

APPENDIX H

OPENING YEAR 2013 WEEKDAY & SATURDAY INTERSECTION ANALYSIS WORKSHEETS

Scenario Report

Opening Year MD
 Command: Opening Year MD
 Volume: OYMD
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: Opening Year MD
 Distribution: Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Level of Service Computation Report

 2000 HCM Operations Method (Future Volume Alternative)

 Intersection J1 Ionwood/SR-58
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.442
 Loss Time (sec): 6 Average Delay (sec/veh): 12.8
 Optimal Cycle: 24 Level of Service: B

 Street Name: Lenwood SR-58
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Protected		Protected	
	Include	Exclude	Include	Exclude	Include	Exclude
Rights:	0	0	0	0	0	0
Min. Green:	4.0	4.0	4.0	4.0	4.0	4.0
Y+R:	0	1	0	1	0	1
Lanes:	0	1	0	1	0	1

Volume Module:	Permitted		Protected		Protected	
	Include	Exclude	Include	Exclude	Include	Exclude
Base Vol:	27	20	35	37	9	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	27	20	35	37	9	15
Added Vol:	91	0	0	0	0	0
PasserbyVol:	0	0	0	0	0	0
Initial Fut:	118	20	48	37	9	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.60	0.60	0.92	0.92
PHF Volume:	138	23	56	61	15	16
Reduced Vol:	0	0	0	0	0	0
Reduced Vol:	138	23	56	61	15	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05
FinalVolume:	138	23	56	61	15	16

Saturation Flow Module:		Capacity Analysis Module:	
Sat/Lane:	1800	1800	1800
Adjustment:	0.94	0.94	0.94
Lanes:	0.65	0.10	0.23
Final Sat.:	1101	187	448
Vel/Sat:	0.13	0.13	0.13
Crit Movs:	0.28	0.28	0.28
Volume/Cap:	0.44	0.44	0.44
Delay/Veh:	20.5	20.5	20.5
User Delay:	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	20.5
LOS By Move:	C	C	C
HCM2RAVGQ:	4	4	4

Note: Queue reported is the number of cars per lane.
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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)
Intersection #2 Lenwood/ Main St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 8 Average Delay (sec/voh): 30.8
Optimal Cycle: 48 Level Of Service: C
Street Name: Lenwood Main St
Approach: North Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Include	Protected	Include	Protected
Rights:					
Min. Green:	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1

Volume Module:	Base Vol:	28	61	51	62	58	14	19	78	19	50	87	62
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	1.00
Initial Bse:	28	61	51	62	58	14	19	78	19	50	87	62	62
Added Vol:	86	50	115	6	28	18	53	247	214	38	121	7	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	111	166	86	32	72	325	233	88	208	69	69	69
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	1.00
PHF Adj:	0.71	0.71	0.71	0.90	0.90	0.78	0.78	0.78	0.83	0.83	0.83	0.83	0.83
PHF Volume:	161	157	235	76	96	36	93	419	301	106	250	83	83
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	157	235	76	96	36	93	419	301	106	250	83	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	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.05
Final Volume:	161	165	247	76	96	36	93	440	316	106	262	87	87

Saturation Flow Module:	Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	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	1.00	1.00	0.73	0.27	1.00	1.16	0.84	1.00	1.50	0.50	0.50	0.50
Final Sat:	1700	1800	1800	1700	1312	488	1700	2097	1503	1700	2703	897	897

Capacity Analysis Module:	Vol/Sat:	0.09	0.09	0.14	0.04	0.07	0.07	0.05	0.21	0.06	0.10	0.10	0.10
Crit Moves:	0.19	0.27	0.27	0.10	0.19	0.19	0.27	0.42	0.42	0.12	0.27	0.27	0.27
Volume/Cap:	0.51	0.33	0.50	0.44	0.39	0.39	0.20	0.50	0.50	0.50	0.36	0.36	0.36
Delay/Veh:	42.1	29.7	32.6	50.6	39.0	39.0	29.0	22.4	22.4	49.0	30.3	30.3	30.3
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	1.00
AdjDel/Veh:	42.1	29.7	32.6	50.6	39.0	39.0	29.0	22.4	22.4	49.0	30.3	30.3	30.3
LOS by Move:	D	C	C	D	D	D	D	C	C	C	D	C	C
HCM2RAVQC:	5	4	7	3	4	4	2	9	9	4	4	4	4

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)
Intersection #3 Main St/ SR-58 EB Ramps
Cycle (sec): 60 Critical Vol./Cap. (X): 0.402
Loss Time (sec): 6 Average Delay (sec/voh): 3.4
Optimal Cycle: 23 Level Of Service: A
Street Name: SR-58 Main St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Include	Protected	Include	Protected
Rights:					
Min. Green:	4.0	4.0	4.0	4.0	4.0
Y+R:	0.0	0.0	1.0	0.0	1.0
Lanes:	0	0	1	0	1

Volume Module:	Base Vol:	0	0	27	1	0	0	297	137	18	467	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	1.00
Initial Bse:	0	0	0	27	1	0	0	297	137	18	467	0	0
Added Vol:	0	0	0	16	0	4	0	210	273	0	195	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	43	1	4	0	507	410	21	662	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	1.00
PHF Adj:	1.00	1.00	1.00	0.64	0.64	0.64	0.82	0.82	0.82	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	67	2	6	0	620	501	23	733	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	67	2	6	0	620	501	23	733	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	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.05
Final Volume:	0	0	0	71	2	6	0	651	526	23	770	0	0

Saturation Flow Module:	Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.96	0.04	1.00	0.00	1.11	0.89	1.00	2.00	0.00	0.00
Final Sat:	0	0	0	3327	77	1800	0	1990	1610	1700	3600	0	0

Capacity Analysis Module:	Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.33	0.33	0.01	0.21	0.00
Crit Moves:	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.81	0.81	0.03	0.85	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.40	0.40	0.07	0.00	0.40	0.40	0.40	0.23	0.00	0.00
Delay/Veh:	0.00	0.00	0.00	34.1	34.1	28.3	0.0	2.0	2.0	47.9	1.1	0.0	0.0
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	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.1	34.1	28.3	0.0	2.0	2.0	47.9	1.1	0.0	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	D	A	A
HCM2RAVQC:	0	0	0	1	1	0	0	3	3	0	2	0	0

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

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #4 Main St/ SR-58 WB Ramps
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.386
 Loss Time (sec): 6 Average Delay (sec/veh): 11.3
 Optimal Cycle: 22 Level Of Service: B
 Street Name: SR-58 Main St

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected	
	Include	Exclude	Include	Exclude	Include	Exclude	Include	Exclude
Rights:	0	0	0	0	0	0	0	0
Min. Green:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Y+R:	0	1	0	0	0	0	0	0
Lanes:	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	149	0	15	0	0	0	324	0	336	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bsp:	149	0	15	0	0	324	0	336	44	
Added Vol:	93	0	0	0	15	211	0	105	52	
PassesByVol:	0	0	0	0	0	0	0	0	0	
Initial Fut:	242	0	18	0	15	535	0	441	96	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91	1.00	0.82	0.82	0.82	0.87	0.87	
PHF Volume:	266	0	20	0	18	654	0	509	111	
Reduced Vol:	0	0	0	0	0	0	0	0	0	
PCE Adj:	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	1.05	1.00	1.00	1.05	
Final Volume:	266	0	20	0	18	687	0	535	111	

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.94	1.00	0.94	1.00	0.94	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	1.00	2.00	0.00	2.00	1.00
Final Sat:	1700	0	1800	0	1700	3600	0	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.16	0.00	0.01	0.00	0.01	0.19	0.00	0.00	0.15	0.06
Crit Moves:	****		****		****		****		****	
Green/Cycle:	0.41	0.00	0.00	0.00	0.03	0.49	0.00	0.00	0.46	0.46
Volume/Cap:	0.39	0.00	0.00	0.00	0.32	0.39	0.00	0.00	0.32	0.13
Delay/Veh:	14.2	0.0	0.0	0.0	42.7	10.1	0.0	0.0	10.8	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	0.0	0.0	0.0	42.7	10.1	0.0	0.0	10.8	9.6
LOS By Move:	B	A	B	A	A	D	B	A	A	B
HCM2RAVGS:	4	0	0	0	0	4	0	0	3	1

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

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #5 Lenwood/ I-15 SB Ramps
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.439
 Loss Time (sec): 6 Average Delay (sec/veh): 12.0
 Optimal Cycle: 32 Level Of Service: B
 Street Name: I-15 Lenwood

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Permitted		Permitted	
	Include	Exclude	Include	Exclude	Ignore	Ignore	Ignore	Ignore
Rights:	0	0	0	0	0	26	26	0
Min. Green:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Y+R:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	1	0

Volume Module:

Base Vol:	0	0	354	0	188	0	216	0	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bsp:	0	0	354	0	188	0	216	0	204
Added Vol:	0	0	73	0	138	0	262	0	229
PassesByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	427	0	326	0	478	0	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.77	0.77	0.77	0.87	0.87	0.93	0.93
PHF Volume:	0	0	554	0	423	0	551	0	467
Reduced Vol:	0	0	0	0	0	0	0	0	0
PCE Adj:	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	1.05	1.00	1.00	1.05
Final Volume:	0	0	570	0	423	0	578	0	490

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.89	1.00	0.94	1.00	0.94	1.00	0.94
Lanes:	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00
Final Sat:	0	0	3200	0	1800	0	3600	1800	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.23	0.00	0.16	0.00
Crit Moves:	****		****		****		****		****
Green/Cycle:	0.00	0.00	0.47	0.00	0.47	0.00	0.43	0.00	0.43
Volume/Cap:	0.00	0.00	0.38	0.00	0.50	0.00	0.37	0.00	0.31
Delay/Veh:	0.0	0.0	11.1	0.0	13.3	0.0	12.2	0.0	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	11.1	0.0	13.3	0.0	12.2	0.0	11.7
LOS By Move:	A	A	A	A	B	A	B	A	B
HCM2RAVGS:	0	0	4	0	6	0	4	0	3

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

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Lenwood/SR-15 NB Ramps/High Point Pkwy

Cycle (sec): 60 Critical Vol./Cap. (X): 0.435
Loss time (sec): 8 Average Delay (sec/veh): 16.3
Optimal Cycle: 28 Level Of Service: B

Street Name: Lenwood
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected Include
Rights: Include Ovl Ignore Include
Min. Green: 0 0 0 0 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 4.0 4.0 4.0
Lanes: 1 1 0 0 2 1 0 0 2 2 0 3 0 0 0 2 1 0

Volume Module:
Base Vol: 75 71 294 41 0 200 102 378 0 0 641 57
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: 75 71 294 41 0 200 102 378 0 0 641 57
Added Vol: 208 9 8 3 0 19 10 110 0 0 51 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 283 80 302 44 0 219 112 488 0 0 692 60
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: 0.95 0.95 0.95 0.82 0.82 0.82 0.93 0.93 0.00 0.87 0.87 0.87
PHF Volume: 298 84 318 54 0 268 120 523 0 0 794 69
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 298 84 318 54 0 268 120 523 0 0 794 69
MFL Adj: 1.05 1.05 1.13 1.00 1.00 1.13 1.03 1.10 0.00 1.00 1.10 1.10
Final Volume: 313 89 360 54 0 303 124 575 0 0 874 76

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.89 1.00 1.00 0.94 1.00 1.00
Lanes: 1.58 0.42 2.00 1.00 0.00 2.00 2.00 3.00 0.00 0.00 2.76 0.24
Final Sat.: 2683 759 3600 1700 0 3600 3200 5400 0 0 4969 431

Capacity Analysis Module:
Vol/Sat: 0.12 0.12 0.10 0.03 0.00 0.08 0.04 0.11 0.00 0.00 0.18 0.18
Crit Moves: ****
Green/Cycle: 0.27 0.27 0.10 0.00 0.19 0.09 0.49 0.00 0.00 0.40 0.40
Volume/Cap: 0.43 0.43 0.37 0.30 0.00 0.43 0.43 0.22 0.00 0.00 0.43 0.43
Delay/Veh: 19.7 19.7 18.9 29.2 0.0 23.3 30.7 8.8 0.0 0.0 13.5 13.5
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: 19.7 19.7 18.9 29.2 0.0 23.3 30.7 8.8 0.0 0.0 13.5 13.5
LOS by Move: B B B C A C C A A A A B B
HCM2kAV9Q: 4 4 3 1 0 3 2 2 0 0 5 5

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Outlet Center Dr/ I-15 SB Ramps

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: A [9.8]

Street Name: Outlet Center Dr
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 Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 0 7 5 0 0 6 1 34 6 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: 0 0 0 0 7 5 0 0 6 1 34 6 0
Added Vol: 0 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 0
Initial Fut: 0 0 0 0 7 5 0 0 6 1 37 6 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 0.63 0.63 0.63 0.75 0.75 0.75 0.54 0.54 0.94
PHF Volume: 0 0 0 0 11 8 0 0 8 1 68 11 0
Reduced Vol: 0 0 0 0 11 8 0 0 8 1 68 11 0
Final Volume: 0 0 0 0 11 8 0 0 8 1 68 11 0

Critical Gap Module:
Critical Gap: 6.4 6.5 6.5 6.5 6.5 6.5 6.5 6.5 6.5 6.5 6.5 6.5
FollowUpTm: 3.5 4.0 3.5 4.0 3.5 4.0 3.5 4.0 3.5 4.0 3.5 4.0

Capacity Module:
Cap/Flt: 156 156 156 156 156 156 156 156 156 156 156 156
Pocent Cap: 840 739 840 812 707 840 812 707 840 812 707 840
Move Cap: 812 707 840 812 707 840 812 707 840 812 707 840
Volume/Cap: 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01

Level Of Service Module:
2Way95thQ: 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8
Control Del: 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8
LOS by Move: A A A A A A A A A A A A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 765 765 765 765 765 765 765 765 765 765 765 765
Shared Queue: 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
Shrd CapDel: 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8
Shared LOS: A A A A A A A A A A A A
ApproachDel: 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8
ApproachLOS: A A A A A A A A A A A A

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

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #11 Mercantile Way/Factory Outlet Ave
 Average Delay (sec/veh): 7.2 Worst Case Level Of Service: A [8.7]
 Street Name: Factory Outlet Mercantile
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R L T R

Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Included	Included
Lanes:	0 0 0 0	0 0 0 0	1 1 0 2	0 0 0 0	0 0 0 0	1 0 0 0
Volume Module:						
Base Vol:	0 0 0 0	0 0 0 0	29 28 6 0	0 0 0 0	0 0 0 0	6 4
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 Base:	0 0 0 0	0 0 0 0	29 28 6 0	0 0 0 0	0 0 0 0	6 4
Added Vol:	0 0 0 0	0 0 0 0	23 65 0 0	0 0 0 0	0 0 0 0	0 0
PassesByVol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0
Initial Fut:	0 0 0 0	0 0 0 0	52 93 6 0	0 0 0 0	0 0 0 0	6 4
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 0.57	0.57 0.64	0.64 0.64	0.67 0.67	0.67 0.67
PHF Volume:	0 0 0 0	0 0 0 0	90 146 9 0	0 0 0 0	0 0 0 0	9 6
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0
FinalVolume:	0 0 0 0	0 0 0 0	90 146 9 0	0 0 0 0	0 0 0 0	9 6

Critical Gap Module:
 Critical Gap:xxxx xxx xxxxxx xxxxxx 6.2 4.1 xxxxxx xxxxxx xxxxxx xxxxxx
 FollowUpTim:xxxx xxx xxxxxx xxxxxx 3.3 2.2 xxxxxx xxxxxx xxxxxx xxxxxx
 Capacity Module:
 Conflict Vol: xxx xxxxxx xxxxxx xxxxxx 12 15 xxxxxx xxxxxx xxxxxx xxxxxx
 Potential Cap: xxx xxxxxx xxxxxx xxxxxx 1074 1616 xxxxxx xxxxxx xxxxxx xxxxxx
 Move Cap: xxx xxxxxx xxxxxx xxxxxx 1074 1616 xxxxxx xxxxxx xxxxxx xxxxxx
 Volume/Cap: xxx xxxxxx xxxxxx xxxxxx 0.08 0.09 xxxxxx xxxxxx xxxxxx xxxxxx
 Level Of Service Module:
 2way95thQ: xxx xxxxxx xxxxxx xxxxxx 0.3 0.3 xxxxxx xxxxxx xxxxxx xxxxxx
 Control Del:xxxx xxx xxxxxx xxxxxx 8.7 7.4 xxxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: * * * * * A A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 SharedQueue:xxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 SharedQueue:xxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shared LOS: * * * * * 8.7 * * * * *
 ApproachDel: xxxxxx *
 ApproachLOS: * * * * *
 Note: Queue reported is the number of cars per lane.

Scenario: Opening Year PM
 Command: Opening Year PM
 Volume: OVRM
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: Opening Year PM
 Trip Distribution: Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #1 Lenwood/SR-58
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.451
 Loss Time (sec): 6 Average Delay (sec/veh): 11.4
 Optimal Cycle: 24 Level Of Service: B

Street Name: Lenwood SR-58
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Protected	Include	Protected	Include
Rights:					
Min. Green:	0 0 0 0	0 0 0 0	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	4.0 4.0 4.0 4.0	4.0 4.0 4.0 4.0
Lanes:	0 0 1 0	0 0 1 0	1 0 0 1	1 0 0 1	1 0 0 1

Volume Module:

Base Vol:	16 8 9 22 19 29 11 315 30 15 311 27
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 Base:	16 8 9 22 19 29 11 315 30 15 311 27
Added Vol:	65 0 25 0 0 0 0 88 105 31 60 0
PassesByVol:	0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:	81 8 34 22 19 29 11 403 135 46 371 27
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:	0.64 0.64 0.64 0.78 0.78 0.89 0.89 0.89 0.86 0.86 0.86 0.86
PHF Volume:	127 13 53 28 24 37 12 451 151 53 430 31
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:	127 13 53 28 24 37 12 451 151 53 430 31
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 1.05 1.05 1.00 1.00 1.00
FinalVolume:	127 13 53 28 24 37 12 474 159 53 430 31

Saturation Flow Module:

Sat/Lane:	1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment:	0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
Lanes:	0.67 0.06 0.27 0.33 0.26 0.41 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat:	1141 113 479 555 480 732 1700 1800 1800 1700 1800 1800

Capacity Analysis Module:

Vol/Sat:	0.11 0.11 0.11 0.05 0.05 0.05 0.01 0.26 0.09 0.03 0.24 0.02
Crit Moves:	****
Green/Cycle:	0.25 0.25 0.25 0.25 0.25 0.25 0.58 0.58 0.58 0.07 0.63 0.63
Volume/Cap:	0.45 0.45 0.45 0.21 0.21 0.21 0.38 0.45 0.45 0.15 0.38 0.38
Delay/Veh:	22.5 22.5 22.5 19.0 19.0 19.0 59.2 8.1 5.8 38.8 6.2 4.1
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:	22.5 22.5 22.5 19.0 19.0 19.0 59.2 8.1 5.8 38.8 6.2 4.1
LOS by Move:	C C C B B B E E A A D A A
HCM2RAVQ:	4 4 4 1 1 1 1 1 1 5 1 2 4 0

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

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #2 Lenwood/Main St
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.741
 Loss Time (sec): 8 Average Delay (sec/veh): 40.3
 Optimal Cycle: 54 Level Of Service: D

Street Name: Lenwood Main St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Protected	Include	Protected	Include
Rights:					
Min. Green:	10 10 10 10	10 10 10 10	10 10 10 10	10 10 10 10	10 10 10 10
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	4.0 4.0 4.0 4.0	4.0 4.0 4.0 4.0
Lanes:	1 0 1 0	1 0 1 0	1 0 1 0	1 0 1 0	1 0 1 0

Volume Module:

Base Vol:	41 56 58 55 54 37 8 68 30 44 170 47
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 Base:	41 56 58 55 54 37 8 68 30 44 170 47
Added Vol:	257 41 81 12 68 63 37 201 164 131 297 7
PassesByVol:	0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:	298 97 139 67 122 100 45 269 194 175 467 54
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:	0.78 0.78 0.78 0.80 0.80 0.80 0.73 0.73 0.73 0.86 0.86 0.86
PHF Volume:	382 124 178 83 152 124 61 367 265 203 541 63
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:	382 124 178 83 152 124 61 367 265 203 541 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 1.05 1.05 1.00 1.00 1.00 1.00 1.05 1.05 1.00 1.05 1.05
FinalVolume:	382 131 187 83 152 124 61 385 278 203 568 66

Saturation Flow Module:

Sat/Lane:	1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment:	0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
Lanes:	1.00 1.00 1.00 1.00 0.55 0.45 1.00 1.16 0.84 1.00 1.79 0.21
Final Sat:	1700 1800 1800 1700 989 811 1700 2092 1508 1700 3227 373

Capacity Analysis Module:

Vol/Sat:	0.22 0.07 0.10 0.05 0.15 0.15 0.04 0.18 0.18 0.12 0.18 0.18
Crit Moves:	****
Green/Cycle:	0.30 0.26 0.26 0.25 0.21 0.21 0.15 0.25 0.25 0.16 0.26 0.26
Volume/Cap:	0.74 0.28 0.40 0.20 0.74 0.74 0.24 0.74 0.74 0.74 0.67 0.67
Delay/Veh:	40.6 30.1 32.0 30.6 49.6 49.6 39.9 40.1 40.1 56.4 37.0 37.0
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:	40.6 30.1 32.0 30.6 49.6 49.6 39.9 40.1 40.1 56.4 37.0 37.0
LOS by Move:	D C C C D D D D D D D
HCM2RAVQ:	13 3 5 2 10 10 2 11 11 8 10 10

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #3 Main St/ SR-58 EB Ramps
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.430
 Loss Time (sec): 6 Average Delay (sec/veh): 3.8
 Optimal Cycle: 23 Level of Service: A

Street Name: SR-58 Main St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase	Protected	Include	Protected	Include
Rights:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Min. Green:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Y+R:	0 0 0 0	1 0 0 1	0 0 1 0	1 0 2 0	0 0 2 0
Lanes:	0 0 0 0	1 0 0 1	0 0 1 0	1 0 2 0	0 0 2 0

Volume Module:

Base Vol:	0	22	0	4	0	236	105	14	601	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	236	105	14	601	0
Added Vol:	0	0	0	0	0	176	191	5	554	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	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
PHF Adj:	1.00	1.00	0.75	0.75	0.84	0.84	0.84	0.84	0.94	0.94
PHF Volume:	0	0	95	0	25	0	490	352	20	1226
Reduced Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	99	0	25	0	515	370	20	1287

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.84	1.00	2.00	0.00
Final Sat:	0	0	0	3400	0	1800	0	2095	1505	1700

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.01 0.00 0.25 0.25 0.01 0.36 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.07 0.00 0.07 0.00 0.79 0.79 0.04 0.83 0.00
 Volume/Cap: 0.00 0.00 0.00 0.43 0.00 0.21 0.00 0.31 0.31 0.31 0.43 0.00
 Delay/Veh: 0.0 0.0 0.0 32.6 0.0 30.2 0.0 2.0 2.0 40.0 1.8 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 32.6 0.0 30.2 0.0 2.0 2.0 40.0 1.8 0.0
 LOS by Move: A A A C A C A A A D A A
 HCM2kV9Q: 0 0 0 2 0 1 0 2 2 0 3 0

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #4 Main St/ SR-58 WB Ramps
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.674
 Loss Time (sec): 6 Average Delay (sec/veh): 18.0
 Optimal Cycle: 37 Level of Service: B

Street Name: SR-58 Main St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase	Protected	Include	Protected	Include
Rights:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Min. Green:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Y+R:	0 1 0 0	1 0 0 0	0 0 0 0	1 0 2 0	0 0 2 0
Lanes:	0 1 0 0	1 0 0 0	0 0 0 0	1 0 2 0	0 0 2 0

Volume Module:

Base Vol:	241	0	14	0	0	7	252	0	374	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	0	14	0	0	7	252	0	374	34
Added Vol:	321	0	4	0	0	12	213	0	237	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	562	0	18	0	0	19	465	0	611	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	1.00	1.00	0.95	0.95	0.95	0.86	0.86
PHF Volume:	660	0	21	0	0	20	489	0	708	73
Reduced Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	0	21	0	0	20	489	0	708	73
PCE Adj:	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
Final Volume:	660	0	21	0	0	20	513	0	743	73

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.84	1.00	2.00	0.00
Final Sat:	1700	0	1800	0	0	1700	3600	0	3600	1800

Capacity Analysis Module:
 Vol/Sat: 0.39 0.00 0.01 0.00 0.00 0.00 0.01 0.14 0.00 0.00 0.21 0.04
 Crit Moves: ****
 Green/Cycle: 0.58 0.00 0.58 0.00 0.00 0.00 0.02 0.32 0.00 0.00 0.31 0.31
 Volume/Cap: 0.67 0.00 0.02 0.00 0.00 0.00 0.67 0.44 0.00 0.00 0.67 0.13
 Delay/Veh: 12.5 0.0 5.5 0.0 0.0 0.0 110.3 17.2 0.0 0.0 21.5 15.5
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 12.5 0.0 5.5 0.0 0.0 0.0 110.3 17.2 0.0 0.0 21.5 15.5
 LOS by Move: B A A A A A F B A A C B
 HCM2kV9Q: 10 0 0 0 0 0 4 0 0 0 7 1

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #5 Lenwood/ I-15 SB Ramps
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.525
 Loss Time (sec): 6 Average Delay (sec/veh): 12.5
 Optimal Cycle: 32 Level of Service: B

Street Name: I-15 Lenwood
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Ignore
 Min. Green: 0 0 0 0 0 26 26 0 26 26
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 0 0 2 0 0 0 1 0 0 2 0 1

Volume Module:
 Base Vol: 0 0 0 363 0 193 0 190 0 170 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 363 0 193 0 190 0 170 0
 Added Vol: 0 0 0 54 0 251 0 219 0 395 0
 PassesByVol: 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 417 0 444 0 409 0 565 0
 User Adj: 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 0.94 0.94 0.94 0.95 0.95 0.00 0.79 0.79 0.00
 PHF Volume: 0 0 0 446 0 474 0 431 0 716 0
 Reduced Vol: 0 0 0 446 0 474 0 431 0 716 0
 PCE Adj: 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 1.03 1.00 1.00 1.00 1.05 0.00 1.00 1.05 0.00
 FinalVolume: 0 0 0 459 0 474 0 453 0 752 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.89 1.00 1.00 0.94 1.00 1.00 0.94 1.00
 Laneor: 0.00 0.00 0.00 2.00 0.00 2.00 0.00 2.00 0.00 2.00 1.00
 Final Sat: 0 0 0 3200 0 1800 0 3600 1800 0 3600 1800

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.26 0.00 0.13 0.00 0.00 0.21 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.47 0.00 0.47 0.00 0.43 0.00 0.43 0.00
 Volume/Cap: 0.00 0.00 0.00 0.31 0.00 0.56 0.00 0.29 0.00 0.00 0.48 0.00
 Delay/Veh: 0.0 0.0 0.0 10.5 0.0 14.3 0.0 11.5 0.0 0.0 13.2 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 10.5 0.0 14.3 0.0 11.5 0.0 0.0 13.2 0.0
 LOS By Move: A A A B A B A B A B A B A
 HCM2KAVGQ: 0 0 0 3 0 7 0 3 0 3 0 5 0

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #6 Lenwood/SR-15 NB Ramps/High Point Pkwy
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.437
 Loss Time (sec): 8 Average Delay (sec/veh): 16.8
 Optimal Cycle: 28 Level of Service: B

Street Name: I-15 Lenwood
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Protected Protected
 Rights: Include OVI Ignore 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 1 0 0 2 1 0 0 0 2 2 0 3 0 0 0 2 1 0

Volume Module:
 Base Vol: 70 66 172 34 0 168 111 356 0 0 471 41
 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: 70 66 172 34 0 168 111 356 0 0 471 41
 Added Vol: 339 13 12 4 0 25 14 77 0 0 129 5
 PassesByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 409 79 184 38 0 193 125 433 0 0 600 46
 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: 0.89 0.89 0.89 0.87 0.87 0.87 0.95 0.95 0.00 0.93 0.93 0.93
 PHF Volume: 459 89 207 44 0 222 131 455 0 0 644 49
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PCE Adj: 459 89 207 44 0 222 131 455 0 0 644 49
 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: 482 93 233 44 0 251 135 500 0 0 709 54

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.89 1.00 1.00 0.94 1.00 1.00
 Laneor: 1.69 0.31 2.00 1.00 0.00 2.00 2.00 3.00 0.00 2.00 2.79 0.21
 Final Sat: 2875 555 3600 1700 0 3600 3200 5400 0 0 5015 385

Capacity Analysis Module:
 Vol/Sat: 0.17 0.17 0.06 0.03 0.00 0.07 0.04 0.09 0.00 0.00 0.14 0.14
 Crit Moves: ****
 Green/Cycle: 0.38 0.38 0.38 0.06 0.00 0.16 0.10 0.42 0.00 0.00 0.32 0.32
 Volume/Cap: 0.44 0.44 0.17 0.41 0.00 0.44 0.44 0.22 0.00 0.00 0.44 0.44
 Delay/Veh: 14.7 14.7 12.4 38.3 0.0 25.2 30.0 11.3 0.0 0.0 16.8 16.8
 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: 14.7 14.7 12.4 38.3 0.0 25.2 30.0 11.3 0.0 0.0 16.8 16.8
 LOS By Move: B B B D A C C B A A B A B
 HCM2KAVGQ: 4 4 1 1 0 3 2 2 0 0 4 -4

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

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #11 Mercantile Way/Factory Outlet Ave
 Average Delay (sec/veh): 7.3 Worst Case Level of Service: A [8.9]
 Street Name: Factory Outlet Mercantile
 Approach: North Bound East Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include Include Include
 Lanes: 0 0 0 0 0 1 0 0 1 0 2 0 0 0 0 1 0 0

Volume Module:
 Base Vol: 0 0 0 1 0 36 25 4 0 0 12 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 1.00
 Initial Base: 0 0 0 1 0 36 25 4 0 0 12 0
 Added Vol: 0 0 0 0 0 69 42 0 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 1 0 105 67 4 0 0 12 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 0.78 0.78 0.78 0.57 0.57 0.57 0.50 0.50 0.50
 PHF Volume: 0 0 0 1 0 135 117 7 0 0 24 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 0 0 1 0 135 117 7 0 0 24 0

Critical Gap Module:
 Critical Gap: XXXX XXXX XXXX XXXX 6.4 6.5 6.2 4.1 XXXX XXXX XXXX XXXX XXXX
 FollowUpTime: XXXX XXXX XXXX XXXX 3.5 4.0 3.3 2.2 XXXX XXXX XXXX XXXX XXXX

Capacity Module:
 Conflict Vol: XXXX XXXX XXXX 261 264 24 24 XXXX XXXX XXXX XXXX XXXX
 Percent Cap.: XXXX XXXX XXXX 733 645 1058 1604 XXXX XXXX XXXX XXXX XXXX
 Move Cap.: XXXX XXXX XXXX 692 598 1058 1604 XXXX XXXX XXXX XXXX XXXX
 Volume/Cap.: XXXX XXXX XXXX 0.00 0.00 0.13 0.07 XXXX XXXX XXXX XXXX XXXX

Level Of Service Module:
 2Way95thQ: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Control Del: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: XXXX XXXX XXXX XXXX 1053 XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Shared Queue: XXXX XXXX XXXX XXXX XXXX 0.4 XXXX XXXX XXXX XXXX XXXX XXXX
 Shrd CapDel: XXXX XXXX XXXX XXXX 8.9 XXXX XXXX XXXX XXXX XXXX XXXX
 Shared LOS: XXXX XXXX XXXX XXXX 8.9 XXXX XXXX XXXX XXXX XXXX XXXX
 ApproachDel: XXXX XXXX XXXX XXXX 8.9 XXXX XXXX XXXX XXXX XXXX
 ApproachLOS: XXXX XXXX XXXX XXXX 8.9 XXXX XXXX XXXX XXXX XXXX
 Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #9 Lenwood/Mercantile
 Cycle (sec): 90 Critical Vol./Cap. (X): 0.224
 Loss Time (sec): 8 Average Delay (sec/veh): 27.5
 Optimal Cycle: 82 Level of Service: C
 Street Name: Lenwood Mercantile
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected Protected
 Rights: Include Include Ignore Ovl
 Min. Green: 10 26 26 10 28 28 10 28 28
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1

Volume Module:
 Base Vol: 5 75 4 19 118 113 133 20 14 6 11 41
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 5 75 4 19 118 113 133 20 14 6 11 41
 Added Vol: 0 4 0 42 4 25 41 0 0 0 0 69
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 79 4 61 122 138 174 20 14 6 11 110
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.74 0.74 0.74 0.93 0.93 0.93 0.94 0.94 0.00 0.69 0.69 0.69
 PHF Volume: 7 107 5 66 132 149 185 21 0 9 16 159
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 7 107 5 66 132 149 185 21 0 9 16 159
 PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MFL Adj: 1.00 1.05 1.05 1.00 1.05 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 7 112 6 66 138 149 185 21 0 9 16 159

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adj: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 1.00 1.90 0.10 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1700 3427 173 1700 3600 1800 1700 1800 1800 1700 1800 1800

Capacity Analysis Module:
 Vol/Sat: 0.00 0.03 0.03 0.04 0.04 0.08 0.11 0.01 0.00 0.01 0.01 0.09
 Crit Moves: ****
 Green/Cycle: 0.11 0.29 0.29 0.11 0.29 0.29 0.20 0.38 0.00 0.13 0.31 0.42
 Volume/Cap: 0.04 0.11 0.11 0.35 0.13 0.29 0.55 0.03 0.00 0.04 0.03 0.21
 Delay/Veh: 36.1 23.7 23.7 42.0 23.9 26.2 38.5 17.8 0.0 34.2 21.6 17.1
 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: 36.1 23.7 23.7 42.0 23.9 26.2 38.5 17.8 0.0 34.2 21.6 17.1
 LOS by Move: D C C D C C D B A C C B
 HCM2kAVGQ: 0 1 1 2 1 3 6 0 0 0 0 3
 Note: Queue reported is the number of cars per lane.

Scenario Report

Opening Year MD Sat
 Command: Opening Year MD Sat
 Volume: OYMDSAT
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: Opening Year MD Sat
 Trip Distribution: Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)
 Intersection #1 Ironwood/SR-58
 Critical Vol./Cap.(X): 0.531
 Loss Time (sec): 6 Average Delay (sec/voh): 12.5
 Optimal Cycle: 28 Level of Service: B
 Street Name: Lonwood SR-58
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted				Protected				Protected			
	Include	Exclude	Include	Exclude	Include	Exclude	Include	Exclude	Include	Exclude	Include	Exclude
Rights:	0	0	0	0	0	0	0	0	0	0	0	0
Min. Green:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Y+R:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:	L				T				R				L				T				R																	
	Base Vol.	23	18	14	22	21	13	8	384	9	18	379	26	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	1.00	1.00	1.00	1.00	1.00							
Initial Bsc:	73	18	14	22	21	13	8	384	9	18	379	26	Added Vol:	73	0	0	0	0	0	0	0	0	0	0	0	PhaseByVol:	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	98	18	50	22	21	13	8	459	91	47	446	26	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.87	0.87	0.85	0.85	0.85			
PHF Volume:	139	26	71	31	30	18	9	530	105	55	526	31	Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	PCE Adj:	1.39	26	71	31	30	18	9	530	105	55	526	31
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:	139	26	71	31	30	18	9	557	110	55	526	31	Saturation Flow Module:	0.14	0.14	0.14	0.05	0.05	0.05	0.01	0.31	0.06	0.03	0.29	0.02

Sat/Lane:	L				T				R				L				T				R																	
	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800							
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	Lanes:	0.61	0.10	0.29	0.41	0.36	0.23	1.00	1.00	1.00	1.00	1.00	1.00	Final Sat.:	1027	189	524	691	660	408	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:	Vol/Sat: 0.14 0.14 0.14 0.05 0.05 0.05 0.01 0.31 0.06 0.03 0.29 0.02 Crit Moves: **** Green/Cycle: 0.26 0.26 0.26 0.26 0.26 0.26 0.01 0.58 0.58 0.06 0.63 0.63 Volume/Cap: 0.53 0.53 0.53 0.18 0.18 0.18 0.46 0.53 0.11 0.53 0.45 0.45 Delay/Veh: 23.7 23.7 23.7 18.3 18.3 18.3 91.1 9.2 5.6 45.3 7.1 4.2 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: 23.7 23.7 23.7 18.3 18.3 18.3 91.1 9.2 5.6 45.3 7.1 4.2 LOS by Move: C C C C B B B B F A A A D A A A HCM2AVSQ: 5 5 5 1 1 1 1 1 1 7 1 1 2 5 0																																					

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

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #2 Lenwood/ Main St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 8 Average Delay (sec/veh): 35.6
Optimal Cycle: 48 Level Of Service: D
Street Name: Lenwood
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Include Protected Include Protected Include
Rights: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Min. Green: 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10
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 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 28 70 57 47 58 13 9 84 20 33 111 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 Bas: 28 70 57 47 58 13 9 84 20 33 111 61
Added Vol: 197 42 91 5 54 47 41 214 179 98 233 6
PhaseByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 225 112 148 56 112 60 50 298 199 131 344 67
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: 0.84 0.84 0.84 0.78 0.78 0.78 0.90 0.90 0.90 0.95 0.95 0.95
PHF Volume: 268 134 177 72 143 77 56 331 221 138 363 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 268 134 177 72 143 77 56 331 221 138 363 71
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 1.05 1.05 1.00 1.00 1.00 1.00 1.05 1.05 1.00 1.05 1.05
Final Volume: 268 140 185 72 143 77 56 348 232 138 381 74

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 0.65 0.35 1.00 1.20 0.80 1.00 1.67 0.33
Final Sat: 1700 1800 1800 1700 1172 628 1700 2159 1441 1700 3013 587

Capacity Analysis Module:
Vol/Sat: 0.16 0.08 0.10 0.04 0.12 0.12 0.03 0.16 0.16 0.08 0.13 0.13
Crit Moves: 0.28 0.25 0.25 0.24 0.21 0.21 0.19 0.28 0.28 0.14 0.24 0.24
Green/Cycle: 0.57 0.31 0.41 0.17 0.57 0.57 0.17 0.57 0.57 0.57 0.53 0.53
Volume/Cap: 35.8 31.3 32.9 30.8 41.0 41.0 35.2 32.9 32.9 49.2 35.5 35.5
Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
User DelAdj: 35.8 31.3 32.9 30.8 41.0 41.0 35.2 32.9 32.9 49.2 35.5 35.5
AdjDel/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
LOS by Move: D C C C D D D C C D D D D D D D
HCM2AV9C: 8 4 5 2 7 7 2 8 8 5 7 7

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

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #3 Main St/ SR-56 EB Ramps
Cycle (sec): 60 Critical Vol./Cap.(X): 0.321
Loss Time (sec): 5 Average Delay (sec/veh): 3.9
Optimal Cycle: 20 Level Of Service: A
Street Name: Main St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Include Split Phase Include Protected Protected
Rights: 0 0 0 0 0 0 0 0 0 0 0 0
Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Y+R: 0 0 0 0 1 1 0 0 1 0 0 1 0
Lanes: 0 0 0 0 1 1 0 0 1 0 1 0 0

Volume Module:
Base Vol: 0 0 0 25 1 2 0 228 102 14 393 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 Bas: 0 0 0 25 1 2 0 228 102 14 393 0
Added Vol: 0 0 0 36 0 11 0 185 214 6 424 0
PhaseByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 61 1 13 0 413 316 20 817 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 0.72 0.72 0.72 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 0 0 0 85 1 18 0 455 348 22 900 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 85 1 18 0 455 348 22 900 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 1.05 1.05 1.05 1.00 1.05 1.05 1.00 1.05 1.00
Final Volume: 0 0 0 89 1 18 0 478 365 22 945 0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
Lanes: 0.00 0.00 0.00 1.97 0.03 1.00 1.97 0.03 1.00 0.00 1.13 0.87
Final Sat: 0 0 0 3348 55 1800 0 2040 1560 1700 3600 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.03 0.03 0.01 0.00 0.23 0.23 0.01 0.26 0.00
Crit Moves: 0.00 0.00 0.00 0.08 0.08 0.08 0.00 0.77 0.77 0.04 0.82 0.00
Green/Cycle: 0.00 0.00 0.00 0.32 0.32 0.12 0.00 0.30 0.30 0.30 0.32 0.00
Volume/Cap: 0.0 0.0 0.0 28.9 28.9 27.1 0.0 2.3 2.3 38.2 1.6 0.0
Delay/Veh: 0.0 0.0 0.0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
User DelAdj: 0.0 0.0 0.0 28.9 28.9 27.1 0.0 2.3 2.3 38.2 1.6 0.0
AdjDel/Veh: 0.0 0.0 0.0 28.9 28.9 27.1 0.0 2.3 2.3 38.2 1.6 0.0
LOS by Move: A A A A C C C A A A A A A
HCM2AV9C: 0 0 0 1 1 0 0 3 3 0 2 0

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #4 Main St/ SR-58 WB Ramps
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.462
 Loss Time (sec): 6 Average Delay (soc/veh): 14.8
 Optimal Cycle: 25 Level Of Service: B
 Street Name: SR-58 Main St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase	Include	Protected	Protected	Include	Protected
Rights:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Min. Green:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Y+R:	0 1 0 0	0 0 0 0	1 0 2 0	0 0 0 0	0 0 2 0	0 0 2 0
Lanes:	0 1 0 0	0 0 0 0	1 0 2 0	0 0 0 0	0 0 2 0	0 0 2 0

Volume Module:

Base Vol:	124	6	19	0	0	0	253	0	0	283	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	6	19	0	0	0	253	0	0	283	37
Added Vol:	239	0	5	0	0	13	209	0	0	190	32
PassesByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fvt:	363	6	24	0	0	13	462	0	0	473	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	1.00	0.94	0.94	0.94	0.89	0.89	0.89	0.89
PHF Volume:	424	7	28	0	0	14	490	0	0	530	77
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	7	28	0	0	14	490	0	0	530	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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	424	7	28	0	0	14	514	0	0	557	77

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00
Lanes:	0.98	0.02	1.00	0.00	0.00	0.00	2.00	2.00	0.00	2.00	2.00
Final Sat.:	1674	28	1800	0	0	1700	3600	0	0	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.25	0.25	0.02	0.00	0.00	0.00	0.01	0.14	0.00	0.15	0.04
Crit Moves:	0.55	0.55	0.55	0.00	0.00	0.00	0.02	0.35	0.00	0.33	0.33
Green/Cycle:	0.46	0.46	0.03	0.00	0.00	0.00	0.46	0.41	0.00	0.00	0.45
Volume/Cap:	9.9	9.9	6.3	0.0	0.0	0.0	73.1	15.6	0.0	0.0	17.0
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	9.9	9.9	6.3	0.0	0.0	0.0	73.1	15.6	0.0	0.0	17.0
AdDel/Veh:	5	5	0	0	0	0	4	0	0	4	1
LOS by Move:	A	A	A	A	A	A	E	B	A	A	B
HCM2RAVQC:	5	5	0	0	0	0	4	0	0	4	1

Note: Queue reported is the number of cars per lane.
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Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #5 Lenwood/ I-15 SB Ramps
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.497
 Loss Time (sec): 6 Average Delay (soc/veh): 12.5
 Optimal Cycle: 32 Level Of Service: B
 Street Name: I-15 Lenwood
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase	Include	Protected	Protected	Include	Protected
Rights:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 26 26	0 26 26
Min. Green:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Y+R:	0 0 0 0	2 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0	2 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0

Volume Module:

Base Vol:	0	0	0	0	0	0	184	0	0	215	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
Initial Bse:	0	0	0	0	0	0	184	0	0	215	0
Added Vol:	0	0	0	0	0	0	65	0	245	0	382
PassesByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fvt:	0	0	0	0	0	0	513	0	453	0	567
User Adj:	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	0.97	0.97	0.81	0.81	0.81	0.81	0.77	0.77
PHF Volume:	0	0	0	0	0	0	529	0	420	0	734
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	529	0	420	0	734
PCE Adj:	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	1.03	1.00	1.00	1.05	1.00
FinalVolume:	0	0	0	0	0	0	545	0	420	0	771

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00
Lanes:	0.00	0.00	0.00	2.00	2.00	0.00	2.00	2.00	1.00	0.00	2.00
Final Sat.:	0	0	0	3200	0	1800	0	3600	1800	0	3600

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.23	0.00	0.16	0.00	0.00	0.21
Crit Moves:	0.00	0.00	0.00	0.47	0.00	0.47	0.00	0.43	0.00	0.00	0.43
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.50	0.00	0.38	0.00	0.00	0.49
Volume/Cap:	0.0	0.0	0.0	11.0	0.0	13.3	0.0	12.2	0.0	0.0	13.4
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	0.0	0.0	0.0	11.0	0.0	13.3	0.0	12.2	0.0	0.0	13.4
AdDel/Veh:	0	0	0	4	0	6	0	4	0	0	6
LOS by Move:	A	A	A	E	A	B	A	B	A	A	B
HCM2RAVQC:	5	5	0	4	0	6	0	4	0	0	6

Note: Queue reported is the number of cars per lane.
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Barstow Casinos Project - Saturday Opening Year MD

Barstow Casinos Project - Saturday Opening Year MD

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #7 Outlet Center Dr/ I-15 SB Ramps
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.629
 Loss Time (sec): 8 Average Delay (sec/veh): 19.0
 Optimal Cycle: 38 Level Of Service: B
 Street Name: North Bound South Bound East Bound West Bound
 Approach: I-15
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 0 0 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0
 Volume Module:
 Base Vol: 0 0 0 12 8 0 0 9 2 112 12 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 Bsc: 0 0 0 12 8 0 0 9 2 112 12 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: 0 0 0 12 8 0 0 9 2 117 12 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
 PHF Adj: 1.00 1.00 1.00 0.53 0.53 0.63 0.63 0.63 0.79 0.79 0.79
 PHF Volume: 0 0 0 23 15 0 0 14 3 148 15 0
 FinalVolume: 0 0 0 23 15 0 0 14 3 148 15 0
 Critical Gap Module:
 Critical Gap: 6.4 6.5 XXXXX XXXXX XXXXX 4.1 XXXX XXXXX
 FollowUpTm: 3.5 4.0 XXXXX XXXXX XXXXX 2.2 XXXX XXXXX
 Capacity Module:
 Conflict Vol: 327 328 XXXXX XXXX XXXX XXXXX 18 XXXX XXXXX
 Potential: 672 594 XXXXX XXXX XXXX XXXXX 1613 XXXX XXXXX
 Move Cap: 620 535 XXXXX XXXX XXXX XXXXX 1613 XXXX XXXXX
 Volume/Cap: 0.04 0.03 XXXX XXXX XXXX XXXX 0.03 XXXX XXXX
 Level Of Service Module:
 2Way5thQ: XXXX XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX
 Control Del: XXXXX XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX
 LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: XXXX XXXX XXXXX 583 XXXX XXXXX XXXX XXXX XXXXX
 Shared Queue: XXXX XXXX XXXXX 0.2 XXXX XXXXX XXXX XXXX XXXXX
 Share Del: XXXX XXXX XXXXX 11.6 XXXX XXXXX XXXX XXXX XXXXX
 Shared LOS: A B * * * * *
 Approach LOS: 11.6
 Approach LOS: B
 Approach LOS: B
 Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #6 Lonwood/SR-15 NB Ramps/High Point Pkwy
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.629
 Loss Time (sec): 8 Average Delay (sec/veh): 19.0
 Optimal Cycle: 38 Level Of Service: B
 Street Name: North Bound South Bound East Bound West Bound
 Approach: I-15
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Ovl Ignore Include Include
 Lanes: 4 0 0 0 4 0 4 0 4 0 4 0 4 0
 Y+R: 0 0 4 0 4 0 4 0 4 0 4 0 4 0
 Lanes: 1 1 0 0 2 1 0 0 0 2 2 0 3 0 0 0 2 1 0
 Volume Module:
 Base Vol: 73 83 538 27 0 269 110 477 0 0 784 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
 Initial Bsc: 73 83 538 27 0 269 110 477 0 0 784 75
 Added Vol: 305 17 15 5 0 0 28 19 69 0 0 106 6
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 378 100 553 32 0 297 129 566 0 0 890 81
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.77 0.77 0.77 0.82 0.82 0.82 0.89 0.89 0.97 0.97 0.97
 PHF Volume: 492 130 720 39 0 364 146 640 0 0 919 84
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 492 130 720 39 0 364 146 640 0 0 919 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
 MLF Adj: 1.05 1.05 1.13 1.00 1.00 1.13 1.03 1.10 0.00 1.03 1.10 1.10
 FinalVolume: 517 137 814 39 0 412 150 768 0 0 1011 92
 Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 1.60 4.0 2.00 1.00 0.00 2.00 3.00 0.00 0.00 2.75 0.25
 Final Sat: 2720 720 3600 1700 0 3600 3200 5400 0 0 4950 450
 Capacity Analysis Module:
 Vol/Sat: 0.19 0.19 0.23 0.02 0.00 0.11 0.05 0.13 0.00 0.00 0.20 0.20
 Crit Moves: **** * * * * *
 Green/Cycle: 0.36 0.36 0.36 0.11 0.00 0.18 0.07 0.40 0.00 0.00 0.33 0.33
 Volume/Cap: 0.53 0.53 0.63 0.22 0.00 0.63 0.63 0.33 0.00 0.00 0.63 0.63
 Delay/Veh: 16.8 16.8 18.2 27.2 0.0 27.2 38.9 12.8 0.0 0.0 18.9 18.9
 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: 16.8 16.8 18.2 27.2 0.0 27.2 38.9 12.8 0.0 0.0 18.9 18.9
 LOS by Move: B B B C A C D B A A B B
 HCM2kAVGQ: 6 6 7 1 0 5 3 3 0 0 7 7
 Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #10 Lenwood/Project Access
Average Delay (sec/veh): 0.0 Worst Case Level of Service: A [0.0]
Street Name: North Bound Lenwood South Bound East Bound West Bound
Approach: L - T - R L - T - R L - T - R L - T - R
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 1 0 0 0 0 0 0 0 1 0 0
Volume Module:
Base Vol: 0 117 0 0 161 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00
Initial Bse: 0 117 0 0 161 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 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 0 0 0 0
Initial Fut: 0 123 0 0 166 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 134 0 0 180 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 134 0 0 180 0 0 0 0 0 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp:xxxx xx xx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 5.4 6.5 6.2
FollowupTim:xxxx xx xx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 3.5 4.0 3.3
Capacity Module:
Chiclet Vol: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 314 314 134
Potont Cap.: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 683 605 921
Move Cap.: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 683 605 921
Volume/Cap: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.00 0.00 0.00
Level of Service Module:
ZWay95thQ: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Control Del:xxxx xx xx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS By Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0 xxxxxx
SharedQueue:xxxx xx xx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd ConDel:xxxx xx xx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx *
ApproachLOS: *
Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #11 Marcantillo Way/Factory Outlet Ave
Average Delay (sec/veh): 7.1 Worst Case Level of Service: A [8.8]
Street Name: North Bound Factory Outlet South Bound East Bound West Bound
Approach: L - T - R L - T - R L - T - R L - T - R
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 1 0 37 40 6 0 0 13 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 1.00 1.00 1.00
Initial Bse: 0 0 0 1 0 37 40 6 0 0 13 0
Added Vol: 0 0 0 0 0 54 47 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 1 0 91 87 6 0 0 13 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 1.00 1.00
PHF Adj: 1.00 1.00 1.00 0.86 0.86 0.86 0.66 0.66 0.66 0.63 0.63 0.63 0.63 0.63 0.63 0.63
PHF Volume: 0 0 0 1 0 106 132 9 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 1 0 106 132 9 0 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp:xxxx xx xx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
FollowupTim:xxxx xx xx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Capacity Module:
Chiclet Vol: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 289 293 21
Potont Cap.: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 706 621 1063
Move Cap.: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 662 570 1063
Volume/Cap: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.00 0.00 0.10
Level of Service Module:
ZWay95thQ: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Control Del:xxxx xx xx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS By Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 1056 xxxxxx
SharedQueue:xxxx xx xx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd ConDel:xxxx xx xx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx *
ApproachLOS: *
Note: Queue reported is the number of cars per lane.

Scenario Report

Opening Year PM Sat
 CYPMSAT
 Existing
 Impact Fee:
 Trip Generation:
 Trip Distribution:
 Paths:
 Routes:
 Configuration:
 Default Configuration

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)
 Intersection #1 Lenwood/SR-58
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.392
 Loss Time (sec): 6 Average Delay (sec/veh): 11.1
 Optimal Cycle: 22 Level Of Service: B
 Street Name: Lenwood SR-58
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted				Protected			
	Include	Exclude	Include	Exclude	Include	Exclude	Include	Exclude
Rights:	0	0	0	0	0	0	0	0
Min. Green:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Y+R:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0

Volume Module:

	L	T	R	L	T	R	L	T	R
Base Vol:	13	7	9	16	19	14	15	235	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bso:	13	7	9	16	19	14	15	235	14
Added Vol:	75	0	36	0	0	0	0	75	82
PassesByVol:	0	0	0	0	0	0	0	0	0
Initial Fmt:	88	7	45	16	19	14	15	310	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.66	0.66	0.66	0.78	0.78	0.78
PHF Volume:	103	8	53	24	29	21	19	398	123
Reduced Vol:	0	0	0	0	0	0	0	0	0
PCF Adj:	1.03	8	53	24	29	21	19	398	123
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	8	53	24	29	21	19	418	129

Saturation Flow Module:

	L	T	R	L	T	R	L	T	R
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.64	0.05	0.31	0.34	0.38	0.28	1.00	1.00	1.00
Final Sat.:	1091	87	558	577	685	505	1700	1800	1800

Capacity Analysis Module:

	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.09	0.09	0.09	0.04	0.04	0.04	0.01	0.23	0.07
Crit Moves:	0.24	0.24	0.24	0.24	0.24	0.24	0.04	0.59	0.07
Green/Cycle:	0.39	0.39	0.39	0.18	0.18	0.18	0.28	0.39	0.12
Volume/Cap:	21.9	21.9	21.9	19.0	19.0	19.0	37.9	7.3	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Vol:	21.9	21.9	21.9	19.0	19.0	19.0	37.9	7.3	5.4
LOS by Move:	C	C	C	B	B	B	D	A	A
HCM2RAvgQ:	3	3	3	1	1	1	1	4	1

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

Level of Service Computation Report
 2000 HCM Operations Method (Picture Volume Alternative)
 Intersection #3 Main St/ SR-56 EB Ramps
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.342
 Loss Time (sec): 5 Average Delay (sec/veh): 3.4
 Optimal Cycle: 21 Level Of Service: A

Level of Service Computation Report
 2000 HCM Operations Method (Picture Volume Alternative)
 Intersection #2 Lenwood/ Main St
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
 Loss Time (sec): 8 Average Delay (sec/veh): 33.7
 Optimal Cycle: 48 Level Of Service: C

Street Name: SR-56 North Bound South Bound East Bound West Bound
 Approach: L T R L T R L T R L T R
 Movement: L T R L T R L T R L T R L T R
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Include Include
 Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Y+R: 0 0 0 0 1 1 0 0 1 0 0 1 0 1 0 2 0 0
 Lanes: 0 0 0 0 1 1 0 0 1 0 0 1 0 1 0 2 0 0

Street Name: Lenwood North Bound South Bound East Bound West Bound
 Approach: L T R L T R L T R L T R
 Movement: L T R L T R L T R L T R L T R
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 10 10 10 10 10 10 10 10 10 10 10 10
 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 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 0 0 0 11 0 4 0 234 115 16 359 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 Base: 0 0 0 11 0 4 0 234 115 16 359 0
 Added Vol: 0 0 0 36 0 11 0 285 214 6 424 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 47 0 15 0 419 329 22 783 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
 PHF Adj: 1.00 1.00 1.00 0.75 0.75 0.75 0.79 0.79 0.79 0.95 0.95
 PHF Volume: 0 0 0 63 0 20 0 528 414 23 829 0
 Reduct Vol: 0 0 0 63 0 20 0 528 414 23 829 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
 MLF Adj: 1.00 1.00 1.00 1.05 1.05 1.00 1.00 1.05 1.05 1.00 1.05 1.00
 FinalVolume: 0 0 0 66 0 20 0 554 435 23 870 0

Volume Module:
 Base Vol: 27 46 53 54 54 7 19 73 18 49 80 55
 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 Base: 27 46 53 54 54 7 19 73 18 49 80 55
 Added Vol: 197 42 91 5 54 47 41 214 179 98 233 6
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 224 88 144 63 108 54 60 287 197 147 313 61
 User Adj: 0.84 0.84 0.84 0.88 0.88 0.88 0.87 0.87 0.87 0.94 0.94 0.94
 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: 188 74 121 55 95 48 52 248 170 138 294 57
 Reduct Vol: 0 0 0 55 95 48 52 248 170 138 294 57
 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 1.05 1.05 1.00 1.00 1.00 1.00 1.05 1.05 1.00 1.05 1.05
 FinalVolume: 188 78 127 55 95 48 52 261 179 138 308 60

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 1.12 0.88 1.00 2.00 0.00
 Final Sat.: 0 0 0 3400 0 1800 0 2017 1583 1700 3600 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 0.00 1.19 0.81 1.00 1.67 0.33
 Final Sat.: 1700 1800 1800 1700 1200 600 1700 2135 1465 1700 3013 587

Note: Queue reported as the number of cars per lane.
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Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #4 Main St/ SR-58 WB Ramps
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.472
 Loss Time (sec): 6 Average Delay (sec/voh): 14.7
 Optimal Cycle: 25 Level Of Service: B

Street Name: SR-58 Main St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Protected Protected
 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 1 0 0 1 0 0 0 0 1 0 2 0 0 2 0 1

Volume Module:
 Base Vol: 143 0 6 0 0 0 1 243 0 0 227 25
 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: 143 0 6 0 0 0 1 243 0 0 227 25
 Added Vol: 239 0 5 0 0 0 13 209 0 0 190 32
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fnt: 382 0 11 0 0 0 14 452 0 0 417 57
 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: 0.90 0.90 0.90 1.00 1.00 1.00 0.76 0.76 0.89 0.89 0.89 0.89
 PHF Volume: 426 0 12 0 0 0 18 596 0 0 467 64
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 426 0 12 0 0 0 18 596 0 0 467 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 1.05 1.00 1.00 1.05 1.00
 FinalVolume: 426 0 12 0 0 0 18 626 0 0 491 64

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 1.00 0.00 0.00 1.00 2.00 0.00 1.00 2.00 0.00 1.00 2.00 0.00
 Final Sat.: 1700 0 1800 0 0 0 1700 3600 0 0 3600 1800

Capacity Analysis Module:
 Vol/Sat: 0.25 0.00 0.01 0.00 0.00 0.00 0.01 0.17 0.00 0.00 0.14 0.04
 Crit Moves: ****
 Green/Cycle: 0.53 0.00 0.03 0.00 0.00 0.03 0.37 0.00 0.00 0.34 0.34
 Volume/Cap: 0.47 0.00 0.01 0.00 0.00 0.00 0.40 0.47 0.00 0.00 0.40 0.10
 Delay/Veh: 10.6 0.0 6.7 0.0 0.0 0.0 52.5 15.7 0.0 0.0 16.0 13.8
 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: 10.6 0.0 6.7 0.0 0.0 0.0 52.5 15.7 0.0 0.0 16.0 13.8
 LOS by Move: B A A A A A D B A A B B
 HCM2kAVSQ: 6 0 0 0 0 0 0 5 0 0 4 1

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #5 Lenwood/ I-15 SB Ramps
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.452
 Loss Time (sec): 6 Average Delay (sec/voh): 12.0
 Optimal Cycle: 32 Level Of Service: B

Street Name: I-15 Lenwood
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Ignore
 Min. Green: 0 0 0 0 0 0 0 0 26 26 0 26
 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 0 0 2 0 0 1 0 2 0 1

Volume Module:
 Base Vol: 0 0 0 280 0 143 0 165 0 0 160 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: 0 0 0 280 0 143 0 165 0 0 160 0
 Added Vol: 0 0 0 65 0 223 0 245 0 0 352 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fnt: 0 0 0 345 0 366 0 410 0 0 512 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 0.85 0.85 0.85 0.90 0.90 0.89 0.89 0.89 0.89
 PHF Volume: 0 0 0 406 0 431 0 458 0 0 576 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 406 0 431 0 458 0 0 576 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 1.03 1.00 1.00 1.00 1.05 0.00 1.00 1.05 0.00
 FinalVolume: 0 0 0 418 0 431 0 480 0 0 605 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.89 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 2.00 1.00
 Final Sat.: 0 0 0 3200 0 1800 0 3600 1800 0 3600 1800

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.24 0.00 0.13 0.00 0.00 0.17 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.47 0.00 0.47 0.00 0.43 0.00 0.00 0.43 0.00
 Volume/Cap: 0.00 0.00 0.00 0.28 0.00 0.51 0.00 0.31 0.00 0.00 0.31 0.00
 Delay/Veh: 0.0 0.0 0.0 10.3 0.0 13.4 0.0 11.6 0.0 0.0 12.3 0.0
 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 0.0 0.0 10.3 0.0 13.4 0.0 11.6 0.0 0.0 12.3 0.0
 LOS by Move: A A A B A B A B A B A B
 HCM2kAVSQ: 0 0 0 3 0 6 0 3 0 0 4 0

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

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #8 Outlet Center Dr/ I-15 NB Ramps
 Average Delay (sec/voh): 2.7 Worst Case Level of Service: A [8.9]

 Street Name: I-15 Outlet Center Dr
 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 Uncontrolled Uncontrolled
 Rights: Include Include Uncontrolled Include
 Lanes: 0 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 1 0
 Volume Module:
 Base Vol: 5 8 33 0 0 0 7 12 0 0 63 6
 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 Base: 5 8 33 0 0 0 7 12 0 0 63 6
 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: 5 8 39 0 0 0 7 12 0 0 68 6
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.90 0.90 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.55 0.55
 PHF Volume: 6 9 43 0 0 0 7 12 0 0 124 11
 PHF Adj: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 6 9 43 0 0 0 7 12 0 0 124 11
 Critical Gap Module:
 Critical Gap: 6.4 6.5 6.2 XXXXX XXXX XXXXX 4.1 XXXX XXXXX XXXXX XXXX XXXXX
 Critical Op: 3.5 4.0 3.3 XXXXX XXXX XXXXX 2.2 XXXX XXXXX XXXX XXXX XXXXX
 FollowUpTim: 3.5 4.0 3.3 XXXXX XXXX XXXXX 2.2 XXXX XXXXX XXXX XXXX XXXXX
 Capacity Module:
 Conflict Vol: 156 161 12 XXXX XXXX XXXXX 135 XXXX XXXXX XXXX XXXX XXXXX
 Percent Cap.: 841 735 1074 XXXX XXXX XXXXX 1462 XXXX XXXXX XXXX XXXX XXXXX
 Move Cap.: 837 731 1074 XXXX XXXX XXXXX 1462 XXXX XXXXX XXXX XXXX XXXXX
 Volume/Cap.: 0.01 0.01 0.01 XXXX XXXX XXXX 0.00 XXXX XXXX XXXX XXXX XXXX
 Level of Service Module:
 2Way95thQ: XXXX XXXX XXXX XXXX XXXX XXXXX 0.0 XXXX XXXXX XXXX XXXX XXXXX
 Control Del: XXXX XXXX XXXX XXXX XXXXX 7.5 XXXX XXXXX XXXX XXXX XXXXX
 LOS by Move: * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: XXXX 977 XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX
 SharedQueue: XXXXX 0.2 XXXXX XXXXX XXXX XXXXX 0.0 XXXX XXXXX XXXX XXXX XXXXX
 Shrd ConDel: XXXX 8.9 XXXXX XXXXX XXXX XXXXX 7.5 XXXX XXXXX XXXX XXXX XXXXX
 Shared LOS: * * * * * A * * * * *
 ApproachDel: 8.9 XXXXXX XXXXXX
 ApproachLOS: A A XXXXXX

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #9 Lenwood/ Mercantile
 Cycle (sec): 90 Critical Vol./Cap. (X): 0.272
 Loss Time (sec): 8 Average Delay (sec/voh): 31.9
 Optimal Cycle: 82 Level of Service: C

 Street Name: Lenwood Mercantile
 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: Include Include Include Ignore Ovl
 Min. Green: 10 26 26 10 26 26 10 26 26 10 26 28 10 26 28
 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 4.0 4.0 4.0
 Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 0 1 0 1
 Volume Module:
 Base Vol: 8 83 5 36 53 103 152 41 16 11 13 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 Base: 8 83 5 36 53 103 152 41 16 11 13 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: 8 89 5 82 58 131 184 41 16 11 13 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: 0.90 0.90 0.90 0.76 0.76 0.76 0.78 0.78 0.78 0.78 0.78 0.80
 PHF Volume: 9 99 6 109 76 171 235 52 0 14 16 110
 PHF Adj: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 9 99 6 109 76 171 235 52 0 14 16 110
 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 1.05 1.05 1.00 1.05 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 9 104 6 109 80 171 235 52 0 14 16 110
 Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 1.00 1.89 0.11 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1700 3409 191 1700 3600 1800 1700 1800 1800 1700 1800 1800
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.03 0.03 0.06 0.02 0.10 0.14 0.03 0.00 0.01 0.01 0.06
 Crit Moves: ****
 Green/Cycle: 0.11 0.29 0.29 0.11 0.29 0.29 0.20 0.38 0.00 0.13 0.31 0.42
 Volume/Cap: 0.05 0.11 0.11 0.58 0.08 0.33 0.69 0.08 0.00 0.06 0.03 0.14
 Delay/Veh: 36.2 23.7 23.7 50.1 23.4 26.8 44.4 18.2 0.0 34.5 21.6 16.4
 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: 36.2 23.7 23.7 50.1 23.4 26.8 44.4 18.2 0.0 34.5 21.6 16.4
 HCM2KAV99: 0 0 1 1 4 1 4 8 1 0 0 0

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

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #10 Lonwood/Project Access
Average Delay (sec/veh): 0.0 Worst Case Level of Service: [A] 0.0
Street Name: Lonwood
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 1 0 0 0 0 0 0 0 1 0 0
Volume Module:
Base Vol: 0 83 0 0 82 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00
Initial Bse: 0 83 0 0 82 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 6 0 0 5 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 0 0 0 0 0
Initial Fut: 0 89 0 0 87 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 97 0 0 95 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Volume: 0 97 0 0 95 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
FollowUpTIm: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Capacity Module:
Conflict Vol: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Potential Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Move Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Volume/Cap: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Level of Service Module:
2Way95thQ: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Control Del: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Shared Queue: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Shrd ConDel: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Shared LOS: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
ApproachDel: XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX
ApproachLOS: XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX
Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #11 Morcantillo Way/Factory Outlet Ave
Average Delay (sec/veh): 7.6 Worst Case Level of Service: [E] 8.8
Street Name: Morcantillo
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 Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 0 1 1 0 2 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 36 29 2 0 0 0 4 2
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 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 36 29 2 0 0 0 4 2
Added Vol: 0 0 0 0 0 0 0 0 54 47 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 0 90 76 2 0 0 0 4 2
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 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 0.68 0.68 0.72 0.72 0.72 0.72 0.72 0.42 0.42 0.42 0.42 0.42 0.42
PHF Volume: 0 0 0 0 0 0 0 0 132 105 3 0 0 0 10 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Volume: 0 0 0 0 0 0 0 0 132 105 3 0 0 0 10 5

Critical Gap Module:
Critical Gap: XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
FollowUpTIm: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Capacity Module:
Conflict Vol: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Potential Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Move Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Volume/Cap: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Level of Service Module:
2Way95thQ: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Control Del: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Shared Queue: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Shrd ConDel: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Shared LOS: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
ApproachDel: XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX
ApproachLOS: XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX
Note: Queue reported is the number of cars per lane.

APPENDIX I

OPENING YEAR 2013 WITH PROJECT ALTERNATIVE A WEEKDAY & SATURDAY INTERSECTION ANALYSIS WORKSHEETS

Scenario Report
 Opening Year + Alt A MD

Command: OY+Alt A MD
 Volume: OY MDA1A
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: Opening Year MD+Alt A
 Trip Distribution: Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Lenwood/SR-58
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.475
 Loss Time (sec): 6 Average Delay (sec/veh): 12.9
 Optimal Cycle: 25 Level Of Service: B
 Street Name: Lenwood SR-58
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R L T R

Control:	Permitted				Protected			
	Include	Exclude	Include	Exclude	Include	Exclude	Include	Exclude
Rights:	0	0	0	0	0	0	0	0
Min. Green:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Y+R:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0

Volume Module:	Permitted				Protected			
	Include	Exclude	Include	Exclude	Include	Exclude	Include	Exclude
Base Vol:	27	20	12	35	37	9	15	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bsp:	27	20	12	35	37	9	15	343
Added Vol:	103	0	0	0	0	0	78	54
PassesByVol:	0	0	0	0	0	0	0	0
Initial Fut:	130	20	48	35	37	9	15	421
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.60	0.60	0.92	0.92	1.00
PHF Volume:	152	23	56	58	61	15	16	459
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	152	23	56	58	61	15	16	459
PCE Adj:	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
Final Volume:	152	23	56	58	61	15	16	482

Saturation Flow Module:	Permitted				Protected			
	Include	Exclude	Include	Exclude	Include	Exclude	Include	Exclude
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	1.00	0.94
Lanes:	0.67	0.10	0.23	0.45	0.44	0.11	1.00	1.00
Final Sat.:	1138	175	420	758	802	195	1700	1800

Capacity Analysis Module:	Permitted				Protected			
	Include	Exclude	Include	Exclude	Include	Exclude	Include	Exclude
Vol/Sat:	0.13	0.13	0.13	0.08	0.08	0.08	0.01	0.27
Crit Moves:	0.28	0.28	0.28	0.28	0.28	0.28	0.03	0.56
Green/Cycle:	0.48	0.48	0.48	0.27	0.27	0.31	0.48	0.06
Volume/Cap:	21.2	21.2	21.2	18.2	18.2	18.2	9.1	6.0
Delay/Vol:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	21.2	21.2	21.2	18.2	18.2	18.2	9.1	6.0
AdjDel/Vol:	4	4	4	2	2	2	1	6
LOS by Move:	C	C	C	B	B	B	D	A
HCM2RAVQC:	4	4	4	2	2	2	1	6

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

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #2 Lenwood/ Main St
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
 Loss Time (sec): 8 Average Delay (sec/veh): 31.1
 Optimal Cycle: 48 Level Of Service: C
 Street Name: Lenwood Main St

Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Include	Protected	Include	Protected	Include
Rights:						
Min. Green:	10 10 10	10 10 10	10 10 10	10 10 10	10 10 10	10 10 10
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	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 0	1 0 0 1 0	1 0 1 0 1 0	1 0 1 0 1 0	1 0 1 0 1 0	1 0 1 0 1 0

Volume Module:	Base Vol:	28	61	51	62	58	14	19	78	19	50	87	62
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	1.00
Initial Bsc:	28	61	51	62	58	14	19	78	19	50	87	62	
Added Vol:	101	61	115	6	46	18	53	247	235	38	121	7	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	129	124	166	68	104	32	72	325	254	88	208	69	
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:	0.71	0.71	0.71	0.90	0.90	0.90	0.78	0.78	0.78	0.83	0.83	0.83	
PHF Volume:	183	176	235	76	116	36	93	419	328	106	250	83	
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	183	176	235	76	116	36	93	419	328	106	250	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	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	
Final Volume:	183	184	247	76	116	36	93	440	344	106	262	87	

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Capacity Analysis Module:	Vol/Sat:	0.11	0.10	0.14	0.04	0.08	0.08	0.05	0.22	0.22	0.06	0.10	0.10
Crit Moves:	0.19	0.27	0.27	0.10	0.18	0.18	0.18	0.28	0.43	0.43	0.12	0.28	0.28
Green/Cycle:	0.56	0.58	0.51	0.44	0.47	0.47	0.20	0.51	0.51	0.51	0.51	0.35	0.35
Volume/Cap:	43.5	30.7	33.1	50.6	41.8	41.8	28.7	22.1	22.1	22.1	49.7	30.1	30.1
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	43.5	30.7	33.1	50.6	41.8	41.8	28.7	22.1	22.1	22.1	49.7	30.1	30.1
AdjDel/Veh:	43.5	30.7	33.1	50.6	41.8	41.8	28.7	22.1	22.1	22.1	49.7	30.1	30.1
LOS by Move:	D	C	C	D	D	D	C	C	C	C	D	C	C
HCM2kAVQ:	6	5	7	3	5	5	2	9	9	9	4	4	4

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

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #3 Main St/ SR-59 EB Ramps
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.419
 Loss Time (sec): 4.1 Average Delay (sec/veh): 4.1
 Optimal Cycle: 23 Level Of Service: A
 Street Name: SR-59 Main St

Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Include	Protected	Include	Protected	Include
Rights:						
Min. Green:	4.0	4.0	4.0	4.0	4.0	4.0
Y+R:	0.0	0.0	1.1	0.0	1.0	0.0
Lanes:	0	0	0	1	0	0

Volume Module:	Base Vol:	0	0	27	1	0	0	297	137	18	467	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 Bsc:	0	0	0	27	1	0	0	287	137	18	467	0
Added Vol:	0	0	0	16	0	4	0	210	273	26	195	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	43	1	4	0	507	410	44	662	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	0.64	0.64	0.64	0.82	0.82	0.82	0.90	0.90	0.90
PHF Volume:	0	0	0	67	2	6	0	620	501	49	733	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1.00	1.00	1.00	0.67	0.67	0.67	0.82	0.82	0.82	0.90	0.90	0.90
PCE Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	71	2	6	0	651	526	49	770	0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Capacity Analysis Module:	Vol/Sat:	0.00	0.00	0.02	0.02	0.00	0.00	0.33	0.33	0.03	0.21	0.00
Crit Moves:	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.78	0.78	0.07	0.85	0.00
Green/Cycle:	0.00	0.00	0.00	0.42	0.42	0.07	0.00	0.42	0.42	0.42	0.25	0.00
Volume/Cap:	0.0	0.0	0.0	34.9	34.9	28.6	0.0	2.6	2.6	37.5	1.1	0.0
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	0.0	0.0	0.0	34.9	34.9	28.6	0.0	2.6	2.6	37.5	1.1	0.0
AdjDel/Veh:	0.0	0.0	0.0	34.9	34.9	28.6	0.0	2.6	2.6	37.5	1.1	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	D	A	A
HCM2kAVQ:	0	0	0	1	1	0	0	4	4	1	2	0

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

Opening Year + Alt A MD Thu May 20, 2010 07:26:43
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #5 Lonwood/ I-15 SB Ramps
Cycle (sec): 60 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 6 Average Delay (sec/veh): 13.1
Optimal Cycle: 32 Level Of Service: B
Street Name: Lonwood
Approach: North Bound South Bound East West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns: Control, Split Phase, Include, Permitted, Ignored, Permitted, Ignored. Rows include: Rights, Min. Green, Y+R, Lanes, Volume Module, Growth Adj, Initial Base, Added Vol, Diverted Lit, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS By Move, HCM2KAVGQ. Rows include: Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS By Move, HCM2KAVGQ.

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

Opening Year + Alt A MD Thu May 20, 2010 07:26:43
Barstow Casinos - Weekday
Opening Year + Alt A MD

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #4 Main St/ SR-58 WB Ramps
Cycle (sec): 60 Critical Vol./Cap. (X): 0.386
Loss Time (sec): 6 Average Delay (sec/veh): 11.3
Optimal Cycle: 22 Level Of Service: B
Street Name: Main St
Approach: North Bound South Bound East West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns: Control, Split Phase, Include, Protected, Protected. Rows include: Rights, Min. Green, Y+R, Lanes, Volume Module, Growth Adj, Initial Base, Added Vol, PassbyVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS By Move, HCM2KAVGQ. Rows include: Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS By Move, HCM2KAVGQ.

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

Opening Year + Alt A MD Thu May 20, 2010 07:26:43
Barstow Casinos - Weekday
Opening Year + Alt A MD

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #4 Main St/ SR-58 WB Ramps
Cycle (sec): 60 Critical Vol./Cap. (X): 0.386
Loss Time (sec): 6 Average Delay (sec/veh): 11.3
Optimal Cycle: 22 Level Of Service: B
Street Name: Main St
Approach: North Bound South Bound East West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns: Control, Split Phase, Include, Protected, Protected. Rows include: Rights, Min. Green, Y+R, Lanes, Volume Module, Growth Adj, Initial Base, Added Vol, PassbyVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS By Move, HCM2KAVGQ. Rows include: Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS By Move, HCM2KAVGQ.

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #6 Lenwood/SR-15 NB Ramps/High Point Pkwy
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.526
 Loss Time (sec): 8 Average Delay (sec/veh): 15.7
 Optimal Cycle: 32 Level of Service: B
 Street Name: North Bound East Bound South Bound West Bound
 Approach: L - T - R L - T - R L - T - R L - T - R
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Ovl Ignore 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: 1 1 0 0 2 1 0 0 2 2 0 3 0 0 0 2 1 0
 Volume Module: 75 71 294 41 0 200 102 378 0 0 641 57
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 75 71 294 41 0 200 102 378 0 0 641 57
 Added Vol: 208 9 43 3 0 19 10 266 0 0 190 3
 Diverted Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 283 80 390 44 0 219 112 805 0 0 978 60
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.82 0.82 0.93 0.93 0.87 0.87 0.87
 PHF Volume: 298 84 411 54 0 268 120 863 0 0 1123 69
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 298 84 411 54 0 268 120 863 0 0 1123 69
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 M/F Adj: 1.05 1.05 1.13 1.00 1.00 1.13 1.03 1.10 0.00 1.00 1.10 1.10
 Final Volume: 313 89 464 54 0 303 124 949 0 0 1235 76
 Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.89 1.00 1.00 0.94 1.00 1.00
 Lanes: 1.58 0.42 2.00 1.00 0.00 2.00 2.00 3.00 0.00 2.00 2.83 0.17
 Final Sat.: 2683 759 3600 1700 0 3600 3200 5400 0 0 5088 312
 Capacity Analysis Module:
 Vol/Sat: 0.12 0.12 0.13 0.03 0.00 0.08 0.04 0.18 0.00 0.00 0.24 0.24
 Crit Movs: **** **
 Green/Cycle: 0.25 0.25 0.09 0.00 0.16 0.07 0.54 0.00 0.00 0.46 0.46
 Volume/Cap: 0.48 0.48 0.53 0.37 0.00 0.53 0.53 0.33 0.00 0.00 0.53 0.53
 Delay/Veh: 21.3 21.3 21.9 32.8 0.0 26.5 35.0 8.2 0.0 0.0 12.3 12.3
 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: 21.3 21.3 21.9 32.8 0.0 26.5 35.0 8.2 0.0 0.0 12.3 12.3
 LOS by Move: C C C C A C C A A A A B B
 HCM2kAVGQ: 4 4 4 1 0 3 2 3 0 0 6 6
 Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #7 Outlet Center Dr/ I-15 SB Ramps
 Average Delay (sec/veh): 7.7 Worst Case Level of Service: C [15.4]
 Street Name: North Bound South Bound East Bound West Bound
 Approach: L - T - R L - T - R L - T - R L - T - R
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Uncontrolled Uncontrolled
 Lanes: 0 0 0 0 0 1 0 0 0 0 0 1 0 0 1 0 0 0
 Volume Module:
 Base Vol: 0 0 0 0 7 5 0 0 6 1 34 6 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 Base: 0 0 0 0 7 5 0 0 6 1 34 6 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 123 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 7 5 0 0 6 1 157 6 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 0.63 0.63 0.63 0.75 0.75 0.75 0.54 0.54 0.54
 PHF Volume: 0 0 0 0 11 8 0 0 8 1 289 11 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Volume: 0 0 0 0 11 8 0 0 8 1 289 11 0
 Critical Gap Module:
 Critical Gap: XXXX XXXX XXXX XXXX 6.4 6.5 XXXX XXXX XXXX XXXX 4.1 XXXX XXXX
 FollowUpTime: XXXX XXXX XXXX XXXX XXXX 3.5 4.0 XXXX XXXX XXXX XXXX 2.2 XXXX XXXX
 Capacity Module:
 Conflict Vol: XXXX XXXX XXXX XXXX 597 598 XXXX XXXX XXXX XXXX 9 XXXX XXXX
 Percent Cap.: XXXX XXXX XXXX XXXX 469 419 XXXX XXXX XXXX XXXX 1624 XXXX XXXX
 Move Cap.: XXXX XXXX XXXX XXXX 393 330 XXXX XXXX XXXX XXXX 1624 XXXX XXXX
 Volume/Cap.: XXXX XXXX XXXX XXXX 0.03 0.02 XXXX XXXX XXXX XXXX 0.16 XXXX XXXX
 Level of Service Module:
 2Way5thQ: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Control Del: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 LOS by Move: IT - LTR - RT IT - LTR - RT LT - LTR - RT LT - LTR - RT
 Movement: IT - LTR - RT IT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Queue: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Shared Control: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Shared LOS: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Approach Del: XXXX XXXX 15.4 XXXX XXXX
 Approach LOS: XXXX C
 Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #10 Lenwood/Project Access
 Average Delay (sec/veh): 81.0 Worst Case Level Of Service: F(27.3)
 Street Name: Lenwood
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0

Volume Module:
 Base Vol: 0 98 0 0 101 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00
 Initial Base: 0 98 0 0 101 0 0 0 0 0 0 0 0 0 0 0 0
 Added Vol: 0 3 172 3 0 0 0 0 0 0 120 0 0 0 138 0 0
 Diverted Vol: 0 0 221 0 0 0 0 0 0 0 0 0 0 0 153 0 0
 Initial Fut: 0 101 172 413 104 0 0 0 0 0 120 0 291 0 291 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 1.00 1.00 1.00 1.00
 PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
 PHF Volume: 0 110 187 449 113 0 0 0 0 0 130 0 316 0 316 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 110 187 449 113 0 0 0 0 0 130 0 316 0 316 0 0

Critical Gap Module:
 Critical Gap: XXXXX XXXX XXXXX XXXX XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 FollowUpTim: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Capacity Module:
 Conflict Vol: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Potential Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Move Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Volume/Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #11 Mercantile Way/Factory Outlet Ave
 Average Delay (sec/veh): 7.2 Worst Case Level Of Service: A(8.7)
 Street Name: Mercantile
 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 Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 0 0 0 0 0 0 0 1 1 0 2 0 0 0 0 0 1 0

Volume Module:
 Base Vol: 0 0 0 0 0 0 0 0 29 28 6 0 0 6 4
 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 1.00 1.00 1.00 1.00
 Initial Base: 0 0 0 0 0 0 0 0 29 28 6 0 0 6 4
 Added Vol: 0 0 0 0 0 0 0 0 23 65 0 0 0 0 0 0
 Diverted Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 0 0 0 0 52 93 6 0 0 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 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 0.57 0.57 0.57 0.54 0.64 0.64 0.64 0.67 0.67 0.67 0.67 0.67 0.67
 PHF Volume: 0 0 0 0 0 0 0 0 90 146 9 0 0 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 0 0 0 0 0 0 0 90 146 9 0 0 0 0 0 0

Critical Gap Module:
 Critical Gap: XXXXX XXXX XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 FollowUpTim: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Capacity Module:
 Conflict Vol: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Potential Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Move Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Volume/Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX

Barstow Casinos - Weekday
 Opening Year + Alt A PM

Scenario Report
 Opening Year + Alt A PM

Command: OY:Alt A PM
 OY:FWAlta
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: Opening Year PM+Alt A
 Trip Distribution: Distribution
 Patches: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Lenwood/SR-58
 Critical Vol./Cap. (X): 0.496
 Loss Time (sec): 6
 Average Delay (sec/veh): 11.9
 Optimal Cycle: 26
 Level of Service: B

Street Name: Lenwood
 SR-58
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Protected		Protected	
	Include	Exclude	Include	Exclude	Include	Exclude
Rights:	0	0	0	0	0	0
Min. Green:	4.0	4.0	4.0	4.0	4.0	4.0
Y+R:	0	0	1	0	1	0
Lanes:	0	0	1	0	1	0

Volume Module:	Permitted		Protected		Protected	
	Include	Exclude	Include	Exclude	Include	Exclude
Base Vol:	16	8	22	19	11	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bnd:	16	8	22	19	11	315
Added Vol:	82	0	0	0	126	125
PassesByVol:	0	0	0	0	0	0
Initial Fut:	98	8	22	19	11	441
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.84	0.78	0.89	0.89
PHF Volume:	154	13	53	28	24	37
Reduced Vol:	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.05
Final Volume:	154	13	53	28	24	37

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.72	0.05	0.23	0.33	0.26	0.41
Final Sat.:	1210	99	420	555	480	732

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.05	0.05	0.05	0.01
Crit Moves:	0.26	0.26	0.26	0.26	0.26	0.26
Green/Cycle:	0.50	0.50	0.20	0.20	0.42	0.58
Volume/Cap:	22.9	22.9	18.5	18.5	18.7	8.7
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	22.9	22.9	18.5	18.5	18.7	8.7
AdjDel/Veh:	4	4	1	1	1	1
LOS By Move:	C	C	B	B	E	A
HCMSKAVGO:	4	4	1	1	1	1

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

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Lenwood/ Main St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 8 Average Delay (sec/veh): 41.8
Optimal Cycle: 61 Level of Service: D

Street Name: Lenwood
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Include	Protected	Include	Protected	Include
Rights:						
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1 0	1 0 0 1	1 0 1 0	1 0 1 0	1 0 1 0	1 0 1 0
Volume Module:	41	56	37	68	30	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bas:	41	56	37	68	30	44
Added Vol:	277	59	81	12	67	63
PassesByVol:	0	0	0	0	0	0
Initial Fut:	318	115	139	67	141	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.80	0.80	0.73	0.73
PHF Volume:	408	147	178	83	175	124
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	408	147	178	83	175	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05
FinalVolume:	408	155	187	83	175	124

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00
Lanes: 1.00 1.00 1.00 1.00 0.59 0.41 1.00 1.11
Final Sat.: 1700 1800 1800 1700 1053 747 1700 1993

Capacity Analysis Module:
Vol/Sat: 0.24 0.09 0.10 0.05 0.17 0.17 0.04 0.19
Crit Moves: ****
Green/Cycle: 0.31 0.27 0.27 0.25 0.21 0.21 0.14 0.25
Volume/Cap: 0.78 0.32 0.39 0.19 0.78 0.78 0.25 0.78
Delay/Veh: 42.7 30.4 31.5 30.2 51.8 51.8 40.3 41.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 42.7 30.4 31.5 30.2 51.8 51.8 40.3 41.9
LOS By Move: D C C C D D D D D D D D D D
HCM2KAVGQ: 14 4 5 2 11 11 2 12

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

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Main St/ SR-56 EB Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 6 Average Delay (sec/veh): 4.4
Optimal Cycle: 23 Level of Service: A

Street Name: Main St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Include	Protected	Include	Protected	Include
Rights:						
Min. Green:	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 0 0	1 1 0 1	0 0 1 0	1 0 1 0	1 0 2 0	0 0
Volume Module:	0	0	22	0	4	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bas:	0	0	22	0	4	0
Added Vol:	0	0	45	0	15	0
PassesByVol:	0	0	0	0	0	0
Initial Fut:	0	0	71	0	19	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.75	0.75	0.84	0.84
PHF Volume:	0	0	95	0	25	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	95	0	25	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.05	1.05	1.00	1.05
FinalVolume:	0	0	99	0	25	0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 1.16
Final Sat.: 0 0 0 3400 0 1800 0 2095

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.01 0.00 0.25
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.07 0.00 0.07 0.00 0.75
Volume/Cap: 0.00 0.00 0.00 0.43 0.00 0.21 0.00 0.33
Delay/Veh: 0.0 0.0 0.0 32.5 0.0 30.2 0.0 2.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 32.6 0.0 30.2 0.0 2.8
LOS By Move: A A A C A C A A A C A A
HCM2KAVGQ: 0 0 0 2 0 1 0 3

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

Opening Year + Alt A PM Thu May 20, 2010 07:28:36
Barstow Casinos - Weekday
Opening Year + Alt A PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Main St/ SR-58 WB Ramps
Cycle (sec): 60 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 6 Average Delay (sec/voh): 17.9
Optimal Cycle: 37 Level Of Service: B
Street Name: SR-58 Main St
Approach: North Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 4 columns: Split Phase, Split Phase, Split Phase, Split Phase. Rows include Rights (Include, Exclude, Ignore, Permitted, Permitted, Ignored), Min. Green (0, 0, 0, 0), Y+R (4.0, 4.0, 4.0, 4.0), Lanes (0, 1, 0, 0), Volume Module (0, 14, 0, 0), Growth Adj (1.00, 1.00, 1.00, 1.00), Initial Base (241, 14, 0, 0), Added Vol (321, 0, 0, 0), PassByVol (0, 0, 0, 0), Initial Fut (562, 39, 0, 0), User Adj (1.00, 1.00, 1.00, 1.00), PHF Adj (0.85, 0.85, 0.85, 1.00), PHF Volume (660, 46, 0, 0), Reduced Vol (660, 46, 0, 0), PCE Adj (1.00, 1.00, 1.00, 1.00), MLF Adj (1.00, 1.00, 1.00, 1.00), Final Volume (660, 0, 46, 0), Sat/Lane (1800, 1800, 1800, 1800), Adjustment (0.94, 1.00, 1.00, 1.00), Lanes (1700, 0, 1800, 0), Final Sat (1.00, 0.00, 0.00, 0.00).

Table with 4 columns: Split Phase, Split Phase, Split Phase, Split Phase. Rows include Capacity Analysis Module (Vol/Sat: 0.39, 0.00, 0.03, 0.00), Crit Moves (0.57, 0.00, 0.00, 0.00), Green/Cycle (0.68, 0.00, 0.04, 0.00), Volume/Cap (13.1, 0.0, 0.0, 0.0), Delay/Veh (13.1, 0.0, 0.0, 0.0), User DelAdj (1.00, 1.00, 1.00, 1.00), AdjDel/Veh (13.1, 0.0, 3.8, 0.0), LOS By Move (B, A, A, A), HCM2KAVGQ (10, 0, 0, 0).

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

Opening Year + Alt A PM Thu May 20, 2010 07:28:36
Barstow Casinos - Weekday
Opening Year + Alt A PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Lenwood/ I-15 SB Ramps
Cycle (sec): 60 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 6 Average Delay (sec/voh): 13.1
Optimal Cycle: 32 Level Of Service: B
Street Name: I-15 Lenwood
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 4 columns: Split Phase, Split Phase, Split Phase, Split Phase. Rows include Rights (Include, Exclude, Ignore, Permitted, Permitted, Ignored), Min. Green (0, 0, 0, 0), Y+R (4.0, 4.0, 4.0, 4.0), Lanes (0, 0, 0, 0), Volume Module (0, 0, 0, 0), Growth Adj (1.00, 1.00, 1.00, 1.00), Initial Base (0, 0, 0, 0), Added Vol (0, 0, 185, 0), Diverted Vol (0, 0, 0, 0), Initial Fut (0, 0, 728, 0), User Adj (1.00, 1.00, 1.00, 1.00), PHF Adj (1.00, 1.00, 0.94, 0.94), PHF Volume (0, 0, 778, 0), Reduced Vol (0, 0, 778, 0), PCE Adj (1.00, 1.00, 1.00, 1.00), MLF Adj (1.00, 1.00, 1.03, 1.00), Final Volume (0, 0, 801, 0), Sat/Lane (1800, 1800, 1800, 1800), Adjustment (0.99, 1.00, 0.89, 1.00), Lanes (0, 0, 3200, 0), Final Sat (1.00, 0.00, 0.00, 0.00).

Table with 4 columns: Split Phase, Split Phase, Split Phase, Split Phase. Rows include Capacity Analysis Module (Vol/Sat: 0.00, 0.00, 0.00, 0.25), Crit Moves (0.00, 0.00, 0.00, 0.47), Green/Cycle (0.00, 0.00, 0.00, 0.54), Volume/Cap (0.00, 0.00, 0.00, 0.56), Delay/Veh (0.0, 0.0, 0.0, 14.3), User DelAdj (1.00, 1.00, 1.00, 1.00), AdjDel/Veh (0.0, 0.0, 12.8, 0.0), LOS By Move (A, A, A, B), HCM2KAVGQ (0, 0, 0, 0).

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #6 Lonwood/SR-15 NB Ramps/High Point Pkwy
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.537
 Loss Time (sec): 8 Average Delay (sec/veh): 16.0
 Optimal Cycle: 32 Level of Service: B

Street Name: Lonwood
 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 Split Phase Protected Protected
 Rights: Include OVI Ignore Include
 Lanes: 1 1 0 0 2 1 0 0 2 2 0 3 0 0 0 2 1 0

Volume Module:
 Base Vol.: 70 66 172 34 0 168 111 356 0 0 471 41
 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 Base: 70 66 172 34 0 168 111 356 0 0 471 41
 Added Vol.: 339 13 51 4 0 25 14 251 0 0 314 5
 Diverted Vol.: 0 0 80 0 0 180 0 0 0 0 213 0
 Initial Fut.: 409 79 283 38 0 193 125 787 0 0 998 46
 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.: 0.89 0.89 0.89 0.87 0.87 0.95 0.95 0.00 0.93 0.93 0.93
 PHF Volume: 459 89 318 44 0 222 131 827 0 0 1072 49
 Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduct Vol.: 459 89 318 44 0 222 131 827 0 0 1072 49
 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.: 1.05 1.05 1.13 1.00 1.00 1.13 1.03 1.10 0.00 1.00 1.10 1.10
 Final Volume: 482 93 355 44 0 251 135 909 0 0 1179 54

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.89 1.00 1.00 0.94 1.00 1.00
 Lanes: 1.69 0.31 2.00 1.00 0.00 2.00 2.00 3.00 0.00 0.00 2.87 0.13
 Final Sat.: 2875 555 3600 1700 0 3600 3200 5400 0 0 5162 238

Capacity Analysis Module:
 Vol/Sat: 0.17 0.17 0.10 0.03 0.00 0.07 0.04 0.17 0.00 0.00 0.23 0.23
 Crit Moves: ****
 Green/Cycle: 0.31 0.31 0.05 0.00 0.13 0.08 0.50 0.00 0.00 0.43 0.43
 Volume/Cap: 0.54 0.54 0.32 0.50 0.00 0.54 0.54 0.33 0.00 0.00 0.54 0.54
 Delay/Veh: 19.0 19.0 16.5 47.2 0.0 28.6 34.6 9.2 0.0 0.0 13.8 13.8
 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: 19.0 19.0 16.5 47.2 0.0 28.6 34.6 9.2 0.0 0.0 13.8 13.8
 LOS By Move: B B B D A C C A A A A A B B
 HCM2KAVGQ: 5 5 3 2 0 3 2 4 0 0 6 6

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

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #7 Outlet Center Dr/ I-15 SB Ramps
 Average Delay (sec/veh): 8.2 Worst Case Level of Service: B [14.8]

Street Name: Outlet Center Dr
 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 Split Phase Protected Protected
 Rights: Include OVI Ignore Include
 Lanes: 0 0 0 0 0 1 1 0 0 0 0 0 1 0 0 1 0 0 0 0

Volume Module:
 Base Vol.: 0 0 0 6 12 2 0 2 1 73 2 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 Base: 0 0 0 6 12 2 0 2 1 73 2 0
 Added Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
 Diverted Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut.: 0 0 0 6 12 2 0 2 1 246 2 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 0.61 0.61 0.61 0.38 0.38 0.38 0.90 0.90 0.90
 PHF Volume: 0 0 0 10 20 3 0 5 3 274 2 0
 Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduct Vol.: 0 0 0 10 20 3 0 5 3 274 2 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.: 6.4 6.5 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2
 Final Volume: 3.5 4.0 3.3 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2

Capacity Module:
 Conflict Vol.: 557 559 2 8 8 8 8 8 8 8 8 8
 Potent Cap.: 495 441 1088 1695 1695 1695 1695 1695 1695 1695 1695 1695
 Move Cap.: 419 353 1088 1695 1695 1695 1695 1695 1695 1695 1695 1695
 Volume/Cap.: 0.02 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Level of Service Module:
 Control Del:XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Queue:XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Shared CapDel:XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Shared LOS: B B B B B B B B B B B B
 ApproachDel: 14.8
 ApproachLOS: B
 HCM2KAVGQ: 5 5 3 2 0 3 2 4 0 0 6 6

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

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #10 Lenwood/Project Access
 Average Delay (sec/veh): 272.3 Worst Case Level of Service: F(679.1)
 Street Name: Lenwood
 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	Uncontrolled	Stop Sign	Uncontrolled	Stop Sign	Uncontrolled	Stop Sign	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	1	0	0	0	0	1

Volume Module:

Base Vol:	0	75	0	136	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	0	75	0	136	0	0	0	0	0
Added Vol:	0	4	191	213	4	0	0	169	0
Diverted Vol:	0	0	0	248	0	0	0	0	218
Initial Fut:	0	79	191	461	140	0	0	169	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	86	208	501	152	0	0	184	438
Reduct Vol:	0	0	0	0	0	0	0	0	0
FinalVolume:	0	86	208	501	152	0	0	184	438

Critical Gap Module:

Critical Gap: XXXXX XXXX XXXXX	4.1	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	6.4	6.5	6.2
FollowUpTime: XXXXX XXXX XXXXX	2.2	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	3.5	4.0	3.3

Capacity Module:

Conflict Vol: XXXX XXXX XXXXX	293	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	1344	1344	190
Potent Cap.: XXXX XXXX XXXXX	1280	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	169	153	857
Move Cap.: XXXX XXXX XXXXX	1280	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	96	70	857
Volume/Cap: XXXX XXXX XXXX	0.39	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	1.90	0.00	0.51

Level of Service Module:

2Way5thQ: XXXX XXXX XXXXX	1.9	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	XXXXX
Control Del: XXXXX XXXX XXXXX	9.6	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	XXXXX
LOS by Move: LT - LTR - RT	A	*	*	*	*	*	*	A	*	*
Shared Cap: XXXX XXXX XXXXX	1.9	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	XXXXX
Shared Queue: XXXX XXXX XXXXX	1.9	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	XXXXX
Shrd ConDel: XXXXX XXXX XXXXX	9.6	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX	XXXXX
Shared LOS: XXXXX XXXX XXXXX	A	*	*	*	*	*	*	A	*	*
ApproachDel: XXXXX XXXXX	XXXXXX	*	*	*	*	*	*	679.1	F	F
ApproachLOS: XXXXX XXXXX	XXXXXX	*	*	*	*	*	*	XXXXXX	*	*

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

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #11 Mercantile Way/Factory Outlet Ave
 Average Delay (sec/veh): 7.3 Worst Case Level of Service: A[8.9]
 Street Name: Factory Outlet
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	1	0	36	25	4	0	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	0	0	0	1	0	36	25	4	0	12
Added Vol:	0	0	0	0	0	69	42	0	0	0
Diverted Vol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	105	67	4	0	12
User Adj:	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	0.78	0.78	0.78	0.57	0.57	0.57	0.50
PHF Volume:	0	0	0	1	0	135	117	7	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	135	117	7	0	24

Critical Gap Module:

Critical Gap: XXXXX XXXX XXXXX	6.4	6.5	6.2	4.1	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX
FollowUpTime: XXXXX XXXX XXXXX	3.5	4.0	3.3	2.2	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX

Capacity Module:

Conflict Vol: XXXX XXXX XXXXX	261	264	24	24	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX
Potent Cap.: XXXX XXXX XXXXX	733	645	1058	1604	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX
Move Cap.: XXXX XXXX XXXXX	692	598	1058	1604	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX
Volume/Cap: XXXX XXXX XXXXX	0.00	0.00	0.13	0.07	XXXX	XXXXX	XXXX	XXXXX	XXXX	XXXXX

Level of Service Module:

2Way5thQ: XXXX XXXX XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXXX
Control Del: XXXXX XXXX XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXXX
LOS by Move: LT - LTR - RT	A	*	*	A	*	*	A	*	*	*
Shared Cap: XXXX XXXX XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXXX
Shared Queue: XXXX XXXX XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXXX
Shrd ConDel: XXXXX XXXX XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXXX
Shared LOS: XXXXX XXXX XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXXX
ApproachDel: XXXXX XXXXX	XXXXXX	*	*	8.9	XXXXXX	*	*	XXXXXX	*	*
ApproachLOS: XXXXX XXXXX	XXXXXX	*	*	A	XXXXXX	*	*	XXXXXX	*	*

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

Scenario Report
 Opening Year + Alt A MD Sat
 Command: OY+Alt A MD Sat
 Volume: CY MD SatALTA
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: Opening Year MD Sat+Alt A
 Trip Distribution: Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #1 Lonwood/SR-58
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.590
 Loss Time (sec): 6 Average Delay (sec/vol): 13.4
 Optimal Cycle: 31 Level of Service: B
 Street Name: Lonwood SR-58
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R

Rights:	Permitted			Protected			Protected		
	Include	Exclude	Include	Include	Exclude	Include	Exclude	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	0	1	0	1	0	1	

Volume Module:

Base Vol:	23	18	14	22	21	13	8	384	9	18	379	26
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 Bpo:	23	18	14	22	21	13	8	384	9	18	379	26
Added Vol:	102	0	0	0	0	0	0	121	106	23	120	0
PasserbyVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	18	50	22	21	13	8	505	115	47	499	26
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:	0.70	0.70	0.70	0.70	0.70	0.70	0.87	0.87	0.87	0.85	0.85	0.85
PHF Volume:	178	26	71	31	30	18	9	583	133	55	588	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	26	71	31	30	18	9	583	133	55	588	31
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	1.05	1.05	1.00	1.00
FinalVolume:	178	26	71	31	30	18	9	612	139	55	588	31

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.66	0.09	0.25	0.41	0.36	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat:	1123	162	449	691	660	408	1700	1800	1800	1700	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.16	0.05	0.05	0.05	0.01	0.34	0.08	0.03	0.33	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.01	0.58	0.58	0.06	0.62	0.62
Volume/Cap:	0.59	0.59	0.59	0.17	0.17	0.17	0.53	0.59	0.13	0.59	0.53	0.03
Delay/Veh:	24.5	24.5	24.5	17.6	17.6	17.6	111.7	10.2	5.9	52.1	8.2	4.4
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:	24.5	24.5	24.5	17.6	17.6	17.6	111.7	10.2	5.9	52.1	8.2	4.4
LOS by Move:	C	C	C	B	B	B	F	B	F	A	D	A
HCM2RAVQ:	5	5	5	1	1	1	1	8	1	2	7	0

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #2 Lenwood/ Main St
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
 Loss Time (sec): 8 Average Delay (sec/veh): 36.7
 Optimal Cycle: 48 Level of Service: D

Street Name: Lenwood Main St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Include Protected Include
 Rights: 10 10 10 10 10 10 10 10 10 10 10 10
 Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Y+R: 1 0 1 0 1 0 0 1 0 1 0 1 0
 Lanes: 1 0 1 0 1 0 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 28 70 57 47 58 13 9 84 20 33 111 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: 28 70 57 47 58 13 9 84 20 33 111 61
 Added Vol: 228 69 91 9 78 47 41 214 207 98 233 6
 PassByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 256 139 148 56 136 60 50 298 227 131 344 67
 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: 0.84 0.84 0.84 0.78 0.78 0.78 0.90 0.90 0.90 0.95 0.95 0.95
 PHF Volume: 305 166 177 72 174 77 56 331 252 138 363 71
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 305 166 177 72 174 77 56 331 252 138 363 71
 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
 M/F Adj: 1.00 1.05 1.05 1.00 1.00 1.00 1.00 1.05 1.05 1.00 1.05 1.05
 Final Volume: 305 174 185 72 174 77 56 348 265 138 381 74

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 1.00 1.00 1.00 1.00 0.69 0.31 1.00 1.14 0.86 1.00 1.67 0.33
 Final Sat: 1700 1800 1800 1700 1249 551 1700 2043 1557 1700 3013 597

Capacity Analysis Module:
 Vol/Sat: 0.18 0.10 0.10 0.04 0.14 0.14 0.03 0.17 0.17 0.08 0.13 0.13
 Crit Moves: 0.29 0.26 0.26 0.25 0.22 0.22 0.18 0.27 0.27 0.13 0.23 0.23
 Green/Cycle: 0.62 0.37 0.37 0.17 0.62 0.62 0.18 0.62 0.62 0.62 0.56 0.56
 Volume/Cap: 36.5 31.3 31.7 29.9 41.9 41.9 36.1 34.6 34.6 53.4 37.0 37.0
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 User DelAdj: 36.5 31.3 31.7 29.9 41.9 41.9 36.1 34.6 34.6 53.4 37.0 37.0
 AdjDel/Veh: 36.5 31.3 31.7 29.9 41.9 41.9 36.1 34.6 34.6 53.4 37.0 37.0
 LOS by Move: D C C C D D D D C C D D D
 HCM2kAVQC: 9 5 5 2 8 8 2 9 9 5 7 7

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #3 Main St/ SR-58 EB Ramps
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.325
 Loss Time (sec): 6 Average Delay (sec/veh): 4.7
 Optimal Cycle: 20 Level of Service: A

Street Name: SR-58 Main St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Include Protected Include
 Rights: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Y+R: 0 0 0 0 1 1 0 0 1 0 1 0
 Lanes: 0 0 0 0 1 1 0 0 1 0 1 0

Volume Module:
 Base Vol: 0 0 0 0 25 1 2 0 228 102 14 393 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: 0 0 0 0 25 1 2 0 228 102 14 393 0
 Added Vol: 0 0 0 0 36 0 11 0 185 214 56 424 0
 PassByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 61 1 13 0 413 316 49 817 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 0.72 0.72 0.72 0.91 0.91 0.91 0.91 0.91 0.91
 PHF Volume: 0 0 0 0 85 1 18 0 455 348 54 900 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 85 1 18 0 455 348 54 900 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
 M/F Adj: 1.00 1.00 1.00 1.05 1.05 1.00 1.00 1.05 1.05 1.00 1.05 1.00
 Final Volume: 0 0 0 0 89 1 18 0 478 365 54 945 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.97 0.03 1.00 0.00 1.13 0.87 1.00 2.00 0.00
 Final Sat: 0 0 0 0 3348 55 1800 0 2040 1560 1700 3600 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.03 0.03 0.01 0.00 0.23 0.23 0.03 0.26 0.00
 Crit Moves: 0.00 0.00 0.00 0.08 0.08 0.08 0.00 0.72 0.72 0.10 0.82 0.00
 Green/Cycle: 0.00 0.00 0.00 0.33 0.33 0.12 0.00 0.33 0.33 0.33 0.32 0.00
 Volume/Cap: 0.0 0.0 0.0 29.1 29.1 27.2 0.0 3.4 3.4 30.4 1.6 0.0
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 User DelAdj: 0.0 0.0 0.0 29.1 29.1 27.2 0.0 3.4 3.4 30.4 1.6 0.0
 AdjDel/Veh: 0.0 0.0 0.0 29.1 29.1 27.2 0.0 3.4 3.4 30.4 1.6 0.0
 LOS by Move: A A A A C C C A A A C A A
 HCM2kAVQC: 0 0 0 1 1 0 0 3 3 1 2 0

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

Barstow Casinos Project - Saturday
Opening Year + Alt A MD

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #7 Outlet Center Dr/ I-15 SB Ramps
Average Delay (sec/veh): 9.4 Worst Case Level of Service: [32.8]
Critical Vol./Cap.(X): 0.838
Loss Time (sec): 8
Optimal Cycle: 63 Level Of Service: C
Street Name: North Bound I-15 South Bound East Bound West Bound
Approach: L - T - R L - T - R L - T - R L - T - R

Control:	Stop Sign	Include	Uncontrolled	Include	Uncontrolled
Lanes:	0 0 0 0	0 1 0 0	0 0 1 0	0 1 0 0	0 1 0 0
Volume Module:	0 0 0 0	12 8 0	0 0 9 2	112 12 0	0 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
Initial Bsc:	0 0 0 0	0 0 0 0	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	0 0 0 0	0 0 0 0
Initial Fut:	0 0 0 0	12 8 0	0 0 9 2	383 12 0	0 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
PHF Adj:	1.00 1.00	0.53 0.53	0.63 0.63	0.79 0.79	0.79 0.79
PHF Volume:	0 0 0 0	23 15 0	0 0 14 3	484 15 0	0 0 0 0
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
FinalVolume:	0 0 0 0	23 15 0	0 0 14 3	484 15 0	0 0 0 0

Critical Gap Module:
Critical Gap: 6.4 6.5 XXXXX XXXX XXXX XXXX 4.1 XXXX XXXXX
FollowUpTime: 3.5 4.0 XXXXX XXXX XXXX XXXX 2.2 XXXX XXXXX
Capacity Module:
Challit Vel: 998 1000 XXXXX XXXX XXXX XXXX XXXX 18 XXXX XXXXX
Portent Cap.: 272 245 XXXXX XXXX XXXX XXXX XXXX 1613 XXXX XXXXX
Move Cap.: 195 145 XXXXX XXXX XXXX XXXX XXXX 0.30 XXXX XXXXX
Volume/Cap.: 0.12 0.10 XXXX XXXX XXXX XXXX XXXX XXXX
Level of Service Module:
2Way95thQ: XXXX XXXX XXXXX XXXX XXXX XXXX XXXX XXXX 1.3 XXXX XXXXX
Control Del: XXXX XXXX XXXXX XXXX XXXX XXXX XXXX XXXX 8.2 XXXX XXXXX
LOS by Move: * * * * *
Movement: * * * * *
Shared Cap.: XXXX XXXX XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Shared Queue: XXXX XXXX XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Shared ConDel: XXXX XXXX XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Shared LOS: * * * * *
ApproachDel: XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXX
ApproachLOS: * * * * *
Note: Queue reported is the number of cars per lane.

Barstow Casinos Project - Saturday
Opening Year + Alt A MD

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #6 Lenwood/SR-15 NB Ramps/High Point Pkwy
Cycle (sec): 60 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 8 Average Delay (sec/veh): 22.1
Optimal Cycle: 63 Level Of Service: C
Street Name: North Bound I-15 South Bound East Bound West Bound
Approach: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase	Protected	Ignore	Protected	Include
Lanes:	1 1 0 0	2 0 0 0	2 0 3 0	0 0 2 1	0 0 2 1
Volume Module:	73 83	538 27	0 269	110 477	0 0 784 75
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Initial Bsc:	73 83	538 27	0 269	110 477	0 0 784 75
Added Vol:	305 17	62 5	0 28	19 297	0 0 396 6
Diverted Ft:	0 0	0 0	0 0	0 0	0 0 342 0
Initial Fut:	378 100	672 32	0 297	129 992	0 0 1522 81
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Adj:	0.77 0.77	0.82 0.82	0.82 0.82	0.89 0.89	0.97 0.97
PHF Volume:	492 130	875 39	0 364	146 1121	0 0 1572 84
Reduct Vol:	0 0	0 0	0 0	0 0	0 0 0 0
Reduced Vel:	492 130	875 39	0 364	146 1121	0 0 1572 84
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
M/F Adj:	1.05 1.05	1.13 1.00	1.13 1.03	1.10 1.10	1.00 1.10 1.10 1.10
FinalVolume:	517 137	989 39	0 412	150 1233	0 0 1730 92

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.94 1.00 1.00 0.89 1.00 1.00 0.94 1.00 1.00 1.00
Lanes: 1.60 4.00 2.00 1.00 0.00 2.00 2.00 3.00 0.00 2.85 0.15
Final Sat.: 2720 720 3600 1700 0 3600 3200 5400 0 0 5127 273
Capacity Analysis Module:
Vol/Sat: 0.19 0.19 0.27 0.02 0.00 0.11 0.05 0.23 0.00 0.00 0.34 0.34
Crit Moves: * * * * *
Green/Cycle: 0.33 0.33 0.33 0.08 0.00 0.14 0.06 0.46 0.00 0.00 0.40 0.40
Volume/Cap: 0.58 0.58 0.84 0.29 0.00 0.84 0.84 0.50 0.00 0.00 0.84 0.84
Delay/Veh: 18.9 18.9 25.9 31.2 0.0 40.9 63.2 12.1 0.0 0.0 20.2 20.2
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: 18.9 18.9 25.9 31.2 0.0 40.9 63.2 12.1 0.0 0.0 20.2 20.2
LOS by Move: B B C C A D E B A A C C
HCM2KAVG: 6 6 12 1 0 7 4 6 0 0 13 13
Note: Queue reported is the number of cars per lane.

Barstow Casinos Project - Saturday
Opening Year + Alt A MD

Barstow Casinos Project - Saturday
Opening Year + Alt A MD

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Mercantile Way/Factory Outlet Ave
Average Delay (sec/veh): 7.1 Worst Case Level Of Service: A (8.8)

Intersection #10 Lenwood/Project Access
Average Delay (sec/veh): 144.8 Worst Case Level Of Service: F(3152.8)

Street Name: Factory Outlet
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Street Name: Project Access
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 Step Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 2 0 0 0 0 1 0 0

Control: Stop Sign Step Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0 0

Volume Module:
Base Vol: 0 0 0 0 1 0 37 40 6 0 0 13 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 1.00 1.00
Initial Base: 0 0 0 0 1 0 37 40 6 0 0 13 0
Added Vol: 0 0 0 0 0 0 54 47 0 0 0 0 0 0
PassesByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 1 0 91 87 6 0 0 13 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 1.00 1.00
PHF Adj: 1.00 1.00 1.00 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 0 0 0 0 1 0 106 132 9 0 0 21 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 1 0 106 132 9 0 0 21 0 0

Volume Module:
Base Vol: 0 117 0 0 161 0 0 0 0 0 0 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 1.00
Initial Base: 0 117 0 0 161 0 0 0 0 0 0 0 0 0
Added Vol: 0 231 256 5 0 0 0 0 267 0 289 0 348
Diverted Vol: 0 0 297 0 0 0 0 0 0 0 0 0 348
Initial Fut: 0 123 231 553 166 0 0 0 267 0 637
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 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 134 251 601 180 0 0 0 290 0 692
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 134 251 601 180 0 0 0 290 0 692

Critical Gap Module:
Critical Gap: 6.4 6.5 6.2 4.1
FollowUpTime: 3.5 4.0 3.3 2.2

Critical Gap Module:
Critical Gap: 4.1 6.4 6.5 6.2
FollowUpTime: 3.5 4.0 3.3 2.2

Capacity Module:
Conflict Vol: 289 293 21 21
Potential Cap: 706 621 1063 1608
Move Cap: 662 570 1063 1608
Volume/Cap: 0.00 0.00 0.10 0.08

Capacity Module:
Conflict Vol: 385 385 385 385 1642 1642 259
Potential Cap: 1185 1185 1185 1185 111 301 784
Move Cap: 1185 1185 1185 1185 42 24 784
Volume/Cap: 0.31 0.31 0.31 0.31 6.98 6.98 0.00 0.88

Level Of Service Module:
2Way95thQ: 0.3
Control Del: 7.4
LOS by Move: A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 1056
SharedQueue: 0.3
Shrd ConDel: 8.8
Shared LOS: A
ApproachDel: 8.8
ApproachLOS: A

Level Of Service Module:
2Way95thQ: 3.0
Control Del: 11.1
LOS by Move: B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 3152.8
SharedQueue: 3.0
Shrd ConDel: 3152.8
Shared LOS: B
ApproachDel: 3152.8
ApproachLOS: F

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

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

Scenario: Opening Year + Alt A PM Sat
 Command: OY+Alt A PM Sat
 Volume: OY PM SatAltA
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: Opening Year PM Sat+Alt A
 Trip Distribution: Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #1 Lonwood/SR-58
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.503
 Loss Time (sec): 6 Average Delay (sec/veh): 12.0
 Optimal Cycle: 26 Level Of Service: B
 Street Name: Lenwood SR-58
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Protected			Protected		
	Include	Exclude	Include	Include	Exclude	Include	Exclude	Include	
Min. Green:	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
Lanes:	0	0	1	0	1	0	1	1	0
Volume Module:	13	7	9	16	19	14	15	235	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bsg:	13	7	9	16	19	14	15	235	14
Added Vol:	102	0	36	0	0	0	0	121	106
PassesByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	115	7	43	16	19	14	15	356	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.66	0.66	0.66	0.78	0.78	0.78
PHF Volume:	134	8	53	24	29	21	19	457	154
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	8	53	24	29	21	19	457	154
PCE Adj:	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	1.05	1.00
Final Volume:	134	8	53	24	29	21	19	480	162

Saturation Flow Module:									
Sat/Lens:	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	0.85	1.00
Lanes:	0.70	0.04	0.26	0.34	0.38	0.28	1.00	1.00	1.00
Final Sat.:	1191	73	466	577	685	505	1700	1530	1800

Capacity Analysis Module:									
Vol/Sat:	0.11	0.11	0.11	0.04	0.04	0.04	0.01	0.31	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.03	0.62	0.62
Volume/Cap:	0.50	0.50	0.50	0.19	0.19	0.19	0.42	0.50	0.14
Delay/Veh:	25.0	25.0	25.0	19.9	19.9	19.9	53.8	7.6	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	25.0	25.0	19.9	19.9	19.9	53.8	7.6	4.8
LOS By Move:	C	C	C	B	B	B	D	A	A
HCMXAVGQ:	4	4	4	1	1	1	1	5	1

Note: Queue reported is the number of cars per lane.
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Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #2 Lenwood/ Main St
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
 Loss Time (sec): 8 Average Delay (sec/voh): 34.1
 Optimal Cycle: 48 Level of Service: C
 Street Name: Lenwood Main St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Include	Protected	Include	Protected	Include
Right:	0	0	0	0	0	0
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0
Volume Module:	27	46	54	7	19	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	46	54	7	19	73
Added Vol:	228	69	91	8	78	47
PasserbyVol:	0	0	0	0	0	0
Initial Fut:	255	115	144	63	132	54
User Adj:	0.84	0.84	0.88	0.88	0.87	0.87
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	96	121	55	116	48
Reduced Vol:	0	0	0	0	0	0
Reduced Vol:	214	96	121	55	116	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MUF Adj:	1.00	1.05	1.05	1.00	1.00	1.05
FinalVolume:	214	101	127	55	116	48

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	0.94
Lanes:	1.00	1.00	1.00	0.71	0.29	1.00
Final Sat.:	1700	1800	1800	1700	1277	523

Capacity Analysis Module:

Vol/Sat:	0.13	0.06	0.07	0.03	0.09	0.03
Crit Moves:	0.27	0.23	0.23	0.20	0.22	0.28
Volume/Cap:	0.46	0.24	0.30	0.14	0.46	0.46
Delay/Veh:	33.7	31.7	32.6	31.1	39.9	35.9
User Delay:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	31.7	32.6	31.1	39.9	35.9
LOS By Move:	C	C	C	D	C	C
HCM2RAVQ:	6	3	3	1	5	5

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #3 Main St/ SR-58 EB Ramps
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.419
 Loss Time (sec): 6 Average Delay (sec/voh): 4.5
 Optimal Cycle: 23 Level of Service: A
 Street Name: SR-58 South Bound East Bound West Bound
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Include	Protected	Include	Protected	Include
Right:	0	0	0	0	0	0
Min. Green:	4.0	4.0	4.0	4.0	4.0	4.0
Y+R:	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0
Volume Module:	0	0	0	11	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	11	0	4
Added Vol:	0	0	0	36	0	11
PasserbyVol:	0	0	0	0	0	0
Initial Fut:	0	0	0	47	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.79
PHF Volume:	0	0	0	63	0	20
Reduced Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MUF Adj:	1.00	1.00	1.00	1.05	1.05	1.05
FinalVolume:	0	0	0	66	0	20

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	0.94
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	0	0	3400	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01
Crit Moves:	0.00	0.00	0.00	0.05	0.00	0.05
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.24
Delay/Veh:	0.0	0.0	0.0	35.9	0.0	34.3
User Delay:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.9	0.0	34.3
LOS By Move:	A	A	A	D	A	C
HCM2RAVQ:	0	0	0	1	0	3

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

Barstow Casinos Project - Saturday
Opening Year + Alt A PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #4 Main St/ SR-58 WB Ramps
Cycle (sec): 60 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 6 Average Delay (sec/voh): 14.7
Optimal Cycle: 25 Level Of Service: B

Street Name: SR-58 Main St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Protected Protected Protected Protected
Rights: 0 Include 0 Include 0 Include 0 Include
Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Y+R: 0 1 0 0 1 0 0 0 0 1 0 2 0 0 0 0 2 0 1

Volume Module:
Base Vol: 143 0 6 0 0 0 1 243 0 0 227 25
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 Base: 143 0 6 0 0 1 243 0 0 227 25
Added Vol: 239 0 37 0 0 0 13 209 0 0 220 32
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 382 0 43 0 0 0 14 452 0 0 447 57
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: 0.90 0.90 0.90 1.00 1.00 1.00 0.76 0.76 0.76 0.89 0.89 0.89
PHF Volume: 426 0 48 0 0 0 18 596 0 0 501 64
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 426 0 48 0 0 0 18 596 0 0 501 64
FCE Adj: 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 1.05 1.00 1.00 1.05 1.00
FinalVolume: 426 0 48 0 0 0 18 626 0 0 526 64

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 1.00 2.00 0.00 0.00 2.00 1.00
Final Sat.: 1700 0 1800 0 0 0 1700 3600 0 0 3600 1800

Capacity Analysis Module:
Vol/Sat: 0.25 0.00 0.03 0.00 0.00 0.00 0.01 0.17 0.00 0.00 0.15 0.04
Crit Moves: ****
Green/Cycle: 0.53 0.00 0.00 0.00 0.00 0.03 0.37 0.00 0.00 0.34 0.34
Volume/Cap: 0.47 0.00 0.05 0.00 0.00 0.43 0.47 0.00 0.00 0.43 0.10
Delay/Veh: 10.6 0.0 6.9 0.0 0.0 0.0 56.6 15.7 0.0 0.0 16.2 13.8
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: 10.6 0.0 6.9 0.0 0.0 0.0 56.6 15.7 0.0 0.0 16.2 13.8
LOS by Move: E A A A A A A E B A A A B B
HCM2Ravq: 6 0 0 0 0 0 0 5 0 0 4 1

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

Traffic 8-0.0715 (c) 2008 Dowling Assoc. Licensed to LLG, SAN DIEGO, CA

Barstow Casinos Project - Saturday
Opening Year + Alt A PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #5 Lonwood/ I-15 SB Ramps
Cycle (sec): 60 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 6 Average Delay (sec/voh): 14.2
Optimal Cycle: 32 Level Of Service: B

Street Name: I-15 Lonwood
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: 0 Include 0 Include 0 Ignore 0 Ignore
Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Y+R: 0 0 0 0 2 0 0 1 0 0 2 0 1 0 0 2 0 1

Volume Module:
Base Vol: 0 0 0 280 0 143 0 165 0 0 160 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 Base: 0 0 0 280 0 143 0 165 0 0 160 0
Added Vol: 0 0 0 222 0 223 0 297 0 0 410 0
PasserByVol: 0 0 0 218 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 720 0 366 0 462 0 0 570 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 0.85 0.85 0.85 0.90 0.90 0.00 0.89 0.89 0.00
PHF Volume: 0 0 0 847 0 431 0 516 0 0 641 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 847 0 431 0 516 0 0 641 0
FCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.03 1.00 1.00 1.00 1.05 0.00 1.00 1.05 0.00
FinalVolume: 0 0 0 872 0 431 0 541 0 0 673 0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.94 1.00 1.00 0.89 1.00 1.00 0.84 0.75 1.00 0.84 0.75 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 2.00 1.00
Final Sat.: 0 0 0 2880 0 1800 0 2700 1800 0 2700 1800

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.30 0.00 0.24 0.00 0.20 0.00 0.00 0.25 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.47 0.00 0.47 0.00 0.43 0.00 0.00 0.43 0.00
Volume/Cap: 0.00 0.00 0.00 0.65 0.00 0.51 0.00 0.46 0.00 0.00 0.58 0.00
Delay/Veh: 0.0 0.0 0.0 14.7 0.0 13.4 0.0 13.4 0.0 0.0 14.9 0.0
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 0.0 0.0 14.7 0.0 13.4 0.0 13.4 0.0 0.0 14.9 0.0
LOS by Move: A A A B A B A A A A A B A
HCM2Ravq: 0 0 0 8 0 6 0 4 0 0 4 0 6

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

Traffic 8-0.0715 (c) 2008 Dowling Assoc. Licensed to LLG, SAN DIEGO, CA

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #6 Lonwood/SR-15 NB Ramps/High Point Pkwy
Cycle (sec): 60 Critical Vel./Cap.(X): 0.620
Optimal Cycle: 37 Average Delay (sec/vch): 15.8
Level Of Service: B

Street Name: North Bound South Bound East Bound West Bound
Approach: L-T-R L-T-R L-T-R L-T-R
Movement: L-T-R L-T-R L-T-R L-T-R
Control: Split Phase Protected Protected Protected
Rights: Include Ovl Ignore Include

Volume Module:
Base Vol: 58 44 233 18 0 116 66 302 0 0 585 48
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: 58 44 233 18 0 116 66 302 0 0 585 48
Added Vol: 305 17 62 5 0 28 19 297 0 0 396 6
Diverted Lt: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 363 61 367 23 0 144 85 817 0 0 1323 54
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: 0.84 0.84 0.84 0.80 0.80 0.80 0.91 0.91 0.00 0.91 0.91 0.91
PHF Volume: 432 73 436 29 0 180 94 900 0 0 1452 59
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 432 73 436 29 0 180 94 900 0 0 1452 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
MIF Adj: 1.05 1.05 1.13 1.00 1.00 1.13 1.03 1.10 0.00 1.00 1.10 1.10
Final Volume: 453 76 493 29 0 203 96 990 0 0 1597 65

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.94 1.00 1.00 0.94 1.00 0.75 0.89 1.00 1.00 0.94 1.00 1.00
Lanes: 1.73 0.27 2.00 1.00 0.00 2.00 2.00 3.00 0.00 0.00 2.88 0.12
Final Sat.: 2934 493 3608 1700 0 2700 3200 5400 0 0 5188 212

Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.14 0.02 0.00 0.08 0.03 0.18 0.00 0.00 0.31 0.31
Crit Movs: ****
Green/Cycle: 0.25 0.25 0.25 0.07 0.00 0.12 0.05 0.54 0.00 0.00 0.50 0.50
Volume/Cap: 0.62 0.62 0.55 0.23 0.00 0.62 0.62 0.34 0.00 0.00 0.62 0.62
Delay/Veh: 23.4 23.4 22.0 30.6 0.0 33.6 45.2 7.9 0.0 0.0 12.1 12.1
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: 23.4 23.4 22.0 30.6 0.0 33.6 45.2 7.9 0.0 0.0 12.1 12.1
LOS by Move: C C A C D A A A B B
HCM2kVQC: 6 6 5 1 0 3 2 4 0 0 8 8

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #7 Outlet Center Dr/ I-15 SB Ramps
Average Delay (sec/vch): 7.8 Worst Case Level Of Service: C [17.2]

Street Name: North Bound South Bound East Bound West Bound
Approach: L-T-R L-T-R L-T-R L-T-R
Movement: L-T-R L-T-R L-T-R L-T-R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include

Volume Module:
Base Vol: 0 0 0 4 2 0 0 0 5 2 64 2 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: 0 0 0 4 2 0 0 0 5 2 64 2 0
Added Vol: 0 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 0
Initial Fut: 0 0 0 4 2 0 0 0 5 2 331 2 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.81 0.95 0.95 0.81 0.95
PHF Volume: 0 0 0 4 2 0 0 0 6 2 348 2 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Volume: 0 0 0 4 2 0 0 0 6 2 348 2 0

Critical Gap Module:
Critical GP: xxxxxx xxxx xxxxxx 6.4 6.5 xxxxxx xxxxxx xxxxxx xxxxxx 4.1 xxxxx xxxxxx
FollowUpTime: xxxxxx xxxx xxxxxx 3.5 4.0 xxxxxx xxxxxx xxxxxx xxxxxx 2.2 xxxxx xxxxxx

Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxxx 707 708 xxxxxx xxxxx xxxxx xxxxxx 8 xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx 405 362 xxxxxx xxxxx xxxxx xxxxxx 1625 xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.01 0.01 xxxxx xxxxx xxxxx xxxxx 0.21 xxxxx xxxxx

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

Barstow Casinos Project - Saturday
Opening Year + Alt A PM

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #8 Outlet Center Dr/ I-15 NB Ramps
 Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B (11.0)
 Street Name: North Bound I-15 Outlet Center Dr
 Approach: L - T - R L - T - R L - T - R L - T - R
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 1 0
 Volume Module:
 Base Vol: 5 8 33 0 0 0 0 7 12 0 0 0 63 6
 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 1.00
 Initial Bsg: 5 8 33 0 0 0 0 7 14 0 0 0 76 6
 Added Vol: 0 0 237 0 0 0 0 0 0 0 0 0 271 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 8 270 0 0 0 0 7 14 0 0 0 347 6
 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: 0.90 0.90 0.90 1.00 1.00 1.00 1.00 0.55 0.55 0.55
 PHF Volume: 6 9 300 0 0 0 0 7 14 0 0 0 632 11
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 6 9 300 0 0 0 0 7 14 0 0 0 632 11
 Critical Gap Module:
 Critical Gap: 6.4 6.5 6.2 xxxxx xxxxx xxxxx 5.1 xxxxx xxxxx xxxxx xxxxx xxxxx
 FollowupLim: 3.5 4.0 3.3 xxxxx xxxxx xxxxx 3.1 xxxxx xxxxx xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 666 672 14 xxxxx xxxxx xxxxx 643 xxxxx xxxxx xxxxx xxxxx xxxxx
 Potent Cap: 427 380 1071 xxxxx xxxxx xxxxx 608 xxxxx xxxxx xxxxx xxxxx xxxxx
 Move Cap: 424 375 1071 xxxxx xxxxx xxxxx 608 xxxxx xxxxx xxxxx xxxxx xxxxx
 Volume/Cap: 0.01 0.02 0.28 xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx
 Level Of Service Module:
 2Way5550: xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx
 Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx 11.0 xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxx 992 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 SharedQueue:xxxxx 1.4 xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd Conbdel:xxxxx 10.3 xxxxx xxxxx xxxxx xxxxx 11.0 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * B * * * * *
 ApproachDel: 10.3 xxxxxxxx * * * * *
 ApproachLOS: B * * * * *
 Note: Queue reported is the number of cars per lane.

Barstow Casinos Project - Saturday
Opening Year + Alt A PM

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #9 Lenwood/ Mercantile
 Cycle (sec): 90 Critical Vol./Cap. (X): 0.547
 Loss Time (sec): 8 Average Delay (sec/veh): 40.1
 Optimal Cycle: 82 Level Of Service: D
 Street Name: Lenwood Mercantile
 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: Include Include Include Include
 Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1
 Volume Module:
 Base Vol: 8 83 5 36 53 103 152 41 16 11 13 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 Bsg: 8 83 5 36 53 103 152 41 16 11 13 34
 Added Vol: 0 295 0 47 251 28 32 0 0 0 0 0
 Divorced Id: 0 342 0 0 290 0 0 0 0 0 0 0
 Initial Fut: 8 720 5 83 604 131 184 41 16 11 13 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: 0.90 0.90 0.90 0.76 0.76 0.76 0.78 0.78 0.00 0.80 0.80 0.80
 PHF Volume: 9 802 6 109 791 171 235 52 0 14 16 110
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 9 802 6 109 791 171 235 52 0 14 16 110
 Critical Gap Module:
 Critical Gap: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FollowupLim: 1.00 1.05 1.05 1.00 1.05 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MFL Adj: 1.00 1.05 1.05 1.00 1.05 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 9 842 6 109 830 171 235 52 0 14 16 110
 Capacity Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 AdjStment: 0.94 0.82 1.00 0.94 0.82 1.00 0.94 0.82 1.00 0.94 0.82 1.00
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0
 Final Sat.: 1700 2935 20 1700 2935 1900 1700 1800 1800 1700 1800 1800
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.29 0.29 0.06 0.28 0.10 0.14 0.03 0.00 0.01 0.01 0.01 0.06
 Crit Moves: * * * * *
 Green/Cycle: 0.12 0.33 0.33 0.11 0.32 0.32 0.16 0.35 0.00 0.12 0.31 0.42
 Volume/Cap: 0.04 0.87 0.87 0.58 0.88 0.30 0.87 0.08 0.00 0.07 0.03 0.14
 Delay/Veh: 35.2 38.8 38.8 50.1 40.9 24.4 66.5 20.1 0.0 35.4 21.6 16.4
 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: 35.2 38.8 38.8 50.1 40.9 24.4 66.5 20.1 0.0 35.4 21.6 16.4
 LOS by Move: D D D D D C E C A D C B
 RCMKPRQO: 0 14 17 4 14 4 10 1 0 0 0 0 2
 Note: Queue reported is the number of cars per lane.

Barstow Casinos Project - Saturday
Opening Year + Alt A PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Morcantillo Way/Factory Outlet Avo
Average Delay (sec/voh): 7.6 Worst Case Level Of Service: A (8.8)

Street Name: Factory Outlet Morcantillo
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 Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 0 1 1 0 2 0 0 0 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 0 0 0 36 29 2 0 0 4 2
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 1.00
Initial Bas: 0 0 0 0 0 0 36 29 2 0 0 0 0 4 2
Added Vol: 0 0 0 0 0 0 54 47 0 0 0 0 0 0
PassesByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 90 76 2 0 0 0 4 2
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 1.00
PHF Adj: 1.00 1.00 1.00 0.68 0.68 0.68 0.72 0.72 0.72 0.42 0.42 0.42 0.42
PHE Volume: 0 0 0 0 0 0 132 105 3 0 0 10 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 132 105 3 0 0 10 5

Critical Gap Module:
Critical Gp:xxxx xxxx xxxxx xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTm:xxxx xxxx xxxxx xxxxx xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Chiliet Vol: xxxx xxxx xxxxx xxxxx xxxxx 12 14 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx xxxxx xxxxx 1074 1617 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxx xxxx xxxxx xxxxx xxxxx 1074 1617 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx xxxxx xxxxx 0.12 0.07 xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
2way95thQ: xxxx xxxx xxxxx xxxxx xxxxx 0.4 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxx xxxx xxxxx xxxxx xxxxx 8.8 7.4 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * A A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd Condel:xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * 8.8 xxxxxx * * * * *
ApproachDel: xxxxxx * * * * *
ApproachLOS: A

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

Explanation of Traffic Delay Decrease with the Addition of Project Traffic:

For purposes of this report, a decrease in delay was not shown in the report tables. Where a project induced decrease occurred, the previous scenario's (without project) delay was shown. This reduces any confusion on behalf of the reviewer while still showing there is no significant change in delay due to the project.

Typically when the delay improves when volume is added it is due to the effect of volumes being added to movements that previously had lower delays than the intersection average delay, and therefore by adding more volume to those movements the intersection average delay actually decreases. Another factor may be that the allocation of green time.

APPENDIX J

OPENING YEAR 2013 WITH PROJECT ALTERNATIVE B WEEKDAY & SATURDAY INTERSECTION ANALYSIS WORKSHEETS

Scenario Report
 Opening Year + Alt B MD

Command: OY+Alt B MD
 Volume: OI MDAltB
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: Opening Year MD+Alt B
 Trip Distribution: Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume, Alternative)

Intersection #1 Lenwood/SR-58
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.466
 Loss time (sec): 6 Average Delay (sec/veh): 12.9
 Optimal Cycle: 25 Level Of Service: B
 Street Name: Lenwood SR-58
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Rights:	Permitted		Protected		Protected	
	Include	Exclude	Include	Exclude	Include	Exclude
Min. Green:	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	1

Volume Module:

Base Vol:	12	35	37	9	15	343	25	16	215	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bst:	27	20	12	35	37	9	15	343	25	16
Added Vol:	100	0	0	0	0	0	69	50	29	102
PassesByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	20	48	35	37	9	15	412	75	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.60	0.60	0.60	0.92	0.92	0.92	1.00
PHF Volume:	148	23	56	58	61	15	16	449	82	45
Reduced Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	23	56	58	61	15	16	449	82	45
PCE Adj:	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	1.05	1.05	1.00
Final Volume:	148	23	56	58	61	15	16	472	86	45

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.66	0.10	0.24	0.45	0.44	0.11	1.00	1.00	1.00	1.00
Final Sat.:	1129	178	427	758	802	195	1700	1800	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.13	0.08	0.08	0.08	0.01	0.26	0.05	0.03
Crit Moves:	***	***	***	***	***	***	***	***	***	***
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.03	0.56	0.56	0.06
Volume/Cap:	0.47	0.47	0.47	0.27	0.27	0.27	0.30	0.47	0.08	0.47
Delay/Veh:	21.0	21.0	21.0	18.1	18.1	18.1	42.0	9.1	6.1	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	21.0	21.0	18.1	18.1	18.1	42.0	9.1	6.1	42.8
LOS by Move:	C	C	C	B	B	B	D	A	A	D
HCM2kAVGQ:	4	4	4	2	2	2	1	5	1	2

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

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #4 Main St/ SR-58 WB Ramps
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.386
 Loss Time (sec): 6 Average Delay (sec/veh): 11.3
 Optimal Cycle: 22 Level Of Service: B

Street Name: SR-58 Main St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected Protected Protected
 Rights: Include Include Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 YPR: 4.0 4.0 4.0 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 1 0 0 1 0 0 0 0 1 0 2 0 0 0 2 0 1

Volume Module:
 Base Vol: 149 0 15 0 0 0 0 324 0 0 336 44
 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: 149 0 15 0 0 0 0 324 0 0 336 44
 Added Vol: 93 0 17 0 0 0 0 211 0 0 123 52
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fnt: 242 0 32 0 0 0 15 535 0 0 459 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: 0.91 0.91 0.91 1.00 1.00 1.00 0.82 0.82 0.82 0.87 0.87 0.87
 PHF Volume: 266 0 35 0 0 0 18 654 0 0 530 111
 Reduced Vol: 0 0 0 0 0 0 0 0 0 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: 266 0 35 0 0 0 18 687 0 0 557 111

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 1.00 0.00 1.00 0.00 0.00 1.00 2.00 0.00 0.00 1.00 2.00 1.00
 Final Sat: 1700 0 1800 0 0 0 1700 3600 0 0 3600 1800

Capacity Analysis Module:
 Vol/Sat: 0.16 0.00 0.02 0.00 0.00 0.00 0.01 0.19 0.00 0.00 0.15 0.06
 Crit Moves: ****
 Green/Cycle: 0.41 0.00 0.41 0.00 0.00 0.03 0.49 0.00 0.00 0.46 0.46
 Volume/Cap: 0.39 0.00 0.05 0.00 0.00 0.33 0.39 0.00 0.00 0.33 0.13
 Delay/Veh: 14.2 0.0 10.9 0.0 0.0 0.0 44.1 10.1 0.0 0.0 10.8 9.6
 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: 14.2 0.0 10.9 0.0 0.0 0.0 44.1 10.1 0.0 0.0 10.8 9.6
 LOS By Move: B A B A A A A D B A A A B A
 HCM2KAVGQ: 4 0 0 0 0 0 0 4 0 0 3 1

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

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG, SAN DIEGO, CA

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #5 Lenwood/ I-15 SB Ramps
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.482
 Loss Time (sec): 6 Average Delay (sec/veh): 12.7
 Optimal Cycle: 32 Level Of Service: B

Street Name: I-15 Lenwood
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 26 26
 YPR: 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 0 0 2 0 0 0 1 0 2 0 1

Volume Module:
 Base Vol: 0 0 0 354 0 188 0 216 0 204 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
 Initial Bse: 0 0 0 354 0 188 0 216 0 204 0
 Added Vol: 0 0 0 162 0 138 0 231 0 250 0
 Diverted Vol: 0 0 0 116 0 0 0 0 0 0 0
 Initial Fnt: 0 0 0 632 0 326 0 507 0 454 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
 PHF Adj: 1.00 1.00 1.00 0.77 0.77 0.77 0.87 0.87 0.87 0.93 0.93
 PHF Volume: 0 0 0 820 0 423 0 584 0 490 0
 Reduced Vol: 0 0 0 0 0 0 0 0 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
 MLF Adj: 1.00 1.00 1.00 1.03 1.00 1.00 1.00 1.05 0.00 1.00 1.05
 FinalVolume: 0 0 0 844 0 423 0 613 0 514 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.84 1.00 1.00 0.84 1.00 1.00 0.94 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 2.00 1.00
 Final Sat: 0 0 0 3200 0 1800 0 3600 1800 0 3600 1800

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.26 0.00 0.23 0.00 0.17 0.00 0.00 0.14 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.47 0.00 0.47 0.00 0.43 0.00 0.00 0.43 0.00
 Volume/Cap: 0.00 0.00 0.00 0.57 0.00 0.50 0.00 0.39 0.00 0.00 0.33 0.00
 Delay/Veh: 0.0 0.0 0.0 13.1 0.0 13.3 0.0 12.4 0.0 0.0 11.8 0.0
 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 0.0 0.0 13.1 0.0 13.3 0.0 12.4 0.0 0.0 11.8 0.0
 LOS By Move: A A A A B A B A A A B A
 HCM2KAVGQ: 0 0 0 7 0 6 0 4 0 0 3 0

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

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG, SAN DIEGO, CA

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #6 Lenwood/SR-15 NB Ramps/High Point Pkwy
 Cycle (sec): 60 Critical Vol./Cap. (%): 0.496
 Loss Time (sec): 8 Average Delay (sec/voh): 15.7
 Optimal Cycle: 30 Level Of Service: B
 Street Name: North Bound East Bound West Bound
 Approach: L - T - R L - T - R L - T - R

Control:	Split Phase	Split Phase	Protected	Protected	Included
Right:	Include	Ovl	Ignore		
Min. Green:	0 0 0	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	4.0 4.0 4.0
Lanes:	1 1 0 0 2	1 0 0 0 2	2 0 3 0 0	0 0 2 1 0	0 0 2 1 0
Volume Module:	75 71 294	41 0 200	102 378 0	0 641 57	0 641 57
Base Vol:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
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	1.00 1.00 1.00
Initial Base:	75 71 294	41 0 200	102 378 0	0 641 57	0 641 57
Added Vol:	208 9 33	3 0 19	10 228 0	0 156 3	0 156 3
Divorced Vt:	0 0 0	0 0 0	0 116 0	0 106 0	0 106 0
Initial Fut:	283 80 365	44 0 219	112 722 0	0 903 60	0 903 60
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	1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95	0.82 0.82 0.82	0.93 0.93 0.00	0.87 0.87 0.87	0.87 0.87 0.87
PHF Volume:	298 84 385	54 0 268	120 774 0	0 1037 69	0 1037 69
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
CE Adj:	298 84 385	54 0 268	120 774 0	0 1037 69	0 1037 69
PLF Adj:	1.05 1.05 1.13	1.00 1.00 1.13	1.03 1.10 0.00	1.00 1.10 1.10	1.00 1.10 1.10
Final Volume:	313 89 435	54 0 303	124 851 0	0 1140 76	0 1140 76

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	0.94 1.00 1.00	0.94 1.00 1.00	0.89 1.00 1.00	0.94 1.00 1.00
Lanes:	1.58 0.42 2.00	1.00 0.00 2.00	2.00 3.00 0.00	0.00 2.81 0.19
Final Sat.:	2683 759 3600	1700 0 3600	3200 5400 0	0 5064 336

Capacity Analysis Module:

Vol/Sat:	0.12 0.12 0.12	0.03 0.00 0.08	0.04 0.16 0.00	0.00 0.23 0.23
Crit Movs:	0.24 0.24 0.24	0.09 0.00 0.17	0.08 0.53 0.00	0.00 0.45 0.45
Green/Cycle:	0.48 0.48 0.50	0.35 0.00 0.50	0.50 0.30 0.00	0.00 0.50 0.50
Volume/Cap:	21.4 21.4 21.5	31.6 0.00 25.5	33.4 8.1 0.0	0.0 12.3 12.3
Delay/Veh:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
User Delay:	21.4 21.4 21.5	31.6 0.0 25.5	33.4 8.1 0.0	0.0 12.3 12.3
AdjDel/Veh:	4 4 4	1 0 3	2 3 0	0 6 6
LOS By Move:	C C C	C A C	A A A	A B B
HCM2RWSQ:	4 4 4	1 0 3	2 3 0	0 6 6

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

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #7 Outlet Center Dr/ I-15 SB Ramps
 Average Delay (sec/veh): 7.4 Worst Case Level Of Service: B [13.3]
 Street Name: North Bound South Bound East Bound West Bound
 Approach: L - T - R L - T - R L - T - R L - T - R
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Include
Right:	Include	Include			
Lanes:	0 0 0 0	0 1 0 0	0 0 0 0	0 0 1 0	0 1 0 0
Volume Module:	0 0 0 0	7 5 0 0	0 0 0 0	6 1 34 6	0 0 0 0
Base Vol:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
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	1.00 1.00 1.00
Initial Base:	0 0 0 0	7 5 0 0	0 0 0 0	6 1 34 6	0 0 0 0
Added Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 90 0	0 0 0 0
PasserByVol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Initial Fut:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Door Adj:	1.00 1.00 1.00	0.63 0.63 0.63	0.75 0.75 0.75	0.54 0.54 0.54	0.54 0.54 0.54
PHF Adj:	0 0 0 0	11 8 0 0	0 0 0 0	8 1 228 11	0 0 0 0
PHF Volume:	0 0 0 0	11 8 0 0	0 0 0 0	8 1 228 11	0 0 0 0
Final Volume:	0 0 0 0	11 8 0 0	0 0 0 0	8 1 228 11	0 0 0 0

Critical Gap Module:

Critical Gap:	6.4 6.5 XXXXX	XXXXX XXXXX XXXXX XXXXX	4.1 XXXX XXXXX
FollowUpTime:	3.5 4.0 XXXXX	XXXXX XXXXX XXXXX XXXXX	2.2 XXXX XXXXX

Capacity Module:

Conflict Vol:	476 476 XXXXX	XXXXX XXXXX XXXXX XXXXX	9 XXXX XXXXX
Potential Cap.:	552 491 XXXXX	XXXXX XXXXX XXXXX XXXXX	1624 XXXX XXXXX
Move Cap.:	483 412 XXXXX	XXXXX XXXXX XXXXX XXXXX	1624 XXXX XXXXX
Volume/Cap:	0.02 0.02 XXXX	XXXXX XXXXX XXXXX XXXXX	0.14 XXXX XXXXX

Level Of Service Module:

2Way95thQ:	XXXX XXXX XXXXX	XXXXX XXXXX XXXXX XXXXX	0.5 XXXX XXXXX
Control Del:	XXXX XXXX XXXXX	XXXXX XXXXX XXXXX XXXXX	7.6 XXXX XXXXX
LOS by Move:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	XXXX XXXX XXXXX	451 XXXX XXXXX XXXXX XXXXX	XXXX XXXX XXXXX
Shared Del:	XXXX XXXX XXXXX	0.1 XXXX XXXXX XXXXX XXXXX	0.5 XXXX XXXXX
Shared LOS:	XXXX XXXX XXXXX	13.3 XXXX XXXXX XXXXX XXXXX	7.6 XXXX XXXXX
ApproachDel:	XXXXXX	B	A
ApproachLOS:	XXXXXX	B	A

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

Level of Service Computation Report
2000 HCM Designated Method (Future Volume Alternative)

Intersection #10 Lenwood/Project Access
Average Delay (sec/veh): 12.0 Worst Case Level of Service: D [28.4]

Street Name: Lenwood Project Access
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 98 0 0 101 0 0 0 0 0 0 0 0 0 0 0 0 0 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 1.00 1.00
Initial Bse: 0 98 0 0 101 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 3 124 144 3 0 0 0 0 0 86 0 0 0 105
Diverted Vol: 0 0 0 163 0 0 0 0 0 0 0 0 0 0 114
Initial Fut: 0 101 124 307 104 0 0 0 0 0 86 0 0 0 219
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 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 110 135 334 113 0 0 0 0 0 93 0 0 0 238
Roadct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 110 135 334 113 0 0 0 0 0 93 0 0 0 238

Critical Gap Module:
Critical Gap:XXXXX XXXX XXXX XXXX XXXX XXXX 6.4 6.5 6.2
FollowUpTime:XXXXX XXXX XXXX XXXX XXXX XXXX 3.5 4.0 3.3
Capacity Module:
Conflict Vol: XXXX XXXX XXXX 245 XXXX XXXX XXXX XXXX XXXX 958 958 177
Percent Cap.: XXXX XXXX XXXX 1333 XXXX XXXX XXXX XXXX XXXX 288 259 871
Move Cap.: XXXX XXXX XXXX 1333 XXXX XXXX XXXX XXXX XXXX 220 180 871
Volume/Cap.: XXXX XXXX XXXX 0.25 XXXX XXXX XXXX XXXX XXXX 0.43 0.00 0.27

Level Of Service Module:
2Way95thQ: XXXX XXXX XXXX 1.0 XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Control Del:XXXXX XXXX XXXX 8.6 XXXX XXXX XXXX XXXX XXXX XXXX XXXX
LOS By Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX 474 XXXXX
SharedQueue:XXXXX XXXX XXXX 1.0 XXXX XXXX XXXX XXXX XXXX 5.4 XXXXX
Shrd ConDel:XXXXX XXXX XXXX 8.6 XXXX XXXX XXXX XXXX XXXX 28.4 XXXXX
Shared LOS: * * * * *
ApproachDel: XXXXX
ApproachLOS: XXXXX

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

Level of Service Computation Report
2000 HCM Designated Method (Future Volume Alternative)

Intersection #11 Mercantillo May/Factory Outlet Ave
Average Delay (sec/veh): 7.2 Worst Case Level of Service: A [8.7]

Street Name: Mercantillo Factory Outlet
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 Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 0 1 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 29 28 6 0 0 6 4
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 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 29 28 6 0 0 6 4
Added Vol: 0 0 0 0 0 0 0 0 23 65 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 0 52 93 6 0 0 6 4
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 1.00
PHF Adj: 1.00 1.00 1.00 0.57 0.57 0.57 0.64 0.64 0.64 0.67 0.67 0.67 0.67
PHF Volume: 0 0 0 0 0 0 0 0 90 146 9 0 0 9 6
Roadct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 0 0 90 146 9 0 0 9 6

Critical Gap Module:
Critical Gap:XXXXX XXXX XXXX XXXX XXXX XXXX 6.2 4.1 XXXX XXXX XXXX XXXX XXXX
FollowUpTime:XXXXX XXXX XXXX XXXX XXXX XXXX 3.3 2.2 XXXX XXXX XXXX XXXX XXXX
Capacity Module:
Conflict Vol: XXXX XXXX XXXX XXXX XXXX 12 15 XXXX XXXX XXXX XXXX XXXX
Percent Cap.: XXXX XXXX XXXX XXXX XXXX 1074 1616 XXXX XXXX XXXX XXXX XXXX
Move Cap.: XXXX XXXX XXXX XXXX XXXX 1074 1616 XXXX XXXX XXXX XXXX XXXX
Volume/Cap.: XXXX XXXX XXXX XXXX XXXX 0.09 0.09 XXXX XXXX XXXX XXXX XXXX

Level Of Service Module:
2Way95thQ: XXXX XXXX XXXX XXXX XXXX XXXX 0.3 0.3 XXXX XXXX XXXX XXXX XXXX
Control Del:XXXXX XXXX XXXX XXXX XXXX XXXX 8.7 7.4 XXXX XXXX XXXX XXXX XXXX
LOS By Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
SharedQueue:XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Shrd ConDel:XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Shared LOS: * * * * *
ApproachDel: XXXXX
ApproachLOS: XXXXX

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

Opening Year + Alt B PM Wed May 19, 2010 12:37:31
Barstow Casinos - Weekday
Opening Year + Alt B PM

Scenario Report
Opening Year + Alt B PM

Command: OV+Alt B PM
Volume: OV PARLEB
Geometry: Existing
Impact Fee: Opening Year PM+Alt B
Trip Generation: Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Opening Year + Alt B PM Wed May 19, 2010 12:37:35
Barstow Casinos - Weekday
Opening Year + Alt B PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Lenwood/SR-58
Cycle (sec): 60 Critical Vol./Cap. (X): 0.483
Less Time (sec): 6 Average Delay (sec/veh): 11.7
Optimal Cycle: 25 Level Of Service: B
Street Name: Lenwood SR-58
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Include Protected Include Protected
Rights: 0 0 0 0 0 0 0 0 0 0 0 0
Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Y+R: 0 0 1 0 0 0 0 1 0 0 1 0 0 1 1 0 1 0 1 0 1

Volume Module:
Base Vol: 16 8 9 22 19 29 11 315 30 15 311 27
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 Bsc: 16 8 9 22 19 29 11 315 30 15 311 27
Added Vol: 77 0 25 0 0 0 0 0 115 119 31 85 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 93 8 34 22 19 29 11 430 149 46 396 27
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: 0.64 0.64 0.64 0.78 0.78 0.78 0.89 0.89 0.89 0.86 0.86 0.86
PHF Volume: 146 13 53 28 24 37 12 482 167 53 459 31
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FCE Adj: 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 13 53 28 24 37 12 506 175 53 459 31

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
Lanes: 0.70 0.06 0.24 0.33 0.28 0.41 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1192 103 436 555 480 732 1700 1800 1800 1700 1800 1800

Capacity Analysis Module:
Vol/Sat: 0.12 0.12 0.12 0.05 0.05 0.05 0.01 0.28 0.10 0.03 0.25 0.02
Crit Moves: ****
Green/Cycle: 0.25 0.25 0.25 0.25 0.25 0.25 0.02 0.58 0.58 0.06 0.63 0.63
Volume/Cap: 0.48 0.48 0.48 0.20 0.20 0.20 0.41 0.48 0.17 0.48 0.41 0.03
Delay/Veh: 22.8 22.8 22.8 18.6 18.6 18.6 64.9 8.5 5.9 41.5 6.6 4.3
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: 22.8 22.8 22.8 18.6 18.6 18.6 64.9 8.5 5.9 41.5 6.6 4.3
LOS by Move: C C C B B B E E A A D A A
HCMKavgQ: 4 4 4 1 1 1 1 6 2 2 4 0

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

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Main St/ SR-58 EB Ramps
Cycle (sec): 60
Less Time (sec): 6
Optimal Cycle: 23
Critical Vol./Cap. (X): 0.430
Average Delay (sec/voh): 4.3
Level Of Service: A

Street Name: SR-58
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
YPR: 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 0 0 1 1 0 0 1 0 0 1 0 1 0 2 0 0

Volume Module:
Base Vol: 0 0 0 22 0 4 0 236 105 14 601 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 Base: 0 0 0 22 0 4 0 236 105 14 601 0
Added Vol: 0 0 0 49 0 15 0 176 191 24 554 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fct: 0 0 0 71 0 15 0 412 296 38 1155 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 Volume: 0 0 0 95 0 25 0 490 352 40 1226 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 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 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
FinalVolume: 0 0 0 99 0 25 0 515 370 40 1287 0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
Lanes: 0 0 0 0 2 0 0 0 0 0 0 0
Final Sat.: 0 0 0 0 3400 0 1800 0 2095 1505 1700 3600 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.01 0.00 0.25 0.25 0.02 0.36 0.00
Exit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.07 0.00 0.07 0.00 0.76 0.76 0.07 0.83 0.00
Volume/Cap: 0.00 0.00 0.00 0.43 0.00 0.21 0.00 0.32 0.32 0.32 0.43 0.00
Delay/Veh: 0.0 0.0 0.0 32.6 0.0 30.2 0.0 2.6 2.6 33.2 1.8 0.0
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 0.0 0.0 32.6 0.0 30.2 0.0 2.6 2.6 33.2 1.8 0.0
LOS by Move: A A A C A C A A A C A A
HCM2KAVGQ: 0 0 0 2 0 1 0 3 3 1 3 0

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

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Lenwood/ Main St
Cycle (sec): 100
Less Time (sec): 8
Optimal Cycle: 59
Critical Vol./Cap. (X): 0.772
Average Delay (sec/voh): 41.4
Level Of Service: D

Street Name: Lenwood
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: Include Include Include Include
Min. Green: 10 10 10 10 10 10 10 10 10 10 10 10
YPR: 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 0 1 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 41 56 58 55 54 37 8 68 30 44 170 47
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 Base: 41 56 58 55 54 37 8 68 30 44 170 47
Added Vol: 272 54 81 12 82 63 37 201 182 131 297 7
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fct: 313 110 139 67 136 100 45 269 212 175 467 54
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 Volume: 401 141 178 83 169 124 61 367 289 203 541 63
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 401 141 178 83 169 124 61 367 289 203 541 63
MLF Adj: 1.00 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
FinalVolume: 401 148 187 83 169 124 61 395 304 203 568 66

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
Lanes: 1 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0
Final Sat.: 1700 1800 1800 1700 1037 763 1700 2013 1587 1700 3227 373

Capacity Analysis Module:
Vol/Sat: 0.24 0.08 0.10 0.05 0.16 0.16 0.04 0.19 0.19 0.12 0.18 0.18
Exit Moves: ****
Green/Cycle: 0.31 0.26 0.26 0.25 0.21 0.21 0.15 0.25 0.25 0.15 0.26 0.26
Volume/Cap: 0.77 0.31 0.39 0.19 0.77 0.77 0.25 0.77 0.77 0.77 0.69 0.69
Delay/Veh: 42.1 30.3 31.6 30.3 51.2 51.2 40.2 41.4 41.4 60.0 37.6 37.6
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: 42.1 30.3 31.6 30.3 51.2 51.2 40.2 41.4 41.4 60.0 37.6 37.6
LOS by Move: D C C C D D D D D E D D
HCM2KAVGQ: 14 4 5 2 10 10 2 12 12 8 10 10

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volumes Alternative)
 Intersection #6 Lenwood/SR-15 NB Ramps/High Point Pkwy
 Critical Vol./Cap. (X): 0.510
 Less Time (sec): 8
 Average Delay (sec/veh): 16.2
 Optimal Cycle: 31
 Level of Service: B

Street Name: Lenwood
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected Protected Protected
 Rights: Include Include OVI Ignore Include Include

Volume Module:
 Base Vol: 70 66 172 34 0 168 111 356 0 0 471 41
 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 Base: 70 66 172 34 0 168 111 356 0 0 471 41
 Added Vol: 339 13 40 4 0 25 14 209 0 0 266 5
 Diverted Vol: 0 0 43 0 0 0 0 129 0 0 153 0
 Initial Fut: 409 79 255 38 0 193 125 694 0 0 890 46
 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: 0.89 0.89 0.89 0.87 0.87 0.87 0.87 0.95 0.95 0.00 0.93 0.93
 PHF Volume: 459 85 286 44 0 222 131 729 0 0 956 49
 Reduced Vol: 0 0 0 0 0 0 0 0 0 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
 MUF Adj: 1.05 1.05 1.13 1.00 1.00 1.13 1.03 1.10 0.00 1.00 1.10 1.10
 Final Volume: 482 93 323 44 0 251 135 802 0 0 1052 54

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.89 1.00 1.00 0.94 1.00 1.00
 Lanes: 1.69 0.31 2.00 1.00 0.00 2.00 2.00 3.00 0.00 0.00 2.83 0.15
 Final Sat.: 2875 555 3600 1700 0 3600 3200 5400 0 0 5135 265

Capacity Analysis Module:
 Vel/Sat: 0.17 0.17 0.09 0.03 0.00 0.07 0.04 0.15 0.00 0.00 0.20 0.20
 Crit Moves: ****
 Green/Cycle: 0.33 0.33 0.33 0.05 0.00 0.14 0.08 0.48 0.00 0.00 0.40 0.40
 Volume/Cap: 0.51 0.51 0.27 0.48 0.00 0.51 0.51 0.31 0.00 0.00 0.51 0.51
 Delay/Veh: 17.9 17.9 15.4 44.5 0.0 27.8 33.2 9.7 0.0 0.0 14.4 14.4
 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: 17.9 17.9 15.4 44.5 0.0 27.8 33.2 9.7 0.0 0.0 14.4 14.4
 LOS by Move: B B B D A C C A A A A B B
 HCM2EAvgQ: 5 5 2 2 0 3 2 3 0 0 5 6

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

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #7 Outlet Center Dr/ I-15 SB Ramps
 Average Delay (sec/veh): 8.0
 Worst Case Level of Service: [B] [13.1]

Street Name: I-15
 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 Uncontrolled Uncontrolled
 Rights: Include Include Uncontrolled Uncontrolled

Volume Module:
 Base Vol: 0 0 0 6 12 2 0 2 1 73 2 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 Base: 0 0 0 6 12 2 0 2 1 73 2 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: 0 0 0 6 12 2 0 2 1 199 2 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 0.81 0.81 0.61 0.38 0.38 0.38 0.90 0.90 0.90
 PHF Volume: 0 0 0 10 20 5 0 5 3 222 2 0
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Volume: 0 0 0 10 20 3 0 5 3 222 2 0

Critical Gap Module:
 Critical Gap: 6.4 6.5 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2
 FollowUpTime: 3.5 4.0 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3

Capacity Module:
 Conflict Vol: 453 454 2 2 2 2 2 2 2 2 2 2
 Potential: 569 505 1088 569 505 1088 569 505 1088 569 505 1088
 Move Cap.: 501 426 1088 501 426 1088 501 426 1088 501 426 1088
 Volume/Cap: 0.02 0.05 0.00 0.02 0.05 0.00 0.02 0.05 0.00 0.02 0.05 0.00

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

Scenario: Opening Year + Alt B MD Sat

Command: OY+Alt B MD Sat
 Volume: OY MD SatAltB
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: Opening Year MD Sat+Alt B
 Trip Distribution: Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Scenario Report

Impact Analysis Report
 Level Of Service

Intersection	Base Del./ LOS Veh C	V/ C	Future Del./ LOS Veh C	Change in
# 1 Lenwood/SR-58	A 7.9	0.352	B 13.2	0.574 + 5.295 D/V
# 2 Lenwood/ Main St	C 28.9	0.150	D 36.4	0.506 + 7.461 D/V
# 3 Main St/ SR-58 EB Ramps	A 3.2	0.153	A 4.5	0.321 + 1.356 D/V
# 4 Main St/ SR-58 WB Ramps	B 10.0	0.202	B 14.6	0.471 + 4.562 D/V
# 5 Lenwood/ I-15 SB Ramps	B 10.6	0.256	B 13.2	0.547 + 2.619 D/V
# 6 Lenwood/SR-15 NB Ramps/High Po	B 18.6	0.582	C 20.8	0.781 + 2.190 D/V
# 7 Outlet Center Dr/ I-15 SB Ramp	B 11.5	0.088	C 22.3	0.242 +10.891 D/V
# 8 Outlet Center Dr/ I-15 NB Ramp	A 9.3	0.052	B 10.3	0.246 + 0.944 D/V
# 9 Lenwood/ Mercantile	C 29.7	0.293	C 31.8	0.452 + 2.064 D/V
# 10 Lenwood/Project Access	A 7.2	0.000	F 683.6	1.516 +676.420 D/V
# 11 Mercantile Way/Factory Outlet	A 8.6	0.040	A 8.8	0.099 + 0.231 D/V

Barstow Casinos Project - Saturday
Opening Year + Alt B MD

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Lenwood/SR-58
Cycle (sec): 60 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 6 Average Delay (sec/veh): 13.2
Optimal Cycle: 30 Level Of Service: B

Street Name: Lenwood SR-58
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Include	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	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	4.0 4.0 4.0 4.0
Lanes:	0 0 1 0	0 0 1 0	1 0 0 1	1 0 0 1

Volume Module:

Base Vol:	23 18 14 22	21 13 8 384	9 18 379 26
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 Bas:	23 18 14 22	21 13 8 384	9 18 379 26
Added Vol:	95 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 Fnt:	118 18 50 22	21 13 8 492	108 47 484 26
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:	0.70 0.70 0.70 0.70	0.70 0.70 0.87 0.87	0.87 0.85 0.95 0.85
PHF Volume:	168 26 71 31	30 18 9 568	125 55 571 31
Reduced Vol:	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	168 26 71 31	30 18 9 568	125 55 571 31
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
MUF Adj:	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:	168 26 71 31	30 18 9 597	131 55 571 31

Saturation Flow Module:

Sat/Lane:	1800 1800 1800 1800	1800 1800 1800 1800	1800 1800 1800 1800
Adjustment:	0.94 1.00 1.00 0.94	1.00 1.00 0.94 1.00	1.00 1.00 1.00 1.00
Lanes:	0.65 0.09 0.26 0.41	0.36 0.23 1.00 1.00	1.00 1.00 1.00 1.00
Final Sat.:	1101 168 466 691	660 408 1700 1800	1700 1800 1800 1800

Capacity Analysis Module:

Vol/Sat:	0.15 0.15 0.15 0.05	0.05 0.05 0.01 0.33	0.07 0.03 0.32 0.02
Crit Moves:	****	****	****
Green/Cycle:	0.27 0.27 0.27 0.27	0.27 0.27 0.01 0.58	0.58 0.06 0.62 0.62
Volume/Cap:	0.57 0.57 0.57 0.17	0.17 0.17 0.51 0.57	0.13 0.57 0.51 0.03
Delay/Veh:	24.2 24.2 24.2 17.7	17.7 17.7 105.7 9.9	5.8 50.1 7.9 4.4
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:	24.2 24.2 24.2 17.7	17.7 17.7 9.9 5.8	50.1 7.9 4.4 4.4
LOS by Move:	C C C B B B	B B F A A D A A	A A D A A D A A
HCM2EAVGQ:	5 5 5 1	1 1 1 1	1 1 1 2 6 0

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

Barstow Casinos Project - Saturday
Opening Year + Alt B MD

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Lenwood/Main St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 8 Average Delay (sec/veh): 36.4
Optimal Cycle: 48 Level Of Service: D

Street Name: Lenwood
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Include	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	10 10 10 10	10 10 10 10	10 10 10 10	10 10 10 10
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	4.0 4.0 4.0 4.0
Lanes:	1 0 1 0	1 0 0 1	1 0 1 0	1 0 1 0

Volume Module:

Base Vol:	28 70 57 47	58 13 9 84	20 33 111 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 Bas:	28 70 57 47	58 13 9 84	20 33 111 61
Added Vol:	220 61 91 9	71 47 41 214	200 98 233 6
PasserbyVol:	0 0 0 0	0 0 0 0	0 0 0 0
Initial Fnt:	248 131 148 56	129 60 50 298	220 131 344 67
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:	0.84 0.84 0.84 0.78	0.78 0.78 0.90 0.90	0.95 0.95 0.95 0.95
PHF Volume:	296 156 177 72	165 77 56 331	244 138 363 71
Reduced Vol:	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	296 156 177 72	165 77 56 331	244 138 363 71
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
MUF Adj:	1.00 1.05 1.05 1.00	1.00 1.00 1.00 1.00	1.00 1.05 1.05 1.05
FinalVolume:	296 164 185 72	165 77 56 348	257 138 381 74

Saturation Flow Module:

Sat/Lane:	1800 1800 1800 1800	1800 1800 1800 1800	1800 1800 1800 1800
Adjustment:	0.94 1.00 1.00 0.94	1.00 1.00 0.94 1.00	1.00 1.00 1.00 1.00
Lanes:	1.00 1.00 1.00 1.00	1.00 1.00 0.32 1.00	1.00 1.15 0.85 1.00
Final Sat.:	1700 1800 1800 1700	1229 571 1700 2071	1529 1700 3013 587

Capacity Analysis Module:

Vol/Sat:	0.17 0.09 0.10 0.04	0.13 0.13 0.03 0.17	0.17 0.08 0.13 0.13
Crit Moves:	****	****	****
Green/Cycle:	0.29 0.26 0.26 0.25	0.22 0.22 0.18 0.28	0.28 0.13 0.23 0.23
Volume/Cap:	0.61 0.35 0.40 0.17	0.61 0.61 0.61 0.61	0.61 0.61 0.55 0.55
Delay/Veh:	36.2 31.3 32.0 30.2	41.7 41.7 35.9 34.1	34.1 52.2 36.6 36.6
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:	36.2 31.3 32.0 30.2	41.7 41.7 35.9 34.1	34.1 52.2 36.6 36.6
LOS by Move:	D C C C C D	D D D D C C	D D D D D D
HCM2EAVGQ:	9 4 5 2	7 7 2 9	5 7 7 7

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #3 Main St/ SR-58 EB Ramps
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.321
 Loss Time (sec): 6 Average Delay (sec/veh): 4.5
 Optimal Cycle: 20 Level Of Service: A

Street Name: North Bound South Bound East Bound West Bound Main St
 Approach: L - T - R L - T - R L - T - R L - T - R
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected Protected
 Rights: Include Include Include Include Include
 Min. Green: 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 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 0 0 1 1 0 0 1 0 0 1 0 1 0 2 0 0 1 0 2 0 0

Volume Module:
 Base Vol: 0 0 0 25 1 2 0 228 102 14 393 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: 0 0 0 25 1 2 0 228 102 14 393 0
 Added Vol: 0 0 0 36 0 0 0 185 214 29 424 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 61 1 13 0 413 316 43 817 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 0.72 0.72 0.72 0.91 0.91 0.91 0.91 0.91 0.91
 PHF Volume: 0 0 0 85 1 18 0 455 348 47 900 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 85 1 18 0 455 348 47 900 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 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
 FinalVolume: 0 0 0 89 1 18 0 478 365 47 945 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adj: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.97 0.03 1.00 0.00 1.13 0.87 1.00 2.00 0.00
 Final Sat.: 0 0 0 3348 55 1800 0 2040 1560 1700 3600 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.03 0.03 0.01 0.00 0.23 0.23 0.03 0.26 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.32 0.32 0.12 0.00 0.73 0.73 0.09 0.82 0.00
 Volume/Cap: 0.00 0.00 0.00 0.32 0.32 0.12 0.00 0.32 0.32 0.32 0.32 0.00
 Delay/Veh: 0.0 0.0 0.0 28.9 28.9 27.1 0.0 3.2 3.2 31.4 1.7 0.0
 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 0.0 0.0 28.9 28.9 27.1 0.0 3.2 3.2 31.4 1.7 0.0
 LOS by Move: A A A C C C A A A C A A C A A
 HCM2WAYQ: 0 0 0 1 1 0 0 3 3 1 2 0

Note: Queue reported is the number of cars per lane.
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Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #4 Main St/ SR-58 WB Ramps
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.471
 Loss Time (sec): 6 Average Delay (sec/veh): 14.6
 Optimal Cycle: 25 Level Of Service: B

Street Name: North Bound South Bound East Bound West Bound Main St
 Approach: L - T - R L - T - R L - T - R L - T - R
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected Protected
 Rights: Include Include Include Include Include
 Min. Green: 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 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 1 0 0 1 0 0 0 0 1 0 2 0 0 1 0 2 0 0 1

Volume Module:
 Base Vol: 124 6 19 0 0 0 0 253 0 0 283 37
 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: 124 6 19 0 0 0 0 253 0 0 283 37
 Added Vol: 239 0 30 0 0 0 0 13 203 0 0 214 32
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 363 6 49 0 0 0 13 462 0 0 497 69
 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: 0.86 0.86 0.86 1.00 1.00 1.00 0.94 0.94 0.94 0.89 0.89 0.89
 PHF Volume: 424 7 57 0 0 0 14 490 0 0 557 77
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 424 7 57 0 0 0 14 490 0 0 557 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 1.05 1.05 1.00 1.05 1.00
 FinalVolume: 424 7 57 0 0 0 14 514 0 0 585 77

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adj: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 0.98 0.02 1.00 0.00 0.00 0.00 1.00 2.00 0.00 0.00 2.00 1.00
 Final Sat.: 1674 28 1800 0 0 0 1700 3600 0 0 3600 1800

Capacity Analysis Module:
 Vol/Sat: 0.25 0.25 0.03 0.00 0.00 0.00 0.01 0.14 0.00 0.00 0.16 0.04
 Crit Moves: ****
 Green/Cycle: 0.54 0.54 0.00 0.00 0.00 0.02 0.36 0.00 0.00 0.35 0.35
 Volume/Cap: 0.47 0.47 0.06 0.00 0.00 0.00 0.47 0.39 0.00 0.00 0.47 0.12
 Delay/Veh: 10.3 10.3 6.7 0.0 0.0 0.0 75.1 15.1 0.0 0.0 16.6 13.9
 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: 10.3 10.3 6.7 0.0 0.0 0.0 75.1 15.1 0.0 0.0 16.6 13.9
 LOS by Move: B B A A A A A E B A A A B B
 HCM2WAYQ: 6 6 1 0 0 0 0 4 0 0 5 1

Note: Queue reported is the number of cars per lane.
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Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #5 Lenwood/ I-15 SB Ramps
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.547
 Less Time (sec): 6 Average Delay (sec/veh): 13.2
 Optimal Cycle: 32 Level Of Service: B

Street Name: I-15 Lenwood
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Ignore
 Min. Green: 0 0 0 0 0 26 26 0 26 26
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 0 0 2 0 0 1 0 2 0 1 0 2 0 1

Volume Module:
 Base Vol: 0 0 448 0 184 0 208 0 0 215 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bsq: 0 0 448 0 184 0 208 0 0 215 0
 Added Vol: 0 0 183 0 223 0 284 0 0 395 0
 Diverted Lt: 0 0 156 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 787 0 407 0 482 0 0 610 0
 User Adj: 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 0.97 0.97 0.97 0.81 0.81 0.00 0.77 0.77
 PHF Volume: 0 0 812 0 420 0 605 0 0 790 0
 Reduced Vol: 0 0 0 0 0 0 0 0 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
 M/F Adj: 1.00 1.00 1.03 1.00 1.00 1.00 1.05 0.00 1.00 1.05
 Final Volume: 0 0 837 0 420 0 635 0 0 830 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.89 1.00 1.00 0.94 1.00 1.00 0.94
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00
 Final Sat.: 0 0 3200 0 1800 0 3600 1800 0 3600

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.26 0.00 0.23 0.00 0.18 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.47 0.00 0.47 0.00 0.43 0.00 0.00 0.43
 Volume/Cap: 0.00 0.00 0.56 0.00 0.50 0.00 0.41 0.00 0.00 0.53
 Delay/Veh: 0.0 0.0 13.1 0.0 13.3 0.0 12.5 0.0 0.0 13.8
 User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 13.1 0.0 13.3 0.0 12.5 0.0 0.0 13.8
 LOS By Move: A A A B A B A B A A B A
 HCM2AVGQ: 0 0 7 0 6 0 4 0 0 6

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #6 Lenwood/SR-15 NB Ramps/High Point Freeway
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.781
 Less Time (sec): 8 Average Delay (sec/veh): 20.8
 Optimal Cycle: 53 Level Of Service: C

Street Name: I-15 Lenwood
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
 Rights: Include Owl Ignore Include
 Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Y+R: 1 1 0 0 2 1 0 0 2 2 0 3 0 0 0 2 1 0

Volume Module:
 Base Vol: 73 83 538 27 0 269 110 477 0 0 784 75
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bsq: 73 83 538 27 0 269 110 477 0 0 784 75
 Added Vol: 305 17 49 5 0 28 19 246 0 0 321 6
 Diverted Lt: 0 0 52 0 0 0 0 156 0 0 245 0
 Initial Fut: 378 100 639 32 0 297 129 879 0 0 1350 81
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.77 0.77 0.77 0.82 0.82 0.82 0.89 0.89 0.00 0.97 0.97
 PHF Volume: 492 130 832 39 0 364 148 993 0 0 1395 84
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PCE Adj: 492 130 832 39 0 364 148 993 0 0 1395 84
 M/F Adj: 1.05 1.05 1.13 1.00 1.00 1.13 1.03 1.10 0.00 1.00
 Final Volume: 517 137 940 39 0 412 150 1093 0 0 1534 92

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.89 1.00 1.00 0.94
 Lanes: 1.60 0.40 2.00 1.00 0.00 2.00 2.00 3.00 0.00 0.00
 Final Sat.: 2720 720 3600 1700 0 3600 3200 5400 0 0 5094 306

Capacity Analysis Module:
 Vol/Sat: 0.19 0.19 0.26 0.02 0.00 0.11 0.05 0.20 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.33 0.33 0.33 0.09 0.00 0.15 0.06 0.45 0.00 0.00
 Volume/Cap: 0.57 0.57 0.78 0.27 0.00 0.78 0.78 0.45 0.00 0.00
 Delay/Veh: 18.4 18.4 23.0 30.0 0.0 35.6 54.1 12.2 0.0 0.0
 User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 18.4 18.4 23.0 30.0 0.0 35.6 54.1 12.2 0.0 0.0
 LOS By Move: B B C C A D B B A A B B
 HCM2AVGQ: 6 6 10 1 0 6 3 5 0 0 11 11

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

2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection # Outlet Center Dr/ I-15 NB Ramps
 Average Delay (sec/veh): 4.4 Worst Case Level of Service: B [10.3]

Street Name: I-15 Outlet Center Dr
 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 Uncontrolled Uncontrolled
 Right: Include Include Include Include
 Lane: 0 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 1 0

Volume Module:
 Base Vol: 12 9 46 0 0 0 21 12 0 0 113 9
 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 Base: 12 9 46 0 0 0 21 12 0 0 113 9
 Added Vol: 0 0 172 0 0 0 0 0 0 0 0 197 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 12 9 218 0 0 0 21 12 0 0 310 9
 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: 0.93 0.83 0.83 1.00 1.00 1.00 0.98 0.98 0.58 0.82 0.82 0.82
 PHF Volume: 14 11 262 0 0 0 36 21 0 0 379 11
 Final Volume: 14 11 262 0 0 0 36 21 0 0 379 11

Critical Gap Module:
 Critical Gap: 6.4 6.5 6.2 XXXXX XXXX XXXXX 4.1 XXXX XXXXX XXXX XXXX XXXX
 FollowUpTime: 3.5 4.0 3.3 XXXXX XXXX XXXXX 2.2 XXXX XXXXX XXXX XXXX XXXX

Capacity Module:
 Conflict Vol: 478 483 21 XXXX XXXX XXXXX 390 XXXX XXXXX XXXX XXXX XXXX
 Percent Cap.: 550 486 1063 XXXX XXXX XXXXX 1179 XXXX XXXXX XXXX XXXX XXXX
 Move Cap.: 537 471 1063 XXXX XXXX XXXXX 1179 XXXX XXXXX XXXX XXXX XXXX
 Volume/Cap: 0.03 0.02 0.25 XXXX XXXX XXXX 0.03 XXXX XXXX XXXX XXXX XXXX

Level Of Service Module:
 2Way95thQ: XXXX XXXX XXXXX XXXX XXXX XXXXX 0.1 XXXX XXXXX XXXX XXXX XXXXX
 Control Del:XXXXX XXXX XXXXX XXXXX XXXXX XXXXX 8.1 XXXX XXXXX XXXX XXXX XXXXX
 LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: XXXX 969 XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX
 SharedQueue:XXXXX 1.2 XXXXX XXXXX XXXX XXXXX 0.1 XXXX XXXXX XXXX XXXX XXXXX
 Shrd ConDel:XXXXX 10.3 XXXXX XXXX XXXXX 8.1 XXXX XXXXX XXXX XXXX XXXXX
 Shared LOS: A B A XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX
 ApproachDel: 10.3 XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX
 ApproachLOS: B B XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX

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

2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #7 Outlet Center Dr/ I-15 SB Ramps
 Average Delay (sec/veh): 8.6 Worst Case Level of Service: C [22.3]

Street Name: I-15 Outlet Center Dr
 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 Uncontrolled Uncontrolled
 Right: Include Include Include Include
 Lane: 0 0 0 0 0 1 0 0 0 0 0 1 0 0 1 0 0 0

Volume Module:
 Base Vol: 0 0 12 8 0 0 9 2 112 12 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
 Initial Base: 0 0 12 8 0 0 9 2 112 12 0
 Added Vol: 0 0 0 0 0 0 0 0 197 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 12 8 0 0 9 2 309 12 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
 PHF Adj: 1.00 1.00 1.00 0.53 0.53 0.63 0.63 0.63 0.79 0.79 0.79
 PHF Volume: 0 0 23 15 0 0 14 3 390 15 0
 Final Volume: 0 0 23 15 0 0 14 3 390 15 0

Critical Gap Module:
 Critical Gap: 6.4 6.5 XXXXX XXXX XXXXX 4.1 XXXX XXXXX
 FollowUpTime: 3.5 4.0 XXXXX XXXX XXXXX 2.2 XXXX XXXXX

Capacity Module:
 Conflict Vol: 811 813 XXXXX XXXX XXXX XXXXX 18 XXXX XXXXX
 Percent Cap.: 351 315 XXXXX XXXX XXXX XXXXX 1613 XXXX XXXXX
 Move Cap.: 267 218 XXXXX XXXX XXXX XXXXX 1613 XXXX XXXXX
 Volume/Cap: 0.08 0.07 XXXX XXXX XXXX XXXX 0.24 XXXX XXXX

Level Of Service Module:
 2Way95thQ: XXXX XXXX XXXXX XXXX XXXX XXXXX 1.0 XXXX XXXXX
 Control Del:XXXXX XXXX XXXXX XXXXX XXXXX XXXXX 7.9 XXXX XXXXX
 LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: XXXX XXXX XXXXX 245 XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX
 SharedQueue:XXXXX XXXX XXXX 0.5 XXXX XXXXX XXXX XXXX XXXX 1.0 XXXX XXXXX
 Shrd ConDel:XXXXX XXXX XXXX 22.3 XXXX XXXX XXXX XXXX 7.9 XXXX XXXXX
 Shared LOS: C C XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX
 ApproachDel: XXXXX 22.3 XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX
 ApproachLOS: C C XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX

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

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Lenwood/Mercantile
Cycle (sec): 90 Critical Vol./Cap. (X): 0.452
Loss Time (sec): 8 Average Delay (sec/voh): 31.8
Optimal Cycle: 82 Level of Service: C
Street Name: Lenwood Mercantile
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 Protected
Rights: Include Include Ignore Ovl

Min. Green: 10 26 26 10 28 28 10 28 28
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 12 110 8 66 102 208 193 30 12 4 21 40
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 Bas: 12 110 8 66 102 208 193 30 12 4 21 40
Added Vol: 0 220 0 47 196 28 32 0 0 0 0 0 54
Diverted Vt: 0 245 0 0 208 0 32 0 0 0 0 0 0
Initial Fut: 12 575 8 113 506 236 225 30 12 4 21 94
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: 0.93 0.93 0.93 0.97 0.97 0.97 0.94 0.94 0.00 0.65 0.65 0.65
PHF Volume: 13 619 9 117 524 245 241 32 0 6 32 145
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
RCE Adj: 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 1.05 1.05 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 13 650 9 117 551 245 241 32 0 6 32 145

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
Lanes: 1.00 1.97 0.03 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1700 3551 49 1700 3600 1800 1700 1800 1800 1700 1800 1800

Capacity Analysis Module:
Vol/Sat: 0.01 0.18 0.18 0.07 0.15 0.14 0.14 0.02 0.00 0.00 0.02 0.08
Crit Moves: ****
Green/Cycle: 0.11 0.29 0.29 0.11 0.29 0.29 0.20 0.38 0.00 0.13 0.31 0.42
Volume/Cap: 0.07 0.63 0.63 0.62 0.53 0.47 0.71 0.05 0.00 0.03 0.06 0.19
Delay/Veh: 36.5 30.8 30.8 52.5 28.8 29.4 45.3 17.9 0.0 34.0 21.9 16.9
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: 36.5 30.8 30.8 52.5 28.8 29.4 45.3 17.9 0.0 34.0 21.9 16.9
LOS by Move: D C C D C C D B A C C B
HCMXavgQ: 0 9 5 4 7 6 8 1 0 0 1 3

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

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Lenwood/Project Access
Average Delay (sec/voh): 298.6 Worst Case Level of Service: F(683.6)
Street Name: Lenwood Project Access
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 0 0 0 0 0 0 0 0 1 1 0 0

Volume Module:
Base Vol: 0 117 0 0 161 0 0 161 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00
Initial Bas: 0 117 0 0 161 0 0 161 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 6 167 191 5 0 0 0 0 0 0 0 0 192 0 215
Diverted Vt: 0 0 0 217 0 0 0 0 0 0 0 0 0 0 0 0 253
Initial Fut: 0 123 167 408 166 0 0 0 0 0 0 0 192 0 468
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 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 134 182 443 180 0 0 0 0 0 0 0 209 0 509
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Volume: 0 134 182 443 180 0 0 0 0 0 0 0 209 0 509

Critical Gap Module:
Critical Gap: 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1
FollowUpTime: 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2
Capacity Module:
Conflict Vol: 315 315 315 315 315 315 315 315 315 315 315 315 315 315 315 315 315
Percent Cap: 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256
Move Cap.: 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256 1256
Volume/Cap: 0.35 0.35 0.35 0.35 0.35 0.35 0.35 0.35 0.35 0.35 0.35 0.35 0.35 0.35 0.35 0.35 0.35

Level of Service Module:
2Way95thQ: 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6
Control Del: 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4
LOS by Move: A A A A A A A A A A A A A A A A A A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6
Shared Queue: 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6
Shrd ConDel: 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4
Shared LOS: A A A A A A A A A A A A A A A A A A
ApproachDel: XXXXX
ApproachLOS: XXXXX

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

Opening Year + Alt B MD SatThu May 20, 2010 07:57:00
Barstow Casinos Project - Saturday
Opening Year + Alt B MD

Opening Year + Alt B MD SatThu May 20, 2010 07:58:08
Barstow Casinos Project - Saturday
Opening Year + Alt B PM

Scenario: Opening Year + Alt B PM Sat
Command: OY+Alt B PM Sat
Volume: OY PM SatAltB
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Opening Year PM Sat+Alt B
Trip Distribution: Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Scenario: Opening Year + Alt B PM Sat
Command: OY+Alt B PM Sat
Volume: OY PM SatAltB
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Opening Year PM Sat+Alt B
Trip Distribution: Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Level Of Service Computation Report
Intersection #11 Mercantile Way/Factory Outlet Ave
Average Delay (sec/vch): 7.1 Worst Case Level Of Service: A [9.8]
Street Name: Factory Outlet
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 Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 2 0 0 0 0 0 1 0 0

Level Of Service Computation Report
Intersection #11 Mercantile Way/Factory Outlet Ave
Average Delay (sec/vch): 7.1 Worst Case Level Of Service: A [9.8]
Street Name: Factory Outlet
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 Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 2 0 0 0 0 0 1 0 0

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #1 Lenwood/SR-58
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.435
 Loss Time (sec): 6 Average Delay (sec/veh): 11.3
 Optimal Cycle: 24 Level Of Service: B

Street Name: Lenwood SR-58
 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 Protected Protected Protected Protected
 Rights: Permitted Include Include Include Include Include Include
 Min. Green: 0 0 0 0 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 4.0 4.0 4.0
 Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 1

Volume Module:
 Base Vol: 13 7 9 16 19 14 15 235 14 15 237 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: 13 7 9 16 19 14 15 235 14 15 237 16
 Added Vol: 95 0 36 0 0 0 0 0 108 99 29 105 0
 PassesByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 108 7 45 16 19 14 15 343 113 44 342 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: 0.86 0.86 0.86 0.66 0.66 0.66 0.78 0.78 0.78 0.97 0.97 0.97
 PHF Volume: 126 8 53 24 29 21 19 440 145 45 353 17
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 126 8 53 24 29 21 19 440 145 45 353 17
 PCE Adj: 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
 Final Volume: 126 8 53 24 29 21 19 462 152 45 353 17

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 0.69 0.04 0.27 0.34 0.38 0.28 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat: 1169 76 487 577 685 505 1700 1800 1800 1700 1800 1800

Capacity Analysis Module:
 Vol/Sat: 0.11 0.11 0.11 0.04 0.04 0.04 0.01 0.26 0.08 0.03 0.20 0.01
 Crit Moves: 0.25 0.25 0.25 0.25 0.25 0.25 0.04 0.59 0.59 0.06 0.62 0.62
 Green/Cycle: 0.43 0.43 0.43 0.17 0.17 0.17 0.32 0.43 0.14 0.43 0.32 0.01
 Volume/Cap: 22.2 22.2 22.2 18.6 18.6 18.6 41.5 7.7 5.6 39.8 6.2 4.5
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 User DelAdj: 22.2 22.2 22.2 18.6 18.6 18.6 41.5 7.7 5.6 39.8 6.2 4.5
 AdjDel/Veh: 3.3 3.3 3.3 1.1 1.1 1.1 1.1 5.1 1.1 1.1 3.0 0
 LOS by Move: C C C B B B B A A A A D A A A
 HCMXAVGQ: 3 3 3 1 1 1 1 5 1 1 1 3 0

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

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #2 Lenwood/Main St
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
 Loss Time (sec): 8 Average Delay (sec/veh): 34.1
 Optimal Cycle: 48 Level Of Service: C

Street Name: Lenwood Main St
 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 Protected Protected
 Rights: Protected Include Include Include Include Include
 Min. Green: 10 10 10 10 10 10 10 10 10 10 10 10
 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 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 27 46 53 54 54 7 19 73 18 49 80 55
 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: 27 46 53 54 54 7 19 73 18 49 80 55
 Added Vol: 220 61 91 9 71 47 41 214 200 98 233 6
 PassesByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 247 107 144 53 125 54 60 287 218 147 313 61
 User Adj: 0.84 0.84 0.84 0.88 0.88 0.88 0.87 0.87 0.87 0.94 0.94 0.94
 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: 207 90 121 55 110 48 52 248 189 138 294 57
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 207 90 121 55 110 48 52 248 189 138 294 57
 PCE Adj: 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 1.05 1.05 1.00 1.00 1.00 1.00 1.05 1.05 1.00 1.05 1.05
 Final Volume: 207 94 127 55 110 48 52 261 198 138 308 60

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.14 0.86 1.00 1.67 0.33
 Final Sat: 1700 1800 1800 1700 1257 543 1700 2046 1554 1700 3013 587

Capacity Analysis Module:
 Vol/Sat: 0.12 0.05 0.07 0.03 0.09 0.09 0.03 0.13 0.13 0.08 0.10 0.10
 Crit Moves: 0.27 0.23 0.23 0.23 0.23 0.23 0.23 0.28 0.28 0.18 0.23 0.23
 Green/Cycle: 0.45 0.23 0.31 0.14 0.45 0.45 0.13 0.45 0.45 0.45 0.44 0.44
 Volume/Cap: 33.7 31.8 32.9 31.4 40.0 40.0 31.6 31.1 31.1 41.6 34.5 34.5
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 User DelAdj: 33.7 31.8 32.9 31.4 40.0 40.0 31.6 31.1 31.1 41.6 34.5 34.5
 AdjDel/Veh: 6 2 3 1 5 5 1 6 6 4 5 5
 LOS by Move: C C C C D D D C C C D C C
 HCMXAVGQ: 6 2 3 1 5 5 1 6 6 4 5 5

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

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #3 Main St/ SR-58 EB Ramps
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.358
 Loss Time (sec): 6 Average Delay (sec/veh): 4.0
 Optimal Cycle: 21 Level Of Service: A

Street Name: SR-58 Main St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Split Phase Protected Protected
 Rights: 0 Include 0 Include 0 Include 0 Include
 Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Y+R: 0 0 0 0 1 1 0 0 1 0 0 1 0 1 0 2 0 0

Volume Module:
 Base Vol: 0 0 0 11 0 4 0 234 115 16 359 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: 0 0 0 11 0 4 0 234 115 16 359 0
 Added Vol: 0 0 0 36 0 11 0 185 214 29 424 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 47 0 15 0 419 329 45 783 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 0.75 0.75 0.75 0.79 0.79 0.79 0.95 0.95 0.95
 PHF Volume: 0 0 0 63 0 20 0 528 414 48 829 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 63 0 20 0 528 414 48 829 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 1.05 1.05 1.00 1.00 1.05 1.05 1.00 1.05 1.00
 Final Volume: 0 0 0 66 0 20 0 554 435 48 870 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 1.12 0.88 1.00 2.00 0.00
 Final Sat.: 0 0 0 3400 0 1800 0 2017 1583 1700 3600 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.01 0.00 0.27 0.27 0.03 0.24 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.05 0.00 0.05 0.00 0.77 0.77 0.08 0.85 0.00
 Volume/Cap: 0.00 0.00 0.00 0.36 0.00 0.21 0.00 0.36 0.36 0.36 0.29 0.00
 Delay/Veh: 0.0 0.0 0.0 32.7 0.0 31.9 0.0 2.6 2.6 33.6 1.2 0.0
 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 0.0 0.0 32.7 0.0 31.9 0.0 2.6 2.6 33.6 1.2 0.0
 LOS By Move: A A A C A C A A A C A A
 HCM2AVGQ: 0 0 0 1 0 1 0 3 3 1 2 0

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

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #4 Main St/ SR-58 WB Ramps
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.472
 Loss Time (sec): 6 Average Delay (sec/veh): 14.7
 Optimal Cycle: 25 Level Of Service: B

Street Name: SR-58 Main St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Split Phase Protected Protected
 Rights: 0 Include 0 Include 0 Include 0 Include
 Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Y+R: 0 1 0 0 1 0 0 0 0 1 0 2 0 0 0 2 0 1

Volume Module:
 Base Vol: 143 0 6 0 0 0 1 243 0 0 227 25
 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: 143 0 6 0 0 0 1 243 0 0 227 25
 Added Vol: 239 0 30 0 0 0 13 209 0 0 214 32
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 382 0 36 0 0 0 14 452 0 0 441 57
 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: 0.90 0.90 0.90 1.00 1.00 1.00 0.76 0.76 0.76 0.89 0.89 0.89
 PHF Volume: 426 0 40 0 0 0 18 596 0 0 494 64
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 426 0 40 0 0 0 18 596 0 0 494 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 1.05 1.00 1.00 1.05 1.00
 Final Volume: 426 0 40 0 0 0 18 626 0 0 519 64

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 1.00 2.00 0.00 0.00 2.00 1.00
 Final Sat.: 1700 0 1800 0 0 0 1700 3600 0 0 3600 1800

Capacity Analysis Module:
 Vol/Sat: 0.25 0.00 0.02 0.00 0.00 0.00 0.01 0.17 0.00 0.00 0.14 0.04
 Crit Moves: ****
 Green/Cycle: 0.53 0.00 0.53 0.00 0.00 0.00 0.03 0.37 0.00 0.00 0.34 0.34
 Volume/Cap: 0.47 0.00 0.04 0.00 0.00 0.00 0.42 0.47 0.00 0.00 0.42 0.10
 Delay/Veh: 10.6 0.0 6.8 0.0 0.0 0.0 55.7 15.7 0.0 0.0 16.2 13.8
 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: 10.6 0.0 6.8 0.0 0.0 0.0 55.7 15.7 0.0 0.0 16.2 13.8
 LOS By Move: B A A A A A A E B A A B B B
 HCM2AVGQ: 6 0 0 0 0 0 0 5 0 0 4 1

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

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #5 Lenwood/ I-15 SB Ramps
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.468
 Loss Time (sec): 32 Average Delay (sec/veh): 12.5
 Optimal Cycle: 6 Level of Service: B
 Street Name: I-15 Lenwood
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Permitted Permitted
 Rights: 0 Include 0 Include 0 Permitted Permitted
 Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Y+R: 0 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 2 0 1
 Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1
 Volume Module:
 Base Vol: 0 0 0 280 0 143 0 165 0 0 160 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
 Initial Bse: 0 0 0 280 0 143 0 165 0 0 160 0
 Added Vol: 0 0 0 183 0 223 0 284 0 0 395 0
 PasserByVol: 0 0 0 156 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 619 0 366 0 449 0 0 555 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
 PHF Adj: 1.00 1.00 1.00 0.85 0.85 0.85 0.90 0.90 0.00 0.89 0.89 0.00
 PHF Volume: 0 0 0 728 0 431 0 501 0 0 624 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 728 0 431 0 501 0 0 624 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
 MFLF Adj: 1.00 1.00 1.00 1.03 1.00 1.00 1.00 1.05 0.00 1.00 1.05 0.00
 FinalVolume: 0 0 0 750 0 431 0 525 0 0 656 0
 Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.89 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 2.00 1.00
 Final Sat.: 0 0 0 3200 0 1800 0 3600 1800 0 3600 1800
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.24 0.00 0.15 0.00 0.00 0.18 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.47 0.00 0.47 0.00 0.43 0.00 0.00 0.43 0.00
 Volume/Cap: 0.00 0.00 0.00 0.50 0.00 0.51 0.00 0.34 0.00 0.00 0.42 0.00
 Delay/Veh: 0.0 0.0 0.0 12.4 0.0 13.4 0.0 11.9 0.0 0.0 12.6 0.0
 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 0.0 0.0 12.4 0.0 13.4 0.0 11.9 0.0 0.0 12.6 0.0
 LOS by Move: A A A B A B A B A A A B A
 HCM2Ergo: 0 0 0 6 0 6 0 3 0 0 5 0
 Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #6 Lenwood/SR-15 NB Ramps/High Point Pkwy
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.576
 Loss Time (sec): 8 Average Delay (sec/veh): 15.8
 Optimal Cycle: 34 Level of Service: B
 Street Name: I-15 Lenwood
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected
 Rights: 0 Include 0 Ovl Ignore Include
 Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Y+R: 1 1 0 0 2 1 0 0 0 2 2 0 3 0 0 0 0 2 1 0
 Lanes: 1 1 0 0 2 1 0 0 0 2 2 0 3 0 0 0 0 2 1 0
 Volume Module:
 Base Vol: 58 44 233 18 0 116 66 302 0 0 585 48
 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: 58 44 233 18 0 116 66 302 0 0 585 48
 Added Vol: 305 17 49 5 0 28 19 246 0 0 321 6
 Diverted Lk: 0 0 52 0 0 0 0 156 0 0 243 0
 Initial Fut: 363 61 334 23 0 144 85 704 0 0 1151 54
 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: 0.84 0.84 0.84 0.80 0.80 0.80 0.91 0.91 0.00 0.91 0.91 0.00
 PHF Volume: 432 73 397 29 0 180 94 775 0 0 1263 59
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 432 73 397 29 0 180 94 775 0 0 1263 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
 MFLF Adj: 1.05 1.05 1.13 1.00 1.00 1.13 1.03 1.10 0.00 1.00 1.10 1.10
 FinalVolume: 453 76 449 29 0 203 96 853 0 0 1390 65
 Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 0.75 0.89 1.00 1.00 0.94 1.00 1.00
 Lanes: 1.73 0.27 2.00 1.00 0.00 2.00 2.00 3.00 0.00 0.00 2.87 0.13
 Final Sat.: 2934 493 3600 1700 0 2700 3200 5400 0 0 5158 242
 Capacity Analysis Module:
 Vol/Sat: 0.15 0.15 0.12 0.02 0.00 0.08 0.03 0.16 0.00 0.00 0.27 0.27
 Crit Moves: ****
 Green/Cycle: 0.27 0.27 0.27 0.08 0.00 0.13 0.05 0.52 0.00 0.00 0.47 0.47
 Volume/Cap: 0.58 0.58 0.46 0.22 0.00 0.58 0.30 0.00 0.00 0.58 0.58 0.58
 Delay/Veh: 21.6 21.6 20.0 29.6 0.0 31.2 41.4 8.5 0.0 0.0 12.6 12.6
 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: 21.6 21.6 20.0 29.6 0.0 31.2 41.4 8.5 0.0 0.0 12.6 12.6
 LOS by Move: C C B C A C D A A A A B B
 HCM2Ergo: 5 5 4 1 0 3 2 3 0 0 7 7
 Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #9 Lenwood/Morcantillo
 Cycle (sec): 90
 Loss Time (sec): 8
 Optimal Cycle: 82
 Average Delay (sec/veh): 31.7
 Level of Service: C
 Street Name: Lenwood Morcantillo
 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 Protected
 Rights: Include Include Ignore Or1
 Min. Green: 10 26 26 10 28 28 10 28 28
 Y+R: 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 2 0 1 1 0 1 0 1 0 1 0 1
 Volume Module:
 Base Vol: 8 83 5 36 53 103 152 41 16 11 13 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: 8 83 5 36 53 103 152 41 16 11 13 34
 Added Vol: 0 220 0 47 196 28 32 0 0 0 0 54
 Diverted Li: 0 245 0 0 208 0 0 0 0 0 0
 Initial Fut: 8 548 5 83 457 131 184 41 16 11 13 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
 PHF Adj: 0.90 0.90 0.90 0.76 0.76 0.76 0.78 0.78 0.00 0.80 0.80 0.80
 Reduct Vol: 9 610 6 109 598 171 235 52 0 14 16 110
 Reduced Vol: 9 610 6 109 598 171 235 52 0 14 16 110
 PE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 M/F Adj: 1.00 1.05 1.05 1.00 1.05 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Volume: 9 641 6 109 628 171 235 52 0 14 16 110
 Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00
 Lanes: 1.00 1.98 0.32 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1700 3567 33 1700 3600 1800 1700 1800 1800 1700 1800 1800
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.18 0.18 0.06 0.17 0.10 0.14 0.03 0.00 0.01 0.01 0.06
 Crit Moves: ****
 Green/Cycle: 0.11 0.29 0.29 0.11 0.29 0.29 0.20 0.38 0.00 0.13 0.31 0.42
 Volume/Cap: 0.05 0.62 0.62 0.58 0.60 0.33 0.69 0.08 0.00 0.06 0.03 0.14
 Delay/Veh: 36.2 30.5 30.5 50.1 30.2 26.8 44.4 18.2 0.0 34.5 21.6 16.4
 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: 36.2 30.5 30.5 50.1 30.2 26.8 44.4 18.2 0.0 34.5 21.6 16.4
 LOS by Move: D C C D C D B A C C B
 HCM2WAYQ: 0 9 9 4 8 4 8 1 0 0 0 2
 Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #10 Lenwood/Project Access
 Average Delay (sec/veh): 160.5
 Worst Case Level of Service: F(337.7)
 Street Name: Lenwood
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 0 1 0 0 0 0 0 0 0 0 0 0 1 1 0 0
 Volume Module:
 Base Vol: 0 83 0 0 82 0 0 0 0 0 0 0 0 0 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 1.00 1.00
 Initial Bse: 0 83 0 0 82 0 0 0 0 0 0 0 0 0 0 0 0
 Added Vol: 0 6 167 191 5 0 0 0 0 0 0 0 192 0 215
 Diverted Li: 0 0 0 217 0 0 0 0 0 0 0 0 0 0 253
 Initial Fut: 0 89 167 408 87 0 0 0 0 0 0 0 192 0 468
 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 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 1.00
 Reduct Vol: 0 89 167 408 87 0 0 0 0 0 0 192 0 468
 Final Volume: 0 89 167 408 87 0 0 0 0 0 0 192 0 468
 Critical Cap Module:
 Critical Op:xxxxxx xxxxx xxxxxx 4.1 xxxxx xxxxxx xxxxxx xxxxxx 6.4 6.5 6.2
 FollowUpLim:xxxxxx xxxxx xxxxxx 2.2 xxxxx xxxxxx xxxxxx xxxxxx 3.5 4.0 3.3
 Capacity Module:
 Chnlct Vol: xxxxx xxxxx xxxxxx 256 xxxxx xxxxxx xxxxxx xxxxxx 1076 1076 173
 Petnet Cap: xxxxx xxxxx xxxxxx 1321 xxxxx xxxxxx xxxxxx xxxxxx 245 221 876
 Move Cap: xxxxx xxxxx xxxxxx 1321 xxxxx xxxxxx xxxxxx xxxxxx 169 133 876
 Volume/Cap: xxxxx xxxxx xxxxx 0.31 xxxxx xxxxx xxxxx xxxxx 1.14 0.00 0.53
 Level of Service Module:
 2Way95thQ: xxxxx xxxxx xxxxxx 1.3 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Control Del:xxxxxx xxxxx xxxxxx 8.9 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 395 xxxxxx
 SharedQueue:xxxxxx xxxxx xxxxxx 1.3 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 39.4 xxxxxx
 Shrd Conbdal:xxxxxx xxxxx xxxxxx 8.9 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 338 xxxxxx
 Shared LOS: * * * * *
 ApproachDel: xxxxxx * * * * *
 ApproachLOS: * * * * *
 Note: Queue reported is the number of cars per lane.

Explanation of Traffic Delay Decrease with the Addition of Project Traffic:

For purposes of this report, a decrease in delay was not shown in the report tables. Where a project induced decrease occurred, the previous scenario's (without project) delay was shown. This reduces any confusion on behalf of the reviewer while still showing there is no significant change in delay due to the project.

Typically when the delay improves when volume is added it is due to the effect of volumes being added to movements that previously had lower delays than the intersection average delay, and therefore by adding more volume to those movements the intersection average delay actually decreases. Another factor may be that the allocation of green time.