

# APPENDIX K

## HORIZON YEAR 2035 WEEKDAY & SATURDAY INTERSECTION ANALYSIS WORKSHEETS

Barstow Casinos - Weekday  
Year 2030 MD

Scenario Report

Year 2030 MD  
Command: Year 2030 MD  
Volume: 2030 MD  
Geometry: none  
Impact Fee: Default Impact Fee  
Trip Generation: none  
Trip Distribution: none  
Routes: Default Path  
Configuration: Default Configuration

Barstow Casinos - Weekday  
Year 2030 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): 0.756  
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7  
Optimal Cycle: 45 Level Of Services: 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  
Rights: 0  
Min. Green: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 1 0 1 0 1 0 1 0  
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 1 1 1 0 1 0 1 0

Volume Module:  
Base Vol: 60 50 70 80 90 130 70 810 60 70 510 50  
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: 60 50 70 80 90 130 70 810 60 70 510 50  
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 Fvt: 60 50 70 80 90 130 70 810 60 70 510 50  
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 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 63 53 74 84 95 137 74 853 63 74 537 53  
Reduct. Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 63 53 74 84 95 137 74 853 63 74 537 53  
PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 63 53 74 84 95 137 74 895 66 74 537 53

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
Lanes: 0.35 0.27 0.38 0.28 0.29 0.43 1.00 1.00 1.00 1.00 1.00 1.00  
Final Sat.: 622 518 725 499 562 811 1800 1900 1900 1800 1900 1900

Capacity Analysis Module:  
Vol/Sat: 0.10 0.10 0.10 0.17 0.17 0.17 0.04 0.47 0.03 0.04 0.28 0.03  
Crit Moves: 0.22 0.22 0.22 0.22 0.22 0.22 0.09 0.62 0.62 0.05 0.59 0.59  
Volume/Cap: 0.46 0.46 0.46 0.76 0.76 0.76 0.48 0.76 0.06 0.76 0.48 0.05  
Delay/Veh: 23.7 23.7 23.7 33.9 33.9 33.9 36.4 12.3 4.4 69.6 8.4 5.2  
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 33.9 33.9 33.9 36.4 12.3 4.4 69.6 8.4 5.2  
LOS by Move: C C C C C C B D A A  
HCM2000: 4 4 4 6 6 6 2 14 6 3 6 6

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  
 Loss Time (sec): 6 (Y=4.0 sec)  
 Optimal Cycle: 22  
 Critical Vol./Cap. (X): 0.389  
 Average Delay (sec/veh): 3.7  
 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  
 Rights: Include Protected  
 Min. Green: 0 0 0 0 1 1 0 0 1 0 0 1 0 0 0 0 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 0 60 0 30 0 590 470 40 1110 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 0 60 0 30 0 590 470 40 1110 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 60 0 30 0 590 470 40 1110 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 0 0 63 0 32 0 621 495 42 1168 0  
 Reduced Vol: 0 0 0 0 63 0 32 0 621 495 42 1168 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  
 MUF Adj: 1.00 1.00 1.00 1.00 1.05 1.05 1.00 1.00 1.05 1.05 1.00 1.00 1.00  
 Final Volume: 0 0 0 0 66 0 32 0 632 519 42 1227 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 1.11 0.89 1.00 2.00 0.00 0.00  
 Final Sat.: 0 0 0 0 3600 0 1900 0 2115 1865 1800 3800 0

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #2 Lenwood/ Main St  
 Cycle (sec): 100  
 Loss Time (sec): 48 (Y=4.0 sec)  
 Optimal Cycle: 48  
 Critical Vol./Cap. (X): 0.545  
 Average Delay (sec/veh): 33.2  
 Level of Service: C

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

Volume Module:  
 Base Vol: 170 160 240 150 140 50 100 440 260 120 300 150  
 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: 170 160 240 150 140 50 100 440 260 120 300 150  
 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: 170 160 240 150 140 50 100 440 260 120 300 150  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 179 168 253 158 147 53 105 463 274 126 316 158  
 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: 1.00 1.05 1.05 1.00 1.00 1.00 1.00 1.05 1.05 1.00 1.05 1.05  
 Final Volume: 179 177 285 158 147 53 105 486 287 126 332 166

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
 Lanes: 1.00 1.00 1.00 1.00 0.74 0.26 1.00 1.26 0.74 1.00 1.33 0.67  
 Final Sat.: 1800 1900 1900 1800 1400 500 1800 2389 1411 1800 2533 1267

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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): 0.492  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8  
 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 26  
 Lanes: 0 0 0 0 0 0 0 0 2 0 1 0 0 2 0 1  
 Volume Module:  
 Base Vol: 0 0 0 840 0 450 0 600 0 0 560 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 0 0 840 0 450 0 600 0 0 560 0  
 Added Vol: 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  
 Initial Fut: 0 0 0 840 0 450 0 600 0 0 560 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 0 884 0 474 0 632 0 0 589 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vel: 0 0 0 884 0 474 0 632 0 0 589 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 1.00  
 MFL 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 1.00 1.05  
 Final Volume: 0 0 0 911 0 474 0 663 0 0 619 0  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.89 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 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 0.00 2.00  
 Final Sat.: 0 0 0 3400 0 1900 0 3800 1900 0 3800 1900 0 3800 1900  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.27 0.00 0.25 0.00 0.17 0.00 0.00 0.16 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 0.53 0.00 0.40 0.00 0.00 0.38 0.00  
 Delay/Veh: 0.0 0.0 0.0 13.2 0.0 13.7 0.0 12.4 0.0 0.0 12.2 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 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 13.2 0.0 13.7 0.0 12.4 0.0 0.0 12.2 0.0  
 LOS by Move: A A A B A A B A A A B A A A  
 HCM2kVgO: 6 0 0 7 0 7 0 4 0 4 0 4 0 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 #4 Main St/SR-58 WB Ramps  
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.512  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9  
 Optimal Cycle: 27 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  
 Rights: Include Include Include Include  
 Min. Green: 0 1 0 0 0 0 0 0 2 0 0 0 0 0 2 0 1  
 Lanes: 0 1 0 1 0 0 0 0 1 0 2 0 0 0 0 2 0 1  
 Volume Module:  
 Base Vol: 350 0 40 0 0 0 40 610 0 0 800 130  
 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: 350 0 40 0 0 0 40 610 0 0 800 130  
 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: 350 0 40 0 0 0 40 610 0 0 800 130  
 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 368 0 42 0 0 0 42 642 0 0 842 137  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vel: 368 0 42 0 0 0 42 642 0 0 842 137  
 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  
 MFL 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: 368 0 42 0 0 0 42 674 0 0 884 137  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
 Lanes: 1.00 0.00 1.00 0.00 0.00 1.00 2.00 0.00 0.00 2.00 1.00 1.00  
 Final Sat.: 1800 0 1900 0 0 1800 3800 0 0 3800 1900  
 Capacity Analysis Module:  
 Vol/Sat: 0.20 0.00 0.02 0.00 0.00 0.00 0.02 0.18 0.00 0.00 0.23 0.07  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.40 0.00 0.40 0.00 0.00 0.00 0.05 0.50 0.00 0.00 0.45 0.45  
 Volume/Cap: 0.51 0.00 0.06 0.00 0.00 0.00 0.51 0.35 0.00 0.00 0.51 0.16  
 Delay/Veh: 16.2 0.0 11.2 0.0 0.0 0.0 48.9 9.6 0.0 0.0 12.7 10.0  
 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: 16.2 0.0 11.2 0.0 0.0 0.0 48.9 9.6 0.0 0.0 12.7 10.0  
 LOS by Move: B A A B A A A D A A A A A B  
 HCM2kVgO: 6 0 0 0 0 0 2 4 0 2 4 0 6 2  
 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): 100 Critical Vol./Cap.(X): 0.787  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1  
 Control Cycle: 62 Level Of Service: C

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): 6.6 Worst Case Level Of Service: A [ 9.9 ]  
 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:		Split Phase		Protected		Included	
Right:	Include	Ovl	Ignore	Include	Exclude	Include	Exclude
Min. Green:	1 1 0 0 2	1 0 0 0 2	2 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 2 1 0	0 0 0 0 0
Volume Module:							
Base Vol:	340 170 700	100 0 470 240 900	0 0 1520 140				
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:	340 170 700	100 0 470 240 900	0 0 1520 140				
Added Vol:	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				
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			
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 0.95 0.95	0.95 0.95 0.95			
PHF Volume:	358 178 737	105 0 495 253 947	0 0 1600 147				
Reduced Vol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0				
Reduced Vol:	358 178 737	105 0 495 253 947	0 0 1600 147				
PCF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00			
RLF 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:	376 198 833	105 0 559 260 1042	0 0 1760 162				

Control:		Stop Sign		Uncontrolled		Uncontrolled	
Right:	Include	Include	Exclude	Include	Exclude	Include	Exclude
Lanes:	0 0 0 0 0	0 0 1 0 0	0 0 0 1 0	0 0 0 1 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	20 10 10	0 0 10 10	0 10 10 10	90 10 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 Base:	0 0 0 0 0	20 10 10	0 0 10 10	0 10 10 10	90 10 0		
Added Vol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0		
PasserByVol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0		
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		
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	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95		
PHF Volume:	0 0 0 0 0	21 11 11	0 0 11 11	11 95 11	95 11 0		
Reduced Vol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0		
Final Volume:	0 0 0 0 0	21 11 11	0 0 11 11	11 95 11	95 11 0		

Critical Gap Module:  
 Critical Gap:xxxx xxxx 6.4 6.5 6.2 xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx  
 FollowupTime:xxxx xxxx 3.5 4.0 3.3 xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx  
 Capacity Module:  
 Critical Vol:xxxx xxxx xxxxx 216 221 11 xxxxx xxxxx xxxxx 21 xxxxx xxxxx  
 Potential Cap:xxxx xxxx xxxxx 777 681 1076 xxxxx xxxxx xxxxx 1608 xxxxx xxxxx  
 Move Cap:xxxx xxxx xxxxx 740 639 1076 xxxxx xxxxx xxxxx 1608 xxxxx xxxxx  
 Volume/Cap:xxxx xxxx xxxxx 0.03 0.02 0.01 xxxxx xxxxx xxxxx 0.06 xxxxx xxxxx  
 Level Of Service Module:  
 2Way95thQ:xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx  
 Control Del:xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.4 xxxxx xxxxx  
 LOS by Move:xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx A  
 Movement:LT - LTR - RT LTR - LTR - RT LT - LTR - RT LTR - LTR - RT  
 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:xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 ApproachDel:xxxxxxx 9.9 A xxxxx xxxxx xxxxx xxxxx xxxxx  
 ApproachLOS:xxxxxxx 9.9 A xxxxx xxxxx xxxxx xxxxx xxxxx  
 HWM2Avc:7 7 14 4 0 10 6 4 0 A C  
 Note: Queue reported is the number of cars per lane.

Critical Gap Module:  
 Critical Gap:xxxx xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx  
 FollowupTime:xxxx xxxx 3.5 4.0 3.3 xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx  
 Capacity Module:  
 Critical Vol:xxxx xxxx xxxxx 216 221 11 xxxxx xxxxx xxxxx 21 xxxxx xxxxx  
 Potential Cap:xxxx xxxx xxxxx 777 681 1076 xxxxx xxxxx xxxxx 1608 xxxxx xxxxx  
 Move Cap:xxxx xxxx xxxxx 740 639 1076 xxxxx xxxxx xxxxx 1608 xxxxx xxxxx  
 Volume/Cap:xxxx xxxx xxxxx 0.03 0.02 0.01 xxxxx xxxxx xxxxx 0.06 xxxxx xxxxx  
 Level Of Service Module:  
 2Way95thQ:xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx  
 Control Del:xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.4 xxxxx xxxxx  
 LOS by Move:xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx A  
 Movement:LT - LTR - RT LTR - LTR - RT LT - LTR - RT LTR - LTR - RT  
 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:xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 ApproachDel:xxxxxxx 9.9 A xxxxx xxxxx xxxxx xxxxx xxxxx  
 ApproachLOS:xxxxxxx 9.9 A xxxxx xxxxx xxxxx xxxxx xxxxx  
 HWM2Avc:7 7 14 4 0 10 6 4 0 A C  
 Note: Queue reported is the number of cars per lane.

Level of Service Computation Report  
 2000 HCM Unsimplified Method (Future Volume Alternative)  
 Intersection #8 Outlet Center Dr/ I-15 NB Ramps  
 Average Delay (sec/veh): 6.6 Worst Case Level of Service: A [ 9.8]  
 Street Name: North Bound I-15 Outlet Center Dr  
 Approach: 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 1 0 0 0 0 0 0 1 0 0 0 0 0 0 1 0

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #9 Lenwood/ Mercantile  
 Cycle (sec): 130 Critical Vol./Cap. (X): 0.354  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.2  
 Optimal Cycle: 82 Level of Service: D  
 Street Name: North Bound South Bound East Bound West Bound  
 Approach: Lenwood Mercantile  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Ignored Protected  
 Rights: Include Include Ignore Cvt  
 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:	20	210	30	150	200	320	270	80	30	30	30	90
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:	20	210	30	150	200	320	270	80	30	30	30	90
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:	20	210	30	150	200	320	270	80	30	30	30	90
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	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	221	32	158	211	337	284	84	0	32	32	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	221	32	158	211	337	284	84	0	32	32	95
PEF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MEF 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:	21	232	33	158	221	337	284	84	0	32	32	95

Saturation Flow Module:

Sat/Phase:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3325	475	1800	3800	1900	1800	1900	1800	1900	1800	1900

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.07 0.07 0.09 0.06 0.18 0.16 0.04 0.00 0.02 0.02 0.05  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.11 0.20 0.20 0.19 0.28 0.28 0.34 0.41 0.00 0.15 0.22 0.40  
 Volume/Cap: 0.11 0.35 0.35 0.47 0.21 0.63 0.47 0.11 0.00 0.12 0.08 0.12  
 Delay/Veh: 53.5 46.0 46.0 51.8 36.3 46.7 36.5 24.2 0.0 49.3 41.1 24.8  
 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: 53.5 46.0 46.0 51.8 36.3 46.7 36.5 24.2 0.0 49.3 41.1 24.8  
 LOS by Move: 1 5 5 6 3 12 9 2 0 0 1 1 2  
 HCMXAVG: 1 5 5 6 3 12 9 2 0 0 1 1 2  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

Capacity Module:  
 Critical Gap: 6.4 6.5 6.2 xxxxx xxxx xxxxx 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Critical Gap: 3.5 4.0 3.3 xxxxx xxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx  
 FollowUpTime: 3.5 4.0 3.3 xxxxx xxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Capacity Module:  
 Conflict Vol: 142 147 11 xxxxx xxxx xxxxx 95 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Potential Cap.: 855 748 1076 xxxxx xxxxx xxxxx 1512 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Move Cap.: 846 737 1076 xxxxx xxxxx xxxxx 1512 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Volume/Cap: 0.02 0.06 0.14 xxxxx xxxx xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Level of Service Module:  
 2May95thQ: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Control Del: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 LOS by Move: \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxx 962 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared Queue: xxxxx 0.8 xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shrd Conbl: xxxxx 9.8 xxxxx xxxxx xxxxx xxxxx 7.4 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \* A \* \* \* \* \*  
 ApproachDel: 9.8 \* xxxxxx \* \* \* \* \*  
 ApproachLOS: A \* \* \* \* \*  
 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): 2.3      Worst Case Level Of Service: B [11.5]  
 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		Stop Sign		Uncontrolled	
	Include	Exclude	Include	Exclude	Include	Exclude
Rights:	0	1	0	0	1	0
Lanes:	0	1	0	0	1	0

Volume Module:						
Base Vol:	10	150	0	0	160	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	10	150	0	0	160	80
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	10	150	0	0	160	80
User Adj:	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
PHF Volumes:	11	158	0	0	168	84
Reduct Vol:	0	0	0	0	0	0
FinalVolume:	11	158	0	0	168	84

Critical Gap Module:						
Critical Gap:	4.1	xxxx	xxxx	xxxx	xxxx	6.4
FollowUpTime:	2.2	xxxx	xxxx	xxxx	xxxx	3.5

Capacity Module:						
Conflict Vol:	253	xxxx	xxxx	xxxx	xxxx	389
Potent Cap:	1324	xxxx	xxxx	xxxx	xxxx	618
Move Cap:	1324	xxxx	xxxx	xxxx	xxxx	614
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	0.14

Level Of Service Module:						
2Way95thQ:	0.0	xxxx	xxxx	xxxx	xxxx	0.5
Control Del:	7.7	xxxx	xxxx	xxxx	xxxx	11.8
LOS by Move:	A	*	*	*	*	E
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Queue:	0.0	xxxx	xxxx	xxxx	xxxx	0
Shrd ConDel:	7.7	xxxx	xxxx	xxxx	xxxx	11.5
Shared LOS:	A	*	*	*	*	B
ApproachDel:	xxxxxx	*	*	*	*	xxxxxx
ApproachLOS:	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): 6.9      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

Control:	Uncontrolled		Stop Sign		Uncontrolled	
	Include	Exclude	Include	Exclude	Include	Exclude
Rights:	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0

Volume Module:						
Base Vol:	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0
User Adj:	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
PHF Volumes:	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0

Critical Gap Module:						
Critical Gap:	4.1	xxxx	xxxx	xxxx	xxxx	6.2
FollowUpTime:	2.2	xxxx	xxxx	xxxx	xxxx	3.3

Capacity Module:						
Conflict Vol:	16	xxxx	xxxx	xxxx	xxxx	21
Potent Cap:	1069	xxxx	xxxx	xxxx	xxxx	1069
Move Cap:	1069	xxxx	xxxx	xxxx	xxxx	1069
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	0.08

Level Of Service Module:						
2Way95thQ:	0.3	xxxx	xxxx	xxxx	xxxx	0.3
Control Del:	8.7	xxxx	xxxx	xxxx	xxxx	7.5
LOS by Move:	A	*	*	*	*	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Queue:	0.0	xxxx	xxxx	xxxx	xxxx	0
Shrd ConDel:	8.7	xxxx	xxxx	xxxx	xxxx	8.7
Shared LOS:	A	*	*	*	*	A
ApproachDel:	xxxxxx	*	*	*	*	xxxxxx
ApproachLOS:	xxxxxx	*	*	*	*	xxxxxx

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

Scenario Report

Year 2030 PM

Command: Year 2030 PM

Volume: 2030 PM

Geometry: none

Impact Fee: Default Impact Fee

Trip Generation: none

Trip Distribution: none

Routes: Default Path

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): 0.697

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6

Optimal Cycles: 39 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

Rights: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Mfn. Green: 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0 1

Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0 1

Volume Module:

Base Vol: 40 20 50 40 130 160 750 70 70 740 60

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: 40 20 50 40 130 160 750 70 70 740 60

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Passerby Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 40 20 50 40 130 160 750 70 70 740 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

PBF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PBF Volume: 42 21 53 42 137 168 789 74 74 779 63

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj: 42 21 53 42 137 168 789 74 74 779 63

MGF 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: 42 21 53 42 137 168 829 77 74 779 63

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95

Lanes: 0.38 0.18 0.44 0.24 0.18 0.58 1.00 1.00 1.00 1.00

Final Sat: 677 339 847 426 341 1109 1800 1900 1800 1900

Capacity Analysis Module:

Vol/Sat: 0.06 0.06 0.06 0.12 0.12 0.12 0.09 0.44 0.04 0.41

Crit Moves: 0.18 0.18 0.18 0.18 0.18 0.13 0.66 0.66 0.06 0.59

Volume/Cap: 0.35 0.35 0.35 0.70 0.70 0.70 0.66 0.66 0.06 0.59

Delay/Veh: 24.6 24.6 24.6 34.6 34.6 34.6 40.2 8.6 3.6 54.2

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 24.6 24.6 24.6 34.6 34.6 34.6 40.2 8.6 3.6 54.2

LOS by Move: C C C C C D A A A

KWZKATGFO: 2 2 2 6 6 6 5 10 1 3

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): 0.773  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.3  
 Optimal Cycle: 60 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 Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 10 10 10 10 10 10 10 10 10 10 10 10  
 Max. Green: 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0  
 Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:  
 Base Vol: 350 140 200 130 180 150 70 350 240 260 600 110  
 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: 350 140 200 130 180 150 70 350 240 260 600 110  
 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: 350 140 200 130 180 150 70 350 240 260 600 110  
 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 368 147 211 137 189 158 74 368 253 274 632 116  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 368 147 211 137 189 158 74 368 253 274 632 116  
 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  
 MGF 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: 368 155 221 137 189 158 74 387 265 274 663 122

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 1.00  
 Lanes: 1.00 1.00 1.00 1.00 0.95 0.95 0.45 1.00 1.19 0.81 1.00 1.00  
 Final Sat.: 1800 1900 1900 1800 1036 864 1800 2254 1546 1800 3211 589

Capacity Analysis Module:  
 Vol/Sat: 0.20 0.08 0.12 0.08 0.18 0.18 0.04 0.17 0.17 0.15 0.21 0.21  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.26 0.27 0.27 0.23 0.24 0.24 0.14 0.22 0.22 0.20 0.28 0.28  
 Volume/Cap: 0.77 0.30 0.43 0.33 0.77 0.77 0.30 0.77 0.77 0.77 0.73 0.73  
 Delay/Veh: 45.5 29.7 31.7 34.0 47.9 47.9 42.0 43.3 43.3 53.1 36.9 36.9  
 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: 45.5 29.7 31.7 34.0 47.9 47.9 42.0 43.3 43.3 53.1 36.9 36.9  
 LOS by Move: C C C C D D D D D D D D  
 HCM2AvgQ: 13 4 6 4 12 12 2 11 11 10 12 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-58 EB Ramps  
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.496  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.1  
 Optimal Cycle: 26 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 Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 1 1 0 0 1 0 0 1 0 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

Volume Module:  
 Base Vol: 0 0 0 100 0 30 0 590 350 30 1430 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 0 100 0 30 0 590 350 30 1430 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 0 100 0 30 0 590 350 30 1430 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 0 105 0 32 0 611 368 32 1505 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 105 0 32 0 611 368 32 1505 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  
 MGF 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 0 111 0 32 0 641 387 32 1581 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 1.25 0.75 1.00 2.00 0.00  
 Final Sat.: 0 0 0 3600 0 1900 0 2370 1430 1800 3800 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.02 0.00 0.27 0.27 0.02 0.42 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.06 0.00 0.06 0.00 0.79 0.79 0.05 0.84 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.50 0.00 0.27 0.00 0.34 0.34 0.50 0.50 0.00  
 Delay/Veh: 0.0 0.0 0.0 34.9 0.0 32.4 0.0 2.2 2.2 37.4 1.9 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  
 AdjDel/Veh: 0.0 0.0 0.0 34.9 0.0 32.4 0.0 2.2 2.2 37.4 1.9 0.0  
 LOS by Move: A A C A C A C A C A D A A  
 HCM2AvgQ: 0 0 0 2 0 1 0 3 1 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 #5 Lenwood/ I-15 SB Ramps  
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.552  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/Veh): 13.5  
 Optimal Cycle: 32 Level of Service: E

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): 0.684  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/Veh): 17.1  
 Optimal Cycle: 37 Level of Service: E

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 Split Phase Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 2 0 0 0 0 26 26 0 26 26  
 Lanes: 0 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 2 0 1

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

Volume Module:  
 Base Vol: 0 0 0 860 0 550 0 500 0 660 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 0 860 0 550 0 500 0 660 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 860 0 550 0 500 0 660 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  
 PHE Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHE Volume: 600 0 32 0 0 0 42 674 0 0 937 84  
 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  
 MF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 600 0 32 0 0 0 42 707 0 0 984 84

Volume Module:  
 Base Vol: 570 0 30 0 0 40 640 0 0 890 80  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 570 0 30 0 0 40 640 0 0 890 80  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 570 0 30 0 0 40 640 0 0 890 80  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHE Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHE Volume: 600 0 32 0 0 0 42 674 0 0 937 84  
 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  
 MF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 600 0 32 0 0 0 42 707 0 0 984 84

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 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  
 Final Sat.: 1800 0 1900 0 0 1800 3800 0 0 3800 1900

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 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  
 Final Sat.: 1800 0 1900 0 0 1800 3800 0 0 3800 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.27 0.00 0.30 0.00 0.15 0.00 0.00 0.19 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 0.59 0.00 0.65 0.00 0.34 0.00 0.00 0.44 0.00  
 Delay/Veh: 0.0 0.0 0.0 13.4 0.0 16.0 0.0 11.8 0.0 0.0 12.8 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 13.4 0.0 16.0 0.0 11.8 0.0 0.0 12.8 0.0  
 LOS By Move: A A A A A A A A A A A A  
 HCM2Avg: 10 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.33 0.00 0.02 0.00 0.00 0.02 0.19 0.00 0.00 0.26 0.04  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.49 0.00 0.45 0.00 0.00 0.03 0.41 0.00 0.00 0.38 0.38  
 Volume/Cap: 0.68 0.00 0.03 0.00 0.00 0.00 0.68 0.45 0.00 0.00 0.68 0.12  
 Delay/Veh: 16.1 0.0 8.1 0.0 0.0 0.0 76.1 13.7 0.0 0.0 18.3 12.5  
 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: 16.1 0.0 8.1 0.0 0.0 0.0 76.1 13.7 0.0 0.0 18.3 12.5  
 LOS By Move: B A A A A A A A A A A A  
 HCM2Avg: 10 0 0 0 0 0 0 0 0 0 0 0

Level of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #7 Outlet Center Dr/ I-15 SB Ramps  
 Cycle (sec): 100 Critical Vol./Cap.(%): 0.620  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec./veh): 26.0  
 Optimal Cycle: 40 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 OVI Ignore Include Include  
 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: 470 160 410 80 0 400 260 840 0 1120 100  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 470 160 410 80 0 400 260 840 0 1120 100  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 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  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 495 168 432 84 0 421 274 884 0 1179 105  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 495 168 432 84 0 421 274 884 0 1179 105  
 PCF Adj: 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: 1.05 1.05 1.13 1.00 1.00 1.13 1.03 1.10 0.00 1.00 1.10  
 Final Volume: 519 177 488 84 0 478 282 973 0 1297 116  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.95 0.95 1.00 0.95 0.89 1.00 1.00 0.95 1.00  
 Lanes: 1.51 0.49 2.00 1.00 0.00 2.00 2.00 3.00 0.00 0.00 2.75  
 Final Sat.: 2722 927 3600 1800 0 3600 3400 5700 0 5233 467  
 Capacity Analysis Module:  
 Vol/Sat: 0.19 0.19 0.14 0.05 0.00 0.13 0.08 0.17 0.00 0.00 0.25  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.31 0.31 0.31 0.08 0.00 0.21 0.13 0.53 0.00 0.00 0.40  
 Volume/Cap: 0.62 0.62 0.44 0.59 0.00 0.62 0.62 0.32 0.00 0.00 0.62  
 Delay/Veh: 31.6 31.6 28.4 61.1 0.0 39.4 47.2 9.6 0.0 0.0 22.7  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 31.6 31.6 28.4 61.1 0.0 39.4 47.2 9.6 0.0 0.0 22.7  
 LOS by Move: C C E A D D A A A C  
 HCM2LAVOC: 10 10 6 4 0 8 6 4 0 11 11  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

Level of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #6 Lenwood/SR-15 NB Ramps/High Point Pkwy  
 Cycle (sec): 100 Critical Vol./Cap.(%): 0.620  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec./veh): 26.0  
 Optimal Cycle: 40 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 OVI Ignore Include Include  
 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: 470 160 410 80 0 400 260 840 0 1120 100  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 470 160 410 80 0 400 260 840 0 1120 100  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 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  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 495 168 432 84 0 421 274 884 0 1179 105  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 495 168 432 84 0 421 274 884 0 1179 105  
 PCF Adj: 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: 1.05 1.05 1.13 1.00 1.00 1.13 1.03 1.10 0.00 1.00 1.10  
 Final Volume: 519 177 488 84 0 478 282 973 0 1297 116  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.95 0.95 1.00 0.95 0.89 1.00 1.00 0.95 1.00  
 Lanes: 1.51 0.49 2.00 1.00 0.00 2.00 2.00 3.00 0.00 0.00 2.75  
 Final Sat.: 2722 927 3600 1800 0 3600 3400 5700 0 5233 467  
 Capacity Analysis Module:  
 Vol/Sat: 0.19 0.19 0.14 0.05 0.00 0.13 0.08 0.17 0.00 0.00 0.25  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.31 0.31 0.31 0.08 0.00 0.21 0.13 0.53 0.00 0.00 0.40  
 Volume/Cap: 0.62 0.62 0.44 0.59 0.00 0.62 0.62 0.32 0.00 0.00 0.62  
 Delay/Veh: 31.6 31.6 28.4 61.1 0.0 39.4 47.2 9.6 0.0 0.0 22.7  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 31.6 31.6 28.4 61.1 0.0 39.4 47.2 9.6 0.0 0.0 22.7  
 LOS by Move: C C E A D D A A A C  
 HCM2LAVOC: 10 10 6 4 0 8 6 4 0 11 11  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

2000 HCM Operational Method (Future Volume Alternative)  
 Intersection #8 Outlet Center Dr/ I-15 NB Ramps  
 Average Delay (sec/veh): 3.1 Worst Case Level of Service: A 9.1  
 Cycle (sec): 8 (Y+R+L.0 sec) Critical Vol./Cap. (X): 0.383  
 Lost Time (sec): 82 Average Delay (sec/veh): 39.1  
 Spillover (veh): 2 Level of Service: D

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  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 10 10 70 0 0 0 10 10 0 0 170 10  
 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: 10 10 70 0 0 0 10 10 0 0 170 10  
 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 Pnt: 10 10 70 0 0 0 10 10 0 0 170 10  
 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 11 11 74 0 0 0 11 11 0 0 179 11  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 11 11 74 0 0 0 11 11 0 0 179 11

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

Capacity Module:  
 Control Del: XXXX XXXX XXXXX XXXXX XXXXX XXXXX 7.6 XXXX XXXXX XXXXX XXXXX  
 LOS by Move: \* \* \* \* \* A \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: XXXX 970 XXXXX XXXX XXXXX XXXX XXXXX XXXX XXXX XXXXX  
 SharedQueue: XXXX 0.3 XXXXX XXXXX XXXX XXXXX 0.0 XXXX XXXXX XXXXX XXXXX XXXXX  
 ShareCntrl: XXXXX 9.1 XXXXX XXXXX XXXX XXXXX 7.6 XXXX XXXXX XXXXX XXXXX XXXXX  
 Shared LOS: \* \* A \* \* \* \* \* A \* \* \* \* \*  
 ApproachDel: 9.1 XXXXX \* \* \* \* \*  
 ApproachLOS: \* \* \* \* \* XXXXX \* \* \* \* \*

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

2000 HCM Operational Method (Future Volume Alternative)  
 Intersection #9 Lenwood/Mercantile  
 Average Delay (sec/veh): 1.90 Worst Case Level of Service: A 0.383  
 Cycle (sec): 8 (Y+R+L.0 sec) Critical Vol./Cap. (X): 0.383  
 Lost Time (sec): 82 Average Delay (sec/veh): 39.1  
 Spillover (veh): 2 Level of Service: D

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

Volume Module:  
 Base Vol: 10 180 10 90 280 270 320 50 30 10 30 160  
 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: 10 180 10 90 280 270 320 50 30 10 30 160  
 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 Pnt: 10 180 10 90 280 270 320 50 30 10 30 160  
 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 11 189 11 95 295 284 337 53 0 11 32 168  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 11 189 11 95 295 284 337 53 0 11 32 168

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

Capacity Module:  
 Control Del: XXXX XXXX XXXXX XXXXX XXXXX XXXXX 7.6 XXXX XXXXX XXXXX XXXXX  
 LOS by Move: \* \* \* \* \* A \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: XXXX 970 XXXXX XXXX XXXXX XXXX XXXXX XXXX XXXX XXXXX  
 SharedQueue: XXXX 0.3 XXXXX XXXXX XXXX XXXXX 0.0 XXXX XXXXX XXXXX XXXXX XXXXX  
 ShareCntrl: XXXXX 9.1 XXXXX XXXXX XXXX XXXXX 7.6 XXXX XXXXX XXXXX XXXXX XXXXX  
 Shared LOS: \* \* A \* \* \* \* \* A \* \* \* \* \*  
 ApproachDel: 9.1 XXXXX \* \* \* \* \*  
 ApproachLOS: \* \* \* \* \* XXXXX \* \* \* \* \*

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

Level of Service Computation Report  
 2000 HCM Densitized Method (Future Volume Alternative)  
 Intersection #10 Lenwood/Project Access  
 Average Delay (sec/veh): 2.6      Worst Case Level of Service: B (11.8)  
 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      Stop Sign      Stop Sign  
 Rights: Include      Include      Include      Include  
 Lanes: 0 1 0 0 0      0 0 1 1 0      1 0 0 0 1      0 0 1 1 0 0

Volume Module:  
 Base Vol: 10 80 0 0 220 100 100 0 10 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bsc: 10 80 0 0 220 100 100 0 10 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 10 80 0 0 220 100 100 0 10 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  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 11 84 0 0 232 105 105 0 11 0 0 0  
 React Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 11 84 0 0 232 105 105 0 11 0 0 0

Critical Gap Module:  
 Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx      6.4 xxxxx      6.2 7.1 6.5 6.2  
 FollowUpTime: 2.2 xxxxx xxxxx xxxxx xxxxx      3.5 xxxxx      3.3 3.5 4.0 3.3

Capacity Module:  
 Conflict Vol: 337 xxxxx xxxxx xxxxx xxxxx xxxxx      389 xxxxx      168 221 442 84  
 Potential Cap.: 1234 xxxxx xxxxx xxxxx xxxxx xxxxx      618 xxxxx      881 739 513 981  
 Move Cap.: 1234 xxxxx xxxxx xxxxx xxxxx xxxxx      614 xxxxx      881 726 508 981  
 Volume/Cap: 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx      0.17 xxxxx      0.01 0.00 0.00 0.00

Level of Service Module:  
 2Way55thQ: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx      0.6 xxxxx      0.0 xxxxx xxxxx xxxxx  
 Control Del: 7.9 xxxxx xxxxx xxxxx xxxxx xxxxx      12.1 xxxxx      9.1 xxxxx xxxxx xxxxx  
 LOS by Move: A      \*      \*      \*      \*      B      A      \*      \*      \*  
 Movement: IT - LTR - RT      IT - LTR - RT      IT - LTR - RT      IT - LTR - RT  
 Shared Cap.: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx      xxxxx xxxxx xxxxx      0 xxxxx  
 SharedQueue: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx      xxxxx xxxxx xxxxx      xxxxx xxxxx  
 Shrd ConDel: 7.9 xxxxx xxxxx xxxxx xxxxx xxxxx      xxxxx xxxxx xxxxx      xxxxx xxxxx  
 Shared LOS: A      \*      \*      \*      \*      \*      \*      \*      \*      \*  
 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 Mercantile Way/Factory Outlet Ave  
 Average Delay (sec/veh): 7.2      Worst Case Level of Service: A ( 9.2)  
 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  
 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 0 170 100 10 0 0 30 10  
 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 0 0 0 170 100 10 0 0 30 10  
 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 0 0 170 100 10 0 0 30 10  
 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 0 0 0 0 179 105 11 0 0 32 11  
 React Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 0 0 0 0 179 105 11 0 0 32 11

Critical Gap Module:  
 Critical Gap: xxxxx xxxxx xxxxx xxxxx      6.2 4.1 xxxxx xxxxx xxxxx xxxxx  
 FollowUpTime: xxxxx xxxxx xxxxx xxxxx      3.3 2.2 xxxxx xxxxx xxxxx xxxxx

Capacity Module:  
 Conflict Vol: xxxxx xxxxx xxxxx      xxxxx xxxxx      42 xxxxx xxxxx      xxxxx xxxxx  
 Potential Cap.: xxxxx xxxxx xxxxx      xxxxx xxxxx      1041 1580 xxxxx xxxxx      xxxxx xxxxx  
 Move Cap.: xxxxx xxxxx xxxxx      xxxxx xxxxx      1041 1580 xxxxx xxxxx      xxxxx xxxxx  
 Volume/Cap: xxxxx xxxxx xxxxx      xxxxx xxxxx      0.17 0.07 xxxxx xxxxx      xxxxx xxxxx

Level of Service Module:  
 2Way95thQ: xxxxx xxxxx xxxxx      xxxxx xxxxx      0.6 0.2 xxxxx xxxxx      xxxxx xxxxx  
 Control Del: xxxxx xxxxx xxxxx      xxxxx xxxxx      9.2 7.4 xxxxx xxxxx      xxxxx xxxxx  
 LOS by Move: \*      \*      \*      A      A      \*      \*      \*      \*  
 Movement: IT - LTR - RT      IT - LTR - RT      IT - LTR - RT      IT - LTR - RT  
 Shared Cap.: xxxxx xxxxx xxxxx      xxxxx xxxxx      xxxxx xxxxx      xxxxx xxxxx  
 SharedQueue: xxxxx xxxxx xxxxx      xxxxx xxxxx      xxxxx xxxxx      xxxxx xxxxx  
 Shrd ConDel: xxxxx xxxxx      xxxxx xxxxx      xxxxx xxxxx      xxxxx xxxxx  
 Shared LOS: \*      \*      \*      \*      \*      \*      \*      \*      \*  
 ApproachDel: xxxxxx      \*      \*      \*      \*      \*      \*      \*      \*  
 ApproachLOS:      \*      \*      \*      \*      \*      \*      \*      \*  
 \*\*\*\*\*      \*\*\*\*\*      \*\*\*\*\*      \*\*\*\*\*      \*\*\*\*\*      \*\*\*\*\*      \*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

Scenario Report  
Year 2030 MD Sat

Command: Year 2030 MD Sat  
Volume: 2030 MD Sat  
Geometry: 2030  
Impact Fee: Default Impact Fee  
Trip Generation: none  
Trip Distribution: none  
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): 0.797  
Loss Time (sec): 6 (Y+R=4.0 sec)      Average Delay (sec/veh): 20.1  
Optimal Cycle: 51      Level Of Service: C  
Street Name: Lenwood      South Bound      East Bound      SR-58      West Bound  
Approach: North Bound      L - T - R      L - T - R      L - T - R  
Movement: L - T - R      L - T - R      L - T - R      L - T - R

Control: Permitted      Include      Protected  
Rights:      Include  
Min. Green: 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1  
Volume Module:  
Base Vol: 150 40 70 50 50 110 120 910 130 70 900 60  
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: 150 40 70 50 50 110 120 910 130 70 900 60  
Added Vol: 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  
Initial Fvt: 150 40 70 50 50 110 120 910 130 70 900 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 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 158 42 74 53 53 116 126 958 137 74 947 63  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 158 42 74 53 53 116 126 958 137 74 947 63  
PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 158 42 74 53 53 116 126 1006 144 74 947 63

Saturation Flow Module:  
Vol/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
Lanes: 0.59 0.15 0.26 0.25 0.23 0.52 1.00 1.00 1.00 0.52 1.00 1.00  
Final Sat.: 1062 283 496 446 446 982 1800 1900 1900 1800 1900 1900  
Capacity Analysis Module:  
Vol/Sat: 0.15 0.15 0.15 0.12 0.12 0.12 0.07 0.53 0.08 0.04 0.50 0.03  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.19 0.19 0.19 0.19 0.19 0.09 0.66 0.66 0.66 0.05 0.63 0.63  
Volume/Cap: 0.80 0.80 0.80 0.63 0.63 0.63 0.80 0.80 0.11 0.80 0.80 0.05  
Delay/Veh: 40.6 40.6 40.6 30.9 30.9 59.7 12.0 3.7 78.2 14.0 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: 40.6 40.6 40.6 30.9 30.9 59.7 12.0 3.7 78.2 14.0 4.4  
LOS by Move: D D D C C E B A B B A  
HCMKjvc: 7 7 7 5 5 5 16 1 3 15 0  
Note: Queue reported is the number of cars per lane.

Barstow Casinos Project - Saturday

Year 2030 MD

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

Intersection #2 Lenwood/ Main St  
Cycle (sec): 100  
Loss Time (sec): 8 (Y+R=4.0 sec)  
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 Protected Protected Protected Protected  
Rights: 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10  
Min. Green: 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10  
Lanes: 1 0 1 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:  
Base Vol: 330 170 220 110 160 90 70 400 280 180 480 140  
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: 330 170 220 110 160 90 70 400 280 180 480 140  
Added Vol: 0

PasserByVol: 0  
Initial Fut: 330 170 220 110 160 90 70 400 280 180 480 140  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 347 179 232 116 168 95 74 421 295 189 505 147  
Reduct Vol: 0  
Reduced Vol: 347 179 232 116 168 95 74 421 295 189 505 147  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.05 1.05 1.00 1.00 1.00 1.00 1.05 1.05 1.00 1.05 1.05  
FinalVolume: 347 188 243 116 168 95 74 412 309 189 531 155

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adj/turn: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
Lanes: 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 Sat.: 1800 1900 1900 1800 1216 684 1800 2239 1565 1800 2942 858

Capacity Analysis Module:  
Vol/Sat: 0.19 0.10 0.13 0.06 0.14 0.14 0.04 0.20 0.20 0.11 0.18 0.18  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.28 0.27 0.27 0.21 0.20 0.20 0.16 0.29 0.29 0.15 0.28 0.28  
Volume/Cap: 0.69 0.37 0.47 0.31 0.69 0.69 0.25 0.69 0.69 0.69 0.64 0.64  
Delay/Veh: 39.7 30.5 32.3 35.4 46.9 46.9 39.3 35.3 35.3 53.4 34.3 34.3  
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: 39.7 30.5 32.3 35.4 46.9 46.9 39.3 35.3 35.3 53.4 34.3 34.3  
LOS by Move: D C 7 3 9 9 2 11 11 7 10 C C  
HCM2AVGQ: 11 5 7 3 9 9 2 11 11 7 10 C C

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

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Barstow Casinos Project - Saturday  
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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): 0.605  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5  
 Optimal Cycle: 32 Level Of Service: B  
 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: Split Phase Split Phase Permitted Permitted  
 Rights: Include Include Ignore Ignore  
 Min. Green: 0 0 0 0 2 0 0 1 0 0 2 0 1 0 0 2 0 1  
 Lanes: 0 0 0 0 2 0 0 1 0 0 2 0 1 0 0 2 0 1

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): 0.506  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5  
 Optimal Cycle: 26 Level Of Service: B  
 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 Split Phase Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 1 0 0 1 0 0 0 0 1 0 2 0 0 0 0 0 0 0  
 Lanes: 0 1 0 0 1 0 0 0 0 0 1 0 2 0 0 0 0 0 0 0 1

Volume Module:  
 Base Vol: 0 0 0 0 1060 0 540 0 690 0 0 710 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 0 1060 0 540 0 690 0 0 710 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PassesByVol: 0 0 0 0 1060 0 540 0 690 0 0 710 0  
 Initial Fut: 0 0 0 0 1060 0 540 0 690 0 0 710 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 0 0 1116 0 568 0 726 0 0 747 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 1116 0 568 0 726 0 0 747 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 1.03 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 0 0 0 0 1149 0 568 0 763 0 0 785 0

Volume Module:  
 Base Vol: 400 0 40 0 0 0 50 600 0 0 660 90  
 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: 400 0 40 0 0 0 50 600 0 0 660 90  
 Added Vol: 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  
 Initial Fut: 400 0 40 0 0 0 50 600 0 0 660 90  
 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 421 0 42 0 0 0 53 632 0 0 655 95  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 421 0 42 0 0 0 53 632 0 0 655 95  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 421 0 42 0 0 0 53 663 0 0 729 95

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.89 1.00 1.00 0.89 1.00 1.00 0.95 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 2.00 0.00 1.00 0.00 2.00 1.00  
 Final Sat.: 0 0 0 0 3400 0 1900 0 3800 1900 0 3800 1900  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.34 0.00 0.30 0.00 0.20 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 0.00 0.43 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.72 0.00 0.64 0.00 0.46 0.00 0.00 0.48 0.00  
 Delay/Veh: 0.0 0.0 0.0 15.8 0.0 15.7 0.0 13.0 0.0 0.0 13.1 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 15.8 0.0 15.7 0.0 13.0 0.0 0.0 13.1 0.0  
 LOS by Move: A A A A A B A A A A A B A  
 HCM2AVGQ: 6 0 0 0 11 0 9 0 5 0 0 6 0  
 Note: Queue reported is the number of cars per lane.

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.85 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.: 1800 0 1900 0 0 0 1800 3800 0 0 3800 1900  
 Capacity Analysis Module:  
 Vol/Sat: 0.23 0.00 0.02 0.00 0.00 0.00 0.03 0.17 0.00 0.00 0.19 0.05  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.46 0.00 0.46 0.00 0.00 0.00 0.06 0.44 0.00 0.00 0.38 0.38  
 Volume/Cap: 0.51 0.00 0.05 0.00 0.00 0.00 0.51 0.40 0.00 0.00 0.51 0.13  
 Delay/Veh: 13.5 0.0 9.0 0.0 0.0 0.0 43.9 12.2 0.0 0.0 15.6 12.5  
 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: 13.5 0.0 9.0 0.0 0.0 0.0 43.9 12.2 0.0 0.0 15.6 12.5  
 LOS by Move: B A A A A A D B A A A B B B  
 HCM2AVGQ: 6 0 0 0 0 0 2 4 0 0 6 1  
 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): 100 Critical Vol./Cap. (X): 1.140  
 Loss time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 80.5  
 Optimal Cycle: 130 Level of Service: F  
 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  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Split Phase Split Phase Protected Protected Protected Protected  
 Rights: Include Ovl Ignore Include Include  
 Lanes: 1 1 0 0 2 1 0 0 0 2 2 0 3 0 0 0 0 2 1 0  
 Volume Module: 470 200 1280 60 0 640 260 1130 0 0 1860 180  
 Base Vol: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 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: 470 200 1280 60 0 640 260 1130 0 0 1860 180  
 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: 470 200 1280 60 0 640 260 1130 0 0 1860 180  
 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 495 211 1347 63 0 674 274 1189 0 0 1958 189  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 495 211 1347 63 0 674 274 1189 0 0 1958 189  
 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: 1.05 1.05 1.13 1.00 1.00 1.13 1.03 1.10 0.00 1.00 1.10 1.10  
 Final Volume: 519 221 1523 63 0 761 282 1308 0 0 2154 208  
 Saturation Flow Module: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.95 0.95 1.00 0.95 0.89 1.00 1.00 0.95 1.00 1.00  
 Lanes: 1.43 0.57 2.00 1.00 0.00 2.00 2.00 3.00 0.00 0.00 2.74 0.26  
 Final Sat.: 2566 1092 3600 1800 0 3600 3400 5700 0 0 5197 503  
 Capacity Analysis Module:  
 Vol/Sat: 0.20 0.20 0.42 0.04 0.00 0.21 0.08 0.23 0.00 0.00 0.41 0.41  
 Crit Moves: 0.37 0.37 0.37 0.11 0.00 0.19 0.07 0.44 0.00 0.00 0.36 0.36  
 Green/Cycle: 0.55 0.55 1.14 0.31 0.00 1.14 1.14 0.53 0.00 0.00 1.14 1.14  
 Volume/Cap: 24.5 24.5 101.6 44.7 0.0 120.9 146.6 18.4 0.0 0.0 99.0 99.0  
 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: 24.5 24.5 101.6 44.7 0.0 120.9 146.6 18.4 0.0 0.0 99.0 99.0  
 AdjDel/Veh: 24.5 24.5 101.6 44.7 0.0 120.9 146.6 18.4 0.0 0.0 99.0 99.0  
 LOS by Move: C 9 4 0 2 0 2 10 8 0 0 4 0  
 HCMkAvG: 9 9 40 2 0 22 10 8 0 0 40 40  
 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 [16.1]  
 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  
 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 0 1 0 0 1 0 0 0  
 Volume Module:  
 Base Vol: 0 0 0 30 20 10 0 30 10 270 30 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 30 20 10 0 30 10 270 30 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 30 20 10 0 30 10 270 30 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 0 32 21 11 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 32 21 11 0 0 0 0 0 0  
 Final Volume: 0 0 0 32 21 11 0 32 11 284 32 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  
 Critical Gap: 3.5 4.0 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3  
 FollowupPrm: 637 642 32 32 32 32 32 32 32 32 32 32  
 Capacity Module:  
 Conflict Vol: 445 395 1048 372 311 1048 1580 1580 1580 1580 1580 1580  
 Potential: 445 395 1048 372 311 1048 1580 1580 1580 1580 1580 1580  
 Move Cap.: 0.08 0.07 0.01 0.08 0.07 0.01 0.08 0.07 0.01 0.08 0.07 0.01  
 Volume/Cap: 637 642 32 32 32 32 32 32 32 32 32 32  
 Level of Service Module:  
 2Way95thQ: 637 642 32 32 32 32 32 32 32 32 32 32  
 Control Del: 6.4 6.5 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2  
 LOS by Move: 6.4 6.5 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2  
 Movement: IT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 SharedCap: 389 389 389 389 389 389 389 389 389 389 389 389  
 SharedQueue: 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6  
 Shrd CapDel: 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1  
 Shared LOS: 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1  
 ApproachDel: 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1  
 ApproachLOS: 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1  
 HCMkAvG: 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*



Barstow Casinos Project - Saturday  
Year 2030 MD

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

Intersection #10 Lenwood/Project Access  
 Average Delay (sec/vch): 1.9 Worst Case Level Of Service: B (13.8)  
 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 Uncontrolled Uncontrolled  
 Rights: 0 1 0 0 0 0 1 1 0 1 0 0 0 1 0 0 1 0 0 0 0  
 Volume Module:  
 Base Vol: 10 200 0 0 290 100 80 0 10 0 0 0 0 0 0 0 0 0 0 0 0  
 Growth Adj: 1.00  
 Initial Bsc: 10 200 0 0 290 100 80 0 10 0 0 0 0 0 0 0 0 0 0 0 0  
 Added Vol: 0  
 PasserbyVol: 0  
 Initial Fut: 10 200 0 0 290 100 80 0 10 0 0 0 0 0 0 0 0 0 0 0 0  
 User Adj: 1.00  
 PHF Adj: 0.95  
 PHF Volume: 11 211 0 0 305 105 84 0 11 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduct Vol: 0  
 FinalVolume: 11 211 0 0 305 105 84 0 11 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:  
 Base Vol: 10 200 0 0 290 100 80 0 10 0 0 0 0 0 0 0 0 0 0 0 0  
 Growth Adj: 1.00  
 Initial Bsc: 10 200 0 0 290 100 80 0 10 0 0 0 0 0 0 0 0 0 0 0 0  
 Added Vol: 0  
 PasserbyVol: 0  
 Initial Fut: 10 200 0 0 290 100 80 0 10 0 0 0 0 0 0 0 0 0 0 0 0  
 User Adj: 1.00  
 PHF Adj: 0.95  
 PHF Volume: 11 211 0 0 305 105 84 0 11 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduct Vol: 0  
 FinalVolume: 11 211 0 0 305 105 84 0 11 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:  
 Critical Gap: 4.1  
 FollowUpTime: 2.2

Capacity Module:  
 Conflict Vol: 411  
 Potent Cap: 1159 411 411 411 411 411 411 411 411 411 411 411 411 411 411 411 411 411 411 411  
 Move Cap: 1159 411 411 411 411 411 411 411 411 411 411 411 411 411 411 411 411 411 411 411  
 Volume/Cap: 0.01

Level Of Service Module:  
 2WayStgQ: 0.0  
 Control Del: 8.1  
 LOS by Move: A  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap: 0.0  
 SharedQueue: 0.0  
 Shrd Condel: 8.1  
 Shared LOS: A  
 ApproachDel: xxxxxx  
 ApproachLOS: B

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

Barstow Casinos Project - Saturday  
Year 2030 MD

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

Intersection #11 Mercantile Way/Factory Outlet Ave  
 Average Delay (sec/vch): 7.1 Worst Case Level Of Service: A ( 9.1)  
 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: Uncontrolled Uncontrolled Uncontrolled Uncontrolled  
 Rights: 0 0 0 0 0 0 0 0 1 1 0 2 0 0 0 0 0 0 0 0 0 0  
 Volume Module:  
 Base Vol: 0 0 0 0 0 0 0 0 150 140 10 0 0 0 0 0 0 0 0 0 0  
 Growth Adj: 1.00  
 Initial Bsc: 0 0 0 0 0 0 0 0 150 140 10 0 0 0 0 0 0 0 0 0 0  
 Added Vol: 0  
 PasserbyVol: 0  
 Initial Fut: 0 0 0 0 0 0 0 0 150 140 10 0 0 0 0 0 0 0 0 0 0  
 User Adj: 1.00  
 PHF Adj: 0.95  
 PHF Volume: 0 0 0 0 0 0 0 0 158 147 11 0 0 0 0 0 0 0 0 0 0  
 Reduct Vol: 0  
 FinalVolume: 0 0 0 0 0 0 0 0 158 147 11 0 0 0 0 0 0 0 0 0 0

Volume Module:  
 Base Vol: 0 0 0 0 0 0 0 0 150 140 10 0 0 0 0 0 0 0 0 0 0  
 Growth Adj: 1.00  
 Initial Bsc: 0 0 0 0 0 0 0 0 150 140 10 0 0 0 0 0 0 0 0 0 0  
 Added Vol: 0  
 PasserbyVol: 0  
 Initial Fut: 0 0 0 0 0 0 0 0 150 140 10 0 0 0 0 0 0 0 0 0 0  
 User Adj: 1.00  
 PHF Adj: 0.95  
 PHF Volume: 0 0 0 0 0 0 0 0 158 147 11 0 0 0 0 0 0 0 0 0 0  
 Reduct Vol: 0  
 FinalVolume: 0 0 0 0 0 0 0 0 158 147 11 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:  
 Critical Gap: 4.1  
 FollowUpTime: 2.2

Capacity Module:  
 Conflict Vol: 42  
 Potent Cap: 1041 42 42 42 42 42 42 42 42 42 42 42 42 42 42 42 42 42 42 42  
 Move Cap: 1041 42  
 Volume/Cap: 0.04

Level Of Service Module:  
 2WayStgQ: 0.0  
 Control Del: 9.1  
 LOS by Move: A  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap: 0.0  
 SharedQueue: 0.0  
 Shrd Condel: 9.1  
 Shared LOS: A  
 ApproachDel: xxxxxx  
 ApproachLOS: A

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

Scenario Report  
 Command: Year 2030 PM Sat  
 Volume: 2030  
 Geometry: Default Impact Fee  
 Trip Generation: none  
 Trip Distribution: none  
 Routes: Default Path  
 Paths: Default Route  
 Configuration: Default Configuration

Scenario Report  
 Command: Year 2030 PM Sat  
 Volume: 2030  
 Geometry: Default Impact Fee  
 Trip Generation: none  
 Trip Distribution: none  
 Routes: Default Path  
 Paths: Default Route  
 Configuration: Default Configuration

2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #1 Lenwood/SR-58  
 Cycle (sec): 60      Critical Vol./Cap.(X): 0.576  
 Loss Time (sec): 6 (Y+R=4.0 sec)      Average Delay (sec/veh): 15.6  
 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

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #1 Lenwood/SR-58  
 Cycle (sec): 60      Critical Vol./Cap.(X): 0.576  
 Loss Time (sec): 6 (Y+R=4.0 sec)      Average Delay (sec/veh): 15.6  
 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		Protected		Protected	
	Include	Exclude	Include	Exclude	Include	Exclude
Rights:	0	0	0	0	0	0
Min. Green:	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 1 0 0 1 0 1 0 1 0						

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

Volume Module:

Base Vol:	140	20	70	40	40	110	130	560	140	70	560	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 Spc:	140	20	70	40	40	110	130	560	140	70	560	40
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 Rmt:	140	20	70	40	40	110	130	560	140	70	560	40
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	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	21	74	42	42	116	137	589	147	74	589	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	21	74	42	42	116	137	589	147	74	589	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	21	74	42	42	116	137	619	155	74	589	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.63	0.08	0.29	0.22	0.21	0.57	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1119	160	559	395	395	1087	1800	1900	1900	1800	1900	1900

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.13	0.11	0.11	0.11	0.08	0.33	0.08	0.04	0.31	0.02
Crit Moves:	0.23	0.23	0.23	0.23	0.23	0.23	0.13	0.60	0.60	0.07	0.54	0.54
Volume/Cap:	0.58	0.58	0.47	0.47	0.47	0.47	0.58	0.55	0.14	0.55	0.58	0.04
Delay/Veh:	26.2	26.2	23.6	23.6	23.6	23.6	34.2	8.8	5.4	41.7	11.6	6.6
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:	26.2	26.2	23.6	23.6	23.6	23.6	34.2	8.8	5.4	41.7	11.6	6.6
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	A
HCM2AVGQ:	5	5	4	4	4	4	7	1	1	2	6	0

Note: Queue reported is the number of cars per lane.  
 Trafficx 7.9.0415 (c) 2007 Dowling Assoc. Licensed to LLG, SAN DIEGO, CA

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #2 Lenwood/ Main St  
 Cycle (sec): 100      Critical Vol./Cap.(X): 0.705  
 Loss Time (sec): 8 (Y+R=4.0 sec)      Average Delay (sec/veh): 38.2  
 Optimal Cycle: 49      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      Protected      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  
 Lanes: 1 0 1 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:  
 Base Vol: 310 110 210 130 170 90 90 400 270 220 440 130  
 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: 310 110 210 130 170 90 90 400 270 220 440 130  
 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: 310 110 210 130 170 90 90 400 270 220 440 130  
 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 326 116 221 137 179 95 95 421 284 232 463 137  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 326 116 221 137 179 95 95 421 284 232 463 137  
 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: 326 122 232 137 179 95 95 442 298 232 486 144

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjusment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
 Lanes: 1.00 1.00 1.00 1.00 0.65 0.35 1.00 1.19 0.81 1.00 1.54 0.45  
 Final Sat.: 1800 1900 1900 1800 1242 658 1800 2269 1531 1800 2933 867

Capacity Analysis Module:  
 Vol/Sat: 0.18 0.06 0.12 0.08 0.14 0.14 0.05 0.19 0.19 0.13 0.17 0.17  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.26 0.25 0.25 0.21 0.20 0.20 0.17 0.28 0.28 0.18 0.29 0.29  
 Volume/Cap: 0.71 0.25 0.48 0.37 0.71 0.71 0.30 0.71 0.71 0.71 0.58 0.58  
 Delay/Veh: 42.4 30.2 34.0 36.7 47.3 47.3 38.7 36.5 36.5 50.4 32.8 32.8  
 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: 42.4 30.2 34.0 36.7 47.3 47.3 38.7 36.5 36.5 50.4 32.8 32.8  
 LOS by Move: D C C D D D D D D D C C  
 HCM2kAVQ: 11 3 6 4 9 3 11 11 8 9 5 9

Note: Queue reported as the number of cars per lane.  
 \*\*\*\*\*  
 Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to LLG, SAN DIEGO, CA

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): 0.357  
 Loss Time (sec): 6 (Y+R=4.0 sec)      Average Delay (sec/veh): 3.9  
 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      Protected      Protected  
 Rights: Include      Include      Include      Include  
 Min. Green: 0 0 0 0 1 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 1 0 0 1 0 0 1 0 0 1 0 0 2 0 0 0 0

Volume Module:  
 Base Vol: 0 0 0 0 70 0 30 0 550 400 40 1000 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 70 0 30 0 550 400 40 1000 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 0 70 0 30 0 550 400 40 1000 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 0 0 74 0 32 0 579 421 42 1053 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 74 0 32 0 579 421 42 1053 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  
 FinalVolume: 0 0 0 0 77 0 32 0 608 442 42 1105 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjusment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 1.16 0.84 1.00 2.00 0.00  
 Final Sat.: 0 0 0 0 3600 0 1900 0 2200 1600 1800 3600 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.02 0.00 0.28 0.28 0.02 0.29 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.06 0.00 0.06 0.00 0.77 0.77 0.07 0.84 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.36 0.00 0.28 0.00 0.36 0.36 0.36 0.35 0.00  
 Delay/Veh: 0.0 0.0 0.0 31.6 0.0 32.8 0.0 2.5 2.5 35.1 1.4 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 31.6 0.0 32.8 0.0 2.5 2.5 35.1 1.4 0.0  
 LOS by Move: A A A C A C A A A D A A  
 HCM2kAVQ: 0 0 0 1 0 1 0 3 3 1 3 0

Note: Queue reported as the number of cars per lane.  
 \*\*\*\*\*  
 Traffic 7.9.0415 (c) 2007 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): 0.487  
Loss Time (sec): 6 (Y+R=4.0 sec) 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 Split Phase  
Rights: 0  
Min. Green: 0  
Lanes: 0 0 0 0 0 2 0 0 0 1 0 0 2 0 0 1 0 0 2 0 1  
Volume Module:  
Base Vol: 0 0 0 0 660 0 460 0 590 0 630 0  
Growth Adj: 1.00  
Initial Bse: 0 0 0 0 660 0 460 0 590 0 630 0  
Added Vol: 0  
PasserByVol: 0  
Initial Fut: 0 0 0 0 660 0 460 0 590 0 630 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 1.00 1.00 1.00  
PHF Adj: 0.95  
PHF Volume: 0 0 0 0 635 0 484 0 621 0 663 0  
Reduct Vol: 0  
Reduced Vol: 0 0 0 0 635 0 484 0 621 0 663 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 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.03 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  
FinalVolume: 0 0 0 0 716 0 484 0 652 0 696 0

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): 0.499  
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9  
Optimal Cycle: 26 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  
Rights: 0  
Min. Green: 0 1 0 0 0 0 0 0 0 1 0 2 0 0 0 0 0 0 2 0 1  
Lanes: 0 1 0 0 0 0 0 0 0 0 1 0 2 0 0 0 0 0 2 0 1  
Volume Module:  
Base Vol: 420 0 20 0 0 40 600 0 620 0 620 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: 420 0 20 0 0 40 600 0 620 0 620 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: 420 0 20 0 0 40 600 0 620 0 620 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 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 442 0 21 0 0 0 42 632 0 653 63  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 442 0 21 0 0 42 632 0 653 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  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 442 0 21 0 0 42 663 0 685 63

Saturation Flow Module:  
Sat/Lanes: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
Lanes: 1.00 1.00 1.00 0.00 0.00 1.00 2.00 0.00 0.00 2.00 1.00 1.00  
Final Sat.: 1800 0 1900 0 0 1800 3600 0 0 3600 1900  
Capacity Analysis Module:  
Vol/Sat: 0.25 0.00 0.01 0.00 0.00 0.02 0.17 0.00 0.00 0.18 0.03  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.49 0.00 0.49 0.00 0.00 0.05 0.41 0.00 0.00 0.36 0.36  
Volume/Cap: 0.50 0.00 0.02 0.00 0.00 0.50 0.43 0.00 0.00 0.50 0.09  
Delay/Veh: 12.3 0.0 7.9 0.0 0.0 47.5 13.6 0.0 0.0 16.2 12.9  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 12.3 0.0 7.9 0.0 0.0 47.5 13.6 0.0 0.0 16.2 12.9  
LOS by Move: B A A A A D B A A A B  
HCM2kAVGQ: 6 0 0 0 0 2 5 0 4 0 5 1

Saturation Flow Module:  
Sat/Lanes: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
Lanes: 1.00 1.00 1.00 0.00 0.00 1.00 2.00 0.00 0.00 2.00 1.00 1.00  
Final Sat.: 1800 0 1900 0 0 1800 3600 0 0 3600 1900  
Capacity Analysis Module:  
Vol/Sat: 0.25 0.00 0.01 0.00 0.00 0.02 0.17 0.00 0.00 0.18 0.03  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.49 0.00 0.49 0.00 0.00 0.05 0.41 0.00 0.00 0.36 0.36  
Volume/Cap: 0.50 0.00 0.02 0.00 0.00 0.50 0.43 0.00 0.00 0.50 0.09  
Delay/Veh: 12.3 0.0 7.9 0.0 0.0 47.5 13.6 0.0 0.0 16.2 12.9  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 12.3 0.0 7.9 0.0 0.0 47.5 13.6 0.0 0.0 16.2 12.9  
LOS by Move: B A A A A D B A A A B  
HCM2kAVGQ: 6 0 0 0 0 2 5 0 4 0 5 1

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

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

Barstow Casinos Project - Saturday  
Year 2030 PM

Barstow Casinos Project - Saturday  
Year 2030 PM

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): 7.7 Worst Case Level of Service: B [11.5]  
\*\*\*\*\*  
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 Stop Sign Stop Sign Uncontrolled Uncontrolled  
Rights: Include Include Include Include Include Include  
Lanes: 0 0 0 0 0 0 1 1 0 0 0 0 0 1 0 0 0 1 0 0 0  
\*\*\*\*\*  
Volume Module:  
Base Vol: 0 0 0 0 0 50 10 10 0 10 10 10 10 150 10 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 Bse: 0 0 0 0 0 50 10 10 0 10 10 10 10 150 10 0  
Added Vol: 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  
Initial Fut: 0 0 0 0 0 50 10 10 0 10 10 10 10 150 10 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 0 0 0 0 53 11 11 0 11 11 11 11 158 11 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 0 0 0 0 0 53 11 11 0 11 11 11 11 158 11 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 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 3.3 3.3 3.3 3.3 3.3  
\*\*\*\*\*  
Capacity Module:  
Conflict Vol: 342 347 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11  
Percent Cap: 658 579 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076  
Move Cap: 604 517 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076  
Volume/Cap: 0.09 0.02 0.01 0.01 0.01 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:  
2wayShtg: 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5  
Control Del: 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3  
LOS by Move: 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5  
\*\*\*\*\*  
Movement: LT - ITR - RT LT - ITR - RT LT - ITR - RT LT - ITR - RT  
Shared Cap: 628 628 628 628 628 628 628 628 628 628 628 628 628 628 628 628 628  
SharedQueue: 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  
Shrd ConDel: 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5  
Shared LOS: B B B B B B B B B B B B B B B B B  
ApproachDel: 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5  
ApproachLOS: B B B B B B B B B B B B B B B B 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 Lenwood/SR-15 NB Ramps/High Point Pkwy  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.626  
Loss Time (sec): 8 (V/R=4.0 sec) Average Delay (sec/vch): 23.3  
Optimal Cycle: 41 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 Split Phase Split Phase Protected Protected  
Rights: Include Include Include Include Ignore Ignore Include Include  
Lanes: 1 1 0 0 0 0 0 0 0 0 2 0 3 0 0 0 0 0 2 1 0  
\*\*\*\*\*  
Volume Module:  
Base Vol: 440 110 550 40 0 270 160 720 0 0 1390 110  
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: 440 110 550 40 0 270 160 720 0 0 1390 110  
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: 440 110 550 40 0 270 160 720 0 0 1390 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 1.00  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 463 116 579 42 0 284 168 758 0 0 1463 116  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 463 116 579 42 0 284 168 758 0 0 1463 116  
MLF Adj: 1.05 1.05 1.13 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 486 122 654 42 0 321 173 834 0 0 1609 127  
\*\*\*\*\*  
Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 0.95 0.95 1.00 0.95 0.89 1.00 1.00 0.95 1.00 1.00  
Lanes: 1 62 0 38 2 00 0 00 2 00 3 00 0 00 0 2 78 0 22  
Final Sat: 2311 728 3600 1800 0 3600 3400 5700 0 0 5282 418  
\*\*\*\*\*  
Capacity Analysis Module:  
Vol/Sat: 0.17 0.17 0.18 0.02 0.00 0.09 0.05 0.15 0.00 0.00 0.30 0.30  
Crit Moves: 0.29 0.29 0.29 0.06 0.00 0.14 0.08 0.57 0.00 0.00 0.49 0.49  
Green/Cycle: 0.58 0.58 0.63 0.38 0.00 0.63 0.63 0.26 0.00 0.00 0.63 0.63  
Volume/Cap: 32.3 32.3 33.4 55.0 0.0 46.0 54.7 7.2 0.0 0.0 16.0 16.0  
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/Vch: 32.3 32.3 33.4 55.0 0.0 46.0 54.7 7.2 0.0 0.0 16.0 16.0  
LOS by Move: C C C D A D A D A A B  
HCM/AV90: 6 8 9 2 0 6 4 3 0 0 11 11  
\*\*\*\*\*  
Note: Queue reported is the number of cars per lane.  
\*\*\*\*\*





2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #11 Mercantile Way/Factory Outlet Ave  
Average Delay (sec/veh): 7.4 Worst Case Level of Service: A [ 8.9]  
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  
Control: Stop Sign Uncontrolled Uncontrolled  
Rights: 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

Volume Module:  
Base Vol: 0 0 0 0 0 150 120 10 0 0 10 10  
Growth Adj: 1.00  
Initial Bst: 0 0 0 0 0 150 120 10 0 0 10 10  
Added Vol: 0  
PasserbyVol: 0  
Initial Fut: 1.00  
User Adj: 0.95  
PHF Volume: 0 0 0 0 0 0 0 0 0 158 126 11 0 0 11 11  
Reduct Vol: 0  
FinalVolume: 0 0 0 0 0 0 0 0 0 158 126 11 0 0 11 11

Critical Gap Module:  
Critical Gp: xxxxxx  
FollowUpTm: xxxxxx  
Capacity Module:  
Conflict Vol: xxxxxx  
Potent Cap.: xxxxxx  
Move Cap.: xxxxxx  
Volume/Cap: xxxxxx

Level of Service Module:  
2way95thP: xxxxxx  
Control Del: xxxxxx  
LOS by Move: xxxxxx  
Movement: LTR - RT LTR - RT LTR - RT  
Shared Cap.: xxxxxx  
SharedQueue: xxxxxx  
Shrd ConDel: xxxxxx  
Shared LOS: xxxxxx  
ApproachDel: xxxxxx  
ApproachLOS: A

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

2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #40 Lenwood/Project Access  
Average Delay (sec/veh): 2.5 Worst Case Level of Service: B [ 10.7]  
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 Stop Sign  
Rights: Include Include  
Lanes: 0 1 0 0 0 0 1 1 0 1 0 0 0 1 0 0 1 1 0 0 0

Volume Module:  
Base Vol: 10 120 0 0 100 100 80 0 10 0 10 0 0 0 10 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 Bst: 10 120 0 0 100 100 80 0 10 0 10 0 0 0 10 0  
Added Vol: 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  
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  
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 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 11 126 0 0 105 105 84 0 11 0 0 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 11 126 0 0 105 105 84 0 11 0 0 0 0 0 0 0

Critical Gap Module:  
Critical Gp: xxxxxx  
FollowUpTm: xxxxxx  
Capacity Module:  
Conflict Vol: xxxxxx  
Potent Cap.: xxxxxx  
Move Cap.: xxxxxx  
Volume/Cap: xxxxxx

Level of Service Module:  
2way95thP: xxxxxx  
Control Del: xxxxxx  
LOS by Move: xxxxxx  
Movement: LTR - RT LTR - RT LTR - RT  
Shared Cap.: xxxxxx  
SharedQueue: xxxxxx  
Shrd ConDel: xxxxxx  
Shared LOS: xxxxxx  
ApproachDel: xxxxxx  
ApproachLOS: B

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

## **APPENDIX L**

### **HORIZON YEAR 2035 WITH PROJECT ALTERNATIVE A WEEKDAY & SATURDAY INTERSECTION ANALYSIS WORKSHEETS**

Scenario Report

Year 2030 + Alt A MD  
 Command: 2030+Alt A MD  
 Volume: 2030 MDALTA  
 Geometry: 2030  
 Impact Fee: Default Impact Fee  
 Trip Generation: Alt A MD  
 Trip Distribution: Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

Impact Analysis Report  
 Level Of Service

Intersection	Base Del/V/ IOS Veh C	V/ C	Future Del/V/ IOS Veh C	Change in in
# 1 Lenwood/SR-58	B 14.6 0.557	B 14.6 0.579	-0.033 D/V	
# 2 Lenwood/ Main St	C 30.6 0.440	C 30.8 0.447	+ 0.228 D/V	
# 3 Main St/ SR-58 EB Ramps	A 3.7 0.377	A 4.2 0.375	+ 0.470 D/V	
# 4 Main St/ SR-58 WB Ramps	B 11.6 0.360	B 11.4 0.367	-0.145 D/V	
# 5 Lenwood/ I-15 SB Ramps	B 12.5 0.458	B 14.0 0.566	+ 1.527 D/V	
# 6 Lenwood/SR-15 NB Ramps/High Po	C 23.9 0.540	C 23.4 0.635	-0.542 D/V	
# 7 Outlet Center Dr/ I-15 SB Ramp	A 9.8 0.059	B 11.8 0.137	+ 2.033 D/V	
# 8 Outlet Center Dr/ I-15 NB Ramp	A 9.3 0.098	B 10.3 0.266	+ 1.023 D/V	
# 9 Lenwood/ Mercantile	D 37.4 0.273	D 37.6 0.340	+ 0.202 D/V	
# 10 Lenwood/Project Access	A 7.2 0.000	F 274.7 1.108	+267.474 D/V	
# 11 Mercantile Way/Factory Outlet	A 8.6 0.079	A 8.6 0.079	+ 0.000 D/V	

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

\*\*\*\*\*  
 Intersection #1 Lenwood/SR-58  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.579  
 Loss Time (sec): 6 Average Delay (sec/veh): 14.6  
 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				Protected				Protected					
	Include	Exclude	Include	Exclude	Include	Exclude	Include	Exclude	Include	Exclude	Include	Exclude		
Right:	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
Y+R:	0	0	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	0	0

Volume Module:

Base Vol:	40	30	60	60	130	60	560	40	60	350	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
Initial Bse:	40	30	60	60	130	60	560	40	60	350	40
Added Vol:	0	0	0	0	0	0	34	18	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	30	60	60	130	60	594	58	60	374	40
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	32	63	63	137	63	625	61	63	394	42
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	32	63	63	137	63	625	61	63	394	42
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	1.05	1.00	1.00	1.00
Final Volume:	55	32	63	63	137	63	657	64	63	394	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.38	0.21	0.41	0.25	0.24	0.51	1.00	1.00	1.00	1.00	1.00
Final Sat.:	682	393	787	450	450	975	1800	1900	1800	1900	1900

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.14	0.14	0.04	0.35	0.03	0.04	0.21	0.02
Crit Movs:	0.24	0.24	0.24	0.24	0.24	0.10	0.60	0.60	0.06	0.56	0.56
Green/Cycle:	0.33	0.33	0.33	0.58	0.58	0.37	0.58	0.06	0.58	0.37	0.04
Volume/Cap:	20.7	20.7	20.7	25.3	25.3	31.5	9.4	5.1	47.9	8.2	5.9
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:	20.7	20.7	20.7	25.3	25.3	31.5	9.4	5.1	47.9	8.2	5.9
AdjDel/Veh:	20.7	20.7	20.7	25.3	25.3	31.5	9.4	5.1	47.9	8.2	5.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A
HCM2RAVQC:	3	3	3	5	5	2	6	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): 0.447  
 Loss Time (sec): 8 Average Delay (sec/veh): 30.8  
 Optimal Cycle: 48 Level Of Service: C

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				Protected				Protected					
	Include	Exclude	Include	Exclude	Include	Exclude	Include	Exclude	Include	Exclude	Include	Exclude		
Right:	10	10	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	4.0	4.0
Y+R:	1	0	1	0	1	0	1	0	1	0	1	0	1	0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	150	150	200	100	100	40	110	380	250	80	240	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	150	200	100	100	40	110	380	250	80	240	100
Added Vol:	16	12	0	0	18	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	162	200	100	118	40	110	380	271	80	240	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	175	171	211	105	124	42	116	400	285	84	253	105
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	171	211	105	124	42	116	400	285	84	253	105
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:	175	179	221	105	124	42	116	420	300	84	265	111

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	1.00	1.00	1.00	0.75	0.25	1.00	1.17	0.83	1.00	1.41
Final Sat.:	1800	1900	1900	1800	1419	481	1800	2218	1582	1800	2682

Capacity Analysis Module:

Vol/Sat:	0.10	0.09	0.12	0.06	0.09	0.09	0.06	0.19	0.19	0.05	0.10
Crit Movs:	0.20	0.26	0.26	0.13	0.20	0.20	0.26	0.42	0.42	0.10	0.26
Green/Cycle:	0.50	0.36	0.45	0.43	0.45	0.45	0.24	0.45	0.45	0.45	0.37
Volume/Cap:	40.7	31.1	32.6	46.1	39.3	39.3	30.1	21.4	21.4	49.5	31.1
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	40.7	31.1	32.6	46.1	39.3	39.3	30.1	21.4	21.4	49.5	31.1
AdjDel/Veh:	40.7	31.1	32.6	46.1	39.3	39.3	30.1	21.4	21.4	49.5	31.1
LOS by Move:	D	C	C	D	D	D	C	C	C	D	C
HCM2RAVQC:	6	5	6	4	5	3	6	8	3	5	5

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

Barstow Casinos - Weekday  
Year 2030 + Alt A MD

Barstow Casinos - Weekday  
Year 2030 + 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): 0.367  
Less Time (sec): 6 Average Delay (sec/veh): 11.4  
Optimal Cycle: 21 Level of Service: B

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): 0.375  
Less Time (sec): 6 Average Delay (sec/veh): 4.2  
Optimal Cycle: 22 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 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 1 0 0 1 0 0 0 0 0 1 0 2 0 0 0 2 0 1

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  
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 0 0 1 1 0 0 1 0 1 0 1 0 2 0 0 0

Volume Module:  
Base Vol: 240 0 30 0 0 0 40 610 0 0 550 130  
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 Svc: 240 0 30 0 0 0 40 610 0 0 550 130  
Added Vol: 0 0 17 0 0 0 0 0 0 0 0 0  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 240 0 47 0 0 0 40 610 0 0 572 130  
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 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 253 0 49 0 0 0 42 642 0 0 602 137  
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  
Final Volume: 253 0 49 0 0 0 42 674 0 0 632 137

Volume Module:  
Base Vol: 50 0 50 0 30 0 590 370 50 1110 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 Svc: 50 0 50 0 30 0 590 370 50 1110 0  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 50 0 50 0 30 0 590 370 72 1110 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 0 53 0 32 0 621 389 76 1168 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 0 0 55 0 32 0 652 409 76 1227 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 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.: 1800 0 1900 0 0 0 1800 3800 0 0 3800 1900  
Capacity Analysis Module:  
Vol/Sat: 0.14 0.00 0.03 0.00 0.00 0.00 0.02 0.18 0.00 0.00 0.17 0.07  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.38 0.00 0.38 0.00 0.00 0.00 0.06 0.52 0.00 0.00 0.45 0.45  
Volume/Cap: 0.37 0.00 0.07 0.00 0.00 0.00 0.37 0.34 0.00 0.00 0.37 0.16  
Delay/Veh: 14.8 0.0 11.9 0.0 0.0 0.0 35.7 9.0 0.0 0.0 11.3 10.0  
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: 14.8 0.0 11.9 0.0 0.0 0.0 35.7 9.0 0.0 0.0 11.3 10.0  
LOS by Move: B A B A A A A A D A A A A A B B  
HCM2kAVGQ: 4 0 1 0 0 0 1 4 0 1 4 0 4 2

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 1.23 0.77 1.00 2.00 0.00  
Final Sat.: 0 0 3600 0 1900 0 2335 1465 1800 3800 0  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.02 0.00 0.28 0.04 0.32 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.00 0.04 0.00 0.04 0.00 0.74 0.74 0.11 0.86 0.00  
Volume/Cap: 0.00 0.00 0.35 0.00 0.38 0.00 0.38 0.38 0.38 0.38 0.00  
Delay/Veh: 0.0 0.0 0.0 33.7 0.0 40.2 0.0 3.1 3.1 30.0 1.3 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  
AdjDel/Veh: 0.0 0.0 0.0 33.7 0.0 40.2 0.0 3.1 3.1 30.0 1.3 0.0  
LOS by Move: A A A C A D A A A C A A A  
HCM2kAVGQ: 0 0 1 0 1 0 4 4 1 3 0

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

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Barstow Casinos - Weekday  
Year 2030 + Alt A MD

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): 0.566  
Loss Time (sec): 6 Average Delay (sec/veh): 12.5  
Optimal Cycle: 32 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 Permitted Ignored  
Rights: Include Ignore Permitted Ignored  
Min. Green: 0 0 0 0 0 26 26 0 0 28 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  
Lanes: 0 0 0 0 2 0 0 1 0 0 2 0 1

Volume Module:  
Base Vol: 0 0 810 0 440 0 440 0 0 530 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 0 810 0 440 0 440 0 0 530 0  
Added Vol: 0 0 118 0 0 0 39 0 0 28 0  
Diverted Lk: 0 0 161 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 1089 0 440 0 479 0 0 558 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 0 1146 0 463 0 504 0 0 587 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 1146 0 463 0 504 0 0 587 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  
Final Volume: 0 0 1181 0 463 0 523 0 0 617 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.89 1.00 1.00 0.95 1.00 1.00 0.95 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 3400 0 1900 0 3800 1900 0 3800 1900

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.35 0.00 0.24 0.00 0.14 0.00 0.00 0.16 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 0.74 0.00 0.52 0.00 0.32 0.00 0.00 0.37 0.00  
Delay/Veh: 0.0 0.0 0.0 16.3 0.0 13.5 0.0 11.7 0.0 0.0 12.2 0.0  
User DelAdj: 1.00 1.00 1.00 0.88 0.90 0.70 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 0.0 0.0 14.3 0.0 9.4 0.0 11.7 0.0 0.0 12.2 0.0  
LOS by Move: A A A B A A A B A A A B A  
HCM2KAVGQ: 0 0 0 12 0 7 0 3 0 0 4 0

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

Barstow Casinos - Weekday  
Year 2030 + 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): 100 Critical Vol./Cap.(X): 0.635  
Loss Time (sec): 8 Average Delay (sec/veh): 23.4  
Optimal Cycle: 41 Level Of Service: C

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 Permitted Ignored  
Rights: Include Ovl Ignore Permitted  
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 2 2 0 3 0 0 2 1 0

Volume Module:  
Base Vol: 280 120 480 70 0 330 170 820 0 0 1046 90  
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: 280 120 480 70 0 330 170 820 0 0 1046 90  
Added Vol: 0 0 35 0 0 0 0 157 0 0 138 0  
Diverted Lk: 0 0 53 0 0 0 0 161 0 0 147 0  
Initial Fut: 280 120 568 70 0 330 170 1138 0 0 1325 90  
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 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 295 126 598 74 0 347 179 1198 0 0 1395 95  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 295 126 598 74 0 347 179 1198 0 0 1395 95  
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: 309 133 676 74 0 393 184 1318 0 0 1534 104

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 0.95 0.95 1.00 0.95 0.89 1.00 1.00 0.95 1.00 1.00  
Lanes: 1.42 0.58 2.00 1.00 0.00 2.00 2.00 3.00 0.00 0.00 2.81 0.19  
Final Sat.: 2560 1097 3600 1800 0 3600 3400 5700 0 0 5337 363

Capacity Analysis Module:  
Vol/Sat: 0.12 0.12 0.15 0.04 0.00 0.11 0.05 0.23 0.00 0.00 0.29 0.29  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.30 0.30 0.30 0.09 0.00 0.17 0.09 0.54 0.00 0.00 0.45 0.45  
Volume/Cap: 0.41 0.41 0.63 0.47 0.00 0.63 0.63 0.43 0.00 0.00 0.63 0.63  
Delay/Veh: 29.1 29.1 33.1 53.5 0.0 43.4 54.4 10.2 0.0 0.0 18.7 18.7  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 29.1 29.1 33.1 53.5 0.0 43.4 54.4 10.2 0.0 0.0 18.7 18.7  
LOS by Move: C C C D A D B A A B A B A  
HCM2KAVGQ: 5 5 10 3 0 7 4 6 0 0 11 11

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 SE Ramps  
 Average Delay (sec/veh): 7.2 Worst Case Level of Service: B [ 11.8]  
 Street Name: I-15 Outlet Center Dr  
 Approach: North Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 0 0 0 10 10 10 0 10 10 10 90 10 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 10 10 10 0 10 10 10 90 10 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 120 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 10 10 10 0 10 10 10 210 10 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 0 11 11 11 0 11 11 11 221 11 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 0 11 11 11 0 11 11 11 221 11 0

Critical Gap Module:  
 Critical Gap: 6.4 6.5 6.2 xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx  
 FollowUpTim: 3.5 4.0 3.3 xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx  
 Capacity Module:  
 Conflict Vol: 468 474 11 xxxxx xxxxx xxxxx 21 xxxxx xxxxx  
 Potent Cap.: 557 492 1076 xxxxx xxxxx xxxxx 1608 xxxxx xxxxx  
 Move Cap.: 490 415 1076 xxxxx xxxxx xxxxx 1608 xxxxx xxxxx  
 Volume/Cap: 0.02 0.03 0.01 xxxxx xxxxx xxxxx 0.14 xxxxx xxxxx

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): 6.5 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	Stop Sign	Uncontrolled	Uncontrolled
Include	Include	Include	Include	Include	Include
Lanes:	0 0 1 0	0 0 0 0	0 0 0 0	0 1 0 0	0 0 1 0

Volume Module:  
 Base Vol: 10 30 100 0 0 0 10 10 0 0 10 10 0 0 50 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: 10 30 100 0 0 0 10 10 0 0 10 10 0 0 50 0  
 Added Vol: 0 0 172 0 0 0 0 0 0 0 0 0 0 0 120 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 10 30 272 0 0 0 10 10 0 0 10 10 0 0 170 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 11 32 286 0 0 0 11 11 0 0 11 11 0 0 179 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 11 32 286 0 0 0 11 11 0 0 11 11 0 0 179 0

Critical Gap Module:  
 Critical Gap: 6.4 6.5 6.2 xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx  
 FollowUpTim: 3.5 4.0 3.3 xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx  
 Capacity Module:  
 Conflict Vol: 211 211 11 xxxxx xxxxx xxxxx 179 xxxxx xxxxx  
 Potent Cap.: 782 590 1076 xxxxx xxxxx xxxxx 1409 xxxxx xxxxx  
 Move Cap.: 778 685 1076 xxxxx xxxxx xxxxx 1409 xxxxx xxxxx  
 Volume/Cap: 0.01 0.05 0.27 xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx

2000 HCM Operations Method (Future Volume Alternative)  
Intersection #9 Lenwood/Mercantile  
Cycle (sec): 130 Critical Vol./Cap.(X): 0.340  
Loss Time (sec): 8 Average Delay (sec/veh): 37.6  
Optimal Cycle: 82 Level Of Service: D  
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: 4.0 26 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 0 1 0 2 0 1 1 0 1 0 1 0 1 0 1

Volume Module: 20 150 20 110 140 220 190 60 20 20 20 60  
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 Bas: 20 150 20 110 140 220 190 60 20 20 20 60  
Added Vol: 0 0 192 0 0 0 0 0 0 0 0 0  
Diverted LI: 0 147 0 0 214 0 0 0 0 0 0 0  
Initial Fut: 20 435 20 110 546 220 190 60 20 20 20 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  
PHF Volume: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Vol: 21 458 21 116 575 232 200 63 0 21 21 63  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 21 458 21 116 575 232 200 63 0 21 21 63  
MFL Adj: 1.00 1.05 1.05 1.00 1.05 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 21 481 22 116 603 232 200 63 0 21 21 63

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00  
Lanes: 1.00 1.91 0.09 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Sat.: 1800 3633 167 1800 3800 1900 1800 1900 1900 1800 1900  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.13 0.13 0.06 0.16 0.12 0.11 0.03 0.00 0.01 0.01 0.03  
Crit Move: \*\*\*\*  
Green/Cycle: 0.13 0.31 0.31 0.15 0.33 0.33 0.26 0.35 0.00 0.13 0.22 0.37  
Volume/Cap: 0.09 0.43 0.43 0.43 0.48 0.37 0.43 0.09 0.00 0.09 0.05 0.09  
Delay/Veh: 50.7 36.7 36.7 54.9 35.6 34.5 42.7 28.6 0.0 51.1 40.7 27.2  
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: 50.7 36.7 36.7 54.9 35.6 34.5 42.7 28.6 0.0 51.1 40.7 27.2  
LOS by Move: D D D D D C D C A D D C  
HCM2kVgq: 1 8 8 5 10 7 7 2 0 1 1 2  
Note: Queue reported is the number of cars per lane.

2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #10 Lenwood/Project Access  
Average Delay (sec/veh): 88.8 Worst Case Level Of Service: F(274.7)  
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 1 1 0 0

Volume Module:  
Base Vol: 0 160 0 0 160 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 1.00 1.00 1.00  
Initial Bas: 0 160 0 0 160 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 0 0 172 0 0 221 0 0 0 0 0 0 0 0 0 0 0 0 153  
Diverted LI: 0 0 0 0 221 0 0 0 0 0 0 0 0 0 0 0 0 0 291  
Initial Fut: 0 160 172 413 160 0 0 0 0 0 0 0 120 0 291  
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 Volume: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Vol: 0 168 181 435 168 0 0 0 0 0 0 0 126 0 306  
Final Volume: 0 168 181 435 168 0 0 0 0 0 0 0 126 0 306  
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: 349 349 349 349 349 349 349 349 349 349 349 349 349 349 349 349 349  
Potent Cap.: 1221 1221 1221 1221 1221 1221 1221 1221 1221 1221 1221 1221 1221 1221 1221 1221 1221  
Move Cap.: 114 87 785 114 87 785 114 87 785 114 87 785 114 87 785 114 87 785  
Volume/Cap: 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36  
Level Of Service Module:  
Way5thQ: 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: 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6  
LOS by Move: 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  
SharedQueue: 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: 5.6 5.6 5.6 5.6 5.6 5.6 5.6 5.6 5.6 5.6 5.6 5.6 5.6 5.6 5.6 5.6 5.6  
Shared LOS: A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \*  
ApproachDel: 274.7 274.7 274.7 274.7 274.7 274.7 274.7 274.7 274.7 274.7 274.7 274.7 274.7 274.7 274.7 274.7 274.7  
ApproachLOS: F F F F F F F F F F F F F F F F F F  
Note: Queue reported is the number of cars per lane.



Barstow Casinos - Weekday  
Year 2030 + Alt A PM

Scenario: Year 2030 + Alt A PM Scenario Report

Command: 2030+Alt A PM  
Volume: 2030 FMALEA  
Geometry: 2030  
Impact Fee: Default Impact Fee  
Trip Generation: Alt A PM  
Trip Distribution: Distribution  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Level Of Service Computation Report

\*\*\*\*\*  
2000 HCM Unsaturated Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #11 Mercantile Way/Factory Outlet Ave  
\*\*\*\*\*  
Average Delay (sec/veh): 6.7 Worst Case Level Of Service: A [ 8.6]  
\*\*\*\*\*  
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  
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 0 1 0

Volume Module:  
Base Vol: 0 0 0 0 0 60 120 10 0 0 10 10  
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 0 0 60 120 10 0 0 10 10  
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 0 60 120 10 0 0 10 10  
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 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 0 0 0 0 63 126 11 0 0 11 11  
Product Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 0 0 0 0 0 63 126 11 0 0 11 11

Critical Gap Module:  
Critical Gap:xxxxx xxxx xxxxx xxxxx xxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx  
FollowUpTime:xxxxx xxxx xxxxx xxxxx xxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx  
Capacity Module:  
Conflict Vol: xxx xxxx xxxxx xxxx xxxx 16 21 xxxxx xxxxx xxxx xxxx xxxxx  
Potent Cap: xxx xxxx xxxxx xxxx xxxx 1069 1608 xxxxx xxxxx xxxx xxxx xxxxx  
Move Cap: xxx xxxx xxxxx xxxx xxxx 1069 1608 xxxxx xxxxx xxxx xxxx xxxxx  
Volume/Cap: xxx xxxx xxxxx xxxx xxxx 0.96 0.08 xxxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:  
2wayStg: xxx xxxx xxxxx xxxx xxxx 0.2 0.3 xxxxx xxxxx xxxx xxxx xxxxx  
Control Del:xxxxx xxx xxxxx xxxxx xxxx 8.6 7.4 xxxxx xxxxx xxxxx xxxx xxxxx  
LOS by Move: \* \* \* \* \* A A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
SharedCap: xxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
SharedQueue:xxxxx xxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd ConDel:xxxxx xxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: \* \* \* \* \* 8.6 \* \* \* \* \*  
ApproachDel: xxxxxx \*  
ApproachLOS: \* \* \* \* \* A \* \* \* \* \*  
\*\*\*\*\*

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): 0.696  
 Loss Time (sec): 8 Average Delay (sec/veh): 39.0  
 Optimal Cycle: 48 Level Of Service: D

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

Control:	Protected	Protected	Protected	Protected
Include	Include	Include	Include	Include
Right:	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:	0 1 0 0	1 0 0 1	1 0 1 0	1 0 1 0
Lanes:	1 0 1 0	1 0 1 0	1 0 1 0	1 0 1 0

Volume Module:

Base Vol:	320 130 160 90 140 120 60 300 220 220 480 80
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	320 130 160 90 140 120 60 300 220 220 480 80
Added Vol:	20 17 0 0 20 0 0 0 0 23 0 0
PasserbyVol:	0 0 0 0 0 0 0 0 0 0 0 0
Initial Fnt:	340 147 160 90 160 120 60 300 243 220 480 80
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:	358 155 168 95 168 126 63 316 256 232 505 84
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:	358 155 168 95 168 126 63 316 256 232 505 84
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.05 1.05 1.00 1.00 1.00 1.00 1.05 1.05 1.00 1.05 1.05
FinalVolume:	358 162 177 95 168 126 63 332 269 232 531 88

Saturation Flow Module:

Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00
Lanes:	1.00 1.00 1.00 1.00 0.57 0.43 1.00 1.00 1.00 0.90 1.00 1.71
Final Sat.:	1800 1900 1900 1800 1086 814 1800 2099 1701 1800 3257 543

Capacity Analysis Module:

Vol/Sat:	0.20 0.09 0.09 0.05 0.15 0.16 0.04 0.16 0.16 0.13 0.16 0.16
Crit Moves:	0.29 0.25 0.25 0.25 0.22 0.22 0.16 0.23 0.23 0.18 0.26 0.26
Volume/Cap:	0.29 0.34 0.34 0.21 0.70 0.70 0.22 0.70 0.70 0.70 0.64 0.64
Delay/Veh:	39.5 31.3 31.8 30.4 44.9 44.9 38.7 40.1 40.1 49.6 36.4 36.4
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:	39.5 31.3 31.8 30.4 44.9 44.9 38.7 40.1 40.1 49.6 36.4 36.4
LOS by Move:	D C C C D D D D D D D D D D
HCM2kAVGQ:	11 4 5 2 10 10 2 10 10 8 9 9

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 #1 Lenwood/SR-58  
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.545  
 Loss Time (sec): 6 Average Delay (sec/veh): 14.3  
 Optimal Cycle: 28 Level Of Service: B

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

Control:	Permitted	Protected	Protected	Protected
Include	Include	Include	Include	Include
Right:	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 1 0 0 0 1 0 0 1 0 1 0 1			
Lanes:	0 1 0 0 0 1 0 0 1 1 0 1 0 1			

Volume Module:

Base Vol:	30 10 50 40 30 110 150 510 50 60 510 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 Bse:	30 10 50 40 30 110 150 510 50 60 510 40
Added Vol:	17 0 0 0 0 0 0 38 20 0 34 0
PasserbyVol:	0 0 0 0 0 0 0 0 0 0 0 0
Initial Fnt:	47 10 50 40 30 110 150 548 70 60 544 40
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 0.95 0.95 0.95 0.95 0.95
PHF Volume:	49 11 53 42 32 116 158 577 74 63 573 42
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:	49 11 53 42 32 116 158 577 74 63 573 42
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:	49 11 53 42 32 116 158 606 77 63 573 42

Saturation Flow Module:

Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00
Lanes:	0.46 0.23 0.16 0.61 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.:	615 173 867 417 313 1147 1800 1900 1900 1800 1900 1900

Capacity Analysis Module:

Vol/Sat:	0.06 0.06 0.06 0.10 0.10 0.10 0.09 0.32 0.04 0.04 0.30 0.02
Crit Moves:	0.19 0.19 0.19 0.19 0.19 0.19 0.16 0.64 0.07 0.55 0.55 0.55
Volume/Cap:	0.33 0.33 0.33 0.54 0.54 0.54 0.54 0.50 0.06 0.50 0.54 0.04
Delay/Veh:	23.7 23.7 23.7 28.1 28.1 28.1 30.3 6.9 4.0 39.9 10.6 6.2
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 28.1 28.1 28.1 30.3 6.9 4.0 39.9 10.6 6.2
LOS by Move:	C C C C C C C C A A A D B A
HCM2kAVGQ:	2 2 2 4 4 4 4 6 1 2 7 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): 0.602  
Loss Time (sec): 17.1 Average Delay (sec/voh): 17.1  
Optimal Cycle: 31 Level Of Service: B

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 L T R  
Control: Split Phase Split Phase 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 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  
Lanes: 0 1 0 0 1 0 0 0 0 1 0 2 0 0 0 2 0 1

Volume Module:  
Base Vol: 570 0 40 0 0 0 0 40 640 0 0 630 80  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bsc: 570 0 40 0 0 0 0 40 640 0 0 630 80  
Added Vol: 0 0 21 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: 570 0 61 0 0 0 0 40 640 0 0 635 80  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 600 0 64 0 0 0 0 42 674 0 0 668 84  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 600 0 64 0 0 0 0 42 674 0 0 668 84  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 600 0 64 0 0 0 0 42 707 0 0 702 84

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 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.: 1800 0 1900 0 0 0 1800 3800 0 0 3800 1900  
Capacity Analysis Module:  
Vol/Sat: 0.33 0.00 0.03 0.00 0.00 0.00 0.02 0.19 0.00 0.00 0.18 0.04  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.55 0.00 0.55 0.00 0.00 0.00 0.04 0.35 0.00 0.00 0.31 0.31  
Volume/Cap: 0.60 0.00 0.06 0.00 0.00 0.00 0.60 0.54 0.00 0.00 0.60 0.14  
Delay/Veh: 11.6 0.0 6.3 0.0 0.0 0.0 61.2 17.4 0.0 0.0 20.0 15.6  
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: 11.6 0.0 6.3 0.0 0.0 0.0 61.2 17.4 0.0 0.0 20.0 15.6  
LOS by Move: B A A A A A A E B A A B A B B  
HCM2kAVGQ: 9 0 1 0 0 0 1 5 0 0 6 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 #3 Main St/ SR-58 EB Ramps  
Cycle (sec): 60 Critical Vol./Cap.(X): 0.493  
Loss Time (sec): 4.6 Average Delay (sec/voh): 4.6  
Optimal Cycle: 26 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: Split Phase Split Phase Protected Protected  
Rights: Include Include Include Include  
Min. Green: 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  
Lanes: 0 0 0 0 1 1 0 0 1 0 1 0 2 0 0

Volume Module:  
Base Vol: 0 0 90 0 30 0 580 270 40 1430 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 Bsc: 0 0 90 0 30 0 580 270 40 1430 0  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 90 0 30 0 580 270 68 1430 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 0 95 0 32 0 611 284 68 1505 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 95 0 32 0 611 284 68 1505 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 99 0 32 0 641 298 68 1581 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 1.36 0.64 1.00 2.00 0.00  
Final Sat.: 0 0 3600 0 1900 0 2593 1207 1800 3800 0  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.02 0.00 0.25 0.25 0.04 0.42 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.00 0.00 0.06 0.00 0.06 0.00 0.73 0.73 0.11 0.84 0.00  
Volume/Cap: 0.00 0.00 0.00 0.49 0.00 0.30 0.00 0.34 0.34 0.34 0.49 0.00  
Delay/Veh: 0.0 0.0 0.0 35.9 0.0 34.1 0.0 3.2 3.2 29.0 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 35.9 0.0 34.1 0.0 3.2 3.2 29.0 1.8 0.0  
LOS by Move: A A A D A C A A C A C A A  
HCM2kAVGQ: 0 0 0 2 0 1 0 3 3 1 4 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): 100 Critical Vol./Cap. (X): 0.545  
 Loss Time (sec): 8 Average Delay (sec/veh): 21.5  
 Optimal Cycle: 35 Level Of Service: C

Street Name: I-15 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 Split Phase Protected Protected  
 Rights: Include Ovl Ignore Include  
 Min. Green: 4.0 4.0 4.0 0 0 0 0 0 0 0 0 0 0 0 0 0 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: 410 110 280 60 0 270 180 760 0 0 770 70  
 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: 410 110 280 60 0 270 180 760 0 0 770 70  
 Added Vol: 0 0 39 0 0 0 0 174 0 0 185 0  
 PasserByVol: 0 0 60 0 0 0 0 180 0 0 213 0  
 Divorced Lf: 410 110 379 60 0 270 180 1114 0 0 1168 70  
 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  
 User Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 432 116 399 63 0 284 189 1173 0 0 1229 74  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 432 116 399 63 0 284 189 1173 0 0 1229 74  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.05 1.05 1.13 1.00 1.00 1.13 1.03 1.10 1.00 1.00 1.10 1.10  
 FinalVolume: 453 122 451 63 0 321 195 1290 0 0 1352 81

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.95 0.95 1.00 0.95 0.95 1.00 1.00 0.95 1.00  
 Lanes: 1.59 0.41 2.00 1.00 0.00 2.00 2.00 3.00 0.00 2.00 2.83 0.17  
 Final Sat.: 2870 770 3600 1900 0 3600 3400 5700 0 0 5378 322

Capacity Analysis Module:  
 Vol/Sat: 0.16 0.16 0.13 0.04 0.00 0.09 0.06 0.23 0.00 0.00 0.25 0.25  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.29 0.29 0.29 0.06 0.00 0.17 0.11 0.57 0.00 0.00 0.46 0.46  
 Volume/Cap: 0.55 0.55 0.43 0.55 0.00 0.53 0.55 0.40 0.00 0.00 0.55 0.55  
 Delay/Veh: 31.8 31.8 30.0 62.6 0.0 41.1 48.3 8.3 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: 31.8 31.8 30.0 62.6 0.0 41.1 48.3 8.3 0.0 0.0 16.8 16.8  
 LOS by Move: C C C E A D A D A A A A B B  
 HCM2kAVGQ: 8 8 6 3 0 5 4 5 0 0 5 9

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): 0.617  
 Loss Time (sec): 6 Average Delay (sec/veh): 13.2  
 Optimal Cycle: 32 Level Of Service: B

Street Name: I-15 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 Split Phase Permitted Permitted  
 Rights: Include Ignore Ignored Ignored  
 Min. Green: 4.0 4.0 4.0 0 0 26 26 0 0 26 26  
 Y+R: 0 0 0 0 2 0 0 1 0 0 2 0 1 0 0 2 0 1  
 Lanes: 0 0 0 0 2 0 0 1 0 0 2 0 1 0 0 2 0 1

Volume Module:  
 Base Vol: 0 0 830 0 510 0 360 0 0 620 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 0 830 0 510 0 360 0 0 620 0  
 Added Vol: 0 0 131 0 0 0 43 0 0 37 0  
 PasserByVol: 0 0 180 0 0 0 0 0 0 0 0  
 Divorced Lf: 0 0 1141 0 510 0 403 0 0 657 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  
 User Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 1201 0 537 0 424 0 0 692 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 1201 0 537 0 424 0 0 692 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 0 1237 0 537 0 445 0 0 726 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 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  
 Final Sat.: 0 0 3400 0 1900 0 3800 1900 0 3800 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.36 0.00 0.28 0.00 0.12 0.00 0.00 0.19 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 0.78 0.00 0.61 0.00 0.27 0.00 0.00 0.44 0.00  
 Delay/Veh: 0.0 0.0 0.0 17.3 0.0 15.0 0.0 11.3 0.0 0.0 12.8 0.0  
 User DelAdj: 1.00 1.00 1.00 0.88 0.90 0.70 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 15.2 0.0 10.5 0.0 11.3 0.0 0.0 12.8 0.0  
 LOS by Move: A A A B A B A B A B A B A  
 HCM2kAVGQ: 0 0 0 13 0 8 0 3 0 0 5 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 Unsignalized Method (Future Volume Alternative)  
 Intersection #7 Outlet Center Dr/ I-15 SB Ramps  
 Average Delay (sec/veh): 8.3 Worst Case Level Of Service: [ 16.3 ]  
 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	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include
Lanes:	0 0 0 0	0 1 0 0	0 0 0 0	0 0 0 0	1 0 0 0

Volume Module:	Base Vol:	Growth Adj:	Initial Base:	Added Vol:	PasserByVol:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	FinalVolume:
	0 0 0 0	1.00 1.00	1.00 1.00	0 0 0 0	0 0 0 0	10 20 0 0	1.00 1.00	0.95 0.95	0 0 0 0	0 0 0 0	0 0 0 0
	0 0 0 0	1.00 1.00	1.00 1.00	0 0 0 0	0 0 0 0	10 20 0 0	1.00 1.00	0.95 0.95	0 0 0 0	0 0 0 0	0 0 0 0

Critical Gap Module:	Critical Gp:xxxxx	FollowUpTim:xxxxx	Capacity Module:	Conflict Vol:	Potent Cap.:	Move Cap.:	Volume/Cap:
	6.4 6.5	4.0 4.0		608 619	462 407	395 331	0.03 0.06
	6.4 6.5	4.0 4.0		xxxxx xxxxx	xxxxx xxxxx	xxxxx xxxxx	xxxxx xxxxx

Level Of Service Module:	2Way95thQ:	Control Del:xxxxx	LOS By Move:	Movement:	Shared Cap.:	Shared Queue:	Shrd ConDel:	Shared LOS:	ApproachDel:	ApproachLOS:
	xxxxx xxxxx	xxxxx xxxxx	xxxxx xxxxx	LT - LTR - RT	350 xxxxx	0.3 xxxxx	16.3 xxxxx	C C C	16.3	C
	xxxxx xxxxx	xxxxx xxxxx	xxxxx xxxxx	LT - LTR - RT	xxxxx xxxxx	xxxxx xxxxx	xxxxx xxxxx	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 #8 Outlet Center Dr/ I-15 NB Ramps  
 Average Delay (sec/veh): 4.4 Worst Case Level Of Service: [ 9.6 ]  
 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	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include
Lanes:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0

Volume Module:	Base Vol:	Growth Adj:	Initial Base:	Added Vol:	PasserByVol:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	FinalVolume:
	0 10 50	1.00 1.00	1.00 1.00	0 0 0 0	0 0 0 0	10 10 0 0	1.00 1.00	0.95 0.95	0 0 0 0	0 0 0 0	0 120 10
	0 10 50	1.00 1.00	1.00 1.00	0 0 0 0	0 0 0 0	10 10 0 0	1.00 1.00	0.95 0.95	0 0 0 0	0 0 0 0	0 120 10

Critical Gap Module:	Critical Gp:xxxxx	FollowUpTim:xxxxx	Capacity Module:	Conflict Vol:	Potent Cap.:	Move Cap.:	Volume/Cap:
	6.2 6.5	4.0 4.0		11 11	575 580	575 580	0.02 0.24
	6.2 6.5	4.0 4.0		xxxxx xxxxx	xxxxx xxxxx	xxxxx xxxxx	xxxxx xxxxx

Level Of Service Module:	2Way95thQ:	Control Del:xxxxx	LOS By Move:	Movement:	Shared Cap.:	Shared Queue:	Shrd ConDel:	Shared LOS:	ApproachDel:	ApproachLOS:
	xxxxx xxxxx	xxxxx xxxxx	xxxxx xxxxx	LT - LTR - RT	1040 xxxxx	1.0 xxxxx	9.6 xxxxx	A A A	9.6	A
	xxxxx xxxxx	xxxxx xxxxx	xxxxx xxxxx	LT - LTR - RT	xxxxx xxxxx	xxxxx xxxxx	xxxxx xxxxx	xxxxx xxxxx	xxxxxx	xxxxxx

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

Barstow Casinos - Weekday  
Year 2030 + Alt A PM

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Lenwood/ Mercantile

Cycle (sec): 130  
Loss Time (sec): 8  
Optimal Cycle: 82  
Critical Vol./Cap.(X): 0.354  
Average Delay (sec/veh): 35.1  
Level Of Service: D

Street Name: North Bound Lenwood South Bound Mercantile East Bound West Bound

Approach: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected Protected  
Rights: Include Include Include Include Include  
Lanes: 1 0 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1

Volume Module: 10 120 10 80 190 180 220 30 20 10 20 130  
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  
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: 10 120 10 80 190 180 220 30 20 10 20 130  
Added Vol: 0 185 0 0 213 0 0 0 0 0 0 0 0  
Diverted Vol: 0 213 0 0 240 0 0 0 0 0 0 0 0  
Initial Fut: 10 518 10 80 643 180 220 30 20 10 20 130  
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 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 11 545 11 84 677 189 232 32 0 11 21 137  
Reduced Vol: 0 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  
MIF 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: 11 573 11 84 711 189 232 32 0 11 21 137

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
Lanes: 1.00 1.96 0.04 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Sat: 1800 3728 72 1800 3800 1900 1800 1900 1900 1800 1900 1900

Capacity Analysis Module:  
Vol/Sat: 0.01 0.15 0.15 0.05 0.19 0.10 0.13 0.02 0.00 0.01 0.01 0.07  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.08 0.33 0.33 0.13 0.38 0.38 0.26 0.35 0.00 0.13 0.22 0.34  
Volume/Cap: 0.08 0.46 0.46 0.37 0.49 0.26 0.49 0.05 0.00 0.05 0.05 0.21  
Delay/Veh: 56.8 35.5 35.5 56.3 31.6 28.4 44.1 27.8 0.0 50.3 40.7 31.0  
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: 56.8 35.5 35.5 56.3 31.6 28.4 44.1 27.8 0.0 50.3 40.7 31.0  
LOS by Move: E D D E C C D C A D D D C  
HCM2kAvG: 0 9 9 3 11 5 8 1 0 0 1 4

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

Barstow Casinos - Weekday  
Year 2030 + Alt A PM

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Lenwood/Project Access

Cycle (sec): 130  
Loss Time (sec): 8  
Optimal Cycle: 82  
Critical Vol./Cap.(X): 0.354  
Average Delay (sec/veh): 35.1  
Level Of Service: D

Street Name: North Bound Lenwood South Bound East Bound West Bound

Approach: 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 1 0 0 0 0 0 0 0 1 0 0

Volume Module: 0 120 0 0 220 0 0 220 0 0 0 0 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  
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: 0 120 0 0 220 0 0 220 0 0 0 0 0 0 0 0  
Added Vol: 0 0 191 213 0 0 0 0 0 0 0 0 0 0 169 0 218  
Diverted Vol: 0 0 0 248 0 0 0 0 0 0 0 0 0 0 169 0 403  
Initial Fut: 0 120 191 461 220 0 0 0 0 0 0 0 0 0 169 0 403  
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 126 201 485 232 0 0 0 0 0 0 0 0 0 178 0 424  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Volume: 0 126 201 485 232 0 0 0 0 0 0 0 0 0 178 0 424

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: 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

Capacity Module:  
Conflict Vol: 327 327 327 327 327 327 327 327 327 327 327 327 327 327 327 327 327  
Potential Cap: 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244  
Move Cap: 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244 1244  
Volume/Cap: 0.39 0.39 0.39 0.39 0.39 0.39 0.39 0.39 0.39 0.39 0.39 0.39 0.39 0.39 0.39 0.39 0.39

Level of Service Module:  
2May95thQ: 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9  
Control Del: 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7  
LOS by Move: 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: 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9  
Shrd ConDel: 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7  
Shared LOS: A A A A A A A A A A A A A A A A A  
ApproachDel: xxxxxx  
ApproachLOS: xxxxxx

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

Scenario: Scenario Report  
Year: 2030 + Alt A MD Sat

Command: 2030+Alt A MD Sat  
Volume: 2030 MD SatAltA  
Geometry: 2030  
Impact Fee: Default Impact Fee  
Trip Generation: Alt A MD Sat  
Trip Distribution: Distribution  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

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 [ 9.0]  
\*\*\*\*\*  
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  
Control: Stop sign Stop sign Uncontrolled Uncontrolled  
Rights: Include Include Include Include  
Lanes: 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	140	80	10	0	0	20	10
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	0	140	80	10	0	0	20	10
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	0	0	140	80	10	0	0	20	10
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	0.95	0.95	0.95	0.95	0.95
Puff Volume:	0	0	0	0	0	147	84	11	0	0	21	11
Product Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	147	84	11	0	0	21	11

Critical Gap Module:  
Critical Gap:xxxxxxx 6.2 4.1 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
FollowUpTime:xxxxxxx 3.3 2.2 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Capacity Module:  
Conflict Vol: xxxxxx xxxxxx 26 32 xxxxxx xxxxxx xxxxxx xxxxxx  
Potent Cap.: xxxxxx xxxxxx 1055 1594 xxxxxx xxxxxx xxxxxx xxxxxx  
Move Cap.: xxxxxx xxxxxx 1055 1594 xxxxxx xxxxxx xxxxxx xxxxxx  
Volume/Cap.: xxxxxx xxxxxx 0.14 0.05 xxxxxx xxxxxx xxxxxx xxxxxx  
\*\*\*\*\*

Level of Service Module:  
Way59StHQ: xxxxxx xxxxxx xxxxxx xxxxxx 0.5 0.2 xxxxxx xxxxxx xxxxxx xxxxxx  
Control Del:xxxxxxx 9.0 7.4 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
LOS by Move: \* \* \* \* A \* A \*  
Movement: IT - ITR - RT IT - ITR - RT IT - ITR - RT IT - ITR - RT  
Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
SharedQueue:xxxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Shrd ConDel:xxxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Shared LOS: \*  
ApproachDel: xxxxxx 9.0 xxxxxx \*  
ApproachLOS: A \*  
\*\*\*\*\*

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

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #1 Lenwood/SR-58  
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.643  
 Loss Time (sec): 6 Average Delay (sec/voh): 15.7  
 Optimal Cycle: 34 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			Protected		
	Include	Exclude	Include	Include	Exclude	Include	Include	Exclude	Include	Exclude	Include	
Min. Green:	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	
Lanes:	0	0	1	0	1	0	1	0	1	0	1	

Volume Module:

Base Vol:	130	30	60	40	30	100	110	620	130	60	620	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 Spc:	130	30	60	40	30	100	110	620	130	60	620	40
Added Vol:	27	0	0	0	0	0	0	46	24	0	53	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.65	0.12	0.23	0.25	0.17	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat:	1167	223	446	441	331	1103	1800	1900	1900	1800	1900	1900

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.14	0.10	0.10	0.06	0.39	0.09	0.04	0.37	0.02	0.02
Crit Move:	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.64	0.64	0.64	0.43	0.43	0.64	0.62	0.14	0.62	0.64	0.64	0.64
Delay/Veh:	28.9	28.9	28.9	23.5	23.5	23.5	42.3	9.0	4.7	53.0	11.3	5.5
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:	28.9	28.9	28.9	23.5	23.5	23.5	42.3	9.0	4.7	53.0	11.3	5.5
LOS By Move:	C	C	C	C	C	C	D	A	A	D	B	A
HCM2RAVQ:	6	6	6	3	3	3	9	1	2	10	6	8

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): 0.664  
 Loss Time (sec): 8 Average Delay (sec/voh): 37.4  
 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:	Permitted			Protected			Protected			Protected		
	Include	Exclude	Include	Include	Exclude	Include	Include	Exclude	Include	Exclude	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

Volume Module:

Base Vol:	310	150	170	80	150	80	70	340	260	150	400	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Spc:	310	150	170	80	150	80	70	340	260	150	400	100
Added Vol:	31	27	0	0	24	0	0	0	28	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.02	0.98	1.00	0.69	0.31	1.00	1.08	0.92	1.00	1.60	0.40
Final Sat:	1800	1938	1862	1800	1302	598	1800	2057	1743	1800	3040	760

Capacity Analysis Module:

Vol/Sat:	0.20	0.10	0.10	0.05	0.14	0.14	0.04	0.18	0.18	0.09	0.15	0.15
Crit Move:	0.30	0.26	0.26	0.26	0.21	0.21	0.17	0.28	0.28	0.13	0.24	0.24
Volume/Cap:	0.66	0.39	0.38	0.18	0.66	0.66	0.25	0.66	0.66	0.66	0.60	0.60
Delay/Veh:	36.9	31.8	31.8	30.0	44.5	44.5	38.2	35.5	35.5	55.0	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:	36.9	31.8	31.8	30.0	44.5	44.5	38.2	35.5	35.5	55.0	36.6	36.6
LOS By Move:	C	C	C	C	D	D	D	D	D	D	D	D
HCM2RAVQ:	11	5	5	2	9	9	2	10	10	6	8	8

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): 0.515  
Loss Time (sec): 6 Average Delay (sec/veh): 14.3  
Optimal Cycle: 27 Level Of Service: B

Street Name: SR-58 South Bound East Bound Main St 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: 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 1 0 0 1 0 0 0 0 0 1 0 2 0 0 0 0 2 0 1  
Lanes: 0 1 0 0 1 0 0 0 0 0 1 0 2 0 0 0 0 2 0 1

Volume Module:  
Base Vol: 400 0 30 0 0 0 50 560 0 0 660 100  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 400 0 30 0 0 0 50 560 0 0 660 100  
Added Vol: 0 0 32 0 0 0 0 0 0 0 0 0 0  
PasserbyVel: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 400 0 62 0 0 0 50 560 0 0 690 100  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 421 0 65 0 0 0 53 589 0 0 726 105  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 421 0 65 0 0 0 53 589 0 0 726 105  
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: 421 0 65 0 0 0 53 619 0 0 763 105

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 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.: 1800 0 1900 0 0 0 1800 3800 0 0 3800 1900  
Capacity Analysis Module:  
Vol/Sat: 0.23 0.00 0.03 0.00 0.00 0.00 0.03 0.16 0.00 0.00 0.20 0.05  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.45 0.00 0.45 0.00 0.00 0.00 0.86 0.45 0.00 0.00 0.39 0.39  
Volume/Cap: 0.52 0.00 0.08 0.00 0.00 0.00 0.52 0.37 0.00 0.00 0.52 0.14  
Delay/Veh: 14.0 0.0 9.4 0.0 0.0 0.0 44.9 11.6 0.0 0.0 15.3 12.2  
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: 14.0 0.0 9.4 0.0 0.0 0.0 44.9 11.6 0.0 0.0 15.3 12.2  
LOS by Move: B A A A A A A D B A A B B  
HCM2kAVGQ: 6 0 1 0 0 0 1 4 0 0 1 6

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 #3 Main St/ SR-58 EB Ramps  
Cycle (sec): 60 Critical Vol./Cap.(X): 0.360  
Loss Time (sec): 6 Average Delay (sec/veh): 4.2  
Optimal Cycle: 21 Level Of Service: A

Street Name: SR-58 South Bound East Bound Main St 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: 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 2 0 0  
Lanes: 0 0 0 0 1 1 0 0 1 0 0 1 0 2 0 0

Volume Module:  
Base Vol: 0 0 80 0 20 0 510 320 20 1030 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 80 0 20 0 510 320 20 1030 0  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserbyVel: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 80 0 20 0 510 320 50 1030 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 0 84 0 21 0 537 337 53 1084 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 84 0 21 0 537 337 53 1084 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 88 0 21 0 564 354 53 1138 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 1.23 0.77 1.00 2.00 0.00  
Final Sat.: 0 0 3600 0 1900 0 2335 1465 1800 3800 0  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.01 0.00 0.24 0.24 0.03 0.30 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.00 0.00 0.07 0.00 0.07 0.00 0.74 0.74 0.09 0.93 0.00  
Volume/Cap: 0.00 0.00 0.00 0.36 0.00 0.16 0.00 0.33 0.33 0.33 0.36 0.00  
Delay/Veh: 0.0 0.0 0.0 30.8 0.0 29.0 0.0 2.9 2.9 30.9 1.5 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 30.8 0.0 29.0 0.0 2.9 2.9 30.9 1.5 0.0  
LOS by Move: A A A C A C A A A C A A  
HCM2kAVGQ: 0 0 0 1 0 1 0 3 3 1 3 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 #6 Lenwood/SR-15 NB Ramps/High Point Pkwy  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.959  
 Loss Time (sec): 8 Average Delay (sec/voh): 36.4  
 Optimal Cycle: 130 Level Of Service: D

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 Protected Ignored Include  
 Rights: Include Ovl Ignored Include  
 Min. Green: 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  
 Lanes: 1 1 0 0 2 1 0 0 2 2 0 3 0 0 0 0 2 1 0

Volume Module:  
 Base Vol: 420 140 870 40 0 440 180 1070 0 0 1270 120  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 420 140 870 40 0 440 180 1070 0 0 1270 120  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 209 0  
 Diverted Lf: 0 0 0 0 0 0 0 0 0 0 218 0  
 Initial Fut: 420 140 989 40 0 440 180 1497 0 0 1901 120  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 442 147 1041 42 0 463 189 1576 0 0 2001 126  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 442 147 1041 42 0 463 189 1576 0 0 2001 126  
 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: 1.05 1.05 1.13 1.00 1.00 1.13 1.03 1.10 0.00 1.00 1.10 1.10  
 Final Volume: 464 155 1176 42 0 523 195 1733 0 0 2201 139

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.95 0.95 1.00 0.95 0.89 1.00 1.00 0.95 1.00 1.00  
 Lanes: 1.52 0.48 2.00 1.00 0.00 2.00 2.00 3.00 0.00 2.00 2.82 0.18  
 Final Sat.: 2736 912 3600 1800 0 3800 3400 5700 0 0 5362 338

Capacity Analysis Module:  
 Vol/Sat: 0.17 0.17 0.33 0.02 0.00 0.15 0.06 0.30 0.00 0.00 0.41 0.41  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.34 0.34 0.34 0.09 0.00 0.15 0.06 0.49 0.00 0.00 0.43 0.43  
 Volume/Cap: 0.50 0.50 0.96 0.26 0.00 0.96 0.96 0.62 0.00 0.00 0.96 0.96  
 Delay/Veh: 26.4 26.4 48.4 45.9 0.0 71.8 100.2 15.9 0.0 0.0 34.9 34.9  
 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: 26.4 26.4 48.4 45.9 0.0 71.8 100.2 15.9 0.0 0.0 34.9 34.9  
 LOS By Move: C C C D D A E F B A A C C  
 HCM2kAVGQ: 7 7 24 1 0 13 6 11 0 0 29 29

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): 0.694  
 Loss Time (sec): 18.6 Average Delay (sec/voh): 18.6  
 Optimal Cycle: 38 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 Permitted Ignored Include  
 Rights: Include Ignored Include  
 Min. Green: 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  
 Lanes: 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 1030 0 540 0 540 0 0 550 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 1030 0 540 0 540 0 0 550 0  
 Added Vol: 0 0 0 157 0 0 0 51 0 0 58 0  
 Diverted Lf: 0 0 0 218 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 1405 0 540 0 591 0 0 608 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 0 1479 0 568 0 622 0 0 640 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 1479 0 568 0 622 0 0 640 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 1.03 1.00 1.00 1.00 1.05 0.00 1.00 1.05 0.00  
 Final Volume: 0 0 0 1523 0 568 0 633 0 0 672 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.89 1.00 1.00 0.95 1.00 1.00 0.95 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 3400 0 1900 0 3800 1900 0 3800 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.45 0.00 0.30 0.00 0.17 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 0.96 0.00 0.64 0.00 0.40 0.00 0.00 0.41 0.00  
 Delay/Veh: 0.0 0.0 0.0 30.4 0.0 15.7 0.0 12.3 0.0 0.0 12.3 0.0  
 User DelAdj: 1.00 1.00 1.00 0.88 0.90 0.70 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 26.7 0.0 11.0 0.0 12.3 0.0 0.0 12.3 0.0  
 LOS By Move: A A A C A B A B A A B A  
 HCM2kAVGQ: 0 0 0 22 0 9 0 4 0 0 5 0

Note: Queue reported is the number of cars per lane.  
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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]: 8.7 Worst Case Level of Service: D [ 25.3]  
\*\*\*\*\*

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

Volume Module:

Base Vol: 0 0 0 20 10 10 0 30 0 180 20 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 20 10 10 0 30 0 180 20 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 267 0  
 PassesByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 20 10 10 0 30 0 30 0 447 20 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 21 11 11 0 32 0 32 0 471 21 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 0 21 11 11 0 32 0 471 21 0

Critical Gap Module:

Critical Gap: 6.4 6.5 6.2 xxxxx xxxx xxxxx 4.1 xxxx xxxxx  
 FollowupPfm: 3.5 4.0 3.3 xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:

Conflict Vol: xxxx xxxx xxxxx 994 994 21 xxxx xxxx xxxxx 32 xxxx xxxxx  
 Potent Cap.: xxxx xxxx xxxxx 274 247 1062 xxxx xxxx xxxxx 1594 xxxx xxxxx  
 Move Cap.: xxxx xxxx xxxxx 189 148 1062 xxxx xxxx xxxxx 1594 xxxx xxxxx  
 Volume/Cap: xxxx xxxx xxxx 0.11 0.07 0.01 xxxx xxxx xxxx 0.30 xxxx xxxx

Level of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 1.2 xxxx xxxxx  
 Control Del:xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.2 xxxx xxxxx  
 LOS by Move: A \* \* \* \* \*  
 Movement: LF - LTR - RT LF - LTR - RT LF - LTR - RT LF - LTR - RT  
 Shared Cap.: xxxx xxxx xxxxx xxxxx 219 xxxxx xxxxx xxxxx xxxxx xxxxx 1.2 xxxx xxxxx  
 ShareQueue:xxxx xxxx xxxxx xxxxx 0.7 xxxxx xxxxx xxxxx xxxxx 1.2 xxxx xxxxx  
 Shrd ConDel:xxxx xxxx xxxxx xxxxx 25.3 xxxxx xxxxx xxxxx xxxxx 8.2 xxxx xxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: xxxxxx 25.3 xxxxxx  
 ApproachLOS: D  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

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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]: 4.8 Worst Case Level of Service: B [ 11.5]  
\*\*\*\*\*

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

Volume Module:

Base Vol: 20 20 70 0 0 0 30 20 0 0 180 20  
 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: 20 20 70 0 0 0 30 20 0 0 180 20  
 Added Vol: 0 0 231 0 0 0 0 0 0 0 0 267 0  
 PassesByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 20 20 301 0 0 0 30 20 0 0 447 20  
 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 21 21 317 0 0 0 32 21 0 0 471 21  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 21 21 317 0 0 0 32 21 0 0 471 21

Critical Gap Module:

Critical Gap: 6.4 6.5 6.2 xxxxx xxxx xxxxx 4.1 xxxx xxxxx  
 FollowupPfm: 3.5 4.0 3.3 xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:

Conflict Vol: 565 576 21 xxxx xxxx xxxxx 492 xxxx xxxxx  
 Potent Cap.: 489 431 1062 xxxx xxxx xxxxx 1082 xxxx xxxxx  
 Move Cap.: 478 418 1062 xxxx xxxx xxxxx 1082 xxxx xxxxx  
 Volume/Cap: 0.04 0.05 0.30 xxxx xxxx xxxxx 0.03 xxxx xxxxx

Level of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx  
 Control Del:xxxx xxxx xxxxx xxxxx xxxx xxxxx 8.4 xxxx xxxxx  
 LOS by Move: A \* \* \* \* \*  
 Movement: LF - LTR - RT LF - LTR - RT LF - LTR - RT LF - LTR - RT  
 Shared Cap.: xxxx 914 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx  
 ShareQueue:xxxx 1.9 xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx  
 Shrd ConDel:xxxx 11.5 xxxxx xxxxx xxxxx 8.4 xxxxx xxxxx xxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: 11.5 xxxxxx  
 ApproachLOS: B  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #9 Lonwood/ Mercantile  
 Cycle (sec): 130 Critical Vol./Cap.(X): 0.484  
 Loss time (sec): 8 Average Delay (sec/vch): 36.6  
 Optimal Cycle: 82 Level of Service: D  
 Street Name: North Bound South Bound East Bound West Bound  
 Approach: Lonwood Mercantile  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Include	Ignore	Protected	Protected
Min. Green:	10	26	26	10	28
Y+R:	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0
Volume Module:	20	180	10	130	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00
Initial Base:	20	180	10	130	170
Added Vol:	0	289	0	0	0
Diverted Vol:	0	342	0	0	0
Initial Fut:	20	811	10	130	716
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	854	11	137	754
Reduced Vol:	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00
M/F Adj:	1.00	1.05	1.00	1.00	1.00
Final Volume:	21	896	11	137	791

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95  
 Lanes: 1.00 1.98 0.02 1.00 2.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat.: 1800 3754 46 1800 3800 1900 1800 1900 1900 1800  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.24 0.24 0.08 0.21 0.13 0.12 0.03 0.00 0.01 0.02 0.07  
 Crit Wave: 0.14 0.39 0.39 0.13 0.38 0.38 0.20 0.31 0.00 0.11 0.22 0.34  
 Green/Cycle: 0.08 0.61 0.61 0.61 0.55 0.35 0.61 0.09 0.00 0.05 0.08 0.21  
 Volume/Cap: 49.3 33.1 33.1 65.2 33.1 30.2 54.3 32.3 0.0 52.3 41.1 31.2  
 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: 49.3 33.1 33.1 65.2 33.1 30.2 54.3 32.3 0.0 52.3 41.1 31.2  
 AdjDel/Veh: 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 E C C D C A D D C  
 HCM2kAVG: 1 15 15 6 12 7 9 1 0 0 1 4  
 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/vch): 1771.9 Worst Case Level of Service: F(4438.5)  
 Street Name: North Bound South Bound East Bound West Bound  
 Approach: Lonwood  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Uncontrolled	Include	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0	0	1	0	0
Volume Module:	0	190	0	390	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00
Initial Base:	0	190	0	390	0
Added Vol:	0	231	0	256	0
Diverted Vol:	0	231	0	256	0
Initial Fut:	0	190	0	390	0
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	200	243	582	411
Reduced Vol:	0	0	0	0	0
Final Volume:	0	200	243	582	411

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  
 FollowUpTime: 3.5 4.0 3.3 3.5 4.0 3.3 3.5 4.0 3.3 3.5 4.0 3.3  
 Capacity Module:  
 Chillet Vol: 443 443 443 443 443 443 443 443 443 443 443 443  
 Potent Cap.: 1128 1128 1128 1128 1128 1128 1128 1128 1128 1128 1128 1128  
 Move Cap.: 9.74 9.74 9.74 9.74 9.74 9.74 9.74 9.74 9.74 9.74 9.74 9.74  
 Volume/Cap: 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52  
 Level of Service Module:  
 2way95thQ: 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1  
 Control Del: 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5  
 LOS by Move: B \* \* \* \* \* B \* \* \* \* \* B \* \* \* \* \* B \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1  
 Shared Queue: 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1  
 Shared LOS: B \* \* \* \* \* B \* \* \* \* \* B \* \* \* \* \* B \* \* \* \* \*  
 ApproachDel: 4438.5 4438.5 4438.5 4438.5 4438.5 4438.5 4438.5 4438.5 4438.5 4438.5 4438.5 4438.5  
 ApproachLOS: F F F F F F F F F F F F F F  
 Note: Queue reported is the number of cars per lane.

Barstow Casinos Project - Saturday  
Year 2030 + Alt A PM

Barstow Casinos Project - Saturday  
Year 2030 + Alt A MD

Scenario Report

Year 2030 + Alt A PM Sat

Command: 2030+Alt A PM Sat

Volumes: 2030 PM SatAltA

Geometry: 2030

Impact Fee: Default Impact Fee

Trip Generation: Alt A PM Sat

Trip Distribution: Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Level of Service Computation Report

2000 HCM Unsignalized Method (future Volume Alternative)

Intersection #11 Mercantile Way/Factory Outlet Ave

Average Delay (sec/veh): 7.0 Worst Case Level of Service: A [ 8.9]

Street Name: Factory Outlet

Approach: North Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R

Control: Stop Sign Include Uncontrolled Uncontrolled

Lanes: 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 0 120 120 10 0 0 20 10

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 0 120 120 10 0 0 20 10

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 0 120 120 10 0 0 20 10

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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 0 0 0 0 126 126 11 0 0 21 11

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 0 0 0 0 126 126 11 0 0 21 11

Critical Gap Module:

Critical Gap: XXXX XXXX XXXX XXXX 6.2 4.1 XXXX XXXX XXXX XXXX XXXX

FollowUpTime: XXXX XXXX XXXX XXXX 3.3 2.2 XXXX XXXX XXXX XXXX XXXX

Capacity Module:

Conflict Vol: XXXX XXXX XXXX XXXX XXXX 26 32 XXXX XXXX XXXX XXXX XXXX

Portent Cap.: XXXX XXXX XXXX XXXX XXXX 1055 1594 XXXX XXXX XXXX XXXX XXXX

Move Cap.: XXXX XXXX XXXX XXXX XXXX 1055 1594 XXXX XXXX XXXX XXXX XXXX

Volume/Cap: XXXX XXXX XXXX XXXX XXXX 0.12 0.08 XXXX XXXX XXXX XXXX XXXX

Level of Service Module:

2Way95thQ: XXXX XXXX XXXX XXXX XXXX 0.4 0.3 XXXX XXXX XXXX XXXX XXXX

Control Del: XXXX XXXX XXXX XXXX XXXX 8.9 7.5 XXXX XXXX XXXX XXXX XXXX

LOS by Move: \* \* \* \* \* A \* \* \* \* \*

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

SharedQueue: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX

Shrd Control: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX

Shared LOS: \*

ApproachDel: XXXXXX

ApproachLOS: A

Note: Queue reported in 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): 0.658  
 Loss Time (sec): 8 Average Delay (sec/veh): 37.2  
 Optimal Cycle: 48 Level of Service: D

Street Name: Lenwood Main St 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	Protected	Protected	Protected
Include	Include	Include	Include	Include
Min. Green:	10	10	10	10
Y/R:	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0

Volume Module:

Base Vol:	290	110	170	90	130	80	80	340	260	180	380	90
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:	290	110	170	90	130	80	80	340	260	180	380	90
Added Vol:	31	27	0	0	24	0	0	0	28	0	0	0
PasserbyVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	137	170	90	154	80	80	340	288	180	380	90
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	0.95	0.95	0.95	0.95	0.95
PHF Volume:	338	144	179	95	162	84	84	358	303	189	400	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	144	179	95	162	84	84	358	303	189	400	95
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	1.00	1.05	1.05	1.00	1.05
FinalVolume:	338	151	188	95	182	84	84	376	318	189	420	99

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.66	0.34	1.00	1.08	0.92	1.00	1.62	0.38
Final Sat.:	1800	1900	1900	1800	1250	650	1800	2057	1743	1800	3072	728

Capacity Analysis Module:

Vol/Sat:	0.19	0.08	0.10	0.05	0.13	0.13	0.05	0.18	0.18	0.11	0.14	0.14
Crit Moves:	0.29	0.24	0.24	0.24	0.20	0.20	0.18	0.28	0.28	0.16	0.25	0.25
Volume/Cap:	0.66	0.33	0.41	0.22	0.66	0.66	0.25	0.66	0.66	0.66	0.54	0.54
Delay/Veh:	37.9	32.1	33.5	31.5	45.8	45.8	36.7	33.1	35.1	50.6	34.5	34.5
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:	37.9	32.1	33.5	31.5	45.8	45.8	36.7	35.1	35.1	50.6	34.5	34.5
LOS by Move:	D	C	C	C	D	D	D	D	D	D	D	C
HCM2kAVGQ:	11	4	5	3	8	8	2	10	10	7	7	7

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 #1 Lenwood/SR-58  
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.502  
 Loss Time (sec): 15.1 Average Delay (sec/veh): 15.1  
 Optimal Cycle: 26 Level of Service: B

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

Volume Module:

Base Vol:	130	10	70	30	100	120	380	130	60	390	30	
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:	130	10	70	30	100	120	380	130	60	390	30	
Added Vol:	27	0	0	0	0	46	24	0	33	0	0	
PasserbyVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	157	10	70	30	100	120	426	154	60	443	30	
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	165	11	74	32	32	105	126	448	162	63	466	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	165	11	74	32	32	105	126	448	162	63	466	32
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	1.05	1.00	1.00	1.00	
FinalVolume:	165	11	74	32	32	105	126	471	170	63	466	32

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.68	0.04	0.28	0.20	0.18	0.62	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1214	77	541	353	353	1175	1800	1900	1900	1800	1900

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.09	0.09	0.09	0.07	0.25	0.09	0.04	0.25	0.02
Crit Moves:	0.27	0.27	0.27	0.27	0.27	0.14	0.55	0.55	0.08	0.49	0.49
Volume/Cap:	0.50	0.50	0.33	0.33	0.33	0.50	0.45	0.16	0.45	0.50	0.03
Delay/Veh:	22.0	22.0	19.2	19.2	19.2	30.9	9.1	6.7	36.5	12.3	8.0
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:	22.0	22.0	19.2	19.2	19.2	30.9	9.1	6.7	36.5	12.3	8.0
LOS by Move:	C	C	B	B	B	C	A	A	D	B	A
HCM2kAVGQ:	5	5	3	3	3	3	5	2	2	6	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 # Main St/ SR-58 MB Ramps  
Cycle (sec): 60 Critical Vol./Cap. (X): 0.460  
Loss Time (sec): 6 Average Delay (sec/veh): 15.2  
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 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 4.0 4.0  
Y-R: 0 1 0 0 1 0 0 0 0 0 1 0 2 0 0 0 0 2 0 1

Volume Module:  
Base Vol: 420 0 20 0 0 0 40 580 0 0 450 70  
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: 420 0 20 0 0 0 40 580 0 0 450 70  
Added Vol: 0 0 32 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  
Initial Fut: 420 0 52 0 0 0 40 580 0 0 480 70  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 442 0 55 0 0 0 42 611 0 0 505 74  
Reduced Vol: 0 0 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 1.00 1.00  
MIF Adj: 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  
FinalVolume: 442 0 55 0 0 0 42 611 0 0 531 74

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 1.00 2.00 0.00 1.00 2.00 0.00 0.00 2.00 1.00  
Final Sat.: 1800 0 1900 0 0 0 1800 3800 0 0 3800 1900

Capacity Analysis Module:  
Vol/Sat: 0.225 0.00 0.03 0.00 0.00 0.02 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 0.05 0.37 0.00 0.00 0.31 0.31  
Volume/Cap: 0.46 0.00 0.05 0.00 0.00 0.00 0.44 0.46 0.00 0.00 0.44 0.12  
Delay/Veh: 10.2 0.0 6.8 0.0 0.0 0.0 42.0 15.6 0.0 0.0 17.6 15.1  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 10.2 0.0 6.8 0.0 0.0 0.0 42.0 15.6 0.0 0.0 17.6 15.1  
LOS by Move: B A A A A A D B A A B B  
HCM2kVeg: 6 0 0 0 0 0 1 5 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 # Main St/ SR-58 EB Ramps  
Cycle (sec): 60 Critical Vol./Cap. (X): 0.344  
Loss Time (sec): 6 Average Delay (sec/veh): 4.2  
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 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 1 0 2 0 0 0

Volume Module:  
Base Vol: 0 0 0 60 0 30 0 520 320 30 1000 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 60 0 30 0 520 320 30 1000 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 60 0 30 0 520 320 30 1000 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 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 0 0 63 0 32 0 547 337 63 1053 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  
MIF 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 32 0 575 354 63 1105 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 1.24 0.76 1.00 2.00 0.00  
Final Sat.: 0 0 0 3600 0 1900 0 2352 1448 1800 3800 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.02 0.00 0.24 0.24 0.04 0.29 0.00  
Crit Moves: \*\*\*\*\*  
Green/Cycle: 0.00 0.00 0.00 0.34 0.00 0.05 0.00 0.74 0.74 0.11 0.85 0.00  
Volume/Cap: 0.00 0.00 0.00 0.34 0.00 0.31 0.00 0.33 0.33 0.33 0.34 0.00  
Delay/Veh: 0.0 0.0 0.0 32.2 0.0 35.1 0.0 3.0 3.0 29.4 1.3 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 32.2 0.0 35.1 0.0 3.0 3.0 29.4 1.3 0.0  
LOS by Move: A A A C A D A A A C A A  
HCM2kVeg: 0 0 0 1 0 1 0 3 3 1 3 0

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

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Barstow Casinos Project - Saturday Year 2030 + Alt A PM

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #6 Lenwood/SR-15 NB Ramps/High Point Pkwy
Cycle (sec): 100
Level of Service: B

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #5 Lenwood/I-15 SB Ramps
Cycle (sec): 60
Level of Service: B

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: Split Phase Split Phase Protected Protected
Rights: Include Include Ovl Ignore Include

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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Ignore

Volume Module:
Base Vol: 400 70 380 30 0 190 110 540 0 0 950 80
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Volume Module:
Base Vol: 0 0 620 0 450 0 470 0 0 510 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

Volume Module:
Base Vol: 421 74 525 32 0 200 116 1018 0 0 1664 84
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Volume Module:
Base Vol: 0 0 1047 0 474 0 548 0 0 598 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

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj: 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj: 0.89 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00

Capacity Analysis Module:
Vol/Sat: 0.114 0.14 0.16 0.02 0.00 0.06 0.04 0.20 0.00 0.00 0.34 0.34
Crit Moves: 0.27 0.27 0.27 0.05 0.00 0.10 0.06 0.61 0.00 0.00 0.55 0.55

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.32 0.00 0.25 0.00 0.15 0.00 0.00 0.17 0.00
Crit Moves: 0.00 0.00 0.00 0.47 0.00 0.47 0.00 0.43 0.00 0.00 0.43 0.00

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

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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): 9.6 Worst Case Level of Service: C [ 20.1 ]  
\*\*\*\*\*  
Street Name: I-15 Outlet Center Dr  
Approach: L - T - R L - T - R 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 0 0 0 0 1 0 0 0 0 1 0 0 0 0

Volume Module:  
Base Vol: 0 0 0 50 10 10 0 10 0 110 0 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 0 0 0 50 10 10 0 10 0 110 0 0  
Added Vol: 0 0 0 0 0 0 0 0 0 267 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 50 10 10 0 10 0 377 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  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 0 0 53 11 11 0 11 0 397 0 0  
Requet Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 0 0 0 53 11 11 0 11 0 397 0 0

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

Capacity Module:  
Conflict Vol: 804 804 0 xxxxx xxxxx xxxxx 11 xxxxx xxxxx  
Potential Cap.: 355 319 1091 xxxxx xxxxx xxxxx 1622 xxxxx xxxxx  
Move Cap.: 288 241 1091 xxxxx xxxxx xxxxx 1622 xxxxx xxxxx  
Volume/Cap: 0.18 0.04 0.01 xxxxx xxxxx xxxxx 0.24 xxxxx xxxxx

Level of Service Module:  
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1.0 xxxxx xxxxx  
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.9 xxxxx xxxxx  
LOS by Move: \* \* \* \* \* A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx xxxxx xxxxx 312 xxxxx xxxxx xxxxx xxxxx xxxxx  
SharedQueue:xxxxx xxxxx xxxxx 0.9 xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd CapDel:xxxxx xxxxx xxxxx 20.1 xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: \* \* \* \* \* C \* \* \* \* \*  
ApproachDel: xxxxxx \* xxxxxx \*  
ApproachLOS: C C  
\*\*\*\*\*  
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/veh): 4.5 Worst Case Level of Service: B [ 10.3 ]  
\*\*\*\*\*  
Street Name: I-15 Outlet Center Dr  
Approach: L - T - R L - T - R 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

Volume Module:  
Base Vol: 10 10 50 0 0 0 10 20 0 0 100 10  
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: 10 10 50 0 0 0 10 20 0 0 100 10  
Added Vol: 0 0 231 0 0 0 0 0 0 0 0 267 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 10 10 281 0 0 0 10 20 0 0 367 10  
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 11 11 296 0 0 0 11 21 0 0 386 11  
Requet Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 11 11 296 0 0 0 11 21 0 0 386 11

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

Capacity Module:  
Conflict Vol: 434 439 21 xxxxx xxxxx xxxxx 397 xxxxx xxxxx  
Potential Cap.: 583 515 1062 xxxxx xxxxx xxxxx 1173 xxxxx xxxxx  
Move Cap.: 579 510 1062 xxxxx xxxxx xxxxx 1173 xxxxx xxxxx  
Volume/Cap: 0.02 0.02 0.02 xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx

Level of Service Module:  
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx  
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 8.1 xxxxx xxxxx  
LOS by Move: \* \* \* \* \* A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx 999 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
SharedQueue:xxxxx 1.4 xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx  
Shrd CapDel:xxxxx 10.3 xxxxx xxxxx xxxxx 8.1 xxxxx xxxxx  
Shared LOS: \* \* \* \* \* A \* \* \* \* \*  
ApproachDel: 10.3 \* xxxxxx \*  
ApproachLOS: B B  
\*\*\*\*\*  
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): 130 Critical Vol./Cap.(X): 0.472  
 Loss Time (sec): 8 Average Delay (sec/Veh): 38.1  
 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 Protected  
 Rights: Include Include Ignore Ovl  
 Min. Green: 10 26 26 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 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: 10 140 10 100 140 170 250 70 30 20 20 120  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bsc: 10 140 10 100 140 170 250 70 30 20 20 120  
 Added Vol: 0 289 0 0 256 0 0 0 0 0 0 0  
 Diverted Lt: 0 342 0 0 290 0 0 0 0 0 0 0  
 Initial Fut: 10 771 10 100 686 170 250 70 30 20 20 120  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 11 812 11 105 722 179 263 74 0 21 21 126  
 Reduced Vol: 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  
 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  
 Final Volume: 11 852 11 105 758 179 263 74 0 21 21 126  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 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  
 Final Sat.: 1900 3751 49 1800 3800 1900 1800 1900 1900 1800 1900  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.23 0.23 0.06 0.20 0.09 0.15 0.04 0.00 0.01 0.01 0.07  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.13 0.38 0.38 0.10 0.35 0.35 0.24 0.34 0.00 0.12 0.22 0.31  
 Volume/Cap: 0.04 0.60 0.60 0.60 0.58 0.27 0.60 0.11 0.00 0.10 0.05 0.21  
 Delay/Veh: 49.5 34.1 34.1 70.2 36.6 31.8 49.3 29.9 0.0 51.7 40.7 33.6  
 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: 49.5 34.1 34.1 70.2 36.6 31.8 49.3 29.9 0.0 51.7 40.7 33.6  
 LOS by Move: D C C E D C D C A D C  
 HCM2BayQ: 0 14 14 5 13 5 10 2 0 1 1 4  
 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): 1267.5 Worst Case Level Of Service: F[2839.8]  
 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: 0 140 0 0 200 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  
 Initial Bsc: 0 140 0 0 200 0 0 0 0 0 0 0 0 0 0 0 0  
 Added Vol: 0 0 231 256 0 0 0 0 0 0 0 267 0 289  
 Diverted Lt: 0 0 0 298 0 0 0 0 0 0 0 0 0 347  
 Initial Fut: 0 140 231 554 200 0 0 0 0 0 0 267 0 636  
 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 147 243 583 211 0 0 0 0 0 0 281 0 669  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Volume: 0 147 243 583 211 0 0 0 0 0 0 281 0 669  
 Critical Gap Module:  
 Critical Op:XXXXX XXXX XXXXX 4.1 XXXX XXXXX XXXXX XXXXX XXXXX 6.4 6.5 6.2  
 FollowUpTime:XXXXX XXXX XXXXX 2.2 XXXX XXXXX XXXXX XXXX XXXXX 3.5 4.0 3.3  
 Capacity Module:  
 Conflict Vol: XXXX XXXX XXXXX 391 XXXX XXXXX XXXX XXXX XXXXX 1646 1646 269  
 Move Cap.: XXXX XXXX XXXXX 1179 XXXX XXXXX XXXX XXXX XXXXX 45 27 775  
 Volume/Cap: XXXX XXXX XXXXX 0.49 XXXX XXXX XXXX XXXX XXXXX 6.31 0.00 0.86  
 Level Of Service Module:  
 2WaySBQ: XXXX XXXX XXXXX 2.8 XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX  
 Control Del:XXXXX XXXX XXXXX 11.0 XXXX XXXXX XXXXX XXXX XXXXX XXXXX XXXX XXXXX  
 LOS by Move: \* \* \* \* \* B \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: XXXX XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX  
 SharedQueue:XXXXX XXXX XXXXX 2.8 XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX  
 Shrd ConDel:XXXXX XXXX XXXXX 11.0 XXXX XXXXX XXXXX XXXX XXXXX XXXXX XXXX XXXXX  
 Shared LOS: \* \* \* \* \* B \* \* \* \* \*  
 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)  
 Intersecton #11 Mercantile Way/Factory Outlet Ave  
 Average Delay (sec/veh): 7.8 Worst Case Level of Service: A ( 8.8)

Street Name: Factory Outlet Mercantile  
 Approach: North Bound South Bound East Bound West Bound  
 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 1 1 0 2 0 0 0 0 1 0 0  
 Volume Module:  
 Base Vol: 0 0 0 0 120 100 0 0 0 10 10  
 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 0 120 100 0 0 0 10 10  
 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: 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 Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 0 0 126 105 0 0 0 11 11  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 0 0 126 105 0 0 0 11 11

Critical Gap Module:  
 Critical Gap: 6.2 4.1 6.2 6.2 4.1 6.2 6.2 4.1 6.2 6.2 4.1 6.2 6.2  
 Followup: 3.3 2.2 3.3 3.3 2.2 3.3 3.3 2.2 3.3 3.3 2.2 3.3 3.3

Capacity Module:  
 Conflict Vol: 11 11 11 11 11 11 11 11 11 11 11 11 11  
 Potent Cap: 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076  
 Move Cap: 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076  
 Volume/Cap: 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12

Level of Service Module:  
 2Way5Ch: 0.4 0.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4  
 Control Del: 8.6 7.4 8.6 8.6 7.4 8.6 8.6 7.4 8.6 8.6 7.4 8.6 8.6  
 LOS by Move: 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: 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076  
 Shared Queue: 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076  
 Shrd Contrl: 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076 1076  
 Shared LOS: A A A A A A A A A A A A A A  
 ApproachDel: 8.6 8.6 8.6 8.6 8.6 8.6 8.6 8.6 8.6 8.6 8.6 8.6 8.6  
 ApproachLOS: A A A A A A A A A A A A A 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 M**

### **HORIZON YEAR 2035 WITH PROJECT ALTERNATIVE B WEEKDAY & SATURDAY INTERSECTION ANALYSIS WORKSHEETS**

Scenario Report  
 Year 2030 + Alt B MD  
 Command: 2030+Alt B MD  
 Volume: 2030 MDA1B  
 Geometry: 2030  
 Impact Fee: Default Impact Fee  
 Trip Generation: Alt B MD  
 Trip Distribution: Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

Level Of Service Computation Report  
 2000 HCM Operations Method (Pursue Volume Alternatives)  
 Intersection #1 Lenwood/SR-58  
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.573  
 Loss Time (sec): 6 Average Delay (sec/veh): 14.6  
 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

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

Volume Module:	Permitted		Include		Protected		Protected	
	L	T	R	L	T	R	L	T
Base Vol:	40	30	60	60	130	60	560	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	40	30	60	60	130	60	560	40
Added Vol:	0	0	0	0	0	0	25	13
Passes/Vol:	0	0	0	0	0	0	0	0
Initial Fut:	49	30	60	60	130	60	565	53
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	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	32	63	63	137	63	616	56
Reduced Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	52	32	63	63	137	63	616	56
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	1.05	1.05
Final Volume:	52	32	63	63	137	63	647	59

Saturation Flow Module:		Vol/Sat:		Crit Moves:	
Sat/Lane:	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	0.95
Lanes:	0.36	0.21	0.43	0.25	0.24
Final Sat.:	657	402	804	450	450

Capacity Analysis Module:		Vol/Sat:		Crit Moves:	
Vol/Sat:	0.08	0.08	0.14	0.14	0.34
Green/Cycle:	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.32	0.32	0.57	0.57	0.36
Delay/Veh:	20.4	20.4	25.0	25.0	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00
AdjDel/Ven:	20.4	20.4	25.0	25.0	31.2
LOS by Move:	C	C	C	C	C
HCM2AVGO:	3	3	5	5	2

Note: Queue reported is the number of cars per lane.  
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Scenario Report  
 Year 2030 + Alt B MD  
 Command: 2030+Alt B MD  
 Volume: 2030 MDA1B  
 Geometry: 2030  
 Impact Fee: Default Impact Fee  
 Trip Generation: Alt B MD  
 Trip Distribution: Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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

Volume Module:	Permitted		Include		Protected		Protected	
	L	T	R	L	T	R	L	T
Base Vol:	40	30	60	60	130	60	560	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	40	30	60	60	130	60	560	40
Added Vol:	0	0	0	0	0	0	25	13
Passes/Vol:	0	0	0	0	0	0	0	0
Initial Fut:	49	30	60	60	130	60	565	53
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	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	32	63	63	137	63	616	56
Reduced Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	52	32	63	63	137	63	616	56
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	1.05	1.05
Final Volume:	52	32	63	63	137	63	647	59

Saturation Flow Module:		Vol/Sat:		Crit Moves:	
Sat/Lane:	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	0.95
Lanes:	0.36	0.21	0.43	0.25	0.24
Final Sat.:	657	402	804	450	450

Capacity Analysis Module:		Vol/Sat:		Crit Moves:	
Vol/Sat:	0.08	0.08	0.14	0.14	0.34
Green/Cycle:	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.32	0.32	0.57	0.57	0.36
Delay/Veh:	20.4	20.4	25.0	25.0	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00
AdjDel/Ven:	20.4	20.4	25.0	25.0	31.2
LOS by Move:	C	C	C	C	C
HCM2AVGO:	3	3	5	5	2

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): 0.445  
 Loss Time (sec): 8 Average Delay (sec/veh): 30.7  
 Optimal Cycle: 48 Level of Service: C  
 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	Split Phase	Protected	Protected
Rights:	Include	Include	Include	Include	Include
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:	150	200	100	100	250
Base Vol:	100	100	40	110	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00
Initial Base:	150	200	100	100	380
Added Vol:	0	0	0	0	0
Passerby Vol:	0	0	0	0	0
Initial Fut:	162	159	200	100	113
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95
PHF Volume:	171	167	211	105	119
Reduct Vol:	0	0	0	0	0
Reduced Vol:	171	167	211	105	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05
Final Volume:	171	176	221	105	119

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	0.74	0.26	1.00	0.82
Final Sat.:	1800	1800	1403	497	1800	2235
Capacity Analysis Module:	Vol/Sat:	0.09	0.09	0.12	0.06	0.08
Crit Moves:	0.20	0.26	0.13	0.20	0.26	0.42
Volume/Cap:	0.48	0.35	0.45	0.45	0.43	0.45
Delay/Veh:	40.3	20.8	32.5	46.0	38.9	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	30.9	32.5	46.0	38.9	30.2
LOS by Move:	D	C	C	D	D	C
HCM2KAVGQ:	5	5	6	4	5	3

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): 0.373  
 Loss Time (sec): 4.1 Average Delay (sec/veh): 4.1  
 Optimal Cycle: 22 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	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0
Volume Module:	0	0	0	0	0
Base Vol:	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00
Initial Base:	0	0	0	0	0
Added Vol:	0	0	0	0	0
Passerby Vol:	0	0	0	0	0
Initial Fut:	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0
Reduct Vol:	0	0	0	0	0
Reduced Vol:	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05
Final Volume:	0	0	0	0	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	1.00	0.00
Final Sat.:	0	0	3600	0	1900	0
Capacity Analysis Module:	Vol/Sat:	0.00	0.00	0.02	0.00	0.28
Crit Moves:	0.00	0.00	0.04	0.00	0.04	0.00
Volume/Cap:	0.00	0.00	0.34	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	33.6	0.0	40.0	3.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	33.6	0.0	40.0	3.0
LOS by Move:	A	A	A	D	A	A
HCM2KAVGQ:	0	0	1	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 #4 Main St/ SR-58 WB Ramps  
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.365  
 Loss Time (sec): 6 Average Delay (sec/veh): 11.5  
 Optimal Cycle: 21 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	Split Phase	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Ignore	Ignore	Ignore	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 26	0 26	0 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	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 1 0 0 1	0 0 0 0 0	1 0 2 0 0	0 0 2 0 1	0 0 2 0 1	0 0 2 0 1	0 0 2 0 1	0 0 2 0 1

Volume Module:

Base Vol:	240	0	30	0	40	610	0	0	550	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	240	0	30	0	40	610	0	0	550	130
Added Vol:	0	0	0	0	0	0	0	0	0	0
Passover Vol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	0	43	0	40	610	0	0	568	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	253	0	45	0	42	642	0	0	598	137
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
MFL Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	253	0	45	0	42	674	0	0	628	137

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Lanes:	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1800	0	0	0	1800	3800	0	0	3800	1900

Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.02	0.00	0.02	0.18	0.00	0.00	0.17	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.38	0.00	0.00	0.00	0.06	0.52	0.00	0.00	0.45	0.45
Volume/Cap:	0.37	0.00	0.06	0.00	0.37	0.34	0.00	0.00	0.37	0.16
Delay/Veh:	14.7	0.0	11.8	0.0	0.0	35.6	9.0	0.0	11.4	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	0.0	11.8	0.0	0.0	35.6	9.0	0.0	11.4	10.1
LOS by Move:	E A B	A A A	A A A	D A A	A A A	A A A	A A A	A A A	B B B	B B B
HCM2KAVQ:	4	0	1	0	0	1	4	0	4	2

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): 0.538  
 Loss Time (sec): 6 Average Delay (sec/veh): 12.1  
 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

Control:	Split Phase	Split Phase	Split Phase	Split Phase	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Ignore	Ignore	Ignore	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 26	0 26	0 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	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 0 0 0	2 0 0 0 1	0 0 2 0 1	0 0 2 0 1	0 0 2 0 1	0 0 2 0 1	0 0 2 0 1	0 0 2 0 1

Volume Module:

Base Vol:	0	0	810	0	440	0	440	0	530	0
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	810	0	440	0	440	0	530	0
Added Vol:	0	0	89	0	0	29	0	0	21	0
Diverted Vol:	0	0	116	0	0	0	0	0	0	0
Initial Fut:	0	0	1015	0	440	0	469	0	551	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	1068	0	463	0	494	0	580	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
MFL Adj:	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	1100	0	463	0	518	0	609	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	2.00
Final Sat.:	0	0	0	3400	0	1900	0	3800	0	3800

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.14	0.00	0.00	0.16	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.43	0.00	0.00	0.43	0.00
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.52	0.00	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	15.1	0.0	13.5	0.0	11.7	0.0	12.1
User DelAdj:	1.00	1.00	1.00	0.68	0.90	0.70	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.3	0.0	9.4	0.0	11.7	0.0	12.1
LOS by Move:	A A A	A A A	B A A	A A A	A A A	A A A	A A A	A A A	B B B	B B B
HCM2KAVQ:	0	0	0	10	0	7	0	3	0	4

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): 100 Critical Vol./Cap.(X): 0.610  
 Loss Time (sec): 8 Average Delay (sec/voh): 23.4  
 Optimal Cycle: 39 Level Of Service: C  
 Street Name: North Bound South Bound East Bound West Bound  
 Approach: I-15 Lenwood  
 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 2 1 0 0 2 2 0 3 0 0 0 2 1 0  
 Volume Module:  
 Base Vol: 280 120 480 70 0 330 170 820 0 0 1040 90  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 280 120 480 70 0 330 170 820 0 0 1040 90  
 Added Vol: 0 0 25 0 0 0 0 118 0 0 105 0  
 Divorced Lvl: 0 0 38 0 0 0 0 116 0 0 106 0  
 Initial Fut: 280 120 543 70 0 330 170 1054 0 0 1251 90  
 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 295 126 572 74 0 347 179 1109 0 0 1317 95  
 Reduced Vol: 0 0 0 0 0 0 0 0  
 PCE Adj: 295 126 572 74 0 347 179 1109 0 0 1317 95  
 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  
 FinalVolume: 309 133 646 74 0 393 184 1220 0 0 1449 104

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #7 Outlet Center Dr/ I-15 SB Ramps  
 Average Delay (sec/voh): 7.0 Worst Case Level Of Service: B [11.2]  
 Street Name: North Bound South Bound East Bound West Bound  
 Approach: I-15 Outlet Center Dr  
 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 0 1 0 0 0 1 0 0 0  
 Volume Module:  
 Base Vol: 0 0 0 10 10 10 10 10 0 10 10 0 10 10 0 10 10 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 0 0 0 10 10 10 10 10 0 10 10 0 10 10 0 10 10 0  
 Added Vol: 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  
 Initial Fut: 0 0 0 10 10 10 10 10 0 10 10 0 10 10 0 10 10 0  
 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 0 11 11 11 11 11 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 0 11 11 11 11 11 0 11 11 0 11 11 0 11 11 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 6.2 6.2 6.2 6.2 6.2  
 FollowUpTrim: 3.5 4.0 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3  
 Capacity Module:  
 Conflict Vol: 397 402 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11  
 Potential Cap: 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608  
 Move Cap: 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608  
 Volume/Cap: 0.02 0.02 0.01 0.01 0.01 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: 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5  
 Control Del: 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5  
 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: 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608 1608  
 Shared Queue: 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2  
 Shared Control: 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2  
 Shared LOS: A A A A A A A A A A A A A A A A A A  
 ApproachLOS: 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2  
 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/veh): 6.4 Worst Case Level of Service: [ 9.9]  
 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 Include Include  
 Lanes: 0 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 1 0 0

Volume Module:  
 Base Vol: 10 30 100 0 0 0 10 10 0 0 50 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: 10 30 100 0 0 0 10 10 0 0 50 0  
 PasserbyVol: 0 0 124 0 0 0 0 0 0 0 0 86 0  
 Initial Fut: 10 30 224 0 0 0 10 10 0 0 136 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 11 32 236 0 0 0 11 11 0 0 143 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 11 32 236 0 0 0 11 11 0 0 143 0

Critical Gap Module:  
 Critical Gap: 6.4 6.5 6.2 XXXXX XXXX XXXXX 4.1 XXXX XXXXX XXXXX XXXX XXXXX  
 FollowupTime: 3.5 4.0 3.3 XXXXX XXXX XXXXX 2.2 XXXX XXXXX XXXXX XXXX XXXXX  
 Capacity Module:  
 Conflict Vol: 175 175 11 XXXX XXXX XXXXX 143 XXXX XXXXX XXXX XXXX XXXXX  
 Potent Cap: 820 722 1076 XXXX XXXX XXXXX 1452 XXXX XXXXX XXXX XXXX XXXXX  
 Move Cap: 813 717 1076 XXXX XXXX XXXXX 1452 XXXX XXXXX XXXX XXXX XXXXX  
 Volume/Cap: 0.01 0.04 0.22 XXXX XXXX XXXXX 0.01 XXXX XXXX XXXX XXXX XXXXX

Level Of Service Module:  
 2Way5thQ: XXXX XXXX XXXXX XXXX XXXX XXXXX 0.0 XXXX XXXXX XXXX XXXX XXXXX  
 Control Del: XXXX XXXX XXXXX XXXX XXXX XXXXX 7.5 XXXX XXXXX XXXX XXXX XXXXX  
 LOS by Move: A \* \* \* \* \* A \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap: XXXX 1007 XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX  
 SharedQueue: XXXX 1.1 XXXXX XXXXX XXXX XXXXX 0.0 XXXX XXXXX XXXX XXXX XXXXX  
 Shrd Control: XXXX 9.9 XXXXX XXXXX XXXX XXXXX 7.5 XXXX XXXXX XXXX XXXX XXXXX  
 Shared LOS: A \* \* \* \* \* A \* \* \* \* \*  
 ApproachDel: 9.9 XXXXX XXXXX XXXXX XXXXX XXXXX  
 ApproachLOS: A \* \* \* \* \* A \* \* \* \* \*

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 #9 Lenwood/ Mercantile  
 Cycle (sec): 130 Critical Vol./Cap. (X): 0.317  
 Loss Time (sec): 8 Average Delay (sec/veh): 38.0  
 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: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 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: 20 150 20 110 140 220 190 60 20 20 20 60  
 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: 20 150 20 110 140 220 190 60 20 20 20 60  
 Added Vol: 0 105 0 0 144 0 0 0 0 0 0 0  
 Diverted Vol: 0 106 0 0 154 0 0 0 0 0 0 0  
 Initial Fut: 20 361 20 110 438 220 190 60 20 20 20 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 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 21 380 21 116 461 232 200 63 0 21 21 63  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 21 380 21 116 461 232 200 63 0 21 21 63

Critical Gap Module:  
 Critical Gap: 6.4 6.5 6.2 XXXXX XXXX XXXXX 4.1 XXXX XXXXX XXXXX XXXX XXXXX  
 FollowupTime: 3.5 4.0 3.3 XXXXX XXXX XXXXX 2.2 XXXX XXXXX XXXXX XXXX XXXXX  
 Capacity Module:  
 Conflict Vol: 175 175 11 XXXX XXXX XXXXX 143 XXXX XXXXX XXXX XXXX XXXXX  
 Potent Cap: 820 722 1076 XXXX XXXX XXXXX 1452 XXXX XXXXX XXXX XXXX XXXXX  
 Move Cap: 813 717 1076 XXXX XXXX XXXXX 1452 XXXX XXXXX XXXX XXXX XXXXX  
 Volume/Cap: 0.01 0.04 0.22 XXXX XXXX XXXXX 0.01 XXXX XXXX XXXX XXXX XXXXX

Level Of Service Module:  
 2Way5thQ: XXXX XXXX XXXXX XXXX XXXX XXXXX 0.0 XXXX XXXXX XXXX XXXX XXXXX  
 Control Del: XXXX XXXX XXXXX XXXX XXXX XXXXX 7.5 XXXX XXXXX XXXX XXXX XXXXX  
 LOS by Move: A \* \* \* \* \* A \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap: XXXX 1007 XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX  
 SharedQueue: XXXX 1.1 XXXXX XXXXX XXXX XXXXX 0.0 XXXX XXXXX XXXX XXXX XXXXX  
 Shrd Control: XXXX 9.9 XXXXX XXXXX XXXX XXXXX 7.5 XXXX XXXXX XXXX XXXX XXXXX  
 Shared LOS: A \* \* \* \* \* A \* \* \* \* \*  
 ApproachDel: 9.9 XXXXX XXXXX XXXXX XXXXX XXXXX  
 ApproachLOS: A \* \* \* \* \* A \* \* \* \* \*

Note: Queue reported is the number of cars per lane.  
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Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #10 Lenwood/Project Access  
Average Delay (sec/veh): 12.6 Worst Case Level Of Service: D [ 34.9 ]  
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 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 1 0 0

Volume Module:  
Base Vol: 0 160 0 0 160 0 0 0 160 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 1.00 1.00 1.00 1.00  
Initial Base: 0 160 0 0 160 0 0 0 160 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Added Vol: 0 0 124 0 0 0 0 0 0 0 0 0 0 0 86 0 105 0 0  
Diverted LI: 0 0 144 0 0 0 0 0 0 0 0 0 0 0 86 0 114 0 0  
Initial Fut: 0 160 124 307 160 0 0 0 0 0 0 0 0 0 86 0 219 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 1.00 1.00  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 168 131 323 168 0 0 0 0 0 0 0 0 0 91 0 231 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 0 168 131 323 168 0 0 0 0 0 0 0 0 0 91 0 231 0 0

Critical Gap Module:  
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxxx xxxxx xxxxx xxxxx 6.4 6.5 6.2  
FollowPrim:xxxxx xxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3

Capacity Module:  
Conflict Vol: xxxxx xxxxx xxxxx 299 xxxxx xxxxx xxxxx xxxxx xxxxx 1048 1048 234  
Potent Cap.: xxxxx xxxxx xxxxx 1274 xxxxx xxxxx xxxxx xxxxx xxxxx 284 230 810  
Move Cap.: xxxxx xxxxx xxxxx 1274 xxxxx xxxxx xxxxx xxxxx xxxxx 193 159 810  
Volume/Cap: xxxxx xxxxx xxxxx 0.25 xxxxx xxxxx xxxxx xxxxx xxxxx 0.47 0.00 0.28

Level Of Service Module:  
2Way95thQ: xxxxx xxxxx xxxxx 1.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Control Del:xxxxxx xxxx xxxxx 8.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
LOS by Move: A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
SharedQueue:xxxxx xxxx xxxxx 1.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd ConDel:xxxxx xxxx xxxxx 8.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \*  
ApproachDel: xxxxxx \* xxxxxx \* xxxxxx \* xxxxxx \* xxxxxx \* xxxxxx \* xxxxxx \* xxxxxx \*  
ApproachLOS: D \* \* \* \* \* D \* \* \* \* \* D \* \* \* \* \* D \* \* \* \* \* D \* \* \* \* \*  
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): 6.7 Worst Case Level Of Service: A [ 8.6 ]  
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  
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
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 60 120 10 0 0 10 10  
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 1.00  
Initial Base: 0 0 0 0 0 0 0 0 60 120 10 0 0 0 10 10  
Added Vol: 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  
Initial Fut: 0 0 0 0 0 0 0 0 60 120 10 0 0 0 10 10  
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 1.00  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 0 0 0 0 0 0 0 63 126 11 0 0 0 11 11  
Reduct Vol: 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 63 126 11 0 0 0 11 11

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

Capacity Module:  
Conflict Vol: xxxxx xxxxx xxxxx xxxxx xxxxx 16 21 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Potent Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 1069 1608 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Move Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 1069 1608 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx 0.06 0.08 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:  
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 0.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Control Del:xxxxxx xxxx xxxxx 8.6 7.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
LOS by Move: A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \*  
ApproachDel: xxxxxx \* xxxxxx \* xxxxxx \* xxxxxx \* xxxxxx \* xxxxxx \* xxxxxx \* xxxxxx \*  
ApproachLOS: A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \*  
Note: Queue reported is the number of cars per lane.

Scenario Report

Year 2030 + Alt B PM  
 Command: 2030+Alt B PM  
 Volume: 2030 PVALTB  
 Geometry: 2030  
 Impact Fee: Default Impact Fee  
 Trip Generation: Alt B 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 Lonwood/SF-58  
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.538  
 Loss Time (sec): 6 Average Delay (sec/veh): 14.3  
 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	Permitted	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	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 4.0	4.0 4.0 4.0 4.0
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 1 1	1 0 0 1 1	1 0 1 0 1

Volume Module:

Base Vol:	30 10 50 40	30 110 150 510	50 60 510 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 Base:	30 10 50 40	30 110 150 510	50 60 510 40
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 Est:	42 10 50 40	30 110 150 537	64 60 534 40
Hyper Adj:	1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00
PCE Adj:	0.95 0.95 0.95 0.95	0.95 0.95 0.95 0.95	0.95 0.95 0.95 0.95
PHF Volume:	44 11 53 42	32 116 158 565	67 63 562 42
Reduced Vol:	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	44 11 53 42	32 116 158 565	67 63 562 42
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:	44 11 53 42	32 116 158 594	71 63 562 42

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.95 1.00	0.95 1.00	0.95 1.00	0.95 1.00
Lanes:	0.82 0.10	0.48 0.23	0.16 0.61	1.00 1.00
Final Sat.:	765 182 911	417 313	1147 1800	1900 1900

Capacity Analysis Module:

Vol/Sat:	0.06 0.06	0.06 0.10	0.10 0.09	0.31 0.04	0.04 0.30	0.02
Crit Moves:	0.19 0.19	0.19 0.19	0.19 0.19	0.16 0.64	0.64 0.07	0.55
Volume/Cap:	0.31 0.31	0.54 0.54	0.54 0.54	0.54 0.49	0.06 0.49	0.54
Delay/Veh:	23.3 23.3	27.8 27.8	27.8 30.0	30.0 6.9	4.0 39.3	10.6
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00
AdjDel/Veh:	23.3 23.3	23.3 27.8	27.8 30.0	30.0 6.9	4.0 39.3	10.6
LOS by Move:	C C	C C	C C	C C	A D	B A
HCM2KvsgQ:	2 2	2 4	4 4	4 6	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): 0.688  
 Loss Time (sec): 8 Average Delay (sec/veh): 38.8  
 Optimal Cycle: 48 Level of Service: D  
 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
Right:						
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:	Base Vol:	320	130	160	90	140	120	60	300	220	480	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	320	130	160	90	140	120	60	300	220	480	80	
Added Vol:	15	12	0	0	14	0	0	0	18	0	0	0
PassesByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	142	160	90	154	120	60	300	238	220	480	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	353	149	168	95	162	126	63	316	251	232	505	84
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	149	168	95	162	126	63	316	251	232	505	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Volume:	353	157	177	95	162	126	63	332	263	232	531	88

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.56	0.44	1.00	1.12	0.88	1.00	1.71	0.29
Final Sat.:	1800	1900	1900	1800	1068	832	1800	2119	1681	1800	3257	543

Capacity Analysis Module:	Vol/Sat:	0.20	0.08	0.09	0.05	0.15	0.15	0.04	0.16	0.16	0.13	0.16
Crit Movs:	0.28	0.25	0.22	0.22	0.15	0.22	0.23	0.15	0.23	0.19	0.26	0.26
Volume/Cap:	0.69	0.33	0.37	0.21	0.69	0.69	0.22	0.69	0.69	0.69	0.63	0.53
Delay/Veh:	39.2	31.3	31.5	30.5	44.7	44.7	38.6	39.8	39.8	48.9	36.1	36.1
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:	39.2	31.3	31.5	30.5	44.7	44.7	38.6	39.8	39.8	48.9	36.1	36.1
LOS by Move:	D	C	C	C	D	D	D	D	D	D	D	D
HCM2RAVQ:	11	4	5	2	9	9	2	10	10	8	9	9

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 #3 Main St/ SR-58 EB Ramps  
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.493  
 Loss Time (sec): 4.5 Average Delay (sec/veh): 4.5  
 Optimal Cycle: 26 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	Include
Right:						
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 0	1 0 0 1	0 0 1 0	1 0 2 0	0 0

Volume Module:	Base Vol:	0 <th>0 <th>90 <th>0 <th>30 <th>0 <th>580</th> <th>270</th> <th>40</th> <th>1430</th> <th>0</th> </th></th></th></th></th>	0 <th>90 <th>0 <th>30 <th>0 <th>580</th> <th>270</th> <th>40</th> <th>1430</th> <th>0</th> </th></th></th></th>	90 <th>0 <th>30 <th>0 <th>580</th> <th>270</th> <th>40</th> <th>1430</th> <th>0</th> </th></th></th>	0 <th>30 <th>0 <th>580</th> <th>270</th> <th>40</th> <th>1430</th> <th>0</th> </th></th>	30 <th>0 <th>580</th> <th>270</th> <th>40</th> <th>1430</th> <th>0</th> </th>	0 <th>580</th> <th>270</th> <th>40</th> <th>1430</th> <th>0</th>	580	270	40	1430	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	90	0	30	0	580	270	40	1430	0
Added Vol:	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
Initial Fut:	0	0	0	90	0	30	0	580	270	40	1430	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	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	95	0	32	0	611	284	63	1505	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	32	0	611	284	63	1505	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	99	0	32	0	641	298	63	1581	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	1.36	0.64	1.00	2.00	0.00
Final Sat.:	0	0	0	3600	0	1900	0	2593	1207	1800	3800	0

Capacity Analysis Module:	Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.02	0.00	0.25	0.25	0.04	0.42
Crit Movs:	0.00	0.00	0.00	0.06	0.00	0.06	0.06	0.74	0.74	0.10	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.30	0.00	0.33	0.33	0.33	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	35.9	0.0	34.1	0.0	3.0	3.0	29.6	1.6	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	35.9	0.0	34.1	0.0	3.0	3.0	29.6	1.6	0.0
LOS by Move:	A	A	A	D	A	C	A	A	A	C	A	A
HCM2RAVQ:	0	0	0	2	0	1	0	3	3	1	4	0

Note: Queue reported is the number of cars per lane.  
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2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #4 Main St/ SR-58 WB Ramps  
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.600  
 Loss Time (sec): 6 Average Delay (sec/veh): 17.1  
 Optimal Cycle: 31 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
Right	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
YPR	0 1 0 0 1 0 0 0 0 0	1 0 2 0 0 1 0 0 2 0 1	0 0 2 0 1	0 0 2 0 1

Volume Module:

Base Vol:	570	0	40	0	0	40	640	0	0	610	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	570	0	40	0	0	40	640	0	0	610	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserbyVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	0	40	0	0	40	640	0	0	630	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	600	0	59	0	0	42	674	0	0	663	84
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	0	59	0	0	42	674	0	0	663	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	600	0	59	0	0	42	707	0	0	696	84

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	0.00	1.00	2.00
Final Sat:	1800	0	0	1800	3800	0	0	3800	1900	0	3800

Capacity Analysis Module:

Vel/Sat:	0.33	0.00	0.03	0.00	0.00	0.00	0.02	0.19	0.00	0.00	0.18
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***
Green/Cycle:	0.56	0.00	0.06	0.00	0.00	0.04	0.34	0.00	0.05	0.31	0.31
Volume/Cap:	0.60	0.00	0.06	0.00	0.00	0.60	0.54	0.00	0.00	0.60	0.15
Delay/Veh:	11.5	0.0	6.2	0.0	0.0	60.9	17.4	0.0	0.0	20.0	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	0.0	6.2	0.0	0.0	60.9	17.4	0.0	0.0	20.0	15.7
LOS by Move:	B A A A A A A E B A A A C B										
HCM2AVGQ:	8	0	1	0	0	1	5	0	0	6	1

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

2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #5 Lenwood/ I-15 SB Ramps  
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.584  
 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	Include	Protected	Protected
Right	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
YPR	0 0 0 0 1 0 0 0 0 0	1 0 2 0 0 1 0 0 2 0 1	0 0 2 0 1	0 0 2 0 1

Volume Module:

Base Vol:	830	0	830	0	510	0	360	0	0	620	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:	830	0	830	0	510	0	360	0	0	620	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	830	0	830	0	510	0	360	0	0	620	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1114	0	537	0	413	0	682	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1114	0	537	0	413	0	682	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	1147	0	537	0	433	0	716	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	1.00	2.00
Final Sat:	0	0	0	3400	0	1900	0	3800	1900	0	3800

Capacity Analysis Module:

Vel/Sat:	0.00	0.00	0.00	0.34	0.00	0.28	0.00	0.11	0.00	0.00	0.19
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.43	0.00	0.43	0.00	0.43	0.00
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.61	0.00	0.26	0.00	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	15.8	0.0	15.0	0.0	11.3	0.0	12.7	0.0
User DelAdj:	1.00	1.00	1.00	0.98	0.90	0.70	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.9	0.0	10.5	0.0	11.3	0.0	12.7	0.0
LOS by Move:	A A A A B A B A A A B A										
HCM2AVGQ:	0	0	0	11	0	8	0	3	0	0	5

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

Barstow Casinos - Weekday

Barstow Casinos - Weekday

Level Of Service Computation Report

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #7 Outlet Center Dr/ I-15 SB Ramps
Average Delay (sec/voh): 8.1 Worst Case Level Of Service: B [14.5]

2000 HCM Operations Method (Future Volume Alternative)
Intersection #6 Lenwood/SR-15 NB Ramps/High Point Pkwy
Critical Vol./Cap.(X): 0.522
Average Delay (sec/voh): 22.0

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

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

Table with columns: Control, Stop Sign, Stop Sign, Uncontrolled, Uncontrolled, Include, Include, Lanes. Rows include Volume Module, Base Vol, Growth Adj, Initial Base, Added Vol, etc.

Table with columns: Control, Split Phase, Split Phase, Protected, Protected, Include, Include, Lanes. Rows include Volume Module, Base Vol, Growth Adj, Initial Base, Added Vol, etc.

Volume Module: 0 0 0 10 20 0 0 0 0 10 120 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 0 0 0 10 20 0 0 0 0 10 120 0 0

Volume Module: 60 0 270 180 760 0 0 770 70
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 410 110 280 60 0 270 180 760 0 0 770 70

Level of Service Computation Report  
Intersection #8 Outlet Center Dr/ I-15 NB Ramps  
Average Delay (sec/veh): 4.1 Worst Case Level of Service: A [ 9.3]  
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 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0

Volume Module:  
Base Vol: 0 10 50 0 0 0 10 10 0 0 120 10  
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 10 50 0 0 0 10 10 0 0 120 10  
Added Vol: 0 0 138 0 0 0 0 0 0 0 122 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 10 188 0 0 0 10 10 0 0 242 10  
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  
PFH Vol: 0 11 198 0 0 0 11 11 0 0 255 11  
PFH Vol: 0 11 198 0 0 0 11 11 0 0 255 11  
Final Volume: 0 11 198 0 0 0 11 11 0 0 255 11  
Critical Cap Module:  
Critical Cp:xxxxx 6.5 6.2 xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx xxxxx xxxxx  
FollowUpTIm:xxxxx 4.0 3.3 xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx

Capacity Module:  
Chnlct Vol: xxx 297 11 xxx xxxxx xxxxx 265 xxx xxxxx xxx xxxxx xxxxx  
Potent Cap: xxx 618 1076 xxx xxxxx xxxxx 1310 xxx xxxxx xxx xxxxx xxxxx  
Move Cap: xxx 613 1076 xxx xxxxx xxxxx 1310 xxx xxxxx xxx xxxxx xxxxx  
Volume/Cap: xxx 0.02 0.18 xxx xxxxx xxxxx 0.01 xxx xxxxx xxx xxxxx xxxxx  
Level of Service Module:  
2May95thQ: xxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Control Del:xxxxx xxx xxxxx xxxxx xxxxx 7.8 xxx xxxxx xxxxx xxxxx 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.: xxx xxx 1037 xxx xxxxx xxxxx xxx xxxxx xxx xxxxx xxxxx  
SharedQueue:xxxx xxx 0.7 xxxxx xxx xxxxx 0.0 xxx xxxxx xxxxx xxxxx xxxxx  
Shrd ConDel:xxxxx xxx 9.3 xxxxx xxx xxxxx 7.8 xxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: A A A A A A A A A A  
ApproachDel: 9.3 A A A A A A A A A A  
ApproachLOS: A A A A A A A A A A  
LOS by Move: D D D E D D E D D C A D D C  
HCM2EAVGO: 0 7 7 7 4 10 6 8 1 0 0 1 4

Level of Service Computation Report  
Intersection #9 Lenwood/ Mercantile  
Cycle (sec): 130 Critical Vol./Cap.(X): 0.329  
Average Delay (sec/veh): 8 Level of Service: D  
Optimal Cycle: 82  
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 Ignore Ovi  
Lanes: 1 0 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1 0 1

Volume Module:  
Base Vol: 10 120 10 80 190 180 220 30 20 10 20 130  
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: 10 120 10 80 190 180 220 30 20 10 20 130  
Added Vol: 0 137 0 0 150 0 0 0 0 0 0 0  
Diverted Vol: 0 153 0 0 172 0 0 0 0 0 0 0  
Initial Fut: 10 410 10 80 522 180 220 30 20 10 20 130  
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  
PFH Vol: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PFH Volume: 11 432 11 84 549 189 232 32 0 11 21 137  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PFH Vol: 11 432 11 84 549 189 232 32 0 11 21 137  
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 1.05 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 11 453 11 84 577 189 232 32 0 11 21 137

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adj/Sat: 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.95 0.05 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Sat.: 1800 3710 90 1800 3800 1900 1800 1900 1900 1800 1900 1900  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.12 0.12 0.05 0.15 0.10 0.13 0.02 0.00 0.01 0.01 0.07  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.11 0.30 0.30 0.11 0.30 0.30 0.31 0.39 0.00 0.14 0.22 0.33  
Volume/Cap: 0.05 0.41 0.41 0.41 0.51 0.34 0.41 0.41 0.04 0.00 0.04 0.05  
Delay/Veh: 51.8 37.7 37.7 59.6 39.6 37.3 37.5 24.8 0.0 48.8 40.7 32.3  
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: 51.8 37.7 37.7 59.6 39.6 37.3 37.5 24.8 0.0 48.8 40.7 32.3  
LOS by Move: D D D E D D E D D C A D D C  
HCM2EAVGO: 0 7 7 7 4 10 6 8 1 0 0 1 4

Level of Service Computation Report  
Intersection #8 Outlet Center Dr/ I-15 NB Ramps  
Average Delay (sec/veh): 4.1 Worst Case Level of Service: A [ 9.3]  
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 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0

Volume Module:  
Base Vol: 0 10 50 0 0 0 10 10 0 0 120 10  
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 10 50 0 0 0 10 10 0 0 120 10  
Added Vol: 0 0 138 0 0 0 0 0 0 0 122 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 10 188 0 0 0 10 10 0 0 242 10  
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  
PFH Vol: 0 11 198 0 0 0 11 11 0 0 255 11  
PFH Vol: 0 11 198 0 0 0 11 11 0 0 255 11  
Final Volume: 0 11 198 0 0 0 11 11 0 0 255 11  
Critical Cap Module:  
Critical Cp:xxxxx 6.5 6.2 xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx xxxxx xxxxx  
FollowUpTIm:xxxxx 4.0 3.3 xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx

Capacity Module:  
Chnlct Vol: xxx 297 11 xxx xxxxx xxxxx 265 xxx xxxxx xxx xxxxx xxxxx  
Potent Cap: xxx 618 1076 xxx xxxxx xxxxx 1310 xxx xxxxx xxx xxxxx xxxxx  
Move Cap: xxx 613 1076 xxx xxxxx xxxxx 1310 xxx xxxxx xxx xxxxx xxxxx  
Volume/Cap: xxx 0.02 0.18 xxx xxxxx xxxxx 0.01 xxx xxxxx xxx xxxxx xxxxx  
Level of Service Module:  
2May95thQ: xxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Control Del:xxxxx xxx xxxxx xxxxx xxxxx 7.8 xxx xxxxx xxxxx xxxxx 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.: xxx xxx 1037 xxx xxxxx xxxxx xxx xxxxx xxx xxxxx xxxxx  
SharedQueue:xxxx xxx 0.7 xxxxx xxx xxxxx 0.0 xxx xxxxx xxxxx xxxxx xxxxx  
Shrd ConDel:xxxxx xxx 9.3 xxxxx xxx xxxxx 7.8 xxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: A A A A A A A A A A  
ApproachDel: 9.3 A A A A A A A A A A  
ApproachLOS: A A A A A A A A A A  
LOS by Move: D D D E D D E D D C A D D C  
HCM2EAVGO: 0 7 7 7 4 10 6 8 1 0 0 1 4

Level of Service Computation Report  
Intersection #9 Lenwood/ Mercantile  
Cycle (sec): 130 Critical Vol./Cap.(X): 0.329  
Average Delay (sec/veh): 8 Level of Service: D  
Optimal Cycle: 82  
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 Ignore Ovi  
Lanes: 1 0 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1 0 1

Volume Module:  
Base Vol: 10 120 10 80 190 180 220 30 20 10 20 130  
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: 10 120 10 80 190 180 220 30 20 10 20 130  
Added Vol: 0 137 0 0 150 0 0 0 0 0 0 0  
Diverted Vol: 0 153 0 0 172 0 0 0 0 0 0 0  
Initial Fut: 10 410 10 80 522 180 220 30 20 10 20 130  
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  
PFH Vol: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PFH Volume: 11 432 11 84 549 189 232 32 0 11 21 137  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PFH Vol: 11 432 11 84 549 189 232 32 0 11 21 137  
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 1.05 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 11 453 11 84 577 189 232 32 0 11 21 137

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adj/Sat: 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.95 0.05 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Sat.: 1800 3710 90 1800 3800 1900 1800 1900 1900 1800 1900 1900  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.12 0.12 0.05 0.15 0.10 0.13 0.02 0.00 0.01 0.01 0.07  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.11 0.30 0.30 0.11 0.30 0.30 0.31 0.39 0.00 0.14 0.22 0.33  
Volume/Cap: 0.05 0.41 0.41 0.41 0.51 0.34 0.41 0.41 0.04 0.00 0.04 0.05  
Delay/Veh: 51.8 37.7 37.7 59.6 39.6 37.3 37.5 24.8 0.0 48.8 40.7 32.3  
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: 51.8 37.7 37.7 59.6 39.6 37.3 37.5 24.8 0.0 48.8 40.7 32.3  
LOS by Move: D D D E D D E D D C A D D C  
HCM2EAVGO: 0 7 7 7 4 10 6 8 1 0 0 1 4



Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #10 Ironwood/Project Access  
Average Delay (sec/veh): 46.4 Worst Case Level Of Service: F[129.6]  
Street Name: Ironwood  
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 1 0 0 0 0 0 0 0 1 0 0

Volume Module:  
Base Vol: 0 120 0 0 220 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  
Initial Base: 0 120 0 0 220 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 0 0 138 160 0 0 0 0 122 0 137 0 161 0  
Diverted Vol: 0 0 181 0 0 0 0 0 0 0 0 0 161 0  
Initial Fut: 0 120 138 341 220 0 0 0 122 0 298 0 298  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 126 145 359 232 0 0 0 128 0 314 0 314  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 0 126 145 359 232 0 0 0 128 0 314 0 314

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

Capacity Module:  
Conflict Vol: XXXX XXXX XXXX 272 XXXX XXXX XXXX XXXX XXXX 1148 1148 199  
Potential Cap.: XXXX XXXX XXXX 1303 XXXX XXXX XXXX XXXX XXXX 222 200 847  
Move Cap.: XXXX XXXX XXXX 1303 XXXX XXXX XXXX XXXX XXXX 162 131 847  
Volume/Cap: XXXX XXXX XXXX 0.28 XXXX XXXX XXXX XXXX XXXX 0.79 0.00 0.37

Level of Service Module:  
2Way5thQ: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX  
Control Del:XXXXX XXXX XXXX 8.8 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 Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX 381 XXXX  
SharedQueue:XXXXX XXXX XXXX 1.1 XXXX XXXX XXXX XXXX XXXX 17.3 XXXX  
Shrd CapDel:XXXXX XXXX XXXX 8.8 XXXX XXXX XXXX XXXX XXXX 130 XXXX  
Shrd LOS: A \* \* \* \* \*  
ApproachDel: XXXXXX XXXXXX 129.6  
ApproachLOS: A \* \* \* \* \*  
Note: Queue reported is the number of cars per lane.  
\*\*\*\*\*

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #11 Morcantille Way/Factory Outlet Ave  
Average Delay (sec/veh): 7.1 Worst Case Level Of Service: A[ 9.0]  
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 1 2 0 0 0 0 0 1 0

Volume Module:  
Base Vol: 0 0 0 0 0 0 140 80 10 0 0 20 10  
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 0 0 0 140 80 10 0 0 20 10  
Added Vol: 0 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 0  
Initial Fut: 0 0 0 0 0 0 140 80 10 0 0 20 10  
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 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 0 0 0 0 0 147 84 11 0 0 21 11  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 0 0 0 0 0 0 147 84 11 0 0 21 11

Critical Gap Module:  
Critical Gap:XXXXX XXXX XXXX XXXX XXXX 6.2 4.1 XXXX XXXX XXXX XXXX XXXX  
FollowUpTime:XXXXX XXXX XXXX XXXX XXXX 3.3 2.2 XXXX XXXX XXXX XXXX XXXX

Capacity Module:  
Conflict Vol: XXXX XXXX XXXX XXXX XXXX 26 32 XXXX XXXX XXXX XXXX XXXX  
Potential Cap.: XXXX XXXX XXXX XXXX XXXX 1055 1594 XXXX XXXX XXXX XXXX XXXX  
Move Cap.: XXXX XXXX XXXX XXXX XXXX 1055 1594 XXXX XXXX XXXX XXXX XXXX  
Volume/Cap: XXXX XXXX XXXX XXXX XXXX 0.14 0.05 XXXX XXXX XXXX XXXX XXXX

Level of Service Module:  
2Way5thQ: XXXX XXXX XXXX XXXX XXXX 0.5 0.2 XXXX XXXX XXXX XXXX XXXX  
Control Del:XXXXX XXXX XXXX XXXX XXXX 9.0 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 CapDel:XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX  
Shrd LOS: A \* \* \* \* \*  
ApproachDel: XXXXXX XXXXXX 9.0  
ApproachLOS: A \* \* \* \* \*  
Note: Queue reported is the number of cars per lane.  
\*\*\*\*\*

Scenario: Scenario Report  
 Year 2030 + Alt B MD Sat  
 Command: 2030+Alt B MD Sat  
 Volume: 2030 MD SatAltB  
 Geometry: 2030  
 Impact Fee: Default Impact Fee  
 Trip Generation: Alt B 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 Lenwood/SR-58  
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.629  
 Loss Time (sec): 6 Average Delay (sec/veh): 15.4  
 Optimal Cycle: 33 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  
 Rights: Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 1 0 1

Volume Module:

Base Vol:	130	30	60	40	30	100	110	620	130	60	620	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 Bse:	130	30	60	40	30	100	110	620	130	60	620	40
Added Vol:	20	0	0	0	0	0	0	33	17	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	30	60	40	30	100	110	653	147	60	658	40
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	0.95	0.95	0.95	0.95	0.95
PHF Volume:	158	32	63	42	32	105	116	687	155	63	693	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	32	63	42	32	105	116	687	155	63	693	42
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
MEF Adj:	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:	158	32	63	42	32	105	116	722	162	63	693	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.64	0.12	0.24	0.25	0.17	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1148	230	459	441	331	1103	1800	1900	1900	1800	1900	1900

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.14	0.10	0.10	0.10	0.06	0.38	0.09	0.04	0.36	0.02
Crit Moves:	0.22	0.22	0.22	0.22	0.22	0.22	0.10	0.62	0.62	0.06	0.58	0.58
Volume/Cap:	0.63	0.63	0.63	0.44	0.44	0.44	0.63	0.61	0.14	0.61	0.63	0.04
Delay/Veh:	28.5	28.5	28.5	23.6	23.6	23.6	41.1	8.8	4.7	51.4	11.1	5.5
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:	28.5	28.5	28.5	23.6	23.6	23.6	41.1	8.8	4.7	51.4	11.1	5.5
LOS by Move:	C	C	C	C	C	C	D	A	A	D	B	A
HCM2AVGQ:	6	6	6	3	3	3	9	1	2	9	2	9

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  
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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): 0.652  
 Loss Time (sec): 8 Average Delay (sec/veh): 37.1  
 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		Split Phase		Protected		Include	Protected
	Include	Exclude	Include	Exclude	Include	Exclude		
Rights:	0	0	0	0	0	0	0	0
Min. Green:	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
Lanes:	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	310	150	170	80	150	80	70	340	260	150	400	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	150	170	80	150	80	70	340	260	150	400	100
Added Vol:	23	20	0	0	17	0	0	0	21	0	0	0
PassesByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	333	170	170	80	167	80	70	340	281	150	400	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	351	179	179	84	176	84	74	358	296	158	421	105
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	179	179	84	176	84	74	358	296	158	421	105
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:	351	188	188	84	176	84	74	376	311	158	442	111

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.68	0.32	1.00	1.10	0.90	1.00	1.60	0.40
Final Sat:	1800	1900	1800	1825	615	1800	2081	1719	1800	3040	760	

Capacity Analysis Module:

Vol/Sat:	0.19	0.10	0.10	0.05	0.14	0.14	0.04	0.18	0.18	0.09	0.15	0.15
Crit Moves:	0.30	0.25	0.21	0.21	0.17	0.28	0.28	0.13	0.24	0.24	0.24	0.24
Green/Cycle:	0.65	0.39	0.39	0.18	0.65	0.65	0.24	0.65	0.65	0.60	0.60	0.60
Volume/Cap:	36.6	32.0	32.0	30.1	44.2	44.2	38.0	35.0	35.0	33.9	36.3	36.3
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 DelAdj:	36.6	32.0	32.0	30.1	44.2	44.2	38.0	35.0	35.0	33.9	36.3	36.3
AdjDel/Veh:	11	5	5	2	8	8	2	10	10	6	8	8
LOS by Move:	D	C	C	D	D	D	D	D	D	D	D	D
HCM2RAVQC:	11	5	5	2	8	8	2	10	10	6	8	8

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 #3 Main St/ SR-58 EB Ramps  
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.360  
 Loss Time (sec): 6 Average Delay (sec/veh): 4.1  
 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:	Protected		Split Phase		Protected		Include	Protected
	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	1	0	1	0	2

Volume Module:

Base Vol:	0	0	0	80	0	20	0	510	320	20	1030	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	80	0	20	0	510	320	20	1030	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	23	0
PassesByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	20	0	510	320	20	1030	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	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	84	0	21	0	537	337	21	1084	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	84	0	21	0	537	337	21	1084	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	88	0	21	0	564	354	21	1138	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	1.23	0.77	1.00	2.00	0.00
Final Sat:	0	0	0	3600	0	1900	0	2335	1465	1800	3800	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.00	0.24	0.24	0.03	0.30	0.00
Crit Moves:	0.00	0.00	0.00	0.07	0.00	0.07	0.00	0.75	0.75	0.08	0.83	0.00
Green/Cycle:	0.00	0.00	0.00	0.36	0.00	0.16	0.00	0.32	0.32	0.32	0.36	0.00
Volume/Cap:	0.0	0.0	0.0	30.8	0.0	29.0	0.0	2.7	2.7	32.0	1.5	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	30.8	0.0	29.0	0.0	2.7	2.7	32.0	1.5	0.0
AdjDel/Veh:	0.0	0.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
LOS by Move:	A	A	A	C	A	C	A	A	A	C	A	A
HCM2RAVQC:	0	0	0	1	0	1	0	3	3	1	3	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 #5 Lenwood/ I-15 SB Ramps  
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.654  
 Loss Time (sec): 6 Average Delay (sec/veh): 17.4  
 Optimal Cycle: 35 Level Of Service: B

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): 0.513  
 Loss Time (sec): 6 Average Delay (sec/veh): 14.3  
 Optimal Cycle: 27 Level Of Service: B

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  
 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: 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 2 0 0 0 1 0 0 2 0 1 0 0 2 0 1

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 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 1 0 0 1 0 0 0 0 1 0 2 0 0 0 0 2 0 1  
 Lanes: 0 1 0 0 1 0 0 0 0 1 0 2 0 0 0 0 2 0 1

Volume Module:  
 Base Vol: 0 0 0 1030 0 540 0 540 0 0 550 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 1030 0 540 0 540 0 0 550 0  
 Added Vol: 0 0 0 119 0 0 0 38 0 0 43 0  
 PasserByVol: 0 0 0 156 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 1305 0 540 0 578 0 0 593 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 0 1374 0 568 0 608 0 0 624 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 1374 0 568 0 608 0 0 624 0  
 PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MDF 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 1415 0 568 0 639 0 0 635 0

Volume Module:  
 Base Vol: 400 0 30 0 0 50 560 0 0 660 100  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 400 0 30 0 0 50 560 0 0 660 100  
 Added Vol: 0 0 25 0 0 0 0 0 0 23 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 400 0 55 0 0 50 560 0 0 683 100  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 421 0 58 0 0 0 53 589 0 0 719 105  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 421 0 58 0 0 0 53 589 0 0 719 105  
 PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MDF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.05 1.00 1.00 1.05  
 FinalVolume: 421 0 58 0 0 0 53 619 0 0 735 105

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.89 1.00 1.00 0.85 1.00 1.00 0.95 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  
 Final Sat.: 1900 0 1900 0 1900 0 3800 1900 0 3800 1900

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 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  
 Final Sat.: 1900 0 1900 0 0 1800 3800 0 0 3800 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.42 0.00 0.30 0.00 0.17 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 0.89 0.00 0.64 0.00 0.39 0.00 0.00 0.40 0.00  
 Delay/Veh: 0.0 0.0 0.0 22.6 0.0 15.7 0.0 12.3 0.0 0.0 12.4 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 22.6 0.0 15.7 0.0 12.3 0.0 0.0 12.4 0.0  
 LOS by Move: A A A C A B A B A A B A B A  
 HCM2KAVGQ: 6 0 1 0 0 0 1 4 0 0 6 1

Capacity Analysis Module:  
 Vol/Sat: 0.23 0.00 0.03 0.00 0.00 0.00 0.03 0.16 0.00 0.00 0.20 0.06  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.46 0.00 0.46 0.00 0.00 0.00 0.66 0.44 0.00 0.00 0.39 0.39  
 Volume/Cap: 0.51 0.00 0.07 0.00 0.00 0.00 0.51 0.37 0.00 0.00 0.51 0.14  
 Delay/Veh: 13.9 0.0 9.3 0.0 0.0 0.0 44.6 11.7 0.0 0.0 15.3 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  
 AdjDel/Veh: 13.9 0.0 9.3 0.0 0.0 0.0 44.6 11.7 0.0 0.0 15.3 12.3  
 LOS by Move: B A A A A D B A A B A B A  
 HCM2KAVGQ: 6 0 1 0 0 0 1 4 0 0 6 1

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

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 Fkwy  
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.910  
 Loss Time (sec): 8 Average Delay (sec/veh): 32.9  
 Optimal Cycle: 106 Level of Service: C  
 Street Name: North Bound South Bound East Bound West Bound  
 Approach: I-15 Lenwood  
 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  
 Lanes: 1 1 0 2 1 0 0 2 2 0 3 0 0 0 0 2 1 0  
 Y-R: 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0  
 Min. Green: 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0  
 Volume Module:  
 Base Vol: 420 140 870 40 0 440 180 1070 0 0 1270 120  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bsc: 420 140 870 40 0 440 180 1070 0 0 1270 120  
 Added Vol: 0 0 34 0 0 0 0 0 157 0 0 215 0  
 Diverted Vol: 0 0 52 0 0 0 0 0 156 0 0 245 0  
 Initial Fvt: 420 140 856 40 0 440 180 1383 0 0 1730 120  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 442 147 1006 42 0 463 189 1456 0 0 1821 126  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 442 147 1006 42 0 463 189 1456 0 0 1821 126  
 PCB Adj: 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: 1.05 1.05 1.13 1.00 1.00 1.13 1.03 1.10 0.00 1.00 1.10 1.10  
 FinalVolume: 464 155 1137 42 0 523 195 1601 0 0 2003 139  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.95 0.89 1.00 0.95 0.89 1.00 1.00 0.95 1.00 1.00  
 Lanes: 1.52 0.48 2.00 1.00 0.00 2.00 2.00 3.00 0.00 0.00 2.81 0.19  
 Final Sat.: 2736 912 3600 1800 0 3600 3400 5700 0 0 5330 370  
 Capacity Analysis Module:  
 Vol/Sat: 0.17 0.17 0.32 0.02 0.00 0.15 0.06 0.28 0.00 0.00 0.38 0.38  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.35 0.35 0.35 0.10 0.00 0.16 0.06 0.48 0.00 0.00 0.41 0.41  
 Volume/Cap: 0.49 0.49 0.91 0.24 0.00 0.91 0.91 0.59 0.00 0.00 0.91 0.91  
 Delay/Veh: 25.6 25.6 40.8 45.0 0.0 62.2 88.3 16.2 0.0 0.0 30.5 30.9  
 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: 25.6 25.6 40.8 45.0 0.0 62.2 88.3 16.2 0.0 0.0 30.5 30.9  
 LOS by Move: C C D D A E F B A A C C  
 HCM2AvqQ: 7 7 21 1 0 12 6 10 0 0 24 24  
 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): 8.1 Worst Case Level Of Service: C [19.1]  
 Street Name: North Bound South Bound East Bound West Bound  
 Approach: I-15 Outlet Center Dr  
 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 0 1 0 0 0 1 0 0 0  
 Volume Module:  
 Base Vol: 0 0 0 0 20 10 10 0 30 0 180 20 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 Bsc: 0 0 0 0 20 10 10 0 30 0 180 20 0  
 Added Vol: 0 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 0  
 Initial Fvt: 0 0 0 0 20 10 10 0 30 0 372 20 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 0 0 21 11 11 0 32 0 392 21 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 0 0 21 11 11 0 32 0 392 21 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 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 3.3  
 Capacity Module:  
 Conflict Vol: 836 836 21 21 21 21 21 21 21 21 21 21 21  
 Potential Cap: 340 306 1062 1062 1062 1062 1062 1062 1062 1062 1062 1062 1062  
 Move Cap.: 257 210 1062 1062 1062 1062 1062 1062 1062 1062 1062 1062 1062  
 Volume/Cap: 0.08 0.05 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:  
 2Way5thQ: 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1  
 Control Del: 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1  
 LOS by Move: 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.: 257 210 1062 1062 1062 1062 1062 1062 1062 1062 1062 1062 1062  
 SharedQueue: 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5  
 Shared Del: 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1  
 Shared LOS: C C C C C C C C C C C C C C  
 ApproachDel: 19.1 19.1 19.1 19.1 19.1 19.1 19.1 19.1 19.1 19.1 19.1 19.1 19.1  
 ApproachLOS: C C C C C C C C C C C C C C  
 Note: Queue reported is the number of cars per lane.

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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): 4.5 Worst Case Level of Service: B (10.8)  
Cycle (sec): 130 Critical Vol./Cap. (X): 0.431  
Loss Time (sec): 8 Average Delay (sec/veh): 37.1  
Optimal Cycle: 82 Level of Service: D

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  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Stop Sign Stop Sign  
Rights: Include Include Include Include  
Lanes: 0 1 0 0 0 0 0 1 0 0 0 0 0 0 1 0  
Volume Module: 20 20 70 0 0 0 30 20 0 0 180 20  
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  
Growth Adj: 20 20 70 0 0 0 30 20 0 0 180 20  
Initial Bse: 0 0 167 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 20 20 237 0 0 0 30 20 0 0 372 20  
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 21 21 249 0 0 0 32 21 0 0 382 21  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Volume: 21 21 249 0 0 0 32 21 0 0 382 21

Critical Gap Module:  
Critical Gp: 6.4 6.5 6.2 XXXXX XXXX XXXXX 4.1 XXXX XXXXX XXXXX XXXX XXXXX  
FollowupTm: 3.5 4.0 3.5 XXXXX XXXX XXXXX 2.2 XXXX XXXXX XXXXX XXXX XXXXX  
Capacity Module:  
Conflict Vol: 486 497 21 XXXX XXXX XXXXX 413 XXXX XXXXX XXXX XXXX XXXXX  
Percent Cap.: 544 478 1062 XXXX XXXX XXXXX 1157 XXXX XXXXX XXXX XXXX XXXXX  
Move Cap.: 532 464 1062 XXXX XXXX XXXXX 1157 XXXX XXXXX XXXX XXXX XXXXX  
Volume/Cap.: 0.04 0.05 0.23 XXXX XXXX XXXX 0.03 XXXX XXXX XXXX XXXX  
Level of Service Module:  
2Way95thQ: XXXX XXXX XXXX XXXX XXXX XXXX 0.1 XXXX XXXXX XXXX XXXX XXXXX  
Control Del: XXXX XXXX XXXX XXXX XXXX XXXX 6.2 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 912 XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX  
SharedQueue: XXXX 1.4 XXXXX XXXX XXXX XXXXX 0.1 XXXX XXXXX XXXXX XXXX XXXX XXXXX  
Shrd ConDel: XXXX 10.8 XXXXX XXXX XXXX XXXXX 8.2 XXXX XXXXX XXXXX XXXX XXXX  
Shared LOS: B B A  
ApproachDel: 10.8 XXXXXX XXXXXX XXXXXX XXXXXX  
ApproachLOS: B B A  
Note: Queue reported is the number of cars per lane.

Barstow Casinos Project - Saturday  
Year 2030 + Alt B MD

Level of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #9 Lonwood/ Mercantile  
Cycle (sec): 130 Critical Vol./Cap. (X): 0.431  
Loss Time (sec): 8 Average Delay (sec/veh): 37.1  
Optimal Cycle: 82 Level of Service: D

Street Name: North Bound Lonwood 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: Protected Include Protected Protected  
Rights: Include Ignore  
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 0 1 0 1  
Volume Module: 20 180 10 130 170 240 210 50 20 10 30 130  
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  
Growth Adj: 20 180 10 130 170 240 210 50 20 10 30 130  
Initial Bse: 0 215 0 0 191 0 0 0 0 0 0 0  
Added Vol: 0 245 0 0 208 0 0 0 0 0 0 0  
Diverted Mi: 20 640 10 130 569 240 210 50 20 10 30 130  
Initial Fut: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
User Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Adj: 21 674 11 137 599 253 221 53 0 11 32 137  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 21 674 11 137 599 253 221 53 0 11 32 137  
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 1.05 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 21 707 11 137 629 253 221 53 0 11 32 137

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 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  
Final Sat.: 1800 3742 58 1800 3800 1900 1800 1900 1900 1800 1900  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.19 0.19 0.08 0.17 0.13 0.12 0.03 0.00 0.01 0.02 0.07  
Crit Moves: \*\*\*\*\*  
Green/Cycle: 0.14 0.35 0.35 0.14 0.36 0.36 0.23 0.33 0.00 0.12 0.22 0.36  
Volume/Cap: 0.09 0.54 0.54 0.54 0.46 0.46 0.37 0.54 0.08 0.00 0.05 0.08  
Delay/Veh: 49.6 35.2 35.2 59.7 33.4 32.6 49.0 30.5 0.0 51.4 41.1 29.6  
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: 49.6 35.2 35.2 59.7 33.4 32.6 49.0 30.5 0.0 51.4 41.1 29.6  
AdjDel: D D D D E C C D C D C A D D D C  
HCM2kAVQC: 1 11 11 6 10 7 9 1 0 0 1 4  
Note: Queue reported is the number of cars per lane.

2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #10 Lenwood/Project Access  
Average Delay (sec/veh): 381.3 Worst Case Level Of Service: F[1042.4]  
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 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: 0 190 0 0 390 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: 0 190 0 0 390 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 0 0 167 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Diverted Id: 0 0 0 217 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 190 167 468 390 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 200 176 429 411 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: 0 200 176 429 411 0 0 0 0 0 0 0 0 0 0 0 0  
Critical Gap Module:  
Critical Gp: xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx xxxxx 6.4 6.5 6.2  
FollowUpTime: xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx xxxxx 3.5 4.0 3.3  
Capacity Module:  
Conflict Vol: xxxxx xxxxx xxxxx 376 xxxxx xxxxx xxxxx xxxxx xxxxx 1557 1557 288  
Potential Cap.: xxxxx xxxxx xxxxx 1194 xxxxx xxxxx xxxxx xxxxx xxxxx 125 114 756  
Move Cap.: xxxxx xxxxx xxxxx 1194 xxxxx xxxxx xxxxx xxxxx xxxxx 79 60 756  
Volume/Cap: xxxxx xxxxx xxxxx 0.36 xxxxx xxxxx xxxxx xxxxx xxxxx 2.56 0.00 0.65  
Level Of Service Module:  
2Way5thQ: xxxxx xxxxx xxxxx 1.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Control Del: xxxxx xxxxx xxxxx 9.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 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.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 216 xxxxx  
Shared Queue: xxxxx xxxxx xxxxx 1.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 63.9 xxxxx  
Shrd ConDel: xxxxx xxxxx xxxxx 9.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1042 xxxxx  
Shared LOS: A A A  
ApproachDel: xxxxxx xxxxxx 1042.4 F  
ApproachLOS: F  
Note: Queue reported is the number of cars per lane.

2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #11 Marcelline Way/Factory Outlet Ave  
Average Delay (sec/veh): 7.0 Worst Case Level Of Service: A [ 9.9]  
Street Name: Marcelline Way 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: Uncontrolled Uncontrolled Uncontrolled Uncontrolled  
Rights: Include Include Include Include  
Lanes: 0 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 0 120 120 10 0 0 20 10  
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 Base: 0 0 0 0 0 0 120 120 10 0 0 20 10  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PassorByVol: 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 0 120 120 10 0 0 20 10  
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 0 0 0 0 0 126 126 11 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 0 0 0 0 0 126 126 11 0 0 0 0 0 0 0 0 0  
Critical Gap Module:  
Critical Gp: xxxxx xxxxx xxxxx xxxxx xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx  
FollowUpTime: xxxxx xxxxx xxxxx xxxxx xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx  
Capacity Module:  
Conflict Vol: xxxxx xxxxx xxxxx xxxxx xxxxx 26 32 xxxxx xxxxx xxxxx xxxxx xxxxx  
Potential Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 1055 1594 xxxxx xxxxx xxxxx xxxxx xxxxx  
Move Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 1055 1594 xxxxx xxxxx xxxxx xxxxx xxxxx  
Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx 0.112 0.08 xxxxx xxxxx xxxxx xxxxx xxxxx  
Level Of Service Module:  
2Way5thQ: xxxxx xxxxx xxxxx xxxxx xxxxx 0.4 0.3 xxxxx xxxxx xxxxx xxxxx xxxxx  
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx 8.9 7.5 xxxxx xxxxx xxxxx xxxxx 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.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: A A A  
ApproachDel: xxxxxx xxxxxx 8.9 xxxxxx xxxxxx  
ApproachLOS: A  
Note: Queue reported is the number of cars per lane.

Scenario Report  
 Year 2030 + Alt B PM Sat  
 Command: 2030+Alt B PM Sat  
 Volume: 2030 PM SatAltAB  
 Geometry: 2030  
 Impact Fee: Default Impact Fee  
 Trip Generation: Alt B PM 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 Lonwood/SR-58  
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.488  
 Loss Time (sec): 6 Average Delay (sec/veh): 15.0  
 Optimal Cycle: 26 Level of Service: B

Street Name: North Bound Lonwood South Bound East Bound West Bound  
 Approach: 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	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 Modulo:

	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	130	10	70	30	30	100	120	380	130	60	390	30
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 Bsp:	130	10	70	30	30	100	120	380	130	60	390	30
Added Vol:	0	0	0	0	0	0	0	33	17	0	38	0
PassorByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	10	70	30	30	100	120	413	147	60	428	30
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	0.95	0.95	0.95	0.95	0.95
PHF Volume:	158	11	74	32	32	105	126	435	155	63	451	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	11	74	32	32	105	126	435	155	63	451	32
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:	158	11	74	32	32	105	126	456	162	63	451	32

Saturation Flow Modulo:

	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.67	0.04	0.29	0.20	0.18	0.62	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat:	1196	80	558	353	353	1175	1800	1900	1900	1800	1900	1900

Capacity Analysis Modulo:

	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.13	0.13	0.13	0.09	0.09	0.09	0.07	0.24	0.09	0.04	0.24	0.02
Crit Moves:	0.27	0.27	0.27	0.27	0.27	0.27	0.14	0.55	0.55	0.08	0.49	0.49
Volume/Cap:	0.49	0.49	0.49	0.33	0.33	0.33	0.49	0.44	0.16	0.44	0.49	0.03
Delay/Veh:	21.8	21.8	21.8	19.3	19.3	19.3	30.1	9.0	6.7	35.6	12.2	8.1
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:	21.8	21.8	21.8	19.3	19.3	19.3	30.1	9.0	6.7	35.6	12.2	8.1
LAS by Move:	C	C	C	B	B	B	C	C	C	A	A	A
HCN2MVGQ:	4	4	4	3	3	3	5	2	2	2	2	6

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): 0.646  
 Loss Time (sec): 8 Average Delay (sec/veh): 36.9  
 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 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 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:  
 Base Vol: 290 110 170 90 130 80 80 340 260 180 380 90  
 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 Bst: 290 110 170 90 130 80 80 340 260 180 380 90  
 Added Vol: 23 20 0 0 17 0 0 0 0 21 0 0 0  
 PassesByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 313 130 170 90 147 80 80 340 281 180 380 90  
 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 329 137 179 95 155 84 84 358 296 189 400 95  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 329 137 179 95 155 84 84 358 296 189 400 95  
 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: 329 144 188 95 155 84 84 376 311 189 420 99

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
 Lanes: 1.00 1.00 1.00 1.00 0.65 0.35 1.00 1.10 0.90 1.00 1.62 0.38  
 Final Sat.: 1800 1900 1800 1230 670 1800 2081 1719 1800 3072 728

Capacity Analysis Module:  
 Vol/Sat: 0.18 0.08 0.10 0.05 0.13 0.13 0.05 0.18 0.18 0.11 0.14 0.14  
 Crit Movs: \*\*\*\*  
 Green/Cycle: 0.28 0.24 0.24 0.19 0.19 0.19 0.28 0.28 0.16 0.25 0.26  
 Volume/Cap: 0.65 0.32 0.41 0.22 0.65 0.65 0.25 0.65 0.65 0.65 0.54 0.54  
 Delay/Veh: 37.7 32.1 33.7 31.8 45.6 45.6 36.5 34.7 34.7 49.7 34.2 34.2  
 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: 37.7 32.1 33.7 31.8 45.6 45.6 36.5 34.7 34.7 49.7 34.2 34.2  
 LOS by Move: D C C C C D D D D C C C C C  
 HCM2AVSQ: 10 4 5 3 8 8 2 10 10 7 7 7

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 #3 Main St/ SR-56 SB Ramps  
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.344  
 Loss Time (sec): 6 Average Delay (sec/veh): 4.1  
 Optimal Cycle: 21 Level Of Service: A

Street Name: SR-56 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  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Lanes: 0 0 0 0 1 0 0 1 0 0 1 0 1 0 2 0 0

Volume Module:  
 Base Vol: 0 0 0 0 60 0 30 0 520 320 30 1000 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 Bst: 0 0 0 0 60 0 30 0 520 320 30 1000 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 23 0 0  
 PassesByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 0 60 0 30 0 520 320 53 1000 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 0 0 63 0 32 0 547 337 56 1053 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 63 0 32 0 547 337 56 1053 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  
 M/F Adj: 1.00 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 66 0 32 0 575 354 96 1105 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 1.24 0.76 1.00 2.00 0.00 0.00  
 Final Sat.: 0 0 0 3600 0 1900 0 2352 1448 1800 3800 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.02 0.00 0.24 0.24 0.03 0.29 0.00  
 Crit Movs: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.05 0.00 0.05 0.00 0.75 0.75 0.10 0.85 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.34 0.00 0.31 0.00 0.33 0.33 0.33 0.34 0.00  
 Delay/Veh: 0.0 0.0 0.0 32.2 0.0 35.1 0.0 2.8 2.8 30.3 1.3 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 32.2 0.0 35.1 0.0 2.8 2.8 30.3 1.3 0.0  
 LOS by Move: A A A A C A D A A C A C A A  
 HCM2AVSQ: 0 0 0 1 0 1 0 1 0 3 1 3 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 #1 Main St/ SR-58 WB Ramps  
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.460  
 Loss Time (sec): 6 Average Delay (sec/veh): 15.2  
 Optimal Cycle: 25 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 Include  
 Rights: 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 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 0 1 0 0 0 0 1 0 2 0 0 2 0 1

Volume Module:  
 Base Vol: 420 0 20 0 0 40 580 0 0 450 70  
 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: 420 0 20 0 0 40 580 0 0 450 70  
 Added Vol: 0 0 25 0 0 0 0 0 0 0 23 0  
 PassByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 420 0 45 0 0 40 580 0 0 473 70  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 442 0 47 0 0 42 611 0 0 498 74  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 442 0 47 0 0 42 611 0 0 498 74  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 442 0 47 0 0 42 641 0 0 523 74

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00  
 Lanes: 1800 0 1800 0 0 1800 3800 0 0 3800 1900  
 Final Sat: 1800 0 1800 0 0 1800 3800 0 0 3800 1900

Capacity Analysis Module:  
 Vol/Sat: 0.25 0.00 0.02 0.00 0.00 0.02 0.17 0.00 0.00 0.14 0.04  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.53 0.00 0.53 0.00 0.00 0.05 0.37 0.00 0.00 0.31 0.31  
 Volume/Cap: 0.46 0.00 0.05 0.00 0.00 0.44 0.46 0.00 0.00 0.44 0.12  
 Delay/Veh: 10.2 0.0 6.8 0.0 0.0 0.0 41.5 15.6 0.0 0.0 17.6 15.1  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 10.2 0.0 6.8 0.0 0.0 0.0 41.5 15.6 0.0 0.0 17.6 15.1  
 LOS by Move: B A A A A A D B A A B B  
 HCM2kAVGQ: 6 0 0 0 0 0 1 5 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): 0.496  
 Loss Time (sec): 6 Average Delay (sec/veh): 12.9  
 Optimal Cycle: 32 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 Include  
 Rights: 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  
 Y+R: 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 2 0 0 0 1 0 2 0 1 0 2 0 1

Volume Module:  
 Base Vol: 0 0 0 0 620 0 450 0 470 0 0 510 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 0 620 0 450 0 470 0 0 510 0  
 Added Vol: 0 0 0 0 119 0 0 0 38 0 0 43 0  
 Diverted Ld: 0 0 0 0 156 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 0 895 0 450 0 508 0 0 553 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 0 0 0 942 0 474 0 535 0 0 582 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 942 0 474 0 535 0 0 582 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: 0 0 0 0 970 0 474 0 561 0 0 611 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.89 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00  
 Lanes: 0 0 0 0 3400 0 1900 0 3800 1900 0 3800 1900  
 Final Sat: 0 0 0 0 3400 0 1900 0 3800 1900 0 3800 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.29 0.00 0.25 0.00 0.15 0.00 0.00 0.16 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.47 0.00 0.43 0.00 0.00 0.43 0.00 0.00 0.43 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.61 0.00 0.53 0.00 0.34 0.00 0.00 0.37 0.00  
 Delay/Veh: 0.0 0.0 0.0 13.7 0.0 11.9 0.0 0.0 11.9 0.0 0.0 12.1 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 13.7 0.0 11.9 0.0 0.0 11.9 0.0 0.0 12.1 0.0  
 LOS by Move: A A A A B A B A B A A B A  
 HCM2kAVGQ: 0 0 0 8 0 7 0 4 0 0 4 0 0

Note: Queue reported is the number of cars per lane.  
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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): 4.2 Worst Case Level of Service: A ( 9.8)
Level of Service: D
Street Name: North Bound South Bound East Bound West Bound
Approach: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Uncontrolled Include
Rights: 0 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 1 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 10 10 50 0 0 0 0 10 20 0 0 100 10
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 Spc: 10 10 50 0 0 0 0 10 20 0 0 100 10
Added Vol: 0 0 167 0 0 0 0 0 0 0 0 0 192 0

Critical Gap Module:
Critical Gap: 6.4 6.5 6.2 xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUp: 3.5 4.0 3.3 xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Conflict Vol: 355 360 21 xxxxx xxxxx xxxxx 319 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap: 647 570 1052 xxxxx xxxxx xxxxx 1254 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.02 0.02 0.22 xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx
Level of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.9 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx 998 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared Queue: xxxxx 1.0 xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx 9.8 xxxxx xxxxx xxxxx xxxxx 7.9 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A \* \* \* \* \*
ApproachDel: 9.8 \* \* \* \* \*
ApproachLOS: A

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 #9 Lenwood/Mercantile
Cycle (sec): 130 Critical Vol./Cap. (X): 0.419
Average Delay (sec/veh): 38.4
Level of Service: D
Street Name: North Bound South Bound East Bound West Bound
Approach: L - T - R L - T - R L - T - R L - T - R

Control: Protected Include Ignore
Rights: 1 0 1 0 1 0 2 0 1 1 0 1 0 1 0 1 0 1 0 1
Lanes: 1 0 1 0 1 0 2 0 1 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 10 140 10 100 140 170 250 70 30 20 20 120
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Spc: 10 140 10 100 140 170 250 70 30 20 20 120
Added Vol: 0 215 0 0 215 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: 6.4 6.5 6.2 xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUp: 3.5 4.0 3.3 xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Conflict Vol: 355 360 21 xxxxx xxxxx xxxxx 319 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap: 647 570 1052 xxxxx xxxxx xxxxx 1254 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.02 0.02 0.22 xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx
Level of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.9 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx 998 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared Queue: xxxxx 1.0 xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx 9.8 xxxxx xxxxx xxxxx xxxxx 7.9 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A \* \* \* \* \*
ApproachDel: 9.8 \* \* \* \* \*
ApproachLOS: A

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  
Year 2030 + Alt B PM

Barstow Casinos Project - Saturday  
Year 2030 + Alt B PM

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #11 Morcantillo Way/Factory Outlet Ave  
 Average Delay (sec/veh): 7.8 Worst Case Level Of Service: [ 8.8 ]

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 Uncontrolled Uncontrolled  
 Include Include Include Include  
 Lanes: 0 0 0 0 0 0 0 0 1 1 0 2 0 0 0 0 1 0 0

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #10 Lonwood/Project Access  
 Average Delay (sec/veh): 275.1 Worst Case Level Of Service: F[650.8]

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  
 Include Include Include  
 Lanes: 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 1 0 0

Volume Module:

Base Vol:	0	0	0	0	0	120	100	0	0	10	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 Bsp:	0	0	0	0	0	120	100	0	0	10	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserbyVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	120	100	0	0	10	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	126	105	0	0	11	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	126	105	0	0	11	0

Volume Module:

Base Vol:	0	140	0	0	200	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
Initial Bsp:	0	140	0	0	200	0	0	0	0	0	0
Added Vol:	0	167	0	0	191	0	0	0	0	192	0
Diverted Vol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	140	167	408	200	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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	147	176	429	211	0	0	0	202	0	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	147	176	429	211	0	0	0	202	0	493

Critical Gap Module:  
 Critical Gap:xxxxx xxxx xxxx xxxx xxxx 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxx  
 FollowUpLim:xxxxx xxxx xxxx xxxx xxxx 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxx

Critical Gap Module:  
 Critical Gap:xxxxx xxxx xxxx xxxx xxxx 6.4 6.5 6.2  
 FollowUpLim:xxxxx xxxx xxxx xxxx xxxx 3.5 4.0 3.3

Capacity Module:  
 Conflict Vol: xxxx xxxx xxxxx xxxx xxxx 11 11 xxxx xxxxx xxxx xxxx xxxxx  
 Potent Cap.: xxxx xxxx xxxxx xxxx xxxx 1076 1622 xxxx xxxxx xxxx xxxx xxxxx  
 Move Cap.: xxxx xxxx xxxxx xxxx xxxx 1076 1622 xxxx xxxxx xxxx xxxx xxxxx  
 Volume/Cap: xxxx xxxx xxxxx xxxx xxxx 0.12 0.06 xxxx xxxxx xxxx xxxx xxxxx

Capacity Module:  
 Conflict Vol: xxxx xxxx xxxxx xxxx xxxx 1305 1305 235  
 Potent Cap.: xxxx xxxx xxxxx xxxx xxxx 178 182 809  
 Move Cap.: xxxx xxxx xxxxx xxxx xxxx 115 89 809  
 Volume/Cap: xxxx xxxx xxxxx xxxx xxxx 1.75 0.00 0.61

Level Of Service Module:  
 2WayStQ: xxxx xxxx xxxxx xxxx xxxx 0.4 0.2 xxxx xxxxx xxxx xxxx xxxxx  
 Control Del:xxxxx xxxx xxxxx xxxx xxxx 8.8 7.4 xxxx xxxxx xxxxx 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 xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 SharedQueue:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 ApproachDel: xxxxxx 8.8 xxxxxx  
 ApproachLOS: A

Level Of Service Module:  
 2WayStQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Control Del:xxxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 LOS by Move: A  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx 294 xxxxx  
 SharedQueue:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx 54.8 xxxxx  
 Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx 651 xxxxx  
 Shared LOS: A  
 ApproachDel: xxxxxx 650.8  
 ApproachLOS: F

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

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 N

## POST-MITIGATION INTERSECTION ANALYSIS & PRELIMINARY CONSTRUCTION COST ESTIMATES FOR CMP

Barstow Casinos - Weekday  
Opening Year + Alt A PM

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #10 Lenwood/Project Access  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.497  
Loss Time (sec): 6 Average Delay (sec/veh): 25.8  
Optimal Cycle: 27 Level Of Service: C  
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: Protected Protected Split Phase Split Phase  
Rights: 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 1 0 1 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 2

Volume Module:  
Base Vol: 0 75 0 0 136 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 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 75 0 0 136 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 0 4 191 213 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 185  
Diverted Vol: 0 0 0 248 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 218  
Initial Fut: 0 75 191 461 140 0 0 0 0 0 0 0 0 0 0 0 0 0 0 403  
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 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 0.92 0.92  
PHF Volume: 0 86 208 501 152 0 0 0 0 0 0 0 0 0 0 0 0 0 0 438  
Reduced Vol: 0  
Reduced Vol: 0 86 208 501 152 0 0 0 0 0 0 0 0 0 0 0 0 0 0 438  
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 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.13  
FinalVolume: 0 86 208 516 152 0 0 0 0 0 0 0 0 0 0 0 0 0 0 495

Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 0.94 1.00 0.85 0.84 1.00 1.00 0.94 1.00 1.00 0.90 1.00 0.90 1.00 0.85  
Lanes: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00  
Final Sat: 0 1800 1530 3040 1800 0 0 0 0 0 0 0 0 0 3060  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.05 0.14 0.17 0.08 0.00 0.00 0.00 0.00 0.11 0.00 0.16  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.27 0.27 0.34 0.61 0.00 0.00 0.00 0.00 0.33 0.00 0.33  
Volume/Cap: 0.00 0.17 0.50 0.50 0.14 0.00 0.00 0.00 0.00 0.35 0.00 0.50  
Delay/Veh: 0.0 27.9 31.5 26.5 8.2 0.0 0.0 0.0 0.0 26.1 0.0 27.5  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 27.9 31.5 26.5 8.2 0.0 0.0 0.0 0.0 26.1 0.0 27.5  
LOS By Move: A C C A A A A A A A C A C  
HCM2kAVSQ: 0 2 6 7 2 0 0 0 0 0 0 5 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

Barstow Casinos - Weekday  
Opening Year + Alt A MD

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #10 Lenwood/Project Access  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.416  
Loss Time (sec): 6 Average Delay (sec/veh): 25.3  
Optimal Cycle: 24 Level Of Service: C  
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: Protected Protected Split Phase Split Phase  
Rights: 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 1 0 1 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 2

Volume Module:  
Base Vol: 0 98 0 0 101 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 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  
Added Vol: 0 3 172 192 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 138  
Diverted Vol: 0 0 0 221 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 153  
Initial Fut: 0 101 172 413 104 0 0 0 0 0 0 0 0 0 0 0 0 0 0 291  
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 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 0.92 0.92  
PHF Volume: 0 110 187 449 113 0 0 0 0 0 0 0 0 0 0 0 0 0 0 316  
Reduced Vol: 0  
Reduced Vol: 0 110 187 449 113 0 0 0 0 0 0 0 0 0 0 0 0 0 0 316  
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 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.13  
FinalVolume: 0 110 187 462 113 0 0 0 0 0 0 0 0 0 0 0 0 0 0 357

Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 0.94 1.00 0.85 0.84 1.00 1.00 0.94 1.00 1.00 0.90 1.00 0.90 1.00 0.85  
Lanes: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00  
Final Sat: 0 1800 1530 3040 1800 0 0 0 0 0 0 0 0 0 3060  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.05 0.12 0.15 0.06 0.00 0.00 0.00 0.00 0.08 0.00 0.12  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.29 0.29 0.37 0.66 0.00 0.00 0.00 0.00 0.28 0.00 0.28  
Volume/Cap: 0.00 0.21 0.42 0.42 0.10 0.00 0.00 0.00 0.00 0.29 0.00 0.42  
Delay/Veh: 0.0 26.8 29.0 24.0 6.2 0.0 0.0 0.0 0.0 28.5 0.0 29.6  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 26.8 29.0 24.0 6.2 0.0 0.0 0.0 0.0 28.5 0.0 29.6  
LOS By Move: A C C A A A A A A A C A C  
HCM2kAVSQ: 0 3 5 6 1 0 0 0 0 0 0 3 0 5

Note: Queue reported is the number of cars per lane.  
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Barstow Casinos - Weekday  
Opening Year + Alt B MD

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Lenwood/Project Access

Cycle (sec): 100 Critical Vol./Cap.(X): 0.308  
Loss Time (sec): 6 Average Delay (sec/veh): 23.9  
Optimal Cycle: 20 Level Of Service: C

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

Volume Module:  
Base Vol: 0 98 0 0 101 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 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 0  
Added Vol: 0 3 124 144 3 0 0 0 0 0 0 0 86 0 105 0 0  
Diverted Vol: 0 0 0 163 0 0 0 0 0 0 0 0 0 0 114 0 0  
Initial Fut: 0 101 124 307 104 0 0 0 0 0 0 0 86 0 219 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 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: 0 110 135 334 113 0 0 0 0 0 0 0 93 0 238 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
ECE Adj: 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  
MLF Adj: 1.00 1.00 1.00 1.03 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.13  
FinalVolume: 0 110 135 344 113 0 0 0 0 0 0 0 93 0 269 0 0

Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adj: 0.94 1.00 0.85 0.84 1.00 1.00 0.94 1.00 1.00 0.90 1.00 0.85  
Adjustment: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00  
Lanes: 0 0 1800 1530 3040 1800 0 0 0 1615 0 3060  
Final Sat: 0 1800 1530 3040 1800 0 0 0 0 1615 0 3060

Capacity Analysis Module:  
Vol/Sat: 0.00 0.06 0.09 0.11 0.06 0.00 0.00 0.00 0.00 0.06 0.00 0.09  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.29 0.37 0.65 0.00 0.00 0.00 0.00 0.29 0.00 0.29  
Volume/Cap: 0.00 0.21 0.31 0.31 0.10 0.00 0.00 0.00 0.20 0.00 0.31  
Delay/Veh: 0.0 27.3 28.3 22.7 6.4 0.0 0.0 0.0 0.0 27.3 0.0 28.2  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 27.3 28.3 22.7 6.4 0.0 0.0 0.0 0.0 27.3 0.0 28.2  
LOS by Move: A C C A A A A A A A A A C A C  
HCM2kAVQC: 0 3 4 1 0 0 0 0 0 2 0 3  
\*\*\*\*\*

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

Barstow Casinos - Weekday  
Opening Year + Alt B PW

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Lenwood/Project Access

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365  
Loss Time (sec): 6 Average Delay (sec/veh): 24.0  
Optimal Cycle: 22 Level Of Service: C

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

Volume Module:  
Base Vol: 0 75 0 0 136 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 1.00 1.00  
Initial Base: 0 75 0 0 136 0 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 0 4 138 160 4 0 0 0 0 0 0 0 122 0 137 0 0  
Diverted Vol: 0 0 0 181 0 0 0 0 0 0 0 0 0 0 161 0 0  
Initial Fut: 0 75 138 341 140 0 0 0 0 0 0 0 122 0 298 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 86 150 371 152 0 0 0 0 0 0 0 133 0 324 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
ECE Adj: 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  
MLF Adj: 1.00 1.00 1.00 1.03 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.13  
FinalVolume: 0 86 150 382 152 0 0 0 0 0 0 0 133 0 366 0 0

Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adj: 0.94 1.00 0.85 0.84 1.00 1.00 0.94 1.00 1.00 0.90 1.00 0.85  
Adjustment: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00  
Lanes: 0 0 1800 1530 3040 1800 0 0 0 1615 0 3060  
Final Sat: 0 1800 1530 3040 1800 0 0 0 0 1615 0 3060

Capacity Analysis Module:  
Vol/Sat: 0.00 0.05 0.10 0.13 0.08 0.00 0.00 0.00 0.00 0.08 0.00 0.12  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.27 0.27 0.34 0.61 0.00 0.00 0.00 0.00 0.33 0.00 0.33  
Volume/Cap: 0.00 0.18 0.37 0.37 0.14 0.00 0.00 0.00 0.00 0.25 0.00 0.37  
Delay/Veh: 0.0 28.3 30.2 24.8 8.3 0.0 0.0 0.0 0.0 24.9 0.0 25.9  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 28.3 30.2 24.8 8.3 0.0 0.0 0.0 0.0 24.9 0.0 25.9  
LOS by Move: A C C A A A A A A A A A C A C  
HCM2kAVQC: 0 2 4 5 2 0 0 0 0 3 0 4  
\*\*\*\*\*

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 #10 Lenwood/Project Access

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663  
 Loss Time (sec): 6 Average Delay (sec/vch): 28.1  
 Optimal Cycle: 38 Level of Service: C

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

Rights: Protected Protected Split Phase Split Phase  
 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 1 0 1 2 0 1 0 0 0 0 0 0 0 1 0 0 0 2

Volume Module:

Base Vol: 0 117 0 0 161 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 1.00 1.00 1.00 1.00 1.00  
 Initial Bsp: 0 117 0 0 161 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Added Vol: 0 6 231 256 5 0 0 0 0 0 267 0 289 0 0 0 0 0 0 0  
 Diverted Vol: 0 0 0 297 0 0 0 0 0 0 267 0 637 0 0 0 0 0 0 0  
 Initial Fut: 0 123 231 553 166 0 0 0 0 0 267 0 637 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 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 0.92 0.92  
 PHF Volume: 0 134 251 601 180 0 0 0 0 0 290 0 652 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 0 0  
 Reduced Vol: 0 134 251 601 180 0 0 0 0 0 290 0 652 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MIF Adj: 1.00 1.00 1.00 1.03 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 1.13  
 FinalVolume: 0 134 251 619 180 0 0 0 0 0 290 0 782 0 0 0 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adj: 0.94 1.00 0.85 0.84 1.00 1.00 0.94 1.00 1.00 0.90 1.00 0.85  
 Adjustment: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00  
 Lanes: 0 0 1800 1530 3040 1800 0 0 0 0 1615 0 3060  
 Final Sat: 0 1800 1530 3040 1800 0 0 0 0 1615 0 3060

Capacity Analysis Module:

Vol/Sat: 0.00 0.07 0.16 0.20 0.10 0.00 0.00 0.00 0.00 0.18 0.00 0.26  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.25 0.31 0.55 0.00 0.00 0.00 0.00 0.39 0.00 0.39 0.00  
 Volume/Cap: 0.00 0.30 0.66 0.66 0.18 0.00 0.00 0.00 0.00 0.47 0.00 0.66  
 Delay/Veh: 0.0 31.0 38.3 32.0 11.1 0.0 0.0 0.0 0.0 23.6 0.0 26.8  
 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: 0.0 31.0 38.3 32.0 11.1 0.0 0.0 0.0 0.0 23.6 0.0 26.8  
 LOS by Move: A C D B A A A A A A A A C A C A C  
 HCM2kVQC: 0 3 8 10 3 0 0 0 0 7 0 11

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 #10 Lenwood/Project Access

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663  
 Loss Time (sec): 6 Average Delay (sec/vch): 28.6  
 Optimal Cycle: 38 Level of Service: C

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

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

Volume Module:

Base Vol: 0 83 0 0 82 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 1.00 1.00 1.00 1.00 1.00  
 Initial Bsp: 0 83 0 0 82 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Added Vol: 0 6 231 256 5 0 0 0 0 0 267 0 289 0 0 0 0 0 0 0  
 Diverted Vol: 0 0 0 298 0 0 0 0 0 0 267 0 636 0 0 0 0 0 0 0  
 Initial Fut: 0 89 231 554 87 0 0 0 0 0 267 0 636 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 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 0.92 0.92  
 PHF Volume: 0 97 251 602 95 0 0 0 0 0 290 0 691 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 0 0  
 Reduced Vol: 0 97 251 602 95 0 0 0 0 0 290 0 691 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MIF Adj: 1.00 1.00 1.00 1.03 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 1.13  
 FinalVolume: 0 97 251 620 95 0 0 0 0 0 290 0 781 0 0 0 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adj: 0.94 1.00 0.85 0.84 1.00 1.00 0.94 1.00 1.00 0.90 1.00 0.85  
 Adjustment: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00  
 Lanes: 0 0 1800 1530 3040 1800 0 0 0 0 1615 0 3060  
 Final Sat: 0 1800 1530 3040 1800 0 0 0 0 1615 0 3060

Capacity Analysis Module:

Vol/Sat: 0.00 0.05 0.16 0.20 0.05 0.00 0.00 0.00 0.00 0.18 0.00 0.26  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.25 0.31 0.56 0.00 0.00 0.00 0.00 0.38 0.00 0.38 0.00  
 Volume/Cap: 0.00 0.22 0.66 0.66 0.09 0.00 0.00 0.00 0.00 0.47 0.00 0.66  
 Delay/Veh: 0.0 30.2 38.3 31.9 10.5 0.0 0.0 0.0 0.0 23.6 0.0 26.8  
 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: 0.0 30.2 38.3 31.9 10.5 0.0 0.0 0.0 0.0 23.6 0.0 26.8  
 LOS by Move: A C D B A A A A A A A A C A C A C  
 HCM2kVQC: 0 2 8 10 1 0 0 0 0 7 0 11

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

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #10 Lenwood/Project Access  
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.486  
 Loss Time (sec): 6 Average Delay (sec/veh): 25.0  
 Optimal Cycle: 27 Level Of Service: C

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #10 Lenwood/Project Access  
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.486  
 Loss Time (sec): 6 Average Delay (sec/veh): 25.0  
 Optimal Cycle: 27 Level Of Service: C

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: Protected Protected Split Phase Split Phase  
 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 1 2 0 1 0 0 0 0 0 0 1 0 0 2

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: Protected Protected Split Phase Split Phase  
 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 1 2 0 1 0 0 0 0 0 0 1 0 0 2

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 6 167 191 5 0 0 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 0 0 253  
 Initial Fut: 0 123 167 408 166 0 0 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  
 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: 0 134 182 443 180 0 0 0 0 0 0 0 0 0 209 0 509  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 134 182 443 180 0 0 0 0 0 0 0 0 0 209 0 509  
 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 1.00 1.00 1.00  
 MUF Adj: 1.00 1.00 1.00 1.03 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.13  
 Final Volume: 0 134 182 457 180 0 0 0 0 0 0 0 0 0 209 0 575

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 6 167 191 5 0 0 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 0 0 253  
 Initial Fut: 0 123 167 408 166 0 0 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  
 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: 0 134 182 443 180 0 0 0 0 0 0 0 0 0 209 0 509  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 134 182 443 180 0 0 0 0 0 0 0 0 0 209 0 509  
 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 1.00 1.00 1.00  
 MUF Adj: 1.00 1.00 1.00 1.03 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.13  
 Final Volume: 0 134 182 457 180 0 0 0 0 0 0 0 0 0 209 0 575

Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 0.94 1.00 0.85 0.84 1.00 1.00 0.94 1.00 1.00 0.90 1.00 1.00 0.90 1.00 0.85  
 Lanes: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00  
 Final Sat: 0 1800 1530 3040 1800 0 0 0 0 1615 0 3060

Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 0.94 1.00 0.85 0.84 1.00 1.00 0.94 1.00 1.00 0.90 1.00 1.00 0.90 1.00 0.85  
 Lanes: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00  
 Final Sat: 0 1800 1530 3040 1800 0 0 0 0 1615 0 3060

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.07 0.12 0.15 0.10 0.00 0.00 0.00 0.00 0.13 0.00 0.19  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.24 0.24 0.31 0.55 0.00 0.00 0.00 0.00 0.39 0.00 0.39  
 Volume/Cap: 0.00 0.30 0.49 0.49 0.18 0.00 0.00 0.00 0.00 0.33 0.00 0.49  
 Delay/Veh: 0.0 31.2 33.4 28.5 11.2 0.0 0.0 0.0 0.0 21.9 0.0 23.5  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 31.2 33.4 28.5 11.2 0.0 0.0 0.0 0.0 21.9 0.0 23.5  
 LOS by Move: A C C C B A A A A C A C A C  
 HCM2KAVGQ: 0 3 5 7 3 0 0 0 0 5 0 7

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.07 0.12 0.15 0.10 0.00 0.00 0.00 0.00 0.13 0.00 0.19  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.24 0.24 0.31 0.55 0.00 0.00 0.00 0.00 0.39 0.00 0.39  
 Volume/Cap: 0.00 0.30 0.49 0.49 0.18 0.00 0.00 0.00 0.00 0.33 0.00 0.49  
 Delay/Veh: 0.0 31.2 33.4 28.5 11.2 0.0 0.0 0.0 0.0 21.9 0.0 23.5  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 31.2 33.4 28.5 11.2 0.0 0.0 0.0 0.0 21.9 0.0 23.5  
 LOS by Move: A C C C B A A A A C A C A C  
 HCM2KAVGQ: 0 3 5 7 3 0 0 0 0 5 0 7

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

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

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #10 Lenwood/Project Access  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.447  
 Loss Time (sec): 6 Average Delay (sec/voh): 25.1  
 Optimal Cycle: 25 Level Of Service: C

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  
 Right: Protected Protected Include Split Phase  
 Control: 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  
 Y+R: 0 0 1 0 1 2 0 1 0 0 0 0 0 0 1 0 0 0 2  
 Lanes: 0 0 1 0 1 2 0 1 0 0 0 0 0 0 1 0 0 0 2

Volume Module:  
 Base Vol: 0 83 0 0 82 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 Base: 0 83 0 0 82 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Added Vol: 0 6 167 191 5 0 0 0 0 0 192 0 0 215  
 Diverted Vol: 0 0 217 0 0 0 0 0 0 0 192 0 0 253  
 Initial Fut: 0 89 167 408 87 0 0 0 0 192 0 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  
 PHF Volume: 0 89 167 408 87 0 0 0 0 192 0 0 468  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 89 167 408 87 0 0 0 0 192 0 0 468  
 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 1.03 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.13  
 Final Volume: 0 89 167 420 87 0 0 0 0 192 0 0 529

Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 0.94 1.00 0.85 0.84 1.00 1.00 0.94 1.00 1.00 0.90 1.00 0.85  
 Lanes: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00  
 Final Sat.: 0 1800 1530 3040 1800 0 0 0 0 1615 0 3060

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.05 0.11 0.14 0.05 0.00 0.00 0.00 0.00 0.12 0.00 0.17  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.24 0.31 0.55 0.00 0.00 0.00 0.00 0.39 0.00 0.39  
 Volume/Cap: 0.00 0.20 0.45 0.45 0.09 0.00 0.00 0.00 0.31 0.00 0.45  
 Delay/Veh: 0.0 30.3 32.9 28.0 10.5 0.0 0.0 0.0 21.6 0.0 23.0  
 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 30.3 32.9 28.0 10.5 0.0 0.0 0.0 21.6 0.0 23.0  
 LOS by Move: A C C B A A A A C A C A C  
 HCM2kAVGQ: 0 2 5 6 1 0 0 0 0 4 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 #10 Lenwood/Project Access  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.387  
 Loss Time (sec): 6 Average Delay (sec/voh): 24.5  
 Optimal Cycle: 23 Level Of Service: C

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  
 Right: Protected Protected Include Split Phase  
 Control: 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 1 0 1 2 0 1 0 0 0 0 0 0 1 0 0 0 2  
 Lanes: 0 0 1 0 1 2 0 1 0 0 0 0 0 0 1 0 0 0 2

Volume Module:  
 Base Vol: 0 160 0 0 160 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 Base: 0 160 0 0 160 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Added Vol: 0 0 172 192 0 0 0 0 0 0 0 0 0 0 120 0 0 138  
 Diverted Vol: 0 0 221 0 0 0 0 0 0 0 0 0 0 0 153  
 Initial Fut: 0 160 172 413 160 0 0 0 0 120 0 0 291  
 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 168 181 435 168 0 0 0 0 126 0 0 306  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 168 181 435 168 0 0 0 0 126 0 0 306  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.03 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.13  
 Final Volume: 0 168 181 448 168 0 0 0 0 126 0 0 346

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.85 0.85 1.00 1.00 0.95 1.00 1.00 0.90 1.00 0.81  
 Lanes: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00  
 Final Sat.: 0 1900 1615 3230 1900 0 0 0 0 1710 0 3060

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.09 0.11 0.14 0.09 0.00 0.00 0.00 0.00 0.07 0.00 0.11  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.29 0.39 0.36 0.65 0.00 0.00 0.00 0.29 0.00 0.29  
 Volume/Cap: 0.00 0.31 0.39 0.39 0.14 0.00 0.00 0.00 0.23 0.00 0.23  
 Delay/Veh: 0.0 28.0 29.0 24.1 6.9 0.0 0.0 0.0 27.3 0.0 28.5  
 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: 0.0 28.0 29.0 24.1 6.9 0.0 0.0 0.0 27.3 0.0 28.5  
 LOS by Move: A C C C A A A A A A C A C  
 HCM2kAVGQ: 0 4 5 6 2 0 0 0 0 3 0 5

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

Barstow Casinos - Weekday  
Year 2030 + Alt A PM

Level of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #10 Lenwood/Project Access  
Cycle (sec): 100 Critical Vol./Cap. (X): 0.464  
Loss Time (sec): 6 Average Delay (sec/veh): 24.7  
Optimal Cycle: 26 Level Of Service: C

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: Protected Protected Split Phase  
Rights: 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 1 0 1 2 0 1 0 0 0 0 0 1 0 0 0 2  
Lanes: 0 0 1 0 1 2 0 1 0 0 0 0 0 1 0 0 0 2

Volume Module:  
Base Vol: 0 120 0 0 220 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 1.00 1.00 1.00  
Initial Bse: 0 120 0 0 220 0 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 0 0 151 0 213 0 0 0 0 0 0 0 0 0 0 0 0 0  
Diverted Vol: 0 0 0 248 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 120 191 461 220 0 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 1.00  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 126 201 485 232 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 126 201 485 232 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCB Adj: 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  
MDF Adj: 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  
Final Volume: 0 126 201 500 232 0 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 0.85 0.85 1.00 1.00 0.95 1.00 1.00 0.90 1.00 0.81  
Lanes: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00  
Final Sat.: 0 1900 1615 3230 1900 0 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.07 0.12 0.15 0.12 0.00 0.00 0.00 0.00 0.10 0.00 0.16  
Crit Moves: \*\*\*  
Green/Cycle: 0.00 0.27 0.33 0.60 0.00 0.00 0.00 0.00 0.00 0.34 0.00 0.34  
Volume/Cap: 0.00 0.25 0.46 0.46 0.20 0.00 0.00 0.00 0.00 0.31 0.00 0.46  
Delay/Veh: 0.0 28.9 31.3 26.6 9.1 0.0 0.0 0.0 0.0 24.8 0.0 26.3  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 28.9 31.3 26.6 9.1 0.0 0.0 0.0 0.0 24.8 0.0 26.3  
LOS by Move: A C C A A A A A A A C A C  
HCM2kAVGQ: 0 3 6 7 3 0 0 0 0 4 0 6  
Note: Queue reported is the number of cars per lane.

Barstow Casinos - Weekday  
Year 2030 + Alt B MD

Level of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #10 Lenwood/Project Access  
Cycle (sec): 100 Critical Vol./Cap. (X): 0.294  
Loss Time (sec): 6 Average Delay (sec/veh): 23.3  
Optimal Cycle: 20 Level Of Service: C

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: Protected Protected Split Phase  
Rights: 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 1 0 1 2 0 1 0 0 0 0 0 1 0 0 0 2  
Lanes: 0 0 1 0 1 2 0 1 0 0 0 0 0 1 0 0 0 2

Volume Module:  
Base Vol: 0 160 0 0 160 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 1.00 1.00 1.00  
Initial Bse: 0 160 0 0 160 0 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 0 0 124 144 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Diverted Vol: 0 0 0 163 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 160 124 307 160 0 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 1.00  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 168 131 323 168 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 168 131 323 168 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCB Adj: 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  
MDF Adj: 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  
Final Volume: 0 168 131 333 168 0 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 0.85 0.85 1.00 1.00 0.95 1.00 1.00 0.90 1.00 0.81  
Lanes: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00  
Final Sat.: 0 1900 1615 3230 1900 0 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.09 0.08 0.10 0.09 0.00 0.00 0.00 0.00 0.05 0.00 0.09  
Crit Moves: \*\*\*  
Green/Cycle: 0.00 0.30 0.30 0.35 0.65 0.00 0.00 0.00 0.00 0.28 0.00 0.29  
Volume/Cap: 0.00 0.29 0.27 0.29 0.14 0.00 0.00 0.00 0.00 0.18 0.00 0.29  
Delay/Veh: 0.0 27.1 26.9 23.7 6.7 0.0 0.0 0.0 0.0 26.9 0.0 27.8  
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: 0.0 27.1 26.9 23.7 6.7 0.0 0.0 0.0 0.0 26.9 0.0 27.8  
LOS by Move: A C C A A A A A A A C A C  
HCM2kAVGQ: 0 4 3 4 2 0 0 0 0 2 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 #10 Lenwood/Project Access  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.341  
Loss Time (sec): 6 Average Delay (sec/veh): 23.1  
Optimal Cycle: 21 Level Of Service: C  
\*\*\*\*\*

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: Protected Protected Include Split Phase  
Rights: 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  
Y+R: 0 0 1 0 1 2 0 1 0 0 0 0 0 0 1 0 0 0 2  
Lanes: 0 0 1 0 1 2 0 1 0 0 0 0 0 0 1 0 0 0 2

Volume Module:  
Base Vol: 0 120 0 0 220 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  
Initial Bse: 0 120 0 0 220 0 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 0 0 138 160 0 0 0 0 0 122 0 0 137 0 0 0 0 0  
Diverted Ld: 0 0 181 0 0 0 0 0 0 0 0 0 161 0 0 0 0 0  
Initial Fmt: 0 120 138 341 220 0 0 0 0 122 0 298 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  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 126 145 359 232 0 0 0 0 128 0 314 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 126 145 359 232 0 0 0 0 128 0 314 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  
MDF Adj: 1.00 1.00 1.00 1.03 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.13  
FinalVolume: 0 126 145 370 232 0 0 0 0 128 0 354 0 0 0 0 0 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 0.85 0.85 1.00 1.00 0.95 1.00 1.00 0.90 1.00 0.81  
Lanes: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00  
Final Sat.: 0 1900 1615 3230 1900 0 0 0 0 1710 0 3060 0 0 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.07 0.09 0.11 0.12 0.00 0.00 0.00 0.00 0.08 0.00 0.12  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.26 0.34 0.60 0.00 0.00 0.00 0.00 0.34 0.00 0.34  
Volume/Cap: 0.00 0.25 0.34 0.34 0.20 0.00 0.00 0.00 0.00 0.22 0.00 0.34  
Delay/Veh: 0.0 29.3 30.2 25.1 9.2 0.0 0.0 0.0 0.0 23.7 0.0 24.8  
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: 0.0 29.3 30.2 25.1 9.2 0.0 0.0 0.0 0.0 23.7 0.0 24.8  
LOS by Move: A C C A A A A A A A A C A C  
HCM2kavq: 0 3 4 5 2 0 0 0 0 0 3 0 4  
\*\*\*\*\*

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

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #10 Lenwood/Project Access  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.621  
Loss Time (sec): 6 Average Delay (sec/veh): 26.1  
Optimal Cycle: 35 Level Of Service: C  
\*\*\*\*\*

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: Protected Protected Include Split Phase  
Rights: 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  
Y+R: 0 0 1 0 1 2 0 1 0 0 0 0 0 0 1 0 0 0 2  
Lanes: 0 0 1 0 1 2 0 1 0 0 0 0 0 0 1 0 0 0 2

Volume Module:  
Base Vol: 0 190 0 0 390 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  
Initial Bse: 0 190 0 0 390 0 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 0 0 231 256 0 0 0 0 0 267 0 289 0 0 0 0 0 0  
Diverted Ld: 0 0 297 0 0 0 0 0 0 0 0 0 348 0 0 0 0 0  
Initial Fmt: 0 190 231 553 390 0 0 0 0 267 0 637 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  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 200 243 582 411 0 0 0 0 281 0 671 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 200 243 582 411 0 0 0 0 281 0 671 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  
MDF Adj: 1.00 1.00 1.00 1.03 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.13  
FinalVolume: 0 200 243 600 411 0 0 0 0 281 0 758 0 0 0 0 0 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 0.85 0.85 1.00 1.00 0.95 1.00 1.00 0.90 1.00 0.81  
Lanes: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00  
Final Sat.: 0 1900 1615 3230 1900 0 0 0 0 1710 0 3060 0 0 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.11 0.15 0.19 0.22 0.00 0.00 0.00 0.00 0.16 0.00 0.25  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.24 0.24 0.30 0.54 0.00 0.00 0.00 0.00 0.40 0.00 0.40  
Volume/Cap: 0.00 0.43 0.62 0.62 0.40 0.00 0.00 0.00 0.00 0.41 0.00 0.62  
Delay/Veh: 0.0 32.7 36.8 31.4 13.7 0.0 0.0 0.0 0.0 22.0 0.0 25.0  
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 32.7 36.8 31.4 13.7 0.0 0.0 0.0 0.0 22.0 0.0 25.0  
LOS by Move: A C D C B A A A A A A C A C  
HCM2kavq: 0 5 8 10 7 0 0 0 0 0 0 7 0 10 0 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 #10 Lenwood/Project Access  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.621  
 Loss Time (sec): 6 Average Delay (sec/voh): 26.9  
 Optimal Cycle: 35 Level Of Service: C  
 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 Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Lanes: 0 0 1 0 1 2 0 1 0 0 0 0 0 1 0 0 0 2

Volume Module:  
 Base Vol: 0 140 0 0 200 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  
 Initial Bse: 0 140 0 0 200 0 0 0 0 0 0 0 0  
 Added Vol: 0 0 231 256 0 0 0 0 0 267 0 289  
 Diverted Lt: 0 0 298 0 0 0 0 0 0 267 0 347  
 Initial Fut: 0 140 231 554 200 0 0 0 0 267 0 636  
 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 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 147 243 593 211 0 0 0 0 281 0 669  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 147 243 593 211 0 0 0 0 281 0 669  
 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 1.00 1.00 1.00 1.00 1.13  
 Final Volume: 0 147 243 601 211 0 0 0 0 281 0 757

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.85 0.85 1.00 1.00 0.95 1.00 1.00 0.90 1.00 0.81  
 Lanes: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 1.710 0.00 2.00  
 Final Sat.: 0 1900 1615 3230 1900 0 0 0 0 1710 0 3060

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.08 0.15 0.19 0.11 0.00 0.00 0.00 0.00 0.16 0.00 0.25  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.24 0.24 0.30 0.54 0.00 0.00 0.00 0.00 0.40 0.00 0.40  
 Volume/Cap: 0.00 0.32 0.62 0.62 0.20 0.00 0.00 0.00 0.00 0.41 0.00 0.62  
 Delay/Veh: 0.0 31.5 36.8 31.4 11.9 0.0 0.0 0.0 0.0 22.1 0.0 25.1  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 31.5 36.8 31.4 11.9 0.0 0.0 0.0 0.0 22.1 0.0 25.1  
 LOS by Move: A C D C B A A A A A C A C  
 HCM2AVGQ: 0 4 8 10 3 0 0 0 0 7 0 10

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

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #10 Lenwood/Project Access  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.451  
 Loss Time (sec): 6 Average Delay (sec/voh): 23.8  
 Optimal Cycle: 25 Level Of Service: C  
 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 Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Lanes: 0 0 1 0 1 2 0 1 0 0 0 0 0 1 0 0 0 2

Volume Module:  
 Base Vol: 0 190 0 0 390 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  
 Initial Bse: 0 190 0 0 390 0 0 0 0 0 0 0 0  
 Added Vol: 0 0 167 191 0 0 0 0 0 192 0 215  
 Diverted Lt: 0 0 217 0 0 0 0 0 0 0 0 253  
 Initial Fut: 0 190 167 408 390 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  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 200 176 429 411 0 0 0 0 202 0 493  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 200 176 429 411 0 0 0 0 202 0 493  
 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 1.00 1.00 1.00 1.00 1.13  
 Final Volume: 0 200 176 442 411 0 0 0 0 202 0 557

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.85 0.85 1.00 1.00 0.95 1.00 1.00 0.90 1.00 0.81  
 Lanes: 0.00 1.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 1.710 0.00 2.00  
 Final Sat.: 0 1900 1615 3230 1900 0 0 0 0 1710 0 3060

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.11 0.11 0.14 0.22 0.00 0.00 0.00 0.00 0.12 0.00 0.18  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.23 0.23 0.30 0.54 0.00 0.00 0.00 0.00 0.40 0.00 0.40  
 Volume/Cap: 0.00 0.45 0.47 0.45 0.40 0.00 0.00 0.00 0.00 0.29 0.00 0.45  
 Delay/Veh: 0.0 33.6 33.9 28.4 13.9 0.0 0.0 0.0 0.0 20.4 0.0 22.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 33.6 33.9 28.4 13.9 0.0 0.0 0.0 0.0 20.4 0.0 22.0  
 LOS by Move: A C C B A A A A A A C A C  
 HCM2AVGQ: 0 6 5 6 7 0 0 0 0 4 0 7

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

Barstow Casinos Project - Saturday  
Year 2030 + Alt B PM

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #10 Lenwood/Project Access  
Cycle (sec): 100 Critical Vel./Cap. (X): 0.455  
Lean Time (sec): 6 Average Delay (sec/veh): 24.4  
Optimal Cycle: 25 Level Of Service: C  
\*\*\*\*\*

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 Split Phase Split Phase  
Rights: 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 4.0  
Lanes: 0 0 1 0 1 2 0 1 0 0 0 0 0 0 0 0 2

Volume Module:  
Base Vol: 0 140 0 0 200 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: 0 140 0 0 200 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 0 0 167 191 0 0 0 0 0 0 0 0 192 0 0 215  
Diverted Lt: 0 0 0 217 0 0 0 0 0 0 0 0 0 0 0 253  
Initial Fut: 0 140 167 408 200 0 0 0 0 0 0 0 192 0 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  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 0 147 176 429 211 0 0 0 0 0 0 0 202 0 493  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 147 176 429 211 0 0 0 0 0 0 0 202 0 493  
PCR Adj: 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  
M/F Adj: 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  
Final Volume: 0 147 176 442 211 0 0 0 0 0 0 0 202 0 557

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 0.85 0.85 1.00 1.00 0.95 1.00 1.00 0.90 1.00 0.81  
Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 2 0  
Final Sat: 0 1900 1615 3230 1900 0 0 0 0 0 0 0 1710 0 3060

Capacity Analysis Module:  
Vol/Sat: 0.00 0.08 0.11 0.14 0.11 0.00 0.00 0.00 0.00 0.12 0.00 0.18  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.24 0.24 0.30 0.54 0.00 0.00 0.00 0.00 0.40 0.00 0.40  
Volume/Cap: 0.00 0.32 0.46 0.46 0.21 0.00 0.00 0.00 0.00 0.30 0.00 0.46  
Delay/Veh: 0.0 31.8 33.3 28.6 12.0 0.0 0.0 0.0 0.0 20.7 0.0 22.3  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 31.8 33.3 28.6 12.0 0.0 0.0 0.0 0.0 20.7 0.0 22.3  
LOS by Move: A C B A A A A C A C  
HCM2AVGO: 0 4 5 6 3 0 0 0 0 0 0 0 0 0 0 0 0 0  
\*\*\*\*\*

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



## **APPENDIX G**

### **PRELIMINARY CONSTRUCTION COST ESTIMATES FOR CONGESTION MANAGEMENT PLAN**

Appendix G

**Local Interchange Improvements CONT...**

2.	Reconstruct Existing Interchange	
	Realign and widen existing ramps (to 2 lanes)	\$750,000/Each Ramp
	Construct Loop on – ramps (Does not include realigning existing ramp)	\$700,000/Each Ramp
	Upgrade existing Diamond IC to Partial – Cloverleaf	\$6,000,000
3.	Improve Existing Interchange	
	Widen ramps (From one to two lanes)	\$350,000/Each Ramp
	Widen existing OC structure	\$110/Sq. Ft.
	Signalize ramp intersection	\$90,000/Location
	Upgrade existing signal at ramp terminal	\$75,000/Intersection
	Upgrade existing signal at ramp terminal (Add lights only)	\$25,000/Each
4.	Ramp Metering System	\$60,000/Each location

**Intersection Improvements**

1.	Signalization of local intersection (with some roadwork)	\$250,000
2.	Upgrade existing intersection signalization	\$75,000
3.	Upgrade existing Traffic Controller/Assembles	\$40,000/Each
4.	Install new signal	\$90,000/location
5.	Add signal heads	\$25,000/Intersection
6.	Construct left – turn lane (240' long)	\$50,000/Each Location
7.	Street widening (12' wide) (Pavement only)	\$180,000/Mile
8.	Curb and gutter (Type A2-8)	\$15/LF

TABLE A-1

2035 ROADWAY IMPROVEMENT COST

INTERSECTION	IMPROVEMENT	TOTAL COST <sup>a</sup>
Lenwood Road/ • I-15 NB Ramps	Construct WB Shared Through/Right Turn Lane (440 feet) Curb and gutter (440 feet X \$15/LF) Upgrade Existing intersection signalization	\$100,000 \$7,000 \$75,000 \$182,000
Outlet Center • I-15 SB Ramps	Construct WB Right Turn Lane (440 feet)	\$50,000 \$50,000
<b>GRAND TOTAL - COST OF CONSTRUCTION</b>		<b>\$232,000</b>

<sup>a</sup> Costs are based on the Preliminary Construction Cost Estimates (San Bernardino CMP)

TABLE A-2

2035 PROJECT FAIR SHARE IMPROVEMENTS  
ALTERNATIVE A

INTERSECTION	LOCAL TOTAL COST	PEAK HOUR	EXISTING TRAFFIC	YEAR 2035 WITH PROJECT TRAFFIC Alt. A	2035 PROJECT TRAFFIC Alt. A	TOTAL NEW TRAFFIC	PROJECT % OF NEW TRAFFIC	MD PROJECT COST SHARE	PM PROJECT COST SHARE	HIGHEST MD OR PM LOCAL COST SHARE
Lenwood Road/ • I-15 NB Ramps Weekday  Saturday	\$182,000	MD	1,589	5061	481	3,472	13.85%	\$25,214	\$34,434	
		PM	1,273	4439	599	3,166	18.92%			
		MD	2,082	6913	833	4,831	17.24%	\$31,382	\$45,027	
		PM	1256	4623	833	3,367	24.74%			
Outlet Center • I-15 SB Ramps Weekday  Saturday	\$50,000	MD	50	246	86	196	43.88%	\$21,939	\$21,280	
		PM	84	373	123	289	42.56%			
		MD	133	595	195	462	42.21%	\$21,104	\$28,070	
		PM	71	445	195	374	52.14%			
<b>GRAND TOTAL - COST SHARE FOR IMPROVEMENTS</b>										<b>\$71,097</b>

TABLE A-3

2035  
PROJECT FAIR SHARE IMPROVEMENTS ALTERNATIVE B

INTERSECTION	LOCAL TOTAL COST	PEAK HOUR	EXISTING TRAFFIC	YEAR 2035 WITH PROJECT TRAFFIC ALTERNATIVE B	2035 PROJECT TRAFFIC ALTERNATIVE B	TOTAL NEW TRAFFIC	PROJECT % OF NEW TRAFFIC	MD PROJECT COST SHARE	PM PROJECT COST SHARE	HIGHEST MD OR PM LOCAL COST SHARE
Lenwood Road/ • I-15 NB Ramps Weekday  Saturday	\$182,000	MD	1,589	5037	457	3,448	13.25%	\$24,122	\$33,165	
		PM	1,273	4412	572	3,139	18.22%			
		MD	2,082	6877	797	4,795	16.62%	\$30,251	\$43,547	\$43,547
		PM	1258	4587	797	3,331	23.93%			
Outlet Center • I-15 SB Ramps Weekday  Saturday	\$50,000	MD	50	239	79	189	41.80%	\$20,899	\$20,463	
		PM	84	365	115	281	40.93%			
		MD	133	584	184	451	40.80%	\$20,399	\$25,344	\$25,344
		PM	71	434	184	363	50.69%			
<b>GRAND TOTAL - COST SHARE FOR IMPROVEMENTS</b>										<b>\$68,891</b>