0	0	0	333	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	330	250	85	289	0	0	0	0	333	0	100

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.14	0.86	1.00	2.00	0.00	0.00	0.00	0.00	1.54	0.00	0.46
Final Sat.:	0	1821	1379	1600	3200	0	0	0	0	2461	0	739

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.18	0.05	0.09	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Crit Moves:	****			****			****			****		

 Scholl Canyon Landfill Expansion Traffic Analysis
 Existing Conditions
 Landfill Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Figueroa Street						Colorado Boulevard									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	1	1	0	0	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	54	447	78	72	450	100	77	156	45	80	193	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	447	78	72	450	100	77	156	45	80	193	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	447	78	72	450	100	77	156	45	80	193	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	447	78	72	450	100	77	156	45	80	193	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	447	78	72	450	100	77	156	45	80	193	59

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	1.64	0.36	1.00	1.55	0.45	1.00	1.53	0.47
Final Sat.:	1600	2725	475	1600	2618	582	1600	2484	716	1600	2451	749

Capacity Analysis Module:

Vol/Sat:	0.03	0.16	0.16	0.05	0.17	0.17	0.05	0.06	0.06	0.05	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Scholl Canyon Landfill Expansion Traffic Analysis
 Existing Conditions
 Landfill Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	87	468	6	75	490	29	29	57	138	26	58	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	468	6	75	490	29	29	57	138	26	58	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	468	6	75	490	29	29	57	138	26	58	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	468	6	75	490	29	29	57	138	26	58	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	468	6	75	490	29	29	57	138	26	58	82

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.89	0.11	0.13	0.25	0.62	0.16	0.35	0.49
Final Sat.:	1600	3159	41	1600	3021	179	207	407	986	251	559	790

Capacity Analysis Module:

Vol/Sat:	0.05	0.15	0.15	0.05	0.16	0.16	0.02	0.14	0.14	0.02	0.10	0.10
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 Existing Conditions
 Landfill Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	95	520	0	0	553	62	65	0	119	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	520	0	0	553	62	65	0	119	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	520	0	0	553	62	65	0	119	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	520	0	0	553	62	65	0	119	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	520	0	0	553	62	65	0	119	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.80	0.20	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2877	323	565	0	1035	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.16	0.00	0.00	0.19	0.19	0.04	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****					

Scholl Canyon Landfill Expansion Traffic Analysis
Existing Conditions
PM Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 10 Average Delay (sec/veh): 17.7
Optimal Cycle: 0 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:	Figueroa Street			Figueroa Street			SR 134 westbound ramps			SR 134 westbound ramps		
Base Vol:	0	53	424	50	84	0	0	0	0	384	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	53	424	50	84	0	0	0	0	384	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	53	424	50	84	0	0	0	0	384	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	53	424	50	84	0	0	0	0	384	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	53	424	50	84	0	0	0	0	384	0	29

Saturation Flow Module:	Figueroa Street			Figueroa Street			SR 134 westbound ramps			SR 134 westbound ramps		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.37	0.63	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	575	656	201	337	0	0	0	0	540	0	646

Capacity Analysis Module:	Figueroa Street			Figueroa Street			SR 134 westbound ramps			SR 134 westbound ramps		
Vol/Sat:	xxxx	0.09	0.65	0.25	0.25	xxxx	xxxx	xxxx	xxxx	0.71	xxxx	0.04
Crit Moves:			***		***					***		
Delay/Veh:	0.0	9.3	16.7	11.3	11.3	0.0	0.0	0.0	0.0	22.8	0.0	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	16.7	11.3	11.3	0.0	0.0	0.0	0.0	22.8	0.0	8.3
LOS by Move:	*	A	C	B	B	*	*	*	*	C	*	A
ApproachDel:	15.9			11.3			xxxxxxx			21.8		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	15.9			11.3			xxxxxxx			21.8		
LOS by Appr:	C			B			*			C		
AllWayAvgQ:	0.0	0.1	1.6	0.3	0.3	0.3	0.0	0.0	0.0	2.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Scholl Canyon Landfill Expansion Traffic Analysis
Existing Conditions
PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	0	1	0

Volume Module:

Base Vol:	0	401	251	103	384	0	0	0	0	584	0	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	401	251	103	384	0	0	0	0	584	0	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	401	251	103	384	0	0	0	0	584	0	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	401	251	103	384	0	0	0	0	584	0	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	401	251	103	384	0	0	0	0	584	0	120

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.23	0.77	1.00	2.00	0.00	0.00	0.00	0.00	1.66	0.00	0.34
Final Sat.:	0	1968	1232	1600	3200	0	0	0	0	2655	0	545

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.20	0.06	0.12	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
Existing Conditions
PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	79	461	106	68	731	157	88	241	51	107	226	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	461	106	68	731	157	88	241	51	107	226	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	461	106	68	731	157	88	241	51	107	226	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	461	106	68	731	157	88	241	51	107	226	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	461	106	68	731	157	88	241	51	107	226	80

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.65	0.35	1.00	1.65	0.35	1.00	1.48	0.52
Final Sat.:	1600	2602	598	1600	2634	566	1600	2641	559	1600	2363	837

Capacity Analysis Module:

Vol/Sat:	0.05	0.18	0.18	0.04	0.28	0.28	0.06	0.09	0.09	0.07	0.10	0.10
Crit Moves:	****			****			****			****		

 Scholl Canyon Landfill Expansion Traffic Analysis
 Existing Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Figueroa Street						La Loma Road							
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Permitted			Permitted			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	1	1	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	134	558	6	82	828	31	27	111	227	59	96	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	558	6	82	828	31	27	111	227	59	96	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	558	6	82	828	31	27	111	227	59	96	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	558	6	82	828	31	27	111	227	59	96	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	558	6	82	828	31	27	111	227	59	96	59

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.93	0.07	0.07	0.30	0.63	0.27	0.45	0.28
Final Sat.:	1600	3166	34	1600	3085	115	118	487	995	441	718	441

Capacity Analysis Module:

Vol/Sat:	0.08	0.18	0.18	0.05	0.27	0.27	0.02	0.23	0.23	0.04	0.13	0.13
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
Existing Conditions
PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level of Service: C

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	214	710	0	0	1002	122	93	0	167	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	710	0	0	1002	122	93	0	167	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	710	0	0	1002	122	93	0	167	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	710	0	0	1002	122	93	0	167	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	710	0	0	1002	122	93	0	167	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.78	0.22	0.36	0.00	0.64	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2853	347	572	0	1028	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.13	0.22	0.00	0.00	0.35	0.35	0.06	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****			****			****					

Attachment C

2020 No Project LOS

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 without the Project
 AM Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.931
 Loss Time (sec): 10 Average Delay (sec/veh): 30.9
 Optimal Cycle: 0 Level of Service: D

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	28	718	6	7	0	0	0	0	234	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	28	718	6	7	0	0	0	0	234	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	28	718	6	7	0	0	0	0	234	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	28	718	6	7	0	0	0	0	234	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	28	718	6	7	0	0	0	0	234	0	15

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.46	0.54	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	660	771	263	307	0	0	0	0	525	0	635

Capacity Analysis Module:

Vol/Sat:	xxxx	0.04	0.93	0.02	0.02	xxxx	xxxx	xxxx	xxxx	0.45	xxxx	0.02
Crit Moves:			***		***					***		
Delay/Veh:	0.0	8.3	38.0	9.2	9.2	0.0	0.0	0.0	0.0	14.5	0.0	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	38.0	9.2	9.2	0.0	0.0	0.0	0.0	14.5	0.0	8.4
LOS by Move:	*	A	E	A	A	*	*	*	*	B	*	A
ApproachDel:		36.9			9.2		xxxxxx				14.1	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		36.9			9.2		xxxxxx				14.1	
LOS by Appr:		E			A		*			B		
AllWayAvgQ:	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0

Note: Queue reported is the number of cars per lane.

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 without the Project
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	1	0	1

Volume Module:

Base Vol:	0	680	426	60	241	0	0	0	0	329	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	680	426	60	241	0	0	0	0	329	0	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	680	426	60	241	0	0	0	0	329	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	680	426	60	241	0	0	0	0	329	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	680	426	60	241	0	0	0	0	329	0	33

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.23	0.77	1.00	2.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	1967	1233	1600	3200	0	0	0	0	2908	0	292

Capacity Analysis Module:

Vol/Sat:	0.00	0.35	0.35	0.04	0.08	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 without the Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: C

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	55	877	138	69	387	60	170	395	33	154	302	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	877	138	69	387	60	170	395	33	154	302	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	877	138	69	387	60	170	395	33	154	302	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	877	138	69	387	60	170	395	33	154	302	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	877	138	69	387	60	170	395	33	154	302	147

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	1.73	0.27	1.00	1.85	0.15	1.00	1.35	0.65
Final Sat.:	1600	2765	435	1600	2770	430	1600	2953	247	1600	2152	1048

Capacity Analysis Module:

Vol/Sat:	0.03	0.32	0.32	0.04	0.14	0.14	0.11	0.13	0.13	0.10	0.14	0.14
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 without the Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: B

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	139	929	1	48	484	41	48	84	210	49	80	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	929	1	48	484	41	48	84	210	49	80	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	929	1	48	484	41	48	84	210	49	80	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	929	1	48	484	41	48	84	210	49	80	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	929	1	48	484	41	48	84	210	49	80	135

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.84	0.16	0.14	0.25	0.61	0.19	0.30	0.51
Final Sat.:	1600	3197	3	1600	2950	250	225	393	982	297	485	818

Capacity Analysis Module:

Vol/Sat:	0.09	0.29	0.29	0.03	0.16	0.16	0.03	0.21	0.21	0.03	0.17	0.16
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 without the Project
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level of Service: C

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	217	1022	0	0	656	96	159	0	220	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1022	0	0	656	96	159	0	220	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1022	0	0	656	96	159	0	220	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1022	0	0	656	96	159	0	220	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	1022	0	0	656	96	159	0	220	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.74	0.26	0.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2791	409	671	0	929	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.32	0.00	0.00	0.24	0.23	0.10	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****			****			****					

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 without the Project
 Landfill Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
 Loss Time (sec): 10 Average Delay (sec/veh): 11.9
 Optimal Cycle: 0 Level of Service: B

Street Name: Figueroa Street SR 134 westbound ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 0 1 0 0 0 1

Volume Module:
 Base Vol: 0 46 330 13 39 0 0 0 0 288 0 18
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 46 330 13 39 0 0 0 0 288 0 18
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 46 330 13 39 0 0 0 0 288 0 18
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 46 330 13 39 0 0 0 0 288 0 18
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 46 330 13 39 0 0 0 0 288 0 18
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 46 330 13 39 0 0 0 0 288 0 18

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 0.25 0.75 0.00 0.00 0.00 0.00 1.00 0.00 1.00
 Final Sat.: 0 634 730 149 448 0 0 0 0 582 0 713

Capacity Analysis Module:
 Vol/Sat: xxxx 0.07 0.45 0.09 0.09 xxxx xxxx xxxx xxxx 0.49 xxxx 0.03
 Crit Moves: *** **
 Delay/Veh: 0.0 8.6 11.2 9.2 9.2 0.0 0.0 0.0 0.0 14.1 0.0 7.6
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 8.6 11.2 9.2 9.2 0.0 0.0 0.0 0.0 14.1 0.0 7.6
 LOS by Move: * A B A A * * * * B * A
 ApproachDel: 10.8 9.2 xxxxxx 13.7
 Delay Adj: 1.00 1.00 xxxxxx 1.00
 ApprAdjDel: 10.8 9.2 xxxxxx 13.7
 LOS by Appr: B A * B
 AllWayAvgQ: 0.0 0.1 0.7 0.1 0.1 0.1 0.0 0.0 0.0 0.9 0.0 0.0

Scholl Canyon Landfill Expansion Traffic Analysis
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 Landfill Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: A

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	1	0	1

Volume Module:

Base Vol:	0	313	257	49	297	0	0	0	0	342	0	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	313	257	49	297	0	0	0	0	342	0	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	313	257	49	297	0	0	0	0	342	0	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	313	257	49	297	0	0	0	0	342	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	313	257	49	297	0	0	0	0	342	0	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	313	257	49	297	0	0	0	0	342	0	83

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.10	0.90	1.00	2.00	0.00	0.00	0.00	0.00	1.61	0.00	0.39
Final Sat.:	0	1757	1443	1600	3200	0	0	0	0	2575	0	625

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.18	0.03	0.09	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
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 Landfill Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: A

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	55	433	80	74	462	103	79	160	46	82	198	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	433	80	74	462	103	79	160	46	82	198	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	433	80	74	462	103	79	160	46	82	198	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	433	80	74	462	103	79	160	46	82	198	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	433	80	74	462	103	79	160	46	82	198	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	433	80	74	462	103	79	160	46	82	198	61

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.69	0.31	1.00	1.64	0.36	1.00	1.55	0.45	1.00	1.53	0.47
Final Sat.:	1600	2701	499	1600	2617	583	1600	2485	715	1600	2446	754

Capacity Analysis Module:

Vol/Sat:	0.03	0.16	0.16	0.05	0.18	0.18	0.05	0.06	0.06	0.05	0.08	0.08
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
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 Landfill Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	89	481	6	77	503	30	30	59	142	27	60	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	481	6	77	503	30	30	59	142	27	60	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	481	6	77	503	30	30	59	142	27	60	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	481	6	77	503	30	30	59	142	27	60	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	481	6	77	503	30	30	59	142	27	60	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	481	6	77	503	30	30	59	142	27	60	84

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.89	0.11	0.13	0.26	0.61	0.16	0.35	0.49
Final Sat.:	1600	3161	39	1600	3020	180	208	409	984	253	561	786

Capacity Analysis Module:

Vol/Sat:	0.06	0.15	0.15	0.05	0.17	0.17	0.02	0.14	0.14	0.02	0.11	0.11
Crit Moves:	***			***			***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
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 Landfill Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	98	534	0	0	568	64	67	0	122	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	534	0	0	568	64	67	0	122	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	534	0	0	568	64	67	0	122	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	534	0	0	568	64	67	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	534	0	0	568	64	67	0	122	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	534	0	0	568	64	67	0	122	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.80	0.20	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2876	324	567	0	1033	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.17	0.00	0.00	0.20	0.20	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	***				***				***			

Scholl Canyon Landfill Expansion Traffic Analysis
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Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
 Loss Time (sec): 10 Average Delay (sec/veh): 17.9
 Optimal Cycle: 0 Level of Service: C

Street Name: Figueroa Street SR 134 westbound ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	23	435	20	45	0	0	0	0	394	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	435	20	45	0	0	0	0	394	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	23	435	20	45	0	0	0	0	394	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	23	435	20	45	0	0	0	0	394	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	23	435	20	45	0	0	0	0	394	0	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	23	435	20	45	0	0	0	0	394	0	13

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.31	0.69	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	587	675	165	371	0	0	0	0	558	0	671

Capacity Analysis Module:

Vol/Sat:	xxxx	0.04	0.64	0.12	0.12	xxxx	xxxx	xxxx	xxxx	0.71	xxxx	0.02
Crit Moves:			***		***					***		
Delay/Veh:	0.0	8.8	16.2	10.1	10.1	0.0	0.0	0.0	0.0	21.9	0.0	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	16.2	10.1	10.1	0.0	0.0	0.0	0.0	21.9	0.0	7.9
LOS by Move:	*	A	C	B	B	*	*	*	*	C	*	A
ApproachDel:		15.9			10.1		xxxxxx				21.5	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		15.9			10.1		xxxxxx				21.5	
LOS by Appr:		C			B			*			C	
AllWayAvgQ:	0.0	0.0	1.6	0.1	0.1	0.1	0.0	0.0	0.0	2.0	0.0	0.0

Scholl Canyon Landfill Expansion Traffic Analysis
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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

Scholl Canyon Landfill Expansion Traffic Analysis
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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	81	457	109	70	751	161	90	248	52	110	232	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	457	109	70	751	161	90	248	52	110	232	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	457	109	70	751	161	90	248	52	110	232	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	457	109	70	751	161	90	248	52	110	232	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	457	109	70	751	161	90	248	52	110	232	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	457	109	70	751	161	90	248	52	110	232	82

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.61	0.39	1.00	1.65	0.35	1.00	1.65	0.35	1.00	1.48	0.52
Final Sat.:	1600	2584	616	1600	2635	565	1600	2645	555	1600	2364	836

Capacity Analysis Module:

Vol/Sat:	0.05	0.18	0.18	0.04	0.28	0.29	0.06	0.09	0.09	0.07	0.10	0.10
Crit Moves:	***					***	***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 without the Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: C

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	138	573	6	84	850	32	28	114	233	61	99	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	573	6	84	850	32	28	114	233	61	99	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	573	6	84	850	32	28	114	233	61	99	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	573	6	84	850	32	28	114	233	61	99	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	573	6	84	850	32	28	114	233	61	99	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	573	6	84	850	32	28	114	233	61	99	61

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.93	0.07	0.07	0.30	0.63	0.27	0.45	0.28
Final Sat.:	1600	3167	33	1600	3084	116	119	486	994	442	717	442

Capacity Analysis Module:

Vol/Sat:	0.09	0.18	0.18	0.05	0.28	0.28	0.02	0.23	0.23	0.04	0.14	0.14
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 without the Project
 PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: C

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	220	729	0	0	1029	125	96	0	172	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	729	0	0	1029	125	96	0	172	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	729	0	0	1029	125	96	0	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	729	0	0	1029	125	96	0	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	729	0	0	1029	125	96	0	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	729	0	0	1029	125	96	0	172	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.78	0.22	0.36	0.00	0.64	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2853	347	573	0	1027	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.23	0.00	0.00	0.36	0.36	0.06	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			

Attachment D

2020 With Project LOS

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project
 AM Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.101
 Loss Time (sec): 10 Average Delay (sec/veh): 47.4
 Optimal Cycle: 0 Level of Service: E

Street Name: Figueroa Street SR 134 westbound ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 1

Volume Module:
 Base Vol: 0 28 718 6 7 0 0 0 0 234 0 15
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 28 718 6 7 0 0 0 0 234 0 15
 Added Vol: 0 343 0 322 81 0 0 0 0 0 0 60
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 371 718 328 88 0 0 0 0 234 0 75
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 371 718 328 88 0 0 0 0 234 0 75
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 371 718 328 88 0 0 0 0 234 0 75
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 371 718 328 88 0 0 0 0 234 0 75

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 0.79 0.21 0.00 0.00 0.00 0.00 1.00 0.00 1.00
 Final Sat.: 0 578 652 436 117 0 0 0 0 456 0 535

Capacity Analysis Module:
 Vol/Sat: xxxx 0.64 1.10 0.75 0.75 xxxx xxxx xxxx xxxx 0.51 xxxx 0.14
 Crit Moves: *** **
 Delay/Veh: 0.0 19.3 87.5 26.4 26.4 0.0 0.0 0.0 0.0 18.2 0.0 10.4
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 19.3 87.5 26.4 26.4 0.0 0.0 0.0 0.0 18.2 0.0 10.4
 LOS by Move: * C F D D * * * * C * B
 ApproachDel: 64.2 26.4 xxxxxx 16.3
 Delay Adj: 1.00 1.00 xxxxxx 1.00
 ApprAdjDel: 64.2 26.4 xxxxxx 16.3
 LOS by Appr: F D * C
 AllWayAvgQ: 0.0 1.7 14.4 2.6 2.6 2.6 0.0 0.0 0.0 1.0 0.0 0.2

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level Of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	1	0	1

Volume Module:

Base Vol:	0	680	426	60	241	0	0	0	0	329	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	680	426	60	241	0	0	0	0	329	0	33
Added Vol:	0	20	0	60	20	0	0	0	0	0	0	322
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	700	426	120	261	0	0	0	0	329	0	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	700	426	120	261	0	0	0	0	329	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	700	426	120	261	0	0	0	0	329	0	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	700	426	120	261	0	0	0	0	329	0	355

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.24	0.76	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1989	1211	1600	3200	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.35	0.35	0.08	0.08	0.00	0.00	0.00	0.00	0.21	0.00	0.22
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: C

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	55	877	138	69	387	60	170	395	33	154	302	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	877	138	69	387	60	170	395	33	154	302	147
Added Vol:	0	20	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	897	138	69	407	60	170	395	33	154	302	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	897	138	69	407	60	170	395	33	154	302	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	897	138	69	407	60	170	395	33	154	302	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	897	138	69	407	60	170	395	33	154	302	147

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	1.74	0.26	1.00	1.85	0.15	1.00	1.35	0.65
Final Sat.:	1600	2773	427	1600	2789	411	1600	2953	247	1600	2152	1048

Capacity Analysis Module:

Vol/Sat:	0.03	0.32	0.32	0.04	0.15	0.15	0.11	0.13	0.13	0.10	0.14	0.14
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	139	929	1	48	484	41	48	84	210	49	80	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	929	1	48	484	41	48	84	210	49	80	135
Added Vol:	0	10	0	10	10	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	939	1	58	494	41	48	84	210	49	80	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	939	1	58	494	41	48	84	210	49	80	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	939	1	58	494	41	48	84	210	49	80	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	939	1	58	494	41	48	84	210	49	80	145

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.85	0.15	0.14	0.25	0.61	0.18	0.29	0.53
Final Sat.:	1600	3197	3	1600	2955	245	225	393	982	286	467	847

Capacity Analysis Module:

Vol/Sat:	0.09	0.29	0.29	0.04	0.17	0.17	0.03	0.21	0.21	0.03	0.17	0.17
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: C

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	217	1022	0	0	656	96	159	0	220	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1022	0	0	656	96	159	0	220	0	0	0
Added Vol:	0	10	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	1032	0	0	666	96	159	0	220	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1032	0	0	666	96	159	0	220	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1032	0	0	666	96	159	0	220	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	1032	0	0	666	96	159	0	220	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	0.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2797	403	671	0	929	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.32	0.00	0.00	0.24	0.24	0.10	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****				****				****			

Scholl Canyon Landfill Expansion Traffic Analysis
2020 with the Project
Landfill Peak Hour

Scenario: Scenario Report
2020 with Project Landfill

Command: 2020 with Project Landfill
Volume: 2020 Landfill
Geometry: Existing Conditions
Impact Fee: Default Impact Fee
Trip Generation: 2020 Landfill
Trip Distribution: Landfill
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project
 Landfill Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.983
 Loss Time (sec): 10 Average Delay (sec/veh): 31.3
 Optimal Cycle: 0 Level of Service: D

Street Name: Figueroa Street SR 134 westbound ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 1 0 0 0 1

Volume Module:
 Base Vol: 0 46 330 13 39 0 0 0 0 288 0 18
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 46 330 13 39 0 0 0 0 288 0 18
 Added Vol: 0 239 0 215 262 0 0 0 0 0 0 239
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 285 330 228 301 0 0 0 0 288 0 257
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 285 330 228 301 0 0 0 0 288 0 257
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 285 330 228 301 0 0 0 0 288 0 257
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 285 330 228 301 0 0 0 0 288 0 257

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 0.43 0.57 0.00 0.00 0.00 0.00 1.00 0.00 1.00
 Final Sat.: 0 511 568 232 306 0 0 0 0 465 0 548

Capacity Analysis Module:
 Vol/Sat: xxxx 0.56 0.58 0.98 0.98 xxxx xxxxx xxxxx xxxxx 0.62 xxxxx 0.47
 Crit Moves: **** ****
 Delay/Veh: 0.0 18.0 17.1 60.5 60.5 0.0 0.0 0.0 0.0 21.8 0.0 14.7
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 18.0 17.1 60.5 60.5 0.0 0.0 0.0 0.0 21.8 0.0 14.7
 LOS by Move: * C C F F * * * * C * B
 ApproachDel: 17.5 60.5 xxxxxx 18.5
 Delay Adj: 1.00 1.00 xxxxxx 1.00
 ApprAdjDel: 17.5 60.5 xxxxxx 18.5
 LOS by Appr: C F * C
 AllWayAvgQ: 0.0 1.2 1.3 7.6 7.6 7.6 0.0 0.0 0.0 1.5 0.0 0.8

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project
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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	1	0	1

Volume Module:

Base Vol:	0	313	257	49	297	0	0	0	0	342	0	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	313	257	49	297	0	0	0	0	342	0	83
Added Vol:	0	24	0	239	24	0	0	0	0	0	0	215
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	337	257	288	321	0	0	0	0	342	0	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	337	257	288	321	0	0	0	0	342	0	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	337	257	288	321	0	0	0	0	342	0	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	337	257	288	321	0	0	0	0	342	0	298

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.13	0.87	1.00	2.00	0.00	0.00	0.00	0.00	1.07	0.00	0.93
Final Sat.:	0	1815	1385	1600	3200	0	0	0	0	1710	0	1490

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.19	0.18	0.10	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Crit Moves:	****			****			****					

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project
 Landfill Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	55	433	80	74	462	103	79	160	46	82	198	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	433	80	74	462	103	79	160	46	82	198	61
Added Vol:	0	24	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	457	80	74	486	103	79	160	46	82	198	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	457	80	74	486	103	79	160	46	82	198	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	457	80	74	486	103	79	160	46	82	198	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	457	80	74	486	103	79	160	46	82	198	61

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	1.65	0.35	1.00	1.55	0.45	1.00	1.53	0.47
Final Sat.:	1600	2723	477	1600	2640	560	1600	2485	715	1600	2446	754

Capacity Analysis Module:

Vol/Sat:	0.03	0.17	0.17	0.05	0.18	0.18	0.05	0.06	0.06	0.05	0.08	0.08
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project
 Landfill Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	89	481	6	77	503	30	30	59	142	27	60	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	481	6	77	503	30	30	59	142	27	60	84
Added Vol:	0	12	0	12	12	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	493	6	89	515	30	30	59	142	27	60	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	493	6	89	515	30	30	59	142	27	60	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	493	6	89	515	30	30	59	142	27	60	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	493	6	89	515	30	30	59	142	27	60	96

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.89	0.11	0.13	0.26	0.61	0.15	0.33	0.52
Final Sat.:	1600	3162	38	1600	3024	176	208	409	984	236	525	839

Capacity Analysis Module:

Vol/Sat:	0.06	0.16	0.16	0.06	0.17	0.17	0.02	0.14	0.14	0.02	0.11	0.11
Crit Moves:	***			***			***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project
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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	98	534	0	0	568	64	67	0	122	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	534	0	0	568	64	67	0	122	0	0	0
Added Vol:	0	12	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	546	0	0	580	64	67	0	122	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	546	0	0	580	64	67	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	546	0	0	580	64	67	0	122	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	546	0	0	580	64	67	0	122	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.80	0.20	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2882	318	567	0	1033	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.17	0.00	0.00	0.20	0.20	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	***				***				***			

Scholl Canyon Landfill Expansion Traffic Analysis
2020 with the Project
PM Peak Hour

Scenario Report

Scenario: 2020 with Project PM
Command: 2020 with Project PM
Volume: 2020 PM
Geometry: Existing Conditions
Impact Fee: Default Impact Fee
Trip Generation: 2020 PM
Trip Distribution: PM
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project
 PM Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
 Loss Time (sec): 10 Average Delay (sec/veh): 29.6
 Optimal Cycle: 0 Level of Service: D

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	23	435	20	45	0	0	0	0	394	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	435	20	45	0	0	0	0	394	0	13
Added Vol:	0	170	0	151	227	0	0	0	0	0	0	208
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	193	435	171	272	0	0	0	0	394	0	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	193	435	171	272	0	0	0	0	394	0	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	193	435	171	272	0	0	0	0	394	0	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	193	435	171	272	0	0	0	0	394	0	221

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.39	0.61	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	498	554	199	316	0	0	0	0	470	0	553

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.39	0.78	0.86	0.86	xxxx	xxxx	xxxx	xxxx	0.84	xxxx	0.40
Crit Moves:	***			***						***		
Delay/Veh:	0.0	14.2	28.1	38.7	38.7	0.0	0.0	0.0	0.0	38.0	0.0	13.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.2	28.1	38.7	38.7	0.0	0.0	0.0	0.0	38.0	0.0	13.3
LOS by Move:	*	B	D	E	E	*	*	*	*	E	*	B
ApproachDel:	23.8			38.7			xxxxxx			29.1		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	23.8			38.7			xxxxxx			29.1		
LOS by Appr:	C			E			*			D		
AllWayAvgQ:	0.0	0.6	2.9	4.1	4.1	4.1	0.0	0.0	0.0	3.6	0.0	0.6

Scholl Canyon Landfill Expansion Traffic Analysis
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Note: Queue reported is the number of cars per lane.

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project
 PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	0	1	0

Volume Module:

Base Vol:	0	403	258	48	388	0	0	0	0	600	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	403	258	48	388	0	0	0	0	600	0	75
Added Vol:	0	19	0	208	19	0	0	0	0	0	0	151
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	422	258	256	407	0	0	0	0	600	0	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	422	258	256	407	0	0	0	0	600	0	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	422	258	256	407	0	0	0	0	600	0	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	422	258	256	407	0	0	0	0	600	0	226

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.24	0.76	1.00	2.00	0.00	0.00	0.00	0.00	1.45	0.00	0.55
Final Sat.:	0	1986	1214	1600	3200	0	0	0	0	2324	0	876

Capacity Analysis Module:

Vol/Sat:	0.00	0.21	0.21	0.16	0.13	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: B

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	81	457	109	70	751	161	90	248	52	110	232	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	457	109	70	751	161	90	248	52	110	232	82
Added Vol:	0	19	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	476	109	70	770	161	90	248	52	110	232	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	476	109	70	770	161	90	248	52	110	232	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	476	109	70	770	161	90	248	52	110	232	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	476	109	70	770	161	90	248	52	110	232	82

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.65	0.35	1.00	1.65	0.35	1.00	1.48	0.52
Final Sat.:	1600	2604	596	1600	2647	553	1600	2645	555	1600	2364	836

Capacity Analysis Module:

Vol/Sat:	0.05	0.18	0.18	0.04	0.29	0.29	0.06	0.09	0.09	0.07	0.10	0.10
Crit Moves:	***			***			***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: C

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	138	573	6	84	850	32	28	114	233	61	99	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	573	6	84	850	32	28	114	233	61	99	61
Added Vol:	0	9	0	9	9	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	582	6	93	859	32	28	114	233	61	99	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	582	6	93	859	32	28	114	233	61	99	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	582	6	93	859	32	28	114	233	61	99	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	582	6	93	859	32	28	114	233	61	99	70

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.93	0.07	0.07	0.30	0.63	0.27	0.43	0.30
Final Sat.:	1600	3167	33	1600	3085	115	119	486	994	424	689	487

Capacity Analysis Module:

Vol/Sat:	0.09	0.18	0.18	0.06	0.28	0.28	0.02	0.23	0.23	0.04	0.14	0.14
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project
 PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: C

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	220	729	0	0	1029	125	96	0	172	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	729	0	0	1029	125	96	0	172	0	0	0
Added Vol:	0	9	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	738	0	0	1038	125	96	0	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	738	0	0	1038	125	96	0	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	738	0	0	1038	125	96	0	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	738	0	0	1038	125	96	0	172	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.79	0.21	0.36	0.00	0.64	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2856	344	573	0	1027	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.23	0.00	0.00	0.36	0.36	0.06	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			

Attachment E

2034 No Project LOS

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 without the Project
 AM Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.974
 Loss Time (sec): 10 Average Delay (sec/veh): 37.3
 Optimal Cycle: 0 Level of Service: E

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	29	741	6	7	0	0	0	0	242	0	16
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	29	745	6	7	0	0	0	0	243	0	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	29	745	6	7	0	0	0	0	243	0	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	29	745	6	7	0	0	0	0	243	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	29	745	6	7	0	0	0	0	243	0	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	29	745	6	7	0	0	0	0	243	0	16

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.46	0.54	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	655	765	261	305	0	0	0	0	525	0	635

Capacity Analysis Module:

Vol/Sat:	xxxx	0.04	0.97	0.02	0.02	xxxx	xxxx	xxxx	xxxx	0.46	xxxx	0.03
Crit Moves:			***	***						***		
Delay/Veh:	0.0	8.3	46.8	9.3	9.3	0.0	0.0	0.0	0.0	15.1	0.0	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	46.8	9.3	9.3	0.0	0.0	0.0	0.0	15.1	0.0	8.5
LOS by Move:	*	A	E	A	A	*	*	*	*	C	*	A
ApproachDel:		45.4			9.3		xxxxxx				14.7	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		45.4			9.3		xxxxxx				14.7	
LOS by Appr:		E			A			*			B	
AllWayAvgQ:	0.0	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 without the Project
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	1	0	1

Volume Module:

Base Vol:	0	702	440	61	249	0	0	0	0	339	0	34
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	706	442	61	250	0	0	0	0	341	0	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	706	442	61	250	0	0	0	0	341	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	706	442	61	250	0	0	0	0	341	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	706	442	61	250	0	0	0	0	341	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	706	442	61	250	0	0	0	0	341	0	34

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.23	0.77	1.00	2.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	1967	1233	1600	3200	0	0	0	0	2908	0	292

Capacity Analysis Module:

Vol/Sat:	0.00	0.36	0.36	0.04	0.08	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 without the Project
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: C

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	57	905	142	71	400	61	176	408	34	159	312	152
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	57	910	143	71	402	61	177	410	34	160	314	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	910	143	71	402	61	177	410	34	160	314	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	910	143	71	402	61	177	410	34	160	314	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	910	143	71	402	61	177	410	34	160	314	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	910	143	71	402	61	177	410	34	160	314	153

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	1.74	0.26	1.00	1.85	0.15	1.00	1.34	0.66
Final Sat.:	1600	2766	434	1600	2777	423	1600	2954	246	1600	2152	1048

Capacity Analysis Module:

Vol/Sat:	0.04	0.33	0.33	0.04	0.14	0.14	0.11	0.14	0.14	0.10	0.15	0.15
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 48 Level Of Service: B

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	143	959	1	50	499	42	50	87	216	51	83	139
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	144	964	1	50	502	42	50	87	217	51	83	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	964	1	50	502	42	50	87	217	51	83	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	964	1	50	502	42	50	87	217	51	83	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	964	1	50	502	42	50	87	217	51	83	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	964	1	50	502	42	50	87	217	51	83	140

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.84	0.16	0.14	0.25	0.61	0.19	0.30	0.51
Final Sat.:	1600	3197	3	1600	2952	248	227	394	979	299	486	815

Capacity Analysis Module:

Vol/Sat:	0.09	0.30	0.30	0.03	0.17	0.17	0.03	0.22	0.22	0.03	0.17	0.17
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 without the Project
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: C

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	224	1055	0	0	677	99	164	0	227	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	225	1061	0	0	681	100	165	0	228	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	1061	0	0	681	100	165	0	228	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	1061	0	0	681	100	165	0	228	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	1061	0	0	681	100	165	0	228	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	1061	0	0	681	100	165	0	228	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.74	0.26	0.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2792	408	671	0	929	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.33	0.00	0.00	0.24	0.24	0.10	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****				****			

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 without the Project
 Landfill Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
 Loss Time (sec): 10 Average Delay (sec/veh): 12.3
 Optimal Cycle: 0 Level of Service: B

Street Name: Figueroa Street SR 134 westbound ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 0 1 0 0 0 1

Volume Module:
 Base Vol: 0 48 340 14 40 0 0 0 0 297 0 19
 Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
 Initial Bse: 0 48 342 14 40 0 0 0 0 299 0 19
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 48 342 14 40 0 0 0 0 299 0 19
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 48 342 14 40 0 0 0 0 299 0 19
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 48 342 14 40 0 0 0 0 299 0 19
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 48 342 14 40 0 0 0 0 299 0 19

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 0.26 0.74 0.00 0.00 0.00 0.00 1.00 0.00 1.00
 Final Sat.: 0 629 722 153 438 0 0 0 0 579 0 706

Capacity Analysis Module:
 Vol/Sat: xxxx 0.08 0.47 0.09 0.09 xxxx xxxxx xxxxx xxxxx 0.52 xxxxx 0.03
 Crit Moves: **** ****
 Delay/Veh: 0.0 8.7 11.5 9.3 9.3 0.0 0.0 0.0 0.0 14.6 0.0 7.7
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 8.7 11.5 9.3 9.3 0.0 0.0 0.0 0.0 14.6 0.0 7.7
 LOS by Move: * A B A A * * * * B * A
 ApproachDel: 11.2 9.3 xxxxxx 14.2
 Delay Adj: 1.00 1.00 xxxxxx 1.00
 ApprAdjDel: 11.2 9.3 xxxxxx 14.2
 LOS by Appr: B A * B
 AllWayAvgQ: 0.0 0.1 0.8 0.1 0.1 0.1 0.0 0.0 0.0 0.9 0.0 0.0

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 without the Project
 Landfill Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	1	0	1

Volume Module:

Base Vol:	0	323	265	51	306	0	0	0	0	353	0	86
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	325	266	51	308	0	0	0	0	355	0	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	325	266	51	308	0	0	0	0	355	0	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	325	266	51	308	0	0	0	0	355	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	325	266	51	308	0	0	0	0	355	0	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	325	266	51	308	0	0	0	0	355	0	86

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.10	0.90	1.00	2.00	0.00	0.00	0.00	0.00	1.60	0.01	0.39
Final Sat.:	0	1758	1442	1600	3200	0	0	0	0	2573	0	627

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.18	0.03	0.10	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 without the Project
 Landfill Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	57	447	83	76	477	106	82	165	48	85	205	63
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	57	449	83	76	480	107	82	166	48	85	206	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	449	83	76	480	107	82	166	48	85	206	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	449	83	76	480	107	82	166	48	85	206	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	449	83	76	480	107	82	166	48	85	206	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	449	83	76	480	107	82	166	48	85	206	63

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.69	0.31	1.00	1.64	0.36	1.00	1.55	0.45	1.00	1.53	0.47
Final Sat.:	1600	2699	501	1600	2618	582	1600	2479	721	1600	2448	752

Capacity Analysis Module:

Vol/Sat:	0.04	0.17	0.17	0.05	0.18	0.18	0.05	0.07	0.07	0.05	0.08	0.08
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 without the Project
 Landfill Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	92	496	6	80	519	31	31	60	146	28	61	87
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	93	499	6	80	522	31	31	60	147	28	61	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	499	6	80	522	31	31	60	147	28	61	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	499	6	80	522	31	31	60	147	28	61	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	499	6	80	522	31	31	60	147	28	61	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	499	6	80	522	31	31	60	147	28	61	87

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.89	0.11	0.13	0.25	0.62	0.16	0.35	0.49
Final Sat.:	1600	3162	38	1600	3020	180	209	405	986	255	555	791

Capacity Analysis Module:

Vol/Sat:	0.06	0.16	0.16	0.05	0.17	0.17	0.02	0.15	0.15	0.02	0.11	0.11
Crit Moves:	***			***			***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 without the Project
 Landfill Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	101	551	0	0	586	66	69	0	126	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	102	554	0	0	589	66	69	0	127	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	554	0	0	589	66	69	0	127	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	554	0	0	589	66	69	0	127	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	554	0	0	589	66	69	0	127	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	554	0	0	589	66	69	0	127	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.80	0.20	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2876	324	566	0	1034	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.17	0.00	0.00	0.20	0.20	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 without the Project
 PM Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
 Loss Time (sec): 10 Average Delay (sec/veh): 19.5
 Optimal Cycle: 0 Level of Service: C

Street Name: Figueroa Street SR 134 westbound ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 0 0 1 0 0 0 1

Volume Module:
 Base Vol: 0 23 450 20 47 0 0 0 0 407 0 14
 Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
 Initial Bse: 0 23 452 20 47 0 0 0 0 409 0 14
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 23 452 20 47 0 0 0 0 409 0 14
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 23 452 20 47 0 0 0 0 409 0 14
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 23 452 20 47 0 0 0 0 409 0 14
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 23 452 20 47 0 0 0 0 409 0 14

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 0.30 0.70 0.00 0.00 0.00 0.00 1.00 0.00 1.00
 Final Sat.: 0 580 667 157 369 0 0 0 0 554 0 662

Capacity Analysis Module:
 Vol/Sat: xxxx 0.04 0.68 0.13 0.13 xxxx xxxx xxxx xxxx 0.74 xxxx 0.02
 Crit Moves: *** **
 Delay/Veh: 0.0 8.9 17.6 10.3 10.3 0.0 0.0 0.0 0.0 24.1 0.0 8.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 8.9 17.6 10.3 10.3 0.0 0.0 0.0 0.0 24.1 0.0 8.0
 LOS by Move: * A C B B * * * * C * A
 ApproachDel: 17.2 10.3 xxxxxx 23.5
 Delay Adj: 1.00 1.00 xxxxxx 1.00
 ApprAdjDel: 17.2 10.3 xxxxxx 23.5
 LOS by Appr: C B * C
 AllWayAvgQ: 0.0 0.0 1.8 0.1 0.1 0.1 0.0 0.0 0.0 2.3 0.0 0.0

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 without the Project
 PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: A

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	1	0	1

Volume Module:

Base Vol:	0	416	266	50	401	0	0	0	0	619	0	77
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	418	267	50	403	0	0	0	0	622	0	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	418	267	50	403	0	0	0	0	622	0	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	418	267	50	403	0	0	0	0	622	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	418	267	50	403	0	0	0	0	622	0	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	418	267	50	403	0	0	0	0	622	0	77

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.22	0.78	1.00	2.00	0.00	0.00	0.00	0.00	1.78	0.00	0.22
Final Sat.:	0	1952	1248	1600	3200	0	0	0	0	2846	0	354

Capacity Analysis Module:

Vol/Sat:	0.00	0.21	0.21	0.03	0.13	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Moves:	****			****			****					

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 without the Project
 PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: B

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	84	472	112	72	775	166	93	256	54	113	240	85
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	84	475	113	72	779	167	94	257	54	114	241	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	475	113	72	779	167	94	257	54	114	241	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	475	113	72	779	167	94	257	54	114	241	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	475	113	72	779	167	94	257	54	114	241	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	475	113	72	779	167	94	257	54	114	241	85

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.65	0.35	1.00	1.65	0.35	1.00	1.48	0.52
Final Sat.:	1600	2586	614	1600	2635	565	1600	2643	557	1600	2363	837

Capacity Analysis Module:

Vol/Sat:	0.05	0.18	0.18	0.05	0.30	0.30	0.06	0.10	0.10	0.07	0.10	0.10
Crit Moves:	***			***			***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 without the Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.759
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: C

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	142	592	6	87	878	33	29	118	241	63	102	63
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	143	595	6	87	883	33	29	119	242	63	103	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	595	6	87	883	33	29	119	242	63	103	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	595	6	87	883	33	29	119	242	63	103	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	595	6	87	883	33	29	119	242	63	103	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	595	6	87	883	33	29	119	242	63	103	63

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.93	0.07	0.07	0.30	0.63	0.27	0.45	0.28
Final Sat.:	1600	3168	32	1600	3084	116	120	487	994	442	716	442

Capacity Analysis Module:

Vol/Sat:	0.09	0.19	0.19	0.05	0.29	0.29	0.02	0.24	0.24	0.04	0.14	0.14
Crit Moves:	***			***			***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 without the Project
 PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 65 Level Of Service: C

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	227	753	0	0	1062	129	99	0	177	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	228	757	0	0	1068	130	100	0	178	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	757	0	0	1068	130	100	0	178	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	757	0	0	1068	130	100	0	178	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	757	0	0	1068	130	100	0	178	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	757	0	0	1068	130	100	0	178	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.78	0.22	0.36	0.00	0.64	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2853	347	574	0	1026	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.24	0.00	0.00	0.37	0.37	0.06	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****			****					****			

Attachment F

2034 With Project LOS

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 with the Project
 AM Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.156
 Loss Time (sec): 10 Average Delay (sec/veh): 56.1
 Optimal Cycle: 0 Level of Service: F

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	29	741	6	7	0	0	0	0	242	0	16
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	29	745	6	7	0	0	0	0	243	0	16
Added Vol:	0	349	0	328	82	0	0	0	0	0	0	62
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	378	745	334	89	0	0	0	0	243	0	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	378	745	334	89	0	0	0	0	243	0	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	378	745	334	89	0	0	0	0	243	0	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	378	745	334	89	0	0	0	0	243	0	78

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.79	0.21	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	572	645	433	116	0	0	0	0	455	0	535

Capacity Analysis Module:

Vol/Sat:	xxxx	0.66	1.16	0.77	0.77	xxxx	xxxx	xxxx	xxxx	0.53	xxxx	0.15
Crit Moves:			***		***					***		
Delay/Veh:	0.0	20.3	107.2	27.9	27.9	0.0	0.0	0.0	0.0	18.9	0.0	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.3	107.2	27.9	27.9	0.0	0.0	0.0	0.0	18.9	0.0	10.4
LOS by Move:	*	C	F	D	D	*	*	*	*	C	*	B
ApproachDel:		78.0			27.9		xxxxxx				16.9	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		78.0			27.9		xxxxxx				16.9	
LOS by Appr:		F			D			*			C	
AllWayAvgQ:	0.0	1.8	17.7	2.8	2.8	2.8	0.0	0.0	0.0	1.1	0.0	0.2

Scholl Canyon Landfill Expansion Traffic Analysis
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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	1	0	1

Volume Module:

Base Vol:	0	702	440	61	249	0	0	0	0	339	0	34
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	706	442	61	250	0	0	0	0	341	0	34
Added Vol:	0	21	0	62	21	0	0	0	0	0	0	328
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	727	442	123	271	0	0	0	0	341	0	362
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	727	442	123	271	0	0	0	0	341	0	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	727	442	123	271	0	0	0	0	341	0	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	727	442	123	271	0	0	0	0	341	0	362

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.24	0.76	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1989	1211	1600	3200	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.37	0.37	0.08	0.08	0.00	0.00	0.00	0.00	0.21	0.00	0.23
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 with the Project
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level of Service: C

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	57	905	142	71	400	61	176	408	34	159	312	152
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	57	910	143	71	402	61	177	410	34	160	314	153
Added Vol:	0	21	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	931	143	71	423	61	177	410	34	160	314	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	931	143	71	423	61	177	410	34	160	314	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	931	143	71	423	61	177	410	34	160	314	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	931	143	71	423	61	177	410	34	160	314	153

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	1.75	0.25	1.00	1.85	0.15	1.00	1.34	0.66
Final Sat.:	1600	2774	426	1600	2795	405	1600	2954	246	1600	2152	1048

Capacity Analysis Module:

Vol/Sat:	0.04	0.34	0.34	0.04	0.15	0.15	0.11	0.14	0.14	0.10	0.15	0.15
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 50 Level Of Service: B

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	143	959	1	50	499	42	50	87	216	51	83	139
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	144	964	1	50	502	42	50	87	217	51	83	140
Added Vol:	0	10	0	10	10	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	974	1	60	512	42	50	87	217	51	83	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	974	1	60	512	42	50	87	217	51	83	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	974	1	60	512	42	50	87	217	51	83	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	974	1	60	512	42	50	87	217	51	83	150

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.85	0.15	0.14	0.25	0.61	0.18	0.29	0.53
Final Sat.:	1600	3197	3	1600	2956	244	227	394	979	288	469	842

Capacity Analysis Module:

Vol/Sat:	0.09	0.30	0.30	0.04	0.17	0.17	0.03	0.22	0.22	0.03	0.18	0.18
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 with the Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: C

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	224	1055	0	0	677	99	164	0	227	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	225	1061	0	0	681	100	165	0	228	0	0	0
Added Vol:	0	10	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	1071	0	0	691	100	165	0	228	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	1071	0	0	691	100	165	0	228	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	1071	0	0	691	100	165	0	228	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	1071	0	0	691	100	165	0	228	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	0.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2797	403	671	0	929	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.33	0.00	0.00	0.25	0.25	0.10	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****				****			

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 with the Project
 Landfill Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.017
 Loss Time (sec): 10 Average Delay (sec/veh): 34.6
 Optimal Cycle: 0 Level of Service: D

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	48	340	14	40	0	0	0	0	297	0	19
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	48	342	14	40	0	0	0	0	299	0	19
Added Vol:	0	244	0	220	268	0	0	0	0	0	0	244
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	292	342	234	308	0	0	0	0	299	0	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	292	342	234	308	0	0	0	0	299	0	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	292	342	234	308	0	0	0	0	299	0	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	292	342	234	308	0	0	0	0	299	0	263

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.43	0.57	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	508	564	230	303	0	0	0	0	464	0	546

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.58	0.61	1.02	1.02	xxxx	xxxx	xxxx	xxxx	0.64	xxxx	0.48
Crit Moves:	***			***						***		
Delay/Veh:	0.0	18.7	18.2	69.4	69.4	0.0	0.0	0.0	0.0	23.2	0.0	15.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.7	18.2	69.4	69.4	0.0	0.0	0.0	0.0	23.2	0.0	15.1
LOS by Move:	*	C	C	F	F	*	*	*	*	C	*	C
ApproachDel:	18.4			69.4			xxxxxx			19.4		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	18.4			69.4			xxxxxx			19.4		
LOS by Appr:	C			F			*			C		
AllWayAvgQ:	0.0	1.3	1.4	8.8	8.8	8.8	0.0	0.0	0.0	1.6	0.0	0.9

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 with the Project
 Landfill Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 48 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	0	1	0

Volume Module:

Base Vol:	0	323	265	51	306	0	0	0	0	353	0	86
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	325	266	51	308	0	0	0	0	355	0	86
Added Vol:	0	24	0	244	24	0	0	0	0	0	0	220
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	349	266	295	332	0	0	0	0	355	0	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	349	266	295	332	0	0	0	0	355	0	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	349	266	295	332	0	0	0	0	355	0	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	349	266	295	332	0	0	0	0	355	0	306

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.13	0.87	1.00	2.00	0.00	0.00	0.00	0.00	1.07	0.01	0.92
Final Sat.:	0	1814	1386	1600	3200	0	0	0	0	1717	0	1483

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.19	0.18	0.10	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 with the Project
 Landfill Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	57	447	83	76	477	106	82	165	48	85	205	63
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	57	449	83	76	480	107	82	166	48	85	206	63
Added Vol:	0	24	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	473	83	76	504	107	82	166	48	85	206	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	473	83	76	504	107	82	166	48	85	206	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	473	83	76	504	107	82	166	48	85	206	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	473	83	76	504	107	82	166	48	85	206	63

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	1.65	0.35	1.00	1.55	0.45	1.00	1.53	0.47
Final Sat.:	1600	2720	480	1600	2641	559	1600	2479	721	1600	2448	752

Capacity Analysis Module:

Vol/Sat:	0.04	0.17	0.17	0.05	0.19	0.19	0.05	0.07	0.07	0.05	0.08	0.08
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 with the Project
 Landfill Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	92	496	6	80	519	31	31	60	146	28	61	87
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	93	499	6	80	522	31	31	60	147	28	61	87
Added Vol:	0	12	0	12	12	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	511	6	92	534	31	31	60	147	28	61	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	511	6	92	534	31	31	60	147	28	61	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	511	6	92	534	31	31	60	147	28	61	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	511	6	92	534	31	31	60	147	28	61	99

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.89	0.11	0.13	0.25	0.62	0.15	0.32	0.53
Final Sat.:	1600	3163	37	1600	3023	177	209	405	986	238	519	842

Capacity Analysis Module:

Vol/Sat:	0.06	0.16	0.16	0.06	0.18	0.18	0.02	0.15	0.15	0.02	0.12	0.12
Crit Moves:	***			***			***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 with the Project
 Landfill Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	101	551	0	0	586	66	69	0	126	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	102	554	0	0	589	66	69	0	127	0	0	0
Added Vol:	0	12	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	566	0	0	601	66	69	0	127	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	566	0	0	601	66	69	0	127	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	566	0	0	601	66	69	0	127	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	566	0	0	601	66	69	0	127	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.80	0.20	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2882	318	566	0	1034	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.18	0.00	0.00	0.21	0.21	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 with the Project
 PM Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
 Loss Time (sec): 10 Average Delay (sec/veh): 33.6
 Optimal Cycle: 0 Level of Service: D

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	23	450	20	47	0	0	0	0	407	0	14
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	23	452	20	47	0	0	0	0	409	0	14
Added Vol:	0	174	0	155	232	0	0	0	0	0	0	213
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	197	452	175	279	0	0	0	0	409	0	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	197	452	175	279	0	0	0	0	409	0	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	197	452	175	279	0	0	0	0	409	0	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	197	452	175	279	0	0	0	0	409	0	227

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.39	0.61	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	493	547	196	313	0	0	0	0	466	0	549

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.40	0.83	0.89	0.89	xxxx	xxxx	xxxx	xxxx	0.88	xxxx	0.41
Crit Moves:			****	****						****		
Delay/Veh:	0.0	14.6	32.5	43.8	43.8	0.0	0.0	0.0	0.0	43.7	0.0	13.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.6	32.5	43.8	43.8	0.0	0.0	0.0	0.0	43.7	0.0	13.6
LOS by Move:	*	B	D	E	E	*	*	*	*	E	*	B
ApproachDel:	27.1			43.8			xxxxxx			33.0		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	27.1			43.8			xxxxxx			33.0		
LOS by Appr:	D			E			*			D		
AllWayAvgQ:	0.0	0.6	3.5	4.8	4.8	4.8	0.0	0.0	0.0	4.3	0.0	0.7

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 with the Project
 PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	1	0	1

Volume Module:

Base Vol:	0	416	266	50	401	0	0	0	0	619	0	77
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	418	267	50	403	0	0	0	0	622	0	77
Added Vol:	0	19	0	213	19	0	0	0	0	0	0	155
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	437	267	263	422	0	0	0	0	622	0	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	437	267	263	422	0	0	0	0	622	0	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	437	267	263	422	0	0	0	0	622	0	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	437	267	263	422	0	0	0	0	622	0	232

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.24	0.76	1.00	2.00	0.00	0.00	0.00	0.00	1.46	0.00	0.54
Final Sat.:	0	1986	1214	1600	3200	0	0	0	0	2330	0	870

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.22	0.16	0.13	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Crit Moves:	****			****			****					

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 with the Project
 PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: B

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	84	472	112	72	775	166	93	256	54	113	240	85
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	84	475	113	72	779	167	94	257	54	114	241	85
Added Vol:	0	19	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	494	113	72	798	167	94	257	54	114	241	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	494	113	72	798	167	94	257	54	114	241	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	494	113	72	798	167	94	257	54	114	241	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	494	113	72	798	167	94	257	54	114	241	85

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.65	0.35	1.00	1.65	0.35	1.00	1.48	0.52
Final Sat.:	1600	2606	594	1600	2647	553	1600	2643	557	1600	2363	837

Capacity Analysis Module:

Vol/Sat:	0.05	0.19	0.19	0.05	0.30	0.30	0.06	0.10	0.10	0.07	0.10	0.10
Crit Moves:	***			***			***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 with the Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 59 Level Of Service: C

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	142	592	6	87	878	33	29	118	241	63	102	63
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	143	595	6	87	883	33	29	119	242	63	103	63
Added Vol:	0	10	0	10	10	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	605	6	97	893	33	29	119	242	63	103	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	605	6	97	893	33	29	119	242	63	103	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	605	6	97	893	33	29	119	242	63	103	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	605	6	97	893	33	29	119	242	63	103	73

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.93	0.07	0.07	0.30	0.63	0.26	0.43	0.31
Final Sat.:	1600	3168	32	1600	3085	115	120	487	994	424	686	491

Capacity Analysis Module:

Vol/Sat:	0.09	0.19	0.19	0.06	0.29	0.29	0.02	0.24	0.24	0.04	0.15	0.15
Crit Moves:	***			***			***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
 2034 with the Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 65 Level Of Service: C

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	227	753	0	0	1062	129	99	0	177	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	228	757	0	0	1068	130	100	0	178	0	0	0
Added Vol:	0	10	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	767	0	0	1078	130	100	0	178	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	767	0	0	1078	130	100	0	178	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	767	0	0	1078	130	100	0	178	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	767	0	0	1078	130	100	0	178	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.79	0.21	0.36	0.00	0.64	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2856	344	574	0	1026	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.24	0.00	0.00	0.38	0.38	0.06	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			

Attachment G

2040 No Project LOS

Scholl Canyon Landfill Expansion Traffic Analysis
 2040 without the Project
 AM Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.991
 Loss Time (sec): 10 Average Delay (sec/veh): 40.5
 Optimal Cycle: 0 Level of Service: E

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	29	747	6	7	0	0	0	0	244	0	16
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	29	757	6	7	0	0	0	0	247	0	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	29	757	6	7	0	0	0	0	247	0	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	29	757	6	7	0	0	0	0	247	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	29	757	6	7	0	0	0	0	247	0	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	29	757	6	7	0	0	0	0	247	0	16

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.46	0.54	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	653	764	261	304	0	0	0	0	525	0	635

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.05	0.99	0.02	0.02	xxxx	xxxx	xxxx	xxxx	0.47	xxxx	0.03
Crit Moves:	***			***			***			***		
Delay/Veh:	0.0	8.4	51.2	9.4	9.4	0.0	0.0	0.0	0.0	15.4	0.0	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.4	51.2	9.4	9.4	0.0	0.0	0.0	0.0	15.4	0.0	8.5
LOS by Move:	*	A	F	A	A	*	*	*	*	C	*	A
ApproachDel:	49.6			9.4			xxxxxx			15.0		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	49.6			9.4			xxxxxx			15.0		
LOS by Appr:	E			A			*			B		
AllWayAvgQ:	0.0	0.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0

Scholl Canyon Landfill Expansion Traffic Analysis
 2040 without the Project
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	0	1	0

Volume Module:

Base Vol:	0	707	443	62	251	0	0	0	0	342	0	34
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	716	449	63	254	0	0	0	0	346	0	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	716	449	63	254	0	0	0	0	346	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	716	449	63	254	0	0	0	0	346	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	716	449	63	254	0	0	0	0	346	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	716	449	63	254	0	0	0	0	346	0	34

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.23	0.77	1.00	2.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	1967	1233	1600	3200	0	0	0	0	2911	0	289

Capacity Analysis Module:

Vol/Sat:	0.00	0.36	0.36	0.04	0.08	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:	****			****			****					

Scholl Canyon Landfill Expansion Traffic Analysis
 2040 without the Project
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: C

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	58	912	143	72	403	62	177	411	34	160	314	153
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	59	924	145	73	408	63	179	416	34	162	318	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	924	145	73	408	63	179	416	34	162	318	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	924	145	73	408	63	179	416	34	162	318	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	924	145	73	408	63	179	416	34	162	318	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	924	145	73	408	63	179	416	34	162	318	155

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	1.73	0.27	1.00	1.85	0.15	1.00	1.34	0.66
Final Sat.:	1600	2766	434	1600	2773	427	1600	2956	244	1600	2152	1048

Capacity Analysis Module:

Vol/Sat:	0.04	0.33	0.33	0.05	0.15	0.15	0.11	0.14	0.14	0.10	0.15	0.15
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2040 without the Project
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: B

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	144	967	1	50	503	43	50	88	218	51	83	140
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	146	980	1	51	510	44	51	89	221	52	84	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	980	1	51	510	44	51	89	221	52	84	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	980	1	51	510	44	51	89	221	52	84	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	980	1	51	510	44	51	89	221	52	84	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	980	1	51	510	44	51	89	221	52	84	142

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.84	0.16	0.14	0.25	0.61	0.19	0.30	0.51
Final Sat.:	1600	3197	3	1600	2948	252	225	396	980	298	485	818

Capacity Analysis Module:

Vol/Sat:	0.09	0.31	0.31	0.03	0.17	0.17	0.03	0.23	0.23	0.03	0.17	0.17
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2040 without the Project
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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: C

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	225	1063	0	0	682	99	166	0	229	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	228	1077	0	0	691	100	168	0	232	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	1077	0	0	691	100	168	0	232	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	1077	0	0	691	100	168	0	232	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	1077	0	0	691	100	168	0	232	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	1077	0	0	691	100	168	0	232	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	0.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2794	406	672	0	928	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.34	0.00	0.00	0.25	0.25	0.11	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****				****			

Scholl Canyon Landfill Expansion Traffic Analysis
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 Landfill Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
 Loss Time (sec): 10 Average Delay (sec/veh): 12.5
 Optimal Cycle: 0 Level of Service: B

Street Name: Figueroa Street SR 134 westbound ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 0 1 0 0 0 1

Volume Module:
 Base Vol: 0 48 343 14 41 0 0 0 0 299 0 19
 Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
 Initial Bse: 0 49 347 14 42 0 0 0 0 303 0 19
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 49 347 14 42 0 0 0 0 303 0 19
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 49 347 14 42 0 0 0 0 303 0 19
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 49 347 14 42 0 0 0 0 303 0 19
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 49 347 14 42 0 0 0 0 303 0 19

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 0.25 0.75 0.00 0.00 0.00 0.00 1.00 0.00 1.00
 Final Sat.: 0 626 720 150 438 0 0 0 0 577 0 703

Capacity Analysis Module:
 Vol/Sat: xxxx 0.08 0.48 0.09 0.09 xxxx xxxx xxxx 0.52 xxxx 0.03
 Crit Moves: **** ****
 Delay/Veh: 0.0 8.7 11.7 9.4 9.4 0.0 0.0 0.0 0.0 14.9 0.0 7.7
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 8.7 11.7 9.4 9.4 0.0 0.0 0.0 0.0 14.9 0.0 7.7
 LOS by Move: * A B A A * * * * B * A
 ApproachDel: 11.4 9.4 xxxxxx 14.5
 Delay Adj: 1.00 1.00 xxxxxx 1.00
 ApprAdjDel: 11.4 9.4 xxxxxx 14.5
 LOS by Appr: B A * B
 AllWayAvgQ: 0.0 0.1 0.8 0.1 0.1 0.1 0.0 0.0 0.0 1.0 0.0 0.0

Scholl Canyon Landfill Expansion Traffic Analysis
 2040 without the Project
 Landfill Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	1	0	1

Volume Module:

Base Vol:	0	326	267	51	309	0	0	0	0	356	0	87
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	330	270	52	313	0	0	0	0	361	0	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	330	270	52	313	0	0	0	0	361	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	330	270	52	313	0	0	0	0	361	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	330	270	52	313	0	0	0	0	361	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	330	270	52	313	0	0	0	0	361	0	88

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.10	0.90	1.00	2.00	0.00	0.00	0.00	0.00	1.60	0.01	0.39
Final Sat.:	0	1759	1441	1600	3200	0	0	0	0	2572	0	628

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.19	0.03	0.10	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
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 Landfill Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	58	451	83	77	481	107	82	167	48	5	206	63
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	59	457	84	78	487	108	83	169	49	5	209	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	457	84	78	487	108	83	169	49	5	209	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	457	84	78	487	108	83	169	49	5	209	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	457	84	78	487	108	83	169	49	5	209	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	457	84	78	487	108	83	169	49	5	209	64

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.69	0.31	1.00	1.64	0.36	1.00	1.55	0.45	1.00	1.53	0.47
Final Sat.:	1600	2703	497	1600	2618	582	1600	2486	714	1600	2451	749

Capacity Analysis Module:

Vol/Sat:	0.04	0.17	0.17	0.05	0.19	0.19	0.05	0.07	0.07	0.00	0.09	0.09
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2040 without the Project
 Landfill Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	93	500	6	80	523	31	31	61	147	28	62	88
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	94	506	6	81	530	31	31	62	149	28	63	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	506	6	81	530	31	31	62	149	28	63	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	506	6	81	530	31	31	62	149	28	63	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	506	6	81	530	31	31	62	149	28	63	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	507	6	81	530	31	31	62	149	28	63	89

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.89	0.11	0.13	0.26	0.61	0.16	0.35	0.49
Final Sat.:	1600	3162	38	1600	3021	179	208	408	984	252	557	791

Capacity Analysis Module:

Vol/Sat:	0.06	0.16	0.16	0.05	0.18	0.18	0.02	0.15	0.15	0.02	0.11	0.11
Crit Moves:	***			***			***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
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 Landfill Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	101	555	0	0	591	66	69	0	127	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	102	562	0	0	599	67	70	0	129	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	562	0	0	599	67	70	0	129	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	562	0	0	599	67	70	0	129	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	562	0	0	599	67	70	0	129	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	562	0	0	599	67	70	0	129	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.80	0.20	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2879	321	563	0	1037	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.18	0.00	0.00	0.21	0.21	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			

Scholl Canyon Landfill Expansion Traffic Analysis
 2040 without the Project
 PM Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
 Loss Time (sec): 10 Average Delay (sec/veh): 20.2
 Optimal Cycle: 0 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	23	453	20	47	0	0	0	0	410	0	14
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	23	459	20	48	0	0	0	0	415	0	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	23	459	20	48	0	0	0	0	415	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	23	459	20	48	0	0	0	0	415	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	23	459	20	48	0	0	0	0	415	0	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	23	459	20	48	0	0	0	0	415	0	14

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.30	0.70	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	578	664	156	367	0	0	0	0	552	0	660

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.04	0.69	0.13	0.13	xxxx	xxxx	xxxx	xxxx	0.75	xxxx	0.02
Crit Moves:	***			***			***			***		
Delay/Veh:	0.0	8.9	18.3	10.3	10.3	0.0	0.0	0.0	0.0	25.0	0.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	18.3	10.3	10.3	0.0	0.0	0.0	0.0	25.0	0.0	8.0
LOS by Move:	*	A	C	B	B	*	*	*	*	D	*	A
ApproachDel:	17.8			10.3			xxxxxx			24.5		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	17.8			10.3			xxxxxx			24.5		
LOS by Appr:	C			B			*			C		
AllWayAvgQ:	0.0	0.0	1.9	0.1	0.1	0.1	0.0	0.0	0.0	2.4	0.0	0.0

Scholl Canyon Landfill Expansion Traffic Analysis
 2040 without the Project
 PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: A

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	1	0	1

Volume Module:

Base Vol:	0	419	268	50	404	0	0	0	0	624	0	78
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	424	271	51	409	0	0	0	0	632	0	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	424	271	51	409	0	0	0	0	632	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	424	271	51	409	0	0	0	0	632	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	424	271	51	409	0	0	0	0	632	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	424	271	51	409	0	0	0	0	632	0	79

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.22	0.78	1.00	2.00	0.00	0.00	0.00	0.00	1.78	0.00	0.22
Final Sat.:	0	1952	1248	1600	3200	0	0	0	0	2844	0	356

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.22	0.03	0.13	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Moves:	****			****			****					

Scholl Canyon Landfill Expansion Traffic Analysis
 2040 without the Project
 PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: B

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	84	475	113	73	781	168	94	257	54	114	241	85
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	85	481	114	74	791	170	95	260	55	115	244	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	481	114	74	791	170	95	260	55	115	244	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	481	114	74	791	170	95	260	55	115	244	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	481	114	74	791	170	95	260	55	115	244	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	481	114	74	791	170	95	260	55	115	244	86

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.65	0.35	1.00	1.65	0.35	1.00	1.48	0.52
Final Sat.:	1600	2585	615	1600	2634	566	1600	2644	556	1600	2366	834

Capacity Analysis Module:

Vol/Sat:	0.05	0.19	0.19	0.05	0.30	0.30	0.06	0.10	0.10	0.07	0.10	0.10
Crit Moves:	***			***			***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
 2040 without the Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: C

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	143	596	6	88	884	33	29	119	242	63	103	63
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	145	604	6	89	895	33	29	121	245	64	104	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	604	6	89	895	33	29	121	245	64	104	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	604	6	89	895	33	29	121	245	64	104	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	604	6	89	895	33	29	121	245	64	104	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	604	6	89	895	33	29	121	245	64	104	64

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.93	0.07	0.07	0.31	0.62	0.27	0.45	0.28
Final Sat.:	1600	3168	32	1600	3085	115	119	488	993	440	720	440

Capacity Analysis Module:

Vol/Sat:	0.09	0.19	0.19	0.06	0.29	0.29	0.02	0.25	0.25	0.04	0.14	0.14
Crit Moves:	***			***			***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
 2040 without the Project
 PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 67 Level Of Service: D

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	229	758	0	0	1070	130	99	0	178	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	232	768	0	0	1084	132	100	0	180	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	768	0	0	1084	132	100	0	180	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	768	0	0	1084	132	100	0	180	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	768	0	0	1084	132	100	0	180	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	768	0	0	1084	132	100	0	180	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.78	0.22	0.36	0.00	0.64	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2853	347	572	0	1028	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.24	0.00	0.00	0.38	0.38	0.06	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****			****			****					

Attachment H

2040 With Project LOS

Scholl Canyon Landfill Expansion Traffic Analysis
 2040 with the Project
 AM Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.177
 Loss Time (sec): 10 Average Delay (sec/veh): 59.8
 Optimal Cycle: 0 Level of Service: F

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:	Figueroa Street			Figueroa Street			SR 134 East			SR 134 West		
Base Vol:	0	29	747	6	7	0	0	0	0	244	0	16
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	29	757	6	7	0	0	0	0	247	0	16
Added Vol:	0	349	0	328	82	0	0	0	0	0	0	62
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	378	757	334	89	0	0	0	0	247	0	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	378	757	334	89	0	0	0	0	247	0	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	378	757	334	89	0	0	0	0	247	0	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	378	757	334	89	0	0	0	0	247	0	78

Saturation Flow Module:	Figueroa Street			Figueroa Street			SR 134 East			SR 134 West		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.79	0.21	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	570	643	432	115	0	0	0	0	455	0	534

Capacity Analysis Module:	Figueroa Street			Figueroa Street			SR 134 East			SR 134 West		
Vol/Sat:	xxxx	0.66	1.18	0.77	0.77	xxxx	xxxx	xxxx	xxxx	0.54	xxxx	0.15
Crit Moves:		***	***	***	***					***		
Delay/Veh:	0.0	20.5	115.5	28.1	28.1	0.0	0.0	0.0	0.0	19.2	0.0	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.5	115.5	28.1	28.1	0.0	0.0	0.0	0.0	19.2	0.0	10.4
LOS by Move:	*	C	F	D	D	*	*	*	*	C	*	B
ApproachDel:	83.8			28.1			xxxxxx			17.1		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	83.8			28.1			xxxxxx			17.1		
LOS by Appr:	F			D			*			C		
AllWayAvgQ:	0.0	1.8	19.2	2.8	2.8	2.8	0.0	0.0	0.0	1.1	0.0	0.2

 Scholl Canyon Landfill Expansion Traffic Analysis
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Figueroa Street						SR 134 westbound ramps								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	707	443	62	251	0	0	0	0	342	0	34
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	716	449	63	254	0	0	0	0	346	0	34
Added Vol:	0	21	0	62	21	0	0	0	0	0	0	328
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	737	449	125	275	0	0	0	0	346	0	362
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	737	449	125	275	0	0	0	0	346	0	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	737	449	125	275	0	0	0	0	346	0	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	737	449	125	275	0	0	0	0	346	0	362

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.24	0.76	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1989	1211	1600	3200	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.37	0.37	0.08	0.09	0.00	0.00	0.00	0.00	0.22	0.00	0.23
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level Of Service: C

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	58	912	143	72	403	62	177	411	34	160	314	153
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	59	924	145	73	408	63	179	416	34	162	318	155
Added Vol:	0	21	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	945	145	73	429	63	179	416	34	162	318	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	945	145	73	429	63	179	416	34	162	318	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	945	145	73	429	63	179	416	34	162	318	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	945	145	73	429	63	179	416	34	162	318	155

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	1.74	0.26	1.00	1.85	0.15	1.00	1.34	0.66
Final Sat.:	1600	2775	425	1600	2792	408	1600	2956	244	1600	2152	1048

Capacity Analysis Module:

Vol/Sat:	0.04	0.34	0.34	0.05	0.15	0.15	0.11	0.14	0.14	0.10	0.15	0.15
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level of Service: C

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	144	967	1	50	503	43	50	88	218	51	83	140
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	146	980	1	51	510	44	51	89	221	52	84	142
Added Vol:	0	10	0	10	10	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	990	1	61	520	44	51	89	221	52	84	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	990	1	61	520	44	51	89	221	52	84	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	990	1	61	520	44	51	89	221	52	84	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	990	1	61	520	44	51	89	221	52	84	152

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.85	0.15	0.14	0.25	0.61	0.18	0.29	0.53
Final Sat.:	1600	3197	3	1600	2952	248	225	396	980	287	468	845

Capacity Analysis Module:

Vol/Sat:	0.09	0.31	0.31	0.04	0.18	0.18	0.03	0.23	0.23	0.03	0.18	0.18
Crit Moves:	****			****			****			****		

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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: C

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	225	1063	0	0	682	99	166	0	229	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	228	1077	0	0	691	100	168	0	232	0	0	0
Added Vol:	0	10	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	1087	0	0	701	100	168	0	232	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	1087	0	0	701	100	168	0	232	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	1087	0	0	701	100	168	0	232	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	1087	0	0	701	100	168	0	232	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	0.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2799	401	672	0	928	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.34	0.00	0.00	0.25	0.25	0.11	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****				****			

Scholl Canyon Landfill Expansion Traffic Analysis
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Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.023
 Loss Time (sec): 10 Average Delay (sec/veh): 35.2
 Optimal Cycle: 0 Level of Service: E

Street Name: Figueroa Street SR 134 westbound ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	48	343	14	41	0	0	0	0	299	0	19
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	49	347	14	42	0	0	0	0	303	0	19
Added Vol:	0	244	0	220	268	0	0	0	0	0	0	244
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	293	347	234	310	0	0	0	0	303	0	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	293	347	234	310	0	0	0	0	303	0	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	293	347	234	310	0	0	0	0	303	0	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	293	347	234	310	0	0	0	0	303	0	263

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.43	0.57	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	507	563	229	303	0	0	0	0	463	0	545

Capacity Analysis Module:

Vol/Sat:	xxxx	0.58	0.62	1.02	1.02	xxxx	xxxx	xxxx	xxxx	0.65	xxxx	0.48
Crit Moves:			***	***						***		
Delay/Veh:	0.0	18.8	18.6	70.9	70.9	0.0	0.0	0.0	0.0	23.7	0.0	15.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.8	18.6	70.9	70.9	0.0	0.0	0.0	0.0	23.7	0.0	15.1
LOS by Move:	*	C	C	F	F	*	*	*	*	C	*	C
ApproachDel:		18.7		70.9			xxxxxx			19.7		
Delay Adj:		1.00		1.00			xxxxxx			1.00		
ApprAdjDel:		18.7		70.9			xxxxxx			19.7		
LOS by Appr:		C		F			*			C		
AllWayAvgQ:	0.0	1.3	1.5	9.0	9.0	9.0	0.0	0.0	0.0	1.7	0.0	0.9

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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	0	1	0

Volume Module:

Base Vol:	0	326	267	51	309	0	0	0	0	356	0	87
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	330	270	52	313	0	0	0	0	361	0	88
Added Vol:	0	24	0	244	24	0	0	0	0	0	0	220
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	354	270	296	337	0	0	0	0	361	0	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	354	270	296	337	0	0	0	0	361	0	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	354	270	296	337	0	0	0	0	361	0	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	354	270	296	337	0	0	0	0	361	0	308

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.13	0.87	1.00	2.00	0.00	0.00	0.00	0.00	1.07	0.01	0.92
Final Sat.:	0	1815	1385	1600	3200	0	0	0	0	1726	0	1474

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.20	0.18	0.11	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:	****			****			****					

Scholl Canyon Landfill Expansion Traffic Analysis
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	58	451	83	77	481	107	82	167	48	5	206	63
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	59	457	84	78	487	108	83	169	49	5	209	64
Added Vol:	0	24	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	481	84	78	511	108	83	169	49	5	209	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	481	84	78	511	108	83	169	49	5	209	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	481	84	78	511	108	83	169	49	5	209	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	481	84	78	511	108	83	169	49	5	209	64

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	1.65	0.35	1.00	1.55	0.45	1.00	1.53	0.47
Final Sat.:	1600	2724	476	1600	2640	560	1600	2486	714	1600	2451	749

Capacity Analysis Module:

Vol/Sat:	0.04	0.18	0.18	0.05	0.19	0.19	0.05	0.07	0.07	0.00	0.09	0.09
Crit Moves:	****			****			****			****		

Scholl Canyon Landfill Expansion Traffic Analysis
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	93	500	6	80	523	31	31	61	147	28	62	88
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	94	506	6	81	530	31	31	62	149	28	63	89
Added Vol:	0	12	0	12	12	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	519	6	93	542	31	31	62	149	28	63	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	519	6	93	542	31	31	62	149	28	63	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	519	6	93	542	31	31	62	149	28	63	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	519	6	93	542	31	31	62	149	28	63	101

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.89	0.11	0.13	0.26	0.61	0.15	0.33	0.52
Final Sat.:	1600	3163	37	1600	3025	175	208	408	984	236	523	841

Capacity Analysis Module:

Vol/Sat:	0.06	0.16	0.16	0.06	0.18	0.18	0.02	0.15	0.15	0.02	0.12	0.12
Crit Moves:	***			***			***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	101	555	0	0	591	66	69	0	127	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	102	562	0	0	599	67	70	0	129	0	0	0
Added Vol:	0	12	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	574	0	0	611	67	70	0	129	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	574	0	0	611	67	70	0	129	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	574	0	0	611	67	70	0	129	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	574	0	0	611	67	70	0	129	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.80	0.20	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2884	316	563	0	1037	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.18	0.00	0.00	0.21	0.21	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			

Scholl Canyon Landfill Expansion Traffic Analysis
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Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.897
 Loss Time (sec): 10 Average Delay (sec/veh): 34.9
 Optimal Cycle: 0 Level of Service: D

Street Name: Figueroa Street SR 134 westbound ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 0 1 0 0 0 1

Volume Module:
 Base Vol: 0 23 453 20 47 0 0 0 0 410 0 14
 Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
 Initial Bse: 0 23 459 20 48 0 0 0 0 415 0 14
 Added Vol: 0 174 0 155 232 0 0 0 0 0 0 213
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 197 459 175 280 0 0 0 0 415 0 227
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 197 459 175 280 0 0 0 0 415 0 227
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 197 459 175 280 0 0 0 0 415 0 227
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 197 459 175 280 0 0 0 0 415 0 227

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 0.39 0.61 0.00 0.00 0.00 0.00 1.00 0.00 1.00
 Final Sat.: 0 491 545 195 312 0 0 0 0 465 0 547

Capacity Analysis Module:
 Vol/Sat: xxxx 0.40 0.84 0.90 0.90 xxxx xxxxx xxxxx xxxxx 0.89 xxxxx 0.42
 Crit Moves: **** ****
 Delay/Veh: 0.0 14.7 34.3 44.7 44.7 0.0 0.0 0.0 0.0 46.1 0.0 13.7
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 14.7 34.3 44.7 44.7 0.0 0.0 0.0 0.0 46.1 0.0 13.7
 LOS by Move: * B D E E * * * * E * B
 ApproachDel: 28.4 44.7 xxxxxx 34.6
 Delay Adj: 1.00 1.00 xxxxxx 1.00
 ApprAdjDel: 28.4 44.7 xxxxxx 34.6
 LOS by Appr: D E * D
 AllWayAvgQ: 0.0 0.6 3.8 4.9 4.9 4.9 0.0 0.0 0.0 4.6 0.0 0.7

Scholl Canyon Landfill Expansion Traffic Analysis
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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.759
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	0	1	0

Volume Module:

Base Vol:	0	419	268	50	404	0	0	0	0	624	0	78
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	424	271	51	409	0	0	0	0	632	0	79
Added Vol:	0	19	0	213	19	0	0	0	0	0	0	155
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	443	271	264	428	0	0	0	0	632	0	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	443	271	264	428	0	0	0	0	632	0	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	443	271	264	428	0	0	0	0	632	0	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	443	271	264	428	0	0	0	0	632	0	234

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.24	0.76	1.00	2.00	0.00	0.00	0.00	0.00	1.46	0.00	0.54
Final Sat.:	0	1985	1215	1600	3200	0	0	0	0	2335	0	865

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.22	0.16	0.13	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Crit Moves:	****			****			****					

Scholl Canyon Landfill Expansion Traffic Analysis
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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Figueroa Street at Colorado Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: B

Street Name:	Figueroa Street						Colorado Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	84	475	113	73	781	168	94	257	54	114	241	85
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	85	481	114	74	791	170	95	260	55	115	244	86
Added Vol:	0	19	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	500	114	74	810	170	95	260	55	115	244	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	500	114	74	810	170	95	260	55	115	244	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	500	114	74	810	170	95	260	55	115	244	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	500	114	74	810	170	95	260	55	115	244	86

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.65	0.35	1.00	1.65	0.35	1.00	1.48	0.52
Final Sat.:	1600	2604	596	1600	2644	556	1600	2644	556	1600	2366	834

Capacity Analysis Module:

Vol/Sat:	0.05	0.19	0.19	0.05	0.31	0.31	0.06	0.10	0.10	0.07	0.10	0.10
Crit Moves:	***			***			***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Figueroa Street at La Loma Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 61 Level Of Service: C

Street Name:	Figueroa Street						La Loma Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	143	596	6	88	884	33	29	119	242	63	103	63
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	145	604	6	89	895	33	29	121	245	64	104	64
Added Vol:	0	10	0	10	10	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	614	6	99	905	33	29	121	245	64	104	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	614	6	99	905	33	29	121	245	64	104	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	614	6	99	905	33	29	121	245	64	104	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	614	6	99	905	33	29	121	245	64	104	74

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.93	0.07	0.07	0.31	0.62	0.26	0.43	0.31
Final Sat.:	1600	3169	31	1600	3086	114	119	488	993	422	690	488

Capacity Analysis Module:

Vol/Sat:	0.09	0.19	0.19	0.06	0.29	0.29	0.02	0.25	0.25	0.04	0.15	0.15
Crit Moves:	***			***			***			***		

Scholl Canyon Landfill Expansion Traffic Analysis
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Figueroa Street at Yosemite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 67 Level Of Service: D

Street Name:	Figueroa Street						Yosemite Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	229	758	0	0	1070	130	99	0	178	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	232	768	0	0	1084	132	100	0	180	0	0	0
Added Vol:	0	10	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	778	0	0	1094	132	100	0	180	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	778	0	0	1094	132	100	0	180	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	778	0	0	1094	132	100	0	180	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	778	0	0	1094	132	100	0	180	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.79	0.21	0.36	0.00	0.64	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2856	344	572	0	1028	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.24	0.00	0.00	0.38	0.38	0.06	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			

Attachment I

Existing HCM Ramps

Scholl Canyon Landfill Expansion Traffic Analysis
Existing Conditions
AM Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 10 Average Delay (sec/veh): 30.9
Optimal Cycle: 0 Level of Service: D

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	163	699	142	23	0	0	0	0	228	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	163	699	142	23	0	0	0	0	228	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	163	699	142	23	0	0	0	0	228	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	163	699	142	23	0	0	0	0	228	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	163	699	142	23	0	0	0	0	228	0	43

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.86	0.14	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	629	724	482	78	0	0	0	0	492	0	585

Capacity Analysis Module:

Vol/Sat:	xxxx	0.26	0.97	0.29	0.29	xxxx	xxxx	xxxx	xxxx	0.46	xxxx	0.07
Crit Moves:			***		***					***		
Delay/Veh:	0.0	10.3	46.5	11.8	11.8	0.0	0.0	0.0	0.0	15.8	0.0	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.3	46.5	11.8	11.8	0.0	0.0	0.0	0.0	15.8	0.0	9.2
LOS by Move:	*	B	E	B	B	*	*	*	*	C	*	A
ApproachDel:		39.7			11.8		xxxxxx				14.7	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		39.7			11.8		xxxxxx				14.7	
LOS by Appr:		E			B		*			B		
AllWayAvgQ:	0.0	0.3	7.8	0.4	0.4	0.4	0.0	0.0	0.0	0.8	0.0	0.1

Note: Queue reported is the number of cars per lane.

Scholl Canyon Landfill Expansion Traffic Analysis
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 10 Average Delay (sec/veh): 18.2
Optimal Cycle: 43 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	1	0	2	0	0	0	1	0	1

Volume Module:

Base Vol:	0	647	415	61	241	0	0	0	0	320	0	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	647	415	61	241	0	0	0	0	320	0	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	647	415	61	241	0	0	0	0	320	0	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	647	415	61	241	0	0	0	0	320	0	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	647	415	61	241	0	0	0	0	320	0	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	647	415	61	241	0	0	0	0	320	0	156

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.19	0.95	1.00	1.00	1.00	1.00	0.73	1.00	0.75
Lanes:	0.00	1.22	0.78	1.00	2.00	0.00	0.00	0.00	0.00	1.51	0.00	0.49
Final Sat.:	0	2070	1327	352	3610	0	0	0	0	2102	0	695

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.31	0.17	0.07	0.00	0.00	0.00	0.00	0.15	0.00	0.22
Crit Moves:	****									****		
Green/Cycle:	0.00	0.52	0.52	0.52	0.52	0.00	0.00	0.00	0.00	0.38	0.00	0.38
Volume/Cap:	0.00	0.60	0.60	0.33	0.13	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Delay/Veh:	0.0	17.1	17.1	14.8	12.2	0.0	0.0	0.0	0.0	23.2	0.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.1	17.1	14.8	12.2	0.0	0.0	0.0	0.0	23.2	0.0	26.3
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	11	11	1	2	0	0	0	0	5	0	9

Scholl Canyon Landfill Expansion Traffic Analysis
 Existing Conditions
 Landfill Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
 Loss Time (sec): 10 Average Delay (sec/veh): 11.9
 Optimal Cycle: 0 Level of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	79	321	41	60	0	0	0	0	283	0	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	79	321	41	60	0	0	0	0	283	0	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	79	321	41	60	0	0	0	0	283	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	79	321	41	60	0	0	0	0	283	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	79	321	41	60	0	0	0	0	283	0	52

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.41	0.59	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	619	710	239	350	0	0	0	0	565	0	688

Capacity Analysis Module:

Vol/Sat:	xxxx	0.13	0.45	0.17	0.17	xxxx	xxxx	xxxx	xxxx	0.50	xxxx	0.08
Crit Moves:			***		***					***		
Delay/Veh:	0.0	9.1	11.4	10.0	10.0	0.0	0.0	0.0	0.0	14.6	0.0	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	11.4	10.0	10.0	0.0	0.0	0.0	0.0	14.6	0.0	8.1
LOS by Move:	*	A	B	A	A	*	*	*	*	B	*	A
ApproachDel:		10.9			10.0		xxxxxx				13.6	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		10.9			10.0		xxxxxx				13.6	
LOS by Appr:		B			A		*			B		
AllWayAvgQ:	0.0	0.1	0.7	0.2	0.2	0.2	0.0	0.0	0.0	0.9	0.0	0.1

Note: Queue reported is the number of cars per lane.

Scholl Canyon Landfill Expansion Traffic Analysis
Existing Conditions
Landfill Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 10 Average Delay (sec/veh): 18.5
Optimal Cycle: 31 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	1	0	2	0	0	0	0	1	0

Volume Module:

Base Vol:	0	330	250	85	289	0	0	0	0	333	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	330	250	85	289	0	0	0	0	333	0	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	330	250	85	289	0	0	0	0	333	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	330	250	85	289	0	0	0	0	333	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	330	250	85	289	0	0	0	0	333	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	330	250	85	289	0	0	0	0	333	0	100

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.36	0.95	1.00	1.00	1.00	1.00	0.72	1.00	0.74
Lanes:	0.00	1.14	0.86	1.00	2.00	0.00	0.00	0.00	0.00	1.63	0.00	0.37
Final Sat.:	0	1920	1455	686	3610	0	0	0	0	2243	0	520

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.17	0.12	0.08	0.00	0.00	0.00	0.00	0.15	0.00	0.19
Crit Moves:	****									****		
Green/Cycle:	0.00	0.42	0.42	0.42	0.42	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.00	0.40	0.40	0.29	0.19	0.00	0.00	0.00	0.00	0.31	0.00	0.40
Delay/Veh:	0.0	20.2	20.2	19.4	18.0	0.0	0.0	0.0	0.0	16.3	0.0	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.2	20.2	19.4	18.0	0.0	0.0	0.0	0.0	16.3	0.0	17.3
LOS by Move:	A	C	C	B	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	6	6	2	3	0	0	0	0	4	0	6

Scholl Canyon Landfill Expansion Traffic Analysis
Existing Conditions
PM Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 10 Average Delay (sec/veh): 17.7
Optimal Cycle: 0 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:	Figueroa Street			Figueroa Street			SR 134 westbound ramps			SR 134 westbound ramps		
Base Vol:	0	53	424	50	84	0	0	0	0	384	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	53	424	50	84	0	0	0	0	384	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	53	424	50	84	0	0	0	0	384	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	53	424	50	84	0	0	0	0	384	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	53	424	50	84	0	0	0	0	384	0	29

Saturation Flow Module:	Figueroa Street			Figueroa Street			SR 134 westbound ramps			SR 134 westbound ramps		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.37	0.63	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	575	656	201	337	0	0	0	0	540	0	646

Capacity Analysis Module:	Figueroa Street			Figueroa Street			SR 134 westbound ramps			SR 134 westbound ramps		
Vol/Sat:	xxxx	0.09	0.65	0.25	0.25	xxxx	xxxx	xxxx	xxxx	0.71	xxxx	0.04
Crit Moves:			***		***					***		
Delay/Veh:	0.0	9.3	16.7	11.3	11.3	0.0	0.0	0.0	0.0	22.8	0.0	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	16.7	11.3	11.3	0.0	0.0	0.0	0.0	22.8	0.0	8.3
LOS by Move:	*	A	C	B	B	*	*	*	*	C	*	A
ApproachDel:	15.9			11.3			xxxxxxx			21.8		
Delay Adj:	1.00			1.00			xxxxxxx			1.00		
ApprAdjDel:	15.9			11.3			xxxxxxx			21.8		
LOS by Appr:	C			B			*			C		
AllWayAvgQ:	0.0	0.1	1.6	0.3	0.3	0.3	0.0	0.0	0.0	2.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Scholl Canyon Landfill Expansion Traffic Analysis
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 10 Average Delay (sec/veh): 21.3
Optimal Cycle: 39 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	1	0	2	0	0	0	0	1	0

Volume Module:

Base Vol:	0	401	251	103	384	0	0	0	0	584	0	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	401	251	103	384	0	0	0	0	584	0	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	401	251	103	384	0	0	0	0	584	0	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	401	251	103	384	0	0	0	0	584	0	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	401	251	103	384	0	0	0	0	584	0	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	401	251	103	384	0	0	0	0	584	0	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.28	0.95	1.00	1.00	1.00	1.00	0.72	1.00	0.73
Lanes:	0.00	1.23	0.77	1.00	2.00	0.00	0.00	0.00	0.00	1.71	0.00	0.29
Final Sat.:	0	2091	1309	536	3610	0	0	0	0	2347	0	401

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.19	0.19	0.11	0.00	0.00	0.00	0.00	0.25	0.00	0.30
Crit Moves:				****								****
Green/Cycle:	0.00	0.35	0.35	0.35	0.35	0.00	0.00	0.00	0.00	0.55	0.00	0.55
Volume/Cap:	0.00	0.54	0.54	0.55	0.30	0.00	0.00	0.00	0.00	0.45	0.00	0.55
Delay/Veh:	0.0	26.5	26.5	29.3	23.6	0.0	0.0	0.0	0.0	13.8	0.0	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.5	26.5	29.3	23.6	0.0	0.0	0.0	0.0	13.8	0.0	15.1
LOS by Move:	A	C	C	C	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	8	8	3	5	0	0	0	0	7	0	9

Attachment J

Future HCM Ramps with Mitigation

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project with Mitigation
 AM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
 Loss Time (sec): 10 Average Delay (sec/veh): 25.6
 Optimal Cycle: 58 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	28	718	6	7	0	0	0	0	234	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	28	718	6	7	0	0	0	0	234	0	15
Added Vol:	0	403	0	379	95	0	0	0	0	0	0	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	431	718	385	102	0	0	0	0	234	0	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	431	718	385	102	0	0	0	0	234	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	431	718	385	102	0	0	0	0	234	0	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	431	718	385	102	0	0	0	0	234	0	86

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.44	0.21	0.05	0.00	0.00	0.00	0.00	0.13	0.00	0.05
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.43	0.61	0.29	0.72	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.00	0.53	0.73	0.73	0.07	0.00	0.00	0.00	0.00	0.73	0.00	0.30
Delay/Veh:	0.0	21.6	16.7	37.1	4.1	0.0	0.0	0.0	0.0	47.2	0.0	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	16.7	37.1	4.1	0.0	0.0	0.0	0.0	47.2	0.0	36.3
LOS by Move:	A	C	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	9	15	12	1	0	0	0	0	8	0	2

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project with Mitigation
 AM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
 Loss Time (sec): 10 Average Delay (sec/veh): 22.0
 Optimal Cycle: 51 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	680	426	60	241	0	0	0	0	329	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	680	426	60	241	0	0	0	0	329	0	33
Added Vol:	0	24	0	71	24	0	0	0	0	0	0	379
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	704	426	131	265	0	0	0	0	329	0	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	704	426	131	265	0	0	0	0	329	0	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	704	426	131	265	0	0	0	0	329	0	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	704	426	131	265	0	0	0	0	329	0	412

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.29	0.00	0.71
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	2190	0	1218

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.26	0.07	0.07	0.00	0.00	0.00	0.00	0.15	0.00	0.34
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.29	0.79	0.11	0.40	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Volume/Cap:	0.00	0.67	0.33	0.67	0.18	0.00	0.00	0.00	0.00	0.30	0.00	0.67
Delay/Veh:	0.0	33.1	3.1	51.8	19.7	0.0	0.0	0.0	0.0	14.6	0.0	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.1	3.1	51.8	19.7	0.0	0.0	0.0	0.0	14.6	0.0	20.4
LOS by Move:	A	C	A	D	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	10	4	4	3	0	0	0	0	5	0	14

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project with Mitigation
 Landfill Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
 Loss Time (sec): 10 Average Delay (sec/veh): 23.1
 Optimal Cycle: 42 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	46	330	13	39	0	0	0	0	288	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	46	330	13	39	0	0	0	0	288	0	18
Added Vol:	0	295	0	266	325	0	0	0	0	0	0	296
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	341	330	279	364	0	0	0	0	288	0	314
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	341	330	279	364	0	0	0	0	288	0	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	341	330	279	364	0	0	0	0	288	0	314
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	341	330	279	364	0	0	0	0	288	0	314

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.20	0.15	0.19	0.00	0.00	0.00	0.00	0.16	0.00	0.19
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.31	0.64	0.26	0.57	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.59	0.32	0.59	0.34	0.00	0.00	0.00	0.00	0.48	0.00	0.59
Delay/Veh:	0.0	31.0	8.5	34.0	11.7	0.0	0.0	0.0	0.0	27.2	0.0	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.0	8.5	34.0	11.7	0.0	0.0	0.0	0.0	27.2	0.0	29.5
LOS by Move:	A	C	A	C	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	4	8	6	0	0	0	0	7	0	9

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project with Mitigation
 Landfill Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
 Loss Time (sec): 10 Average Delay (sec/veh): 24.6
 Optimal Cycle: 49 Level Of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	313	257	49	297	0	0	0	0	342	0	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	313	257	49	297	0	0	0	0	342	0	83
Added Vol:	0	30	0	296	30	0	0	0	0	0	0	266
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	343	257	345	327	0	0	0	0	342	0	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	343	257	345	327	0	0	0	0	342	0	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	343	257	345	327	0	0	0	0	342	0	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	343	257	345	327	0	0	0	0	342	0	349

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.33	0.00	0.67
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	2277	0	1150

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.16	0.19	0.09	0.00	0.00	0.00	0.00	0.15	0.00	0.30
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.15	0.61	0.29	0.44	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.66	0.26	0.66	0.21	0.00	0.00	0.00	0.00	0.32	0.00	0.66
Delay/Veh:	0.0	43.4	9.3	34.0	17.5	0.0	0.0	0.0	0.0	17.0	0.0	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.4	9.3	34.0	17.5	0.0	0.0	0.0	0.0	17.0	0.0	22.2
LOS by Move:	A	D	A	C	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	5	4	9	3	0	0	0	0	5	0	13

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project with Mitigation
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
 Loss Time (sec): 10 Average Delay (sec/veh): 19.7
 Optimal Cycle: 36 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	23	435	20	45	0	0	0	0	394	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	435	20	45	0	0	0	0	394	0	13
Added Vol:	0	196	0	174	261	0	0	0	0	0	0	239
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	219	435	194	306	0	0	0	0	394	0	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	219	435	194	306	0	0	0	0	394	0	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	219	435	194	306	0	0	0	0	394	0	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	219	435	194	306	0	0	0	0	394	0	252

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.27	0.11	0.16	0.00	0.00	0.00	0.00	0.22	0.00	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.24	0.68	0.22	0.45	0.00	0.00	0.00	0.00	0.45	0.00	0.45
Volume/Cap:	0.00	0.49	0.40	0.49	0.35	0.00	0.00	0.00	0.00	0.49	0.00	0.35
Delay/Veh:	0.0	33.9	7.2	35.1	18.0	0.0	0.0	0.0	0.0	20.1	0.0	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.9	7.2	35.1	18.0	0.0	0.0	0.0	0.0	20.1	0.0	18.5
LOS by Move:	A	C	A	D	B	A	A	A	A	C	A	B
HCM2kAvgQ:	0	6	6	6	6	0	0	0	0	9	0	5

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project with Mitigation
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
 Loss Time (sec): 10 Average Delay (sec/veh): 24.0
 Optimal Cycle: 49 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	403	258	48	388	0	0	0	0	600	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	403	258	48	388	0	0	0	0	600	0	75
Added Vol:	0	22	0	239	22	0	0	0	0	0	0	174
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	425	258	287	410	0	0	0	0	600	0	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	425	258	287	410	0	0	0	0	600	0	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	258	287	410	0	0	0	0	600	0	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	425	258	287	410	0	0	0	0	600	0	249

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.55	0.00	0.45
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	2713	0	796

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.16	0.16	0.11	0.00	0.00	0.00	0.00	0.22	0.00	0.31
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.18	0.66	0.24	0.42	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.00	0.66	0.24	0.66	0.27	0.00	0.00	0.00	0.00	0.46	0.00	0.66
Delay/Veh:	0.0	40.6	7.1	37.7	18.9	0.0	0.0	0.0	0.0	17.7	0.0	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	40.6	7.1	37.7	18.9	0.0	0.0	0.0	0.0	17.7	0.0	21.1
LOS by Move:	A	D	A	D	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	6	3	8	4	0	0	0	0	8	0	13

Scholl Canyon Landfill Expansion Traffic Analysis
 2032 with the Project with Mitigation
 AM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
 Loss Time (sec): 10 Average Delay (sec/veh): 26.3
 Optimal Cycle: 62 Level Of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	29	741	6	7	0	0	0	0	242	0	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	29	741	6	7	0	0	0	0	242	0	16
Added Vol:	0	411	0	386	97	0	0	0	0	0	0	72
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	440	741	392	104	0	0	0	0	242	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	440	741	392	104	0	0	0	0	242	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	440	741	392	104	0	0	0	0	242	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	440	741	392	104	0	0	0	0	242	0	88

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.46	0.22	0.05	0.00	0.00	0.00	0.00	0.13	0.00	0.05
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.43	0.61	0.29	0.72	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.00	0.54	0.75	0.75	0.08	0.00	0.00	0.00	0.00	0.75	0.00	0.31
Delay/Veh:	0.0	21.7	17.3	38.3	4.1	0.0	0.0	0.0	0.0	48.5	0.0	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.7	17.3	38.3	4.1	0.0	0.0	0.0	0.0	48.5	0.0	36.3
LOS by Move:	A	C	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	10	16	12	1	0	0	0	0	9	0	3

Scholl Canyon Landfill Expansion Traffic Analysis
 2032 with the Project with Mitigation
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Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
 Loss Time (sec): 10 Average Delay (sec/veh): 22.2
 Optimal Cycle: 53 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	702	440	61	249	0	0	0	0	339	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	702	440	61	249	0	0	0	0	339	0	34
Added Vol:	0	24	0	72	24	0	0	0	0	0	0	386
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	726	440	133	273	0	0	0	0	339	0	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	726	440	133	273	0	0	0	0	339	0	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	726	440	133	273	0	0	0	0	339	0	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	726	440	133	273	0	0	0	0	339	0	420

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.29	0.00	0.71
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	2194	0	1214

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.27	0.07	0.08	0.00	0.00	0.00	0.00	0.15	0.00	0.35
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.29	0.79	0.11	0.40	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Volume/Cap:	0.00	0.69	0.34	0.69	0.19	0.00	0.00	0.00	0.00	0.31	0.00	0.69
Delay/Veh:	0.0	33.4	3.1	53.2	19.6	0.0	0.0	0.0	0.0	14.8	0.0	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.4	3.1	53.2	19.6	0.0	0.0	0.0	0.0	14.8	0.0	20.9
LOS by Move:	A	C	A	D	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	10	4	4	3	0	0	0	0	5	0	15

Scholl Canyon Landfill Expansion Traffic Analysis
 2032 with the Project with Mitigation
 Landfill Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
 Loss Time (sec): 10 Average Delay (sec/veh): 23.3
 Optimal Cycle: 44 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	48	340	14	40	0	0	0	0	297	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	48	340	14	40	0	0	0	0	297	0	19
Added Vol:	0	302	0	271	332	0	0	0	0	0	0	302
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	350	340	285	372	0	0	0	0	297	0	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	350	340	285	372	0	0	0	0	297	0	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	340	285	372	0	0	0	0	297	0	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	350	340	285	372	0	0	0	0	297	0	321

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.21	0.16	0.20	0.00	0.00	0.00	0.00	0.16	0.00	0.20
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.31	0.64	0.26	0.57	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.60	0.33	0.60	0.34	0.00	0.00	0.00	0.00	0.50	0.00	0.60
Delay/Veh:	0.0	31.2	8.5	34.4	11.7	0.0	0.0	0.0	0.0	27.5	0.0	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.2	8.5	34.4	11.7	0.0	0.0	0.0	0.0	27.5	0.0	29.9
LOS by Move:	A	C	A	C	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	5	8	6	0	0	0	0	8	0	9

Scholl Canyon Landfill Expansion Traffic Analysis
 2032 with the Project with Mitigation
 Landfill Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
 Loss Time (sec): 10 Average Delay (sec/veh): 24.9
 Optimal Cycle: 51 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	323	265	51	306	0	0	0	0	353	0	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	323	265	51	306	0	0	0	0	353	0	86
Added Vol:	0	30	0	302	30	0	0	0	0	0	0	271
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	353	265	353	336	0	0	0	0	353	0	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	353	265	353	336	0	0	0	0	353	0	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	353	265	353	336	0	0	0	0	353	0	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	353	265	353	336	0	0	0	0	353	0	357

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.33	0.00	0.67
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	2283	0	1148

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.16	0.20	0.09	0.00	0.00	0.00	0.00	0.15	0.00	0.31
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.15	0.61	0.29	0.44	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.67	0.27	0.67	0.21	0.00	0.00	0.00	0.00	0.33	0.00	0.67
Delay/Veh:	0.0	43.8	9.3	34.6	17.6	0.0	0.0	0.0	0.0	17.1	0.0	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.8	9.3	34.6	17.6	0.0	0.0	0.0	0.0	17.1	0.0	22.6
LOS by Move:	A	D	A	C	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	5	4	10	3	0	0	0	0	5	0	13

Scholl Canyon Landfill Expansion Traffic Analysis
 2032 with the Project with Mitigation
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
 Loss Time (sec): 10 Average Delay (sec/veh): 19.8
 Optimal Cycle: 37 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	23	450	20	47	0	0	0	0	407	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	450	20	47	0	0	0	0	407	0	14
Added Vol:	0	201	0	179	268	0	0	0	0	0	0	246
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	224	450	199	315	0	0	0	0	407	0	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	224	450	199	315	0	0	0	0	407	0	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	224	450	199	315	0	0	0	0	407	0	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	224	450	199	315	0	0	0	0	407	0	260

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.28	0.11	0.17	0.00	0.00	0.00	0.00	0.23	0.00	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.23	0.68	0.22	0.45	0.00	0.00	0.00	0.00	0.45	0.00	0.45
Volume/Cap:	0.00	0.50	0.41	0.50	0.37	0.00	0.00	0.00	0.00	0.50	0.00	0.36
Delay/Veh:	0.0	34.2	7.3	35.3	18.2	0.0	0.0	0.0	0.0	20.2	0.0	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.2	7.3	35.3	18.2	0.0	0.0	0.0	0.0	20.2	0.0	18.5
LOS by Move:	A	C	A	D	B	A	A	A	A	C	A	B
HCM2kAvgQ:	0	6	6	6	6	0	0	0	0	9	0	5

Scholl Canyon Landfill Expansion Traffic Analysis
 2032 with the Project with Mitigation
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
 Loss Time (sec): 10 Average Delay (sec/veh): 24.3
 Optimal Cycle: 51 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	416	266	50	401	0	0	0	0	619	0	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	416	266	50	401	0	0	0	0	619	0	77
Added Vol:	0	22	0	246	22	0	0	0	0	0	0	179
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	438	266	296	423	0	0	0	0	619	0	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	438	266	296	423	0	0	0	0	619	0	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	438	266	296	423	0	0	0	0	619	0	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	438	266	296	423	0	0	0	0	619	0	256

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.55	0.00	0.45
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	2715	0	794

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.16	0.16	0.12	0.00	0.00	0.00	0.00	0.23	0.00	0.32
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.18	0.66	0.24	0.42	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.00	0.68	0.25	0.68	0.28	0.00	0.00	0.00	0.00	0.48	0.00	0.68
Delay/Veh:	0.0	41.1	7.2	38.4	19.0	0.0	0.0	0.0	0.0	17.9	0.0	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.1	7.2	38.4	19.0	0.0	0.0	0.0	0.0	17.9	0.0	21.6
LOS by Move:	A	D	A	D	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	7	3	8	4	0	0	0	0	8	0	14

Scholl Canyon Landfill Expansion Traffic Analysis
 2035 with the Project with Mitigation
 AM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
 Loss Time (sec): 10 Average Delay (sec/veh): 26.4
 Optimal Cycle: 62 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	29	747	6	7	0	0	0	0	244	0	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	29	747	6	7	0	0	0	0	244	0	16
Added Vol:	0	411	0	386	97	0	0	0	0	0	0	72
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	440	747	392	104	0	0	0	0	244	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	440	747	392	104	0	0	0	0	244	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	440	747	392	104	0	0	0	0	244	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	440	747	392	104	0	0	0	0	244	0	88

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.46	0.22	0.05	0.00	0.00	0.00	0.00	0.14	0.00	0.05
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.43	0.61	0.29	0.72	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.00	0.53	0.76	0.76	0.08	0.00	0.00	0.00	0.00	0.76	0.00	0.30
Delay/Veh:	0.0	21.6	17.3	38.7	4.1	0.0	0.0	0.0	0.0	48.7	0.0	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	17.3	38.7	4.1	0.0	0.0	0.0	0.0	48.7	0.0	36.2
LOS by Move:	A	C	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	10	16	13	1	0	0	0	0	9	0	3

Scholl Canyon Landfill Expansion Traffic Analysis
 2035 with the Project with Mitigation
 AM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
 Loss Time (sec): 10 Average Delay (sec/veh): 22.3
 Optimal Cycle: 53 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	707	443	62	251	0	0	0	0	342	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	707	443	62	251	0	0	0	0	342	0	34
Added Vol:	0	24	0	72	24	0	0	0	0	0	0	386
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	731	443	134	275	0	0	0	0	342	0	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	731	443	134	275	0	0	0	0	342	0	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	731	443	134	275	0	0	0	0	342	0	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	731	443	134	275	0	0	0	0	342	0	420

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.29	0.00	0.71
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	2197	0	1211

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.27	0.07	0.08	0.00	0.00	0.00	0.00	0.16	0.00	0.35
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.29	0.79	0.11	0.40	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Volume/Cap:	0.00	0.69	0.35	0.69	0.19	0.00	0.00	0.00	0.00	0.31	0.00	0.69
Delay/Veh:	0.0	33.4	3.1	53.4	19.6	0.0	0.0	0.0	0.0	14.8	0.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.4	3.1	53.4	19.6	0.0	0.0	0.0	0.0	14.8	0.0	21.0
LOS by Move:	A	C	A	D	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	10	4	4	3	0	0	0	0	5	0	15

Scholl Canyon Landfill Expansion Traffic Analysis
 2035 with the Project with Mitigation
 Landfill Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
 Loss Time (sec): 10 Average Delay (sec/veh): 23.3
 Optimal Cycle: 44 Level Of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	48	343	14	41	0	0	0	0	299	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	48	343	14	41	0	0	0	0	299	0	19
Added Vol:	0	302	0	271	332	0	0	0	0	0	0	302
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	350	343	285	373	0	0	0	0	299	0	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	350	343	285	373	0	0	0	0	299	0	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	343	285	373	0	0	0	0	299	0	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	350	343	285	373	0	0	0	0	299	0	321

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.21	0.16	0.20	0.00	0.00	0.00	0.00	0.17	0.00	0.20
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.31	0.64	0.26	0.57	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.60	0.33	0.60	0.34	0.00	0.00	0.00	0.00	0.50	0.00	0.60
Delay/Veh:	0.0	31.2	8.5	34.4	11.7	0.0	0.0	0.0	0.0	27.5	0.0	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.2	8.5	34.4	11.7	0.0	0.0	0.0	0.0	27.5	0.0	29.9
LOS by Move:	A	C	A	C	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	5	8	6	0	0	0	0	8	0	9

Scholl Canyon Landfill Expansion Traffic Analysis
 2035 with the Project with Mitigation
 Landfill Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
 Loss Time (sec): 10 Average Delay (sec/veh): 24.9
 Optimal Cycle: 51 Level Of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	326	267	51	309	0	0	0	0	356	0	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	326	267	51	309	0	0	0	0	356	0	87
Added Vol:	0	30	0	302	30	0	0	0	0	0	0	271
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	356	267	353	339	0	0	0	0	356	0	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	356	267	353	339	0	0	0	0	356	0	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	356	267	353	339	0	0	0	0	356	0	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	356	267	353	339	0	0	0	0	356	0	358

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.33	0.00	0.67
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	2285	0	1146

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.17	0.20	0.09	0.00	0.00	0.00	0.00	0.16	0.00	0.31
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.15	0.61	0.29	0.44	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.67	0.27	0.67	0.22	0.00	0.00	0.00	0.00	0.34	0.00	0.67
Delay/Veh:	0.0	43.9	9.3	34.8	17.6	0.0	0.0	0.0	0.0	17.1	0.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.9	9.3	34.8	17.6	0.0	0.0	0.0	0.0	17.1	0.0	22.7
LOS by Move:	A	D	A	C	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	6	4	10	3	0	0	0	0	5	0	14

Scholl Canyon Landfill Expansion Traffic Analysis
 2035 with the Project with Mitigation
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
 Loss Time (sec): 10 Average Delay (sec/veh): 19.8
 Optimal Cycle: 37 Level of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	23	453	20	47	0	0	0	0	410	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	453	20	47	0	0	0	0	410	0	14
Added Vol:	0	201	0	179	268	0	0	0	0	0	0	246
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	224	453	199	315	0	0	0	0	410	0	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	224	453	199	315	0	0	0	0	410	0	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	224	453	199	315	0	0	0	0	410	0	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	224	453	199	315	0	0	0	0	410	0	260

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.28	0.11	0.17	0.00	0.00	0.00	0.00	0.23	0.00	0.16
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.23	0.68	0.22	0.45	0.00	0.00	0.00	0.00	0.45	0.00	0.45
Volume/Cap:	0.00	0.51	0.41	0.51	0.37	0.00	0.00	0.00	0.00	0.51	0.00	0.36
Delay/Veh:	0.0	34.3	7.3	35.4	18.3	0.0	0.0	0.0	0.0	20.2	0.0	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.3	7.3	35.4	18.3	0.0	0.0	0.0	0.0	20.2	0.0	18.4
LOS by Move:	A	C	A	D	B	A	A	A	A	C	A	B
HCM2kAvgQ:	0	6	6	6	6	0	0	0	0	9	0	5

Scholl Canyon Landfill Expansion Traffic Analysis
 2035 with the Project with Mitigation
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
 Loss Time (sec): 10 Average Delay (sec/veh): 24.4
 Optimal Cycle: 51 Level of Service: C

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	419	268	50	404	0	0	0	0	624	0	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	419	268	50	404	0	0	0	0	624	0	78
Added Vol:	0	22	0	246	22	0	0	0	0	0	0	179
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	441	268	296	426	0	0	0	0	624	0	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	441	268	296	426	0	0	0	0	624	0	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	441	268	296	426	0	0	0	0	624	0	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	441	268	296	426	0	0	0	0	624	0	257

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.55	0.00	0.45
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	2717	0	793

Capacity Analysis Module:

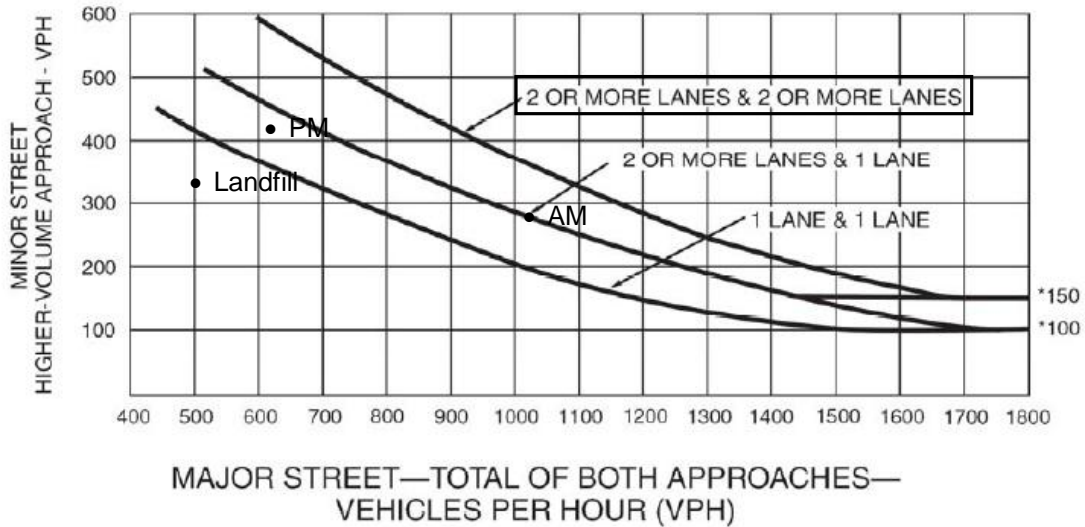
Vol/Sat:	0.00	0.12	0.17	0.16	0.12	0.00	0.00	0.00	0.00	0.23	0.00	0.32
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.18	0.66	0.24	0.42	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.00	0.68	0.25	0.68	0.28	0.00	0.00	0.00	0.00	0.48	0.00	0.68
Delay/Veh:	0.0	41.2	7.1	38.7	19.0	0.0	0.0	0.0	0.0	17.9	0.0	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.2	7.1	38.7	19.0	0.0	0.0	0.0	0.0	17.9	0.0	21.6
LOS by Move:	A	D	A	D	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	7	3	8	4	0	0	0	0	8	0	14

Attachment K

Signal Warrants

Figure 4C-3. Warrant 3, Peak Hour

**1. Figueroa Street at SR 134 westbound ramps
 2010 Existing Conditions**



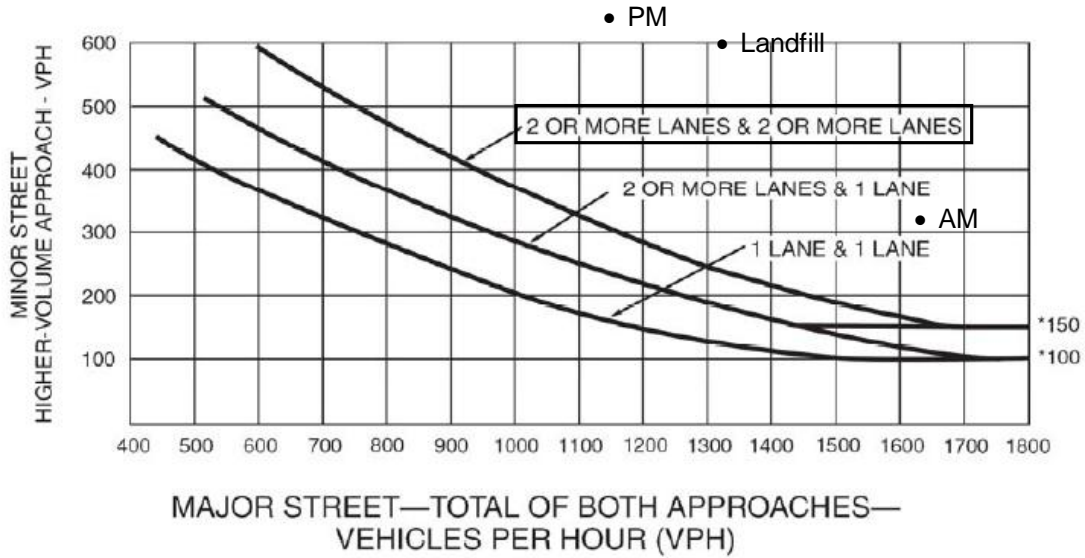
*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

	AM	Landfill	PM
Figueroa Street	1027	501	611
SR 134 westbound ramps	271	335	413
Meets Warrants?	No	No	No

Figure 4C-4 Removed

Figure 4C-3. Warrant 3, Peak Hour

**1. Figueroa Street at SR 134 westbound ramps
 2020 with the Project (without Trucks)**



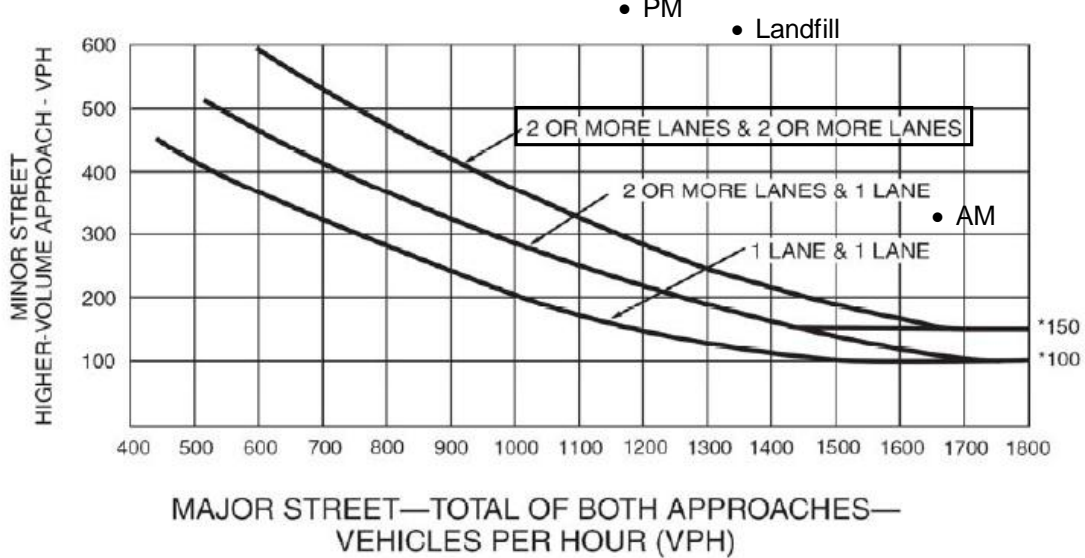
*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

	AM	Landfill	PM
Figueroa Street	1636	1314	1154
SR 134 westbound ramps	321	602	647
Meets Warrants?	Yes	Yes	Yes

Figure 4C-4 Removed

Figure 4C-3. Warrant 3, Peak Hour

**1. Figueroa Street at SR 134 westbound ramps
 2032 with the Project (without Trucks)**



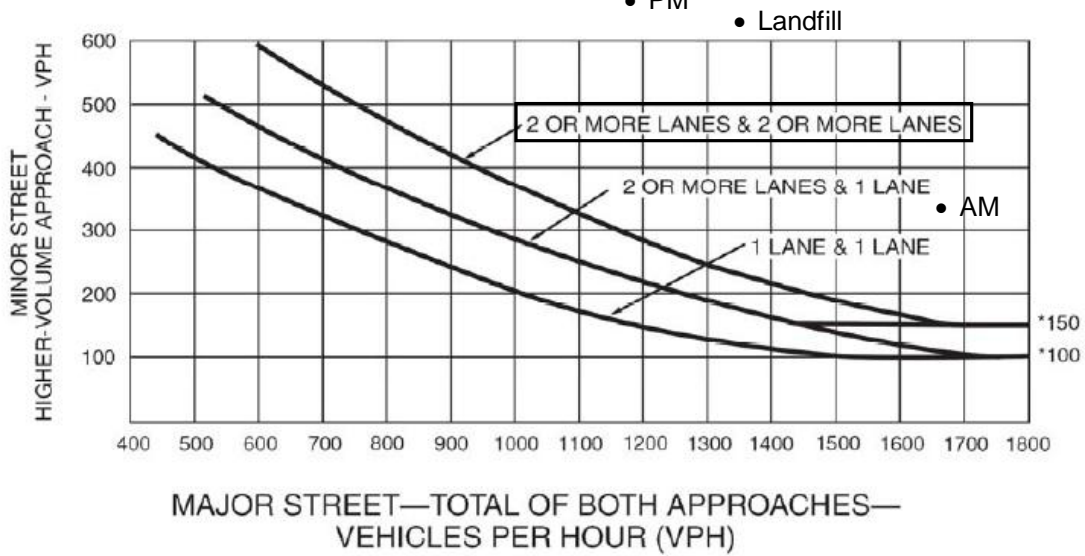
*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

	AM	Landfill	PM
Figueroa Street	1677	1347	1188
SR 134 westbound ramps	330	618	667
Meets Warrants?	Yes	Yes	Yes

Figure 4C-4 Removed

Figure 4C-3. Warrant 3, Peak Hour

**1. Figueroa Street at SR 134 westbound ramps
 2035 with the Project (without Trucks)**



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

	AM	Landfill	PM
Figueroa Street	1683	1350	1192
SR 134 westbound ramps	332	620	670
Meets Warrants?	Yes	Yes	Yes

Figure 4C-4 Removed

Attachment L

Future ICU Ramps with Mitigation

Scholl Canyon Landfill Expansion Traffic Analysis
2020 with the Project with Mitigation
AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Table with columns for Street Name (Figueroa Street), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project with Mitigation
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	680	426	60	241	0	0	0	0	329	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	680	426	60	241	0	0	0	0	329	0	33
Added Vol:	0	24	0	71	24	0	0	0	0	0	0	379
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	704	426	131	265	0	0	0	0	329	0	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	704	426	131	265	0	0	0	0	329	0	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	704	426	131	265	0	0	0	0	329	0	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	704	426	131	265	0	0	0	0	329	0	412
OvlAdjVol:	97											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.27	0.08	0.08	0.00	0.00	0.00	0.00	0.21	0.00	0.26
OvlAdjV/S:	0.06											
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project with Mitigation
 Landfill Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 48 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	46	330	13	39	0	0	0	0	288	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	46	330	13	39	0	0	0	0	288	0	18
Added Vol:	0	295	0	266	325	0	0	0	0	0	0	296
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	341	330	279	364	0	0	0	0	288	0	314
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	341	330	279	364	0	0	0	0	288	0	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	341	330	279	364	0	0	0	0	288	0	314
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	341	330	279	364	0	0	0	0	288	0	314
OvlAdjVol:	42											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.21	0.21	0.17	0.23	0.00	0.00	0.00	0.00	0.18	0.00	0.20
OvlAdjV/S:	0.03											
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project with Mitigation
 Landfill Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.641
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	313	257	49	297	0	0	0	0	342	0	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	313	257	49	297	0	0	0	0	342	0	83
Added Vol:	0	30	0	296	30	0	0	0	0	0	0	266
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	343	257	345	327	0	0	0	0	342	0	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	343	257	345	327	0	0	0	0	342	0	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	343	257	345	327	0	0	0	0	342	0	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	343	257	345	327	0	0	0	0	342	0	349
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.16	0.22	0.10	0.00	0.00	0.00	0.00	0.21	0.00	0.22
OvlAdjV/S:	0.00											
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project with Mitigation
 PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	23	435	20	45	0	0	0	0	394	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	435	20	45	0	0	0	0	394	0	13
Added Vol:	0	196	0	174	261	0	0	0	0	0	0	239
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	219	435	194	306	0	0	0	0	394	0	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	219	435	194	306	0	0	0	0	394	0	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	219	435	194	306	0	0	0	0	394	0	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	219	435	194	306	0	0	0	0	394	0	252
OvlAdjVol:	41											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.27	0.12	0.19	0.00	0.00	0.00	0.00	0.25	0.00	0.16
OvlAdjV/S:	0.03											
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2020 with the Project with Mitigation
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	403	258	48	388	0	0	0	0	600	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	403	258	48	388	0	0	0	0	600	0	75
Added Vol:	0	22	0	239	22	0	0	0	0	0	0	174
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	425	258	287	410	0	0	0	0	600	0	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	425	258	287	410	0	0	0	0	600	0	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	258	287	410	0	0	0	0	600	0	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	425	258	287	410	0	0	0	0	600	0	249
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.41	0.00	0.59
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2261	0	939

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.16	0.18	0.13	0.00	0.00	0.00	0.00	0.27	0.00	0.27
OvlAdjV/S:	0.00											
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2032 with the Project with Mitigation
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 69 Level Of Service: D

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	29	741	6	7	0	0	0	0	242	0	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	29	741	6	7	0	0	0	0	242	0	16
Added Vol:	0	411	0	386	97	0	0	0	0	0	0	72
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	440	741	392	104	0	0	0	0	242	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	440	741	392	104	0	0	0	0	242	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	440	741	392	104	0	0	0	0	242	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	440	741	392	104	0	0	0	0	242	0	88
OvlAdjVol:	499											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.46	0.25	0.07	0.00	0.00	0.00	0.00	0.15	0.00	0.06
OvlAdjV/S:	0.31											
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2032 with the Project with Mitigation
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	702	440	61	249	0	0	0	0	339	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	702	440	61	249	0	0	0	0	339	0	34
Added Vol:	0	24	0	72	24	0	0	0	0	0	0	386
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	726	440	133	273	0	0	0	0	339	0	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	726	440	133	273	0	0	0	0	339	0	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	726	440	133	273	0	0	0	0	339	0	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	726	440	133	273	0	0	0	0	339	0	420
OvlAdjVol:	101											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.28	0.08	0.09	0.00	0.00	0.00	0.00	0.21	0.00	0.26
OvlAdjV/S:	0.06											
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2032 with the Project with Mitigation
 Landfill Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	48	340	14	40	0	0	0	0	297	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	48	340	14	40	0	0	0	0	297	0	19
Added Vol:	0	302	0	271	332	0	0	0	0	0	0	302
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	350	340	285	372	0	0	0	0	297	0	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	350	340	285	372	0	0	0	0	297	0	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	340	285	372	0	0	0	0	297	0	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	350	340	285	372	0	0	0	0	297	0	321
OvlAdjVol:	43											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.21	0.18	0.23	0.00	0.00	0.00	0.00	0.19	0.00	0.20
OvlAdjV/S:	0.03											
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2032 with the Project with Mitigation
 Landfill Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	323	265	51	306	0	0	0	0	353	0	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	323	265	51	306	0	0	0	0	353	0	86
Added Vol:	0	30	0	302	30	0	0	0	0	0	0	271
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	353	265	353	336	0	0	0	0	353	0	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	353	265	353	336	0	0	0	0	353	0	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	353	265	353	336	0	0	0	0	353	0	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	353	265	353	336	0	0	0	0	353	0	357
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.17	0.22	0.11	0.00	0.00	0.00	0.00	0.22	0.00	0.22
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****					

Scholl Canyon Landfill Expansion Traffic Analysis
 2032 with the Project with Mitigation
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	23	450	20	47	0	0	0	0	407	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	450	20	47	0	0	0	0	407	0	14
Added Vol:	0	201	0	179	268	0	0	0	0	0	0	246
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	224	450	199	315	0	0	0	0	407	0	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	224	450	199	315	0	0	0	0	407	0	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	224	450	199	315	0	0	0	0	407	0	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	224	450	199	315	0	0	0	0	407	0	260
OvlAdjVol:	43											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.28	0.12	0.20	0.00	0.00	0.00	0.00	0.25	0.00	0.16
OvlAdjV/S:	0.03											
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2032 with the Project with Mitigation
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	416	266	50	401	0	0	0	0	619	0	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	416	266	50	401	0	0	0	0	619	0	77
Added Vol:	0	22	0	246	22	0	0	0	0	0	0	179
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	438	266	296	423	0	0	0	0	619	0	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	438	266	296	423	0	0	0	0	619	0	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	438	266	296	423	0	0	0	0	619	0	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	438	266	296	423	0	0	0	0	619	0	256
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.41	0.00	0.59
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2264	0	936

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.17	0.19	0.13	0.00	0.00	0.00	0.00	0.27	0.00	0.27
OvlAdjV/S:	0.00											
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2035 with the Project with Mitigation
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 69 Level Of Service: D

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	29	747	6	7	0	0	0	0	244	0	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	29	747	6	7	0	0	0	0	244	0	16
Added Vol:	0	411	0	386	97	0	0	0	0	0	0	72
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	440	747	392	104	0	0	0	0	244	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	440	747	392	104	0	0	0	0	244	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	440	747	392	104	0	0	0	0	244	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	440	747	392	104	0	0	0	0	244	0	88
OvlAdjVol:	503											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.47	0.25	0.07	0.00	0.00	0.00	0.00	0.15	0.00	0.06
OvlAdjV/S:	0.31											
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2035 with the Project with Mitigation
 AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	707	443	62	251	0	0	0	0	342	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	707	443	62	251	0	0	0	0	342	0	34
Added Vol:	0	24	0	72	24	0	0	0	0	0	0	386
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	731	443	134	275	0	0	0	0	342	0	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	731	443	134	275	0	0	0	0	342	0	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	731	443	134	275	0	0	0	0	342	0	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	731	443	134	275	0	0	0	0	342	0	420
OvlAdjVol:	101											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.28	0.08	0.09	0.00	0.00	0.00	0.00	0.21	0.00	0.26
OvlAdjV/S:	0.06											
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2035 with the Project with Mitigation
 Landfill Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	48	343	14	41	0	0	0	0	299	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	48	343	14	41	0	0	0	0	299	0	19
Added Vol:	0	302	0	271	332	0	0	0	0	0	0	302
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	350	343	285	373	0	0	0	0	299	0	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	350	343	285	373	0	0	0	0	299	0	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	343	285	373	0	0	0	0	299	0	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	350	343	285	373	0	0	0	0	299	0	321
OvlAdjVol:	44											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.21	0.18	0.23	0.00	0.00	0.00	0.00	0.19	0.00	0.20
OvlAdjV/S:	0.03											
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2035 with the Project with Mitigation
 Landfill Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	326	267	51	309	0	0	0	0	356	0	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	326	267	51	309	0	0	0	0	356	0	87
Added Vol:	0	30	0	302	30	0	0	0	0	0	0	271
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	356	267	353	339	0	0	0	0	356	0	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	356	267	353	339	0	0	0	0	356	0	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	356	267	353	339	0	0	0	0	356	0	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	356	267	353	339	0	0	0	0	356	0	358
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.17	0.22	0.11	0.00	0.00	0.00	0.00	0.22	0.00	0.22
OvlAdjV/S:	0.00											
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
 2035 with the Project with Mitigation
 PM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Figueroa Street at SR 134 westbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	23	453	20	47	0	0	0	0	410	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	453	20	47	0	0	0	0	410	0	14
Added Vol:	0	201	0	179	268	0	0	0	0	0	0	246
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	224	453	199	315	0	0	0	0	410	0	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	224	453	199	315	0	0	0	0	410	0	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	224	453	199	315	0	0	0	0	410	0	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	224	453	199	315	0	0	0	0	410	0	260
OvlAdjVol:	43											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.28	0.12	0.20	0.00	0.00	0.00	0.00	0.26	0.00	0.16
OvlAdjV/S:	0.03											
Crit Moves:	****			****						****		

Scholl Canyon Landfill Expansion Traffic Analysis
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 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Figueroa Street at SR 134 eastbound ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: B

Street Name:	Figueroa Street						SR 134 westbound ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	2	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	419	268	50	404	0	0	0	0	624	0	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	419	268	50	404	0	0	0	0	624	0	78
Added Vol:	0	22	0	246	22	0	0	0	0	0	0	179
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	441	268	296	426	0	0	0	0	624	0	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	441	268	296	426	0	0	0	0	624	0	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	441	268	296	426	0	0	0	0	624	0	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	441	268	296	426	0	0	0	0	624	0	257
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.42	0.00	0.58
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2267	0	933

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.17	0.19	0.13	0.00	0.00	0.00	0.00	0.28	0.00	0.28
OvlAdjV/S:	0.00											
Crit Moves:	****			****						****		

Attachment M

HCM Methodology LOS

Attachment M

Variation 1

Intersection Analysis Based on HCM Methodology

As shown in Table 1, all intersections at Caltrans ramps operate at acceptable LOS D or better for existing conditions. The detailed LOS calculation worksheets are included in Appendix M (Attachment I) of the DEIR.

**TABLE 1
INTERSECTION LEVELS OF SERVICE BASED ON THE HIGHWAY CAPACITY MANUAL
EXISTING CONDITIONS**

INDEX	INTERSECTION	CONTROL	A.M. PEAK HOUR		LANDFILL PEAK HOUR		P.M. PEAK HOUR	
			Delay (sec/veh) ^[1]	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	Figueroa Street at SR-134 westbound ramps	AWSC ^[2]	30.9	D	11.9	B	17.7	C
2	Figueroa Street at SR-134 eastbound ramps	Signal	18.2	B	18.5	B	21.3	C

Source: AECOM, 2011. **Bolded** items indicate intersection will operate at below-standard LOS.

^[1] sec/veh: seconds per vehicle.

^[2] AWSC: All-way stop-control.

As shown in Tables 2 and 3, all intersections at Caltrans ramps in 2020 and 2034 with the recommended mitigation measures would operate at acceptable LOS C or better, respectively. The detailed LOS calculation worksheets are included in Appendix M (Attachment J) of the DEIR.

**TABLE 2
INTERSECTION LEVELS OF SERVICE BASED ON THE HIGHWAY CAPACITY MANUAL
2020 WITH VARIATION 1 WITH THE RECOMMENDED MITIGATION MEASURES^[1]**

INDEX	INTERSECTION	CONTROL	A.M. PEAK HOUR		LANDFILL PEAK HOUR		P.M. PEAK HOUR	
			Delay (sec/veh) ^[2]	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	Figueroa Street at SR-134 westbound ramps	Signal	25.6	C	23.1	C	19.7	B
2	Figueroa Street at SR-134 eastbound ramps	Signal	22.0	C	24.6	C	24.0	C

Source: AECOM, 2011.

^[1] 2020 with Variation 1 includes existing traffic, ambient growth, cumulative projects traffic, and the proposed SCLF project traffic.

^[2] sec/veh: seconds per vehicle.

**TABLE 3
INTERSECTION LEVELS OF SERVICE BASED ON THE HIGHWAY CAPACITY MANUAL
2034 WITH VARIATION 1 WITH THE RECOMMENDED MITIGATION MEASURES^[1]**

INDEX	INTERSECTION	CONTROL	A.M. PEAK HOUR		LANDFILL PEAK HOUR		P.M. PEAK HOUR	
			Delay (sec/veh) ^[2]	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	Figueroa Street at SR-134 westbound ramps	Signal	26.3	C	23.3	C	19.8	B
2	Figueroa Street at SR-134 eastbound ramps	Signal	22.2	C	24.9	C	24.3	C

Source: AECOM, 2011.

^[1] 2034 with Variation 1 includes existing traffic, ambient growth, cumulative projects traffic, and the proposed SCLF project traffic.

^[2] sec/veh: seconds per vehicle.

Variation 2

Intersection Analysis Based on HCM Methodology

As shown in Table 4, all intersections at Caltrans ramps operate at acceptable LOS D or better for existing conditions. The detailed LOS calculation worksheets are included in Appendix M (Attachment I) of the DEIR.

**TABLE 4
INTERSECTION LEVELS OF SERVICE BASED ON THE HIGHWAY CAPACITY MANUAL
EXISTING CONDITIONS**

INDEX	INTERSECTION	CONTROL	A.M. PEAK HOUR		LANDFILL PEAK HOUR		P.M. PEAK HOUR	
			Delay (sec/veh) ^[1]	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	Figueroa Street at SR-134 westbound ramps	AWSC ^[2]	30.9	D	11.9	B	17.7	C
2	Figueroa Street at SR-134 eastbound ramps	Signal	18.2	B	18.5	B	21.3	C

Source: AECOM, 2011. **Bolded** items indicate intersection will operate at below-standard LOS.

^[1] sec/veh: seconds per vehicle.

^[2] AWSC: All-way stop-control.

As shown in Tables 5 and 6, all intersections at Caltrans ramps in 2020 and 2040 with the recommended mitigation measures would operate at acceptable LOS C or better, respectively. The detailed LOS calculation worksheets are included in Appendix M (Attachment J) of the DEIR.

**TABLE 5
INTERSECTION LEVELS OF SERVICE BASED ON THE HIGHWAY CAPACITY MANUAL
2020 WITH VARIATION 2 WITH THE RECOMMENDED MITIGATION MEASURES^[1]**

INDEX	INTERSECTION	CONTROL	A.M. PEAK HOUR		LANDFILL PEAK HOUR		P.M. PEAK HOUR	
			Delay (sec/veh) ^[2]	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	Figueroa Street at SR-134 westbound ramps	Signal	25.6	C	23.1	C	19.7	B
2	Figueroa Street at SR-134 eastbound ramps	Signal	22.0	C	24.6	C	24.0	C

Source: AECOM, 2011.

^[1] 2020 with Variation 2 includes existing traffic, ambient growth, cumulative projects traffic, and the proposed SCLF project traffic.

^[2] sec/veh: seconds per vehicle.

**TABLE 6
INTERSECTION LEVELS OF SERVICE BASED ON THE HIGHWAY CAPACITY MANUAL
2040 WITH VARIATION 2 WITH THE RECOMMENDED MITIGATION MEASURES^[1]**

INDEX	INTERSECTION	CONTROL	A.M. PEAK HOUR		LANDFILL PEAK HOUR		P.M. PEAK HOUR	
			Delay (sec/veh) ^[2]	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	Figueroa Street at SR-134 westbound ramps	Signal	26.4	C	23.3	C	19.8	B
2	Figueroa Street at SR-134 eastbound ramps	Signal	22.3	C	24.9	C	24.4	C

Source: AECOM, 2011.

^[1] 2040 with Variation 2 includes existing traffic, ambient growth, cumulative projects traffic, and the proposed SCLF project traffic.

^[2] sec/veh: seconds per vehicle.

Attachment N

Fair-Share Calculations for Mitigation

Attachment N

Fair-Share Calculations for Mitigation

The Sanitation District's fair-share contributions for mitigation was calculated based on the methodology presented in the *Guide for the Preparation of Traffic Impact Studies* (Caltrans, 2002). The fair-share contributions are based on the following equation:

$$P = T / (T_B - T_E)$$

Where:

P = The equitable share for the proposed project's traffic impact.

T = The vehicle trips generated by the proposed project during the peak hour of the transportation facility measured in vehicles per hour (vph).

T_B = The forecasted traffic volume on the impacted transportation facility measured in vph.

T_E = The traffic volume existing on the impacted transportation facility plus other approved projects that will generate traffic that has yet to be constructed minus the existing SCLF project traffic measured in vph.

Since existing SCLF traffic would continue in both Variation 1 and Variation 2, the calculation presents the proposed project's increment over existing SCLF traffic (where total project trips are equal to proposed SCLF traffic minus the existing SCLF traffic).

The fair-share calculation assumes that the existing SCLF project traffic would continue through 2020, 2034, and 2040. In this scenario, future SCLF project would reflect the net increase in traffic from existing conditions.

Project Fair-Share Contributions

The Sanitation District's fair-share contribution was calculated assuming existing operations would continue through the 2020, 2034, and 2040 horizon years. As such, project traffic reflects the net increase in traffic due to the expansion of SCLF. As shown in the table below, the Sanitation District's fair-share contributions for the intersection of Figueroa Street at SR 134 westbound ramps would be an average of 63 percent in 2020, 63 percent in 2034, and 62 percent in 2040. The Sanitation District's fair-share contributions at the intersection of Figueroa Street at SR 134 eastbound ramps would be an average of 55 percent in 2020, 52 percent in 2034, and 50 percent in 2040.

SANITATION DISTRICT'S FAIR-SHARE CONTRIBUTIONS FOR MITIGATION

INDEX	INTERSECTION	ANALYSIS YEAR	PEAK HOUR	T ^[1]	T _B ^[2]	T _E ^[3]	P ^[4]	AVERAGE FAIR-SHARE PERCENTAGE
1	Figueroa Street at SR 134 westbound ramps	2020	A.M.	490	2,281	1,298	50%	63%
			Landfill	834	2,040	836	69%	
			P.M.	638	1,921	1,024	71%	
		2034	A.M.	505	2,337	1,305	49%	63%
			Landfill	855	2,080	841	69%	
			P.M.	656	1,966	1,030	70%	
		2040	A.M.	505	2,365	1,315	48%	62%
			Landfill	855	2,102	847	68%	
			P.M.	656	1,989	1,037	69%	
2	Figueroa Street at SR 134 eastbound ramps	2020	A.M.	276	2,416	1,868	50%	55%
			Landfill	403	2,065	1,405	61%	
			P.M.	279	2,350	1,843	55%	
		2034	A.M.	286	2,492	1,878	47%	52%
			Landfill	413	2,123	1,413	58%	
			P.M.	288	2,424	1,853	50%	
		2040	A.M.	286	2,525	1,892	45%	50%
			Landfill	413	2,150	1,423	57%	
			P.M.	288	2,457	1,867	49%	

Source: AECOM, 2011.

^[1] T = The vehicles trips generated by the project during the peak hour of the circulation network measured in vph.

^[2] T_B = The forecasted traffic volume on an impacted transportation facility measure in measured vph.

^[3] T_E = The existing traffic volumes on the impacted transportation facility plus proposed cumulative project traffic minus the existing SCLF project traffic measured in vph.

^[4] P = The equitable share for the proposed project's traffic impact.