VICTOR VALLEY AREA TRANSPORTATION STUDY

FINAL REPORT APPENDICES

Prepared for:
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(SANBAG)

Prepared by:
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March, 2008

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APPENDICES

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- Traffic Count Worksheets

Volumes for: Thursday, March 23, 2006 City: Victor Valley Project #: 06-3135-002

Location: El Mirage Rd W/o Sheep Creek

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			9		4			12:00			18		28		
00:15			5		5			12:15			29		20		
00:30			2		0			12:30			20		31		
00:45			6	22	9	18	40	12:45			27	94	30	109	203
01:00			1		1			13:00			30		46		
01:15			0		4			13:15			43		29		
01:30			1		2			13:30			35		28		
01:45			6	8	2	9	17	13:45			33	141	32	135	276
02:00			2		5			14:00			40		24		
02:15			1		2			14:15			51		58		
02:30			0		0			14:30			43		60		
02:45			1	4	2	9	13	14:45			25	159	46	188	347
03:00			8		0			15:00			29		38		
03:15			3		3			15:15			39		44		
03:30			11		1			15:30			47		80		
03:45			9	31	2	6	37	15:45			39	154	76	238	392
04:00			6		6			16:00			30		38		
04:15			8		4			16:15			46		39		
04:30			16		12			16:30			38		45		
04:45			22	52	14	36	88	16:45			30	144	42	164	308
05:00			27		13			17:00			37		32		
05:15			28		25			17:15			29		32		
05:30			48		36			17:30			23		26		
05:45			63	166	28	102	268	17:45			37	126	30	120	246
06:00			74		34			18:00			38		43		
06:15			88		42			18:15			23		29		
06:30			99		54			18:30			19		34		
06:45			67	328	45	175	503	18:45			27	107	26	132	239
07:00			30		46			19:00			17		16		
07:15			52		29			19:15			14		14		
07:30			53		25			19:30			9		24		
07:45			37	172	36	136	308	19:45			12	52	15	69	121
08:00			31		33			20:00			19		12		
08:15			22		45			20:15			14		10		
08:30			21		33			20:30			13		12		
08:45			30	104	44	155	259	20:45			17	63	11	45	108
09:00			22		39			21:00			13		11		
09:15			36		32			21:15			18		9		
09:30			30		31			21:30			14		3		
09:45			26	114	28	130	244	21:45			8	53	7	30	83
10:00			24		29			22:00			6		10		
10:15			29		39			22:15			11		7		
10:30			45		24			22:30			3		8		
10:45			32	130	45	137	267	22:45			5	25	3	28	53
11:00			12		44			23:00			9		4		
11:15			30		27			23:15			4		10		
11:30			23		16			23:30			4		8		
11:45			20	85	15	102	187	23:45			6	23	3	25	48
Total Vol.				1216		1015	**2231**					1141		1283	**2424**

Daily Totals

NB	SB	EB	WB	**Combined**
		2357	2298	**4655**

	AM			**PM**		
Split %	54.5%	45.5%	**47.9%**	47.1%	52.9%	**52.1%**
Peak Hour	06:00	06:15	**06:00**	13:45	15:00	**15:30**
Volume	328	187	**503**	167	238	**395**
P.H.F.	0.83	0.87	**0.82**	0.82	0.74	**0.78**

Volumes for: Thursday, March 23, 2006 City: Victor Valley Project #: 06-3135-003

Location: El Mirage Rd btwn Baldy Mesa/Koala and US-395

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		0					12:00	2		1				
00:15	0		0					12:15	2		2				
00:30	0		0					12:30	4		7				
00:45	0	1	0	0			1	12:45	2	10	1	11			21
01:00	2		0					13:00	3		2				
01:15	0		0					13:15	2		1				
01:30	0		0					13:30	1		2				
01:45	1	3	0	0			3	13:45	7	13	5	10			23
02:00	0		0					14:00	7		5				
02:15	0		0					14:15	5		4				
02:30	0		0					14:30	6		4				
02:45	0	0	0	0				14:45	9	27	8	21			48
03:00	0		0					15:00	3		1				
03:15	0		0					15:15	6		5				
03:30	0		2					15:30	5		4				
03:45	0	0	1	3			3	15:45	7	21	5	15			36
04:00	0		0					16:00	4		7				
04:15	0		1					16:15	3		4				
04:30	0		1					16:30	3		3				
04:45	1	1	6	8			9	16:45	3	13	3	17			30
05:00	0		0					17:00	2		3				
05:15	0		1					17:15	3		2				
05:30	0		4					17:30	2		4				
05:45	3	3	4	9			12	17:45	4	11	3	12			23
06:00	2		7					18:00	1		0				
06:15	1		4					18:15	5		2				
06:30	1		4					18:30	7		5				
06:45	3	7	6	21			28	18:45	3	16	4	11			27
07:00	1		4					19:00	4		2				
07:15	5		6					19:15	2		2				
07:30	3		2					19:30	4		3				
07:45	3	12	7	19			31	19:45	2	12	1	8			20
08:00	7		5					20:00	3		2				
08:15	1		5					20:15	2		0				
08:30	3		2					20:30	2		1				
08:45	6	17	4	16			33	20:45	4	11	0	3			14
09:00	3		2					21:00	1		3				
09:15	3		6					21:15	2		1				
09:30	3		6					21:30	1		1				
09:45	1	10	2	16			26	21:45	6	10	0	5			15
10:00	2		2					22:00	2		0				
10:15	3		8					22:15	0		0				
10:30	3		3					22:30	2		0				
10:45	2	10	3	16			26	22:45	1	5	1	1			6
11:00	3		2					23:00	2		0				
11:15	3		4					23:15	0		0				
11:30	2		1					23:30	0		3				
11:45	3	11	2	9			20	23:45	1	3	1	4			7
Total Vol.		75		117			**192**			152		118			**270**

Daily Totals

NB	SB	EB	WB	Combined
227	235			**462**

	AM			PM		
Split %	39.1%	60.9%	**41.6%**	56.3%	43.7%	**58.4%**
Peak Hour	07:15	06:00	**07:15**	14:00	14:00	**14:00**
Volume	18	21	**38**	27	21	**48**
P.H.F.	0.64	0.75	**0.79**	0.86	0.66	**0.71**

Volumes for: Thursday, March 23, 2006 City: Victor Valley Project #: 06-3135-004

Location: El Mirage Rd btwn US-395 and Adelanto Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		0			12:00			0		0		
00:15			0		0			12:15			0		0		
00:30			0		0			12:30			0		0		
00:45			0	0	0	0		12:45			0	0	0	0	
01:00			0		0			13:00			0		0		
01:15			0		0			13:15			0		0		
01:30			0		0			13:30			0		1		
01:45			0	0	0	0		13:45			0	0	0	1	1
02:00			0		0			14:00			0		1		
02:15			0		0			14:15			1		0		
02:30			0		0			14:30			0		0		
02:45			0	0	0	0		14:45			0	1	0	1	2
03:00			0		0			15:00			0		1		
03:15			0		0			15:15			0		2		
03:30			0		0			15:30			2		0		
03:45			0	0	0	0		15:45			1	3	0	3	6
04:00			0		0			16:00			0		2		
04:15			0		0			16:15			1		0		
04:30			0		0			16:30			0		0		
04:45			0	0	0	0		16:45			0	1	0	2	3
05:00			0		0			17:00			0		0		
05:15			0		0			17:15			0		0		
05:30			0		0			17:30			0		0		
05:45			0	0	1	1	1	17:45			0	0	0	0	
06:00			0		0			18:00			0		1		
06:15			0		0			18:15			0		0		
06:30			1		1			18:30			0		0		
06:45			0	1	0	1	2	18:45			0	0	0	1	1
07:00			0		0			19:00			0		0		
07:15			0		0			19:15			0		0		
07:30			0		0			19:30			0		0		
07:45			0	0	0	0		19:45			0	0	0	0	
08:00			0		0			20:00			0		0		
08:15			1		0			20:15			1		0		
08:30			2		0			20:30			0		0		
08:45			0	3	1	1	4	20:45			0	1	0	0	1
09:00			0		0			21:00			0		0		
09:15			0		0			21:15			0		0		
09:30			1		0			21:30			0		0		
09:45			0	1	0	0	1	21:45			0	0	0	0	
10:00			1		0			22:00			0		0		
10:15			0		0			22:15			0		0		
10:30			2		0			22:30			0		0		
10:45			0	3	0	0	3	22:45			0	0	0	0	
11:00			0		2			23:00			0		1		
11:15			0		0			23:15			0		0		
11:30			0		0			23:30			0		0		
11:45			0	0	0	2	2	23:45			0	0	0	1	1
Total Vol.				8		5	**13**					6		9	**15**

	AM			PM		
Daily Totals	NB	SB	EB		WB	**Combined**
			14		14	**28**
Split %	61.5%	38.5%	**46.4%**	40.0%	60.0%	**53.6%**
Peak Hour	07:45	05:45	**08:00**	15:30	15:15	**15:15**
Volume	3	2	**4**	4	4	**7**
P.H.F.	0.38	0.50	**0.50**	0.50	0.50	**0.88**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-012

Location: Duncan Rd/Bear Valley Rd W/o Sheep Creek

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		1			12:00			9		11		
00:15			3		0			12:15			7		10		
00:30			1		0			12:30			8		8		
00:45			3	8	0	1	9	12:45			10	34	6	35	69
01:00			1		0			13:00			15		9		
01:15			2		1			13:15			8		7		
01:30			0		0			13:30			12		8		
01:45			0	3	1	2	5	13:45			11	46	11	35	81
02:00			0		1			14:00			12		11		
02:15			1		0			14:15			15		13		
02:30			2		0			14:30			12		6		
02:45			1	4	1	2	6	14:45			17	56	17	47	103
03:00			0		1			15:00			16		8		
03:15			0		0			15:15			20		13		
03:30			0		1			15:30			26		11		
03:45			0	0	3	5	5	15:45			14	76	7	39	115
04:00			0		5			16:00			20		16		
04:15			1		5			16:15			35		8		
04:30			2		6			16:30			24		10		
04:45			1	4	7	23	27	16:45			13	92	17	51	143
05:00			0		10			17:00			22		11		
05:15			1		8			17:15			16		10		
05:30			1		12			17:30			19		14		
05:45			2	4	10	40	44	17:45			19	76	10	45	121
06:00			6		24			18:00			19		7		
06:15			5		22			18:15			16		15		
06:30			8		24			18:30			18		16		
06:45			7	26	19	89	115	18:45			17	70	10	48	118
07:00			4		25			19:00			12		5		
07:15			9		18			19:15			15		8		
07:30			4		17			19:30			14		5		
07:45			8	25	7	67	92	19:45			12	53	5	23	76
08:00			8		14			20:00			11		2		
08:15			13		19			20:15			15		3		
08:30			15		22			20:30			12		4		
08:45			8	44	20	75	119	20:45			9	47	2	11	58
09:00			10		13			21:00			13		4		
09:15			9		9			21:15			9		2		
09:30			6		7			21:30			5		2		
09:45			7	32	8	37	69	21:45			6	33	2	10	43
10:00			9		15			22:00			9		2		
10:15			11		11			22:15			7		4		
10:30			9		9			22:30			2		0		
10:45			10	39	11	46	85	22:45			1	19	0	6	25
11:00			5		9			23:00			0		0		
11:15			12		12			23:15			0		0		
11:30			8		11			23:30			2		0		
11:45			10	35	8	40	75	23:45			3	5	0	0	5
Total Vol.				224		427	**651**					607		350	**957**

Daily Totals

NB	SB	EB	WB	Combined
		831	777	**1608**

	AM			PM		
Split %	34.4%	65.6%	**40.5%**	63.4%	36.6%	**59.5%**
Peak Hour	08:15	06:15	**08:15**	15:30	16:45	**16:00**
Volume	46	90	**120**	95	52	**143**
P.H.F.	0.77	0.90	**0.81**	0.68	0.76	**0.83**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-013

Location: Duncan Rd/Bear Valley Rd btwn Sheep Creek and Baldy Mesa

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		1			12:00			1		2		
00:15			0		0			12:15			2		4		
00:30			1		0			12:30			1		2		
00:45			0	2	0	1	3	12:45			2	6	3	11	17
01:00			1		0			13:00			1		2		
01:15			0		0			13:15			7		4		
01:30			0		1			13:30			3		1		
01:45			1	2	1	2	4	13:45			2	13	2	9	22
02:00			0		0			14:00			1		0		
02:15			0		0			14:15			2		2		
02:30			0		0			14:30			4		2		
02:45			1	1	0	0	1	14:45			3	10	3	7	17
03:00			0		0			15:00			2		3		
03:15			0		0			15:15			4		2		
03:30			0		1			15:30			4		1		
03:45			1	1	0	1	2	15:45			2	12	2	8	20
04:00			0		1			16:00			4		2		
04:15			1		2			16:15			2		1		
04:30			0		0			16:30			4		2		
04:45			0	1	1	4	5	16:45			4	14	1	6	20
05:00			0		1			17:00			3		4		
05:15			1		3			17:15			4		5		
05:30			0		0			17:30			4		1		
05:45			0	1	0	4	5	17:45			2	13	2	12	25
06:00			0		1			18:00			5		1		
06:15			0		2			18:15			3		2		
06:30			0		0			18:30			2		2		
06:45			1	1	0	3	4	18:45			3	13	2	7	20
07:00			1		0			19:00			3		3		
07:15			2		1			19:15			2		3		
07:30			1		1			19:30			2		1		
07:45			1	5	1	3	8	19:45			3	10	1	8	18
08:00			0		2			20:00			2		1		
08:15			0		0			20:15			1		2		
08:30			3		0			20:30			3		2		
08:45			1	4	1	3	7	20:45			2	8	1	6	14
09:00			1		2			21:00			1		1		
09:15			0		0			21:15			2		0		
09:30			1		0			21:30			2		1		
09:45			1	3	2	4	7	21:45			1	6	1	3	9
10:00			1		0			22:00			3		1		
10:15			1		0			22:15			3		0		
10:30			0		1			22:30			1		0		
10:45			1	3	1	2	5	22:45			1	8	1	2	10
11:00			1		1			23:00			1		1		
11:15			1		0			23:15			1		0		
11:30			1		2			23:30			1		0		
11:45			1	4	2	5	9	23:45			0	3	0	1	4
Total Vol.				28		32	**60**					116		80	**196**

	AM			PM		
Split %	46.7%	53.3%	**23.4%**	59.2%	40.8%	**76.6%**
Peak Hour	06:45	11:30	**11:30**	16:30	16:30	**16:30**
Volume	5	10	**15**	15	12	**27**
P.H.F.	0.63	0.63	**0.63**	0.94	0.60	**0.75**

Daily Totals

NB	SB	EB	WB	Combined
		144	112	**256**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-014

Location: Eucalyptus St btwn Cottonwood and 7th Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		0			12:00			1		3		
00:15			0		0			12:15			2		2		
00:30			0		1			12:30			2		4		
00:45			1	1	0	1	2	12:45			1	6	7	16	22
01:00			0		0			13:00			1		7		
01:15			0		0			13:15			1		3		
01:30			0		0			13:30			2		2		
01:45			0	0	0	0		13:45			2	6	4	16	22
02:00			0		0			14:00			3		7		
02:15			0		0			14:15			2		5		
02:30			0		0			14:30			1		3		
02:45			0	0	0	0		14:45			1	7	8	23	30
03:00			0		0			15:00			2		8		
03:15			0		0			15:15			2		7		
03:30			0		1			15:30			2		6		
03:45			0	0	0	1	1	15:45			3	9	2	23	32
04:00			0		1			16:00			1		8		
04:15			0		0			16:15			4		6		
04:30			0		0			16:30			2		13		
04:45			0	0	0	1	1	16:45			1	8	19	46	54
05:00			1		0			17:00			0		14		
05:15			0		0			17:15			2		12		
05:30			0		0			17:30			0		11		
05:45			1	2	0	0	2	17:45			1	3	11	48	51
06:00			0		0			18:00			6		10		
06:15			1		0			18:15			2		8		
06:30			1		2			18:30			1		10		
06:45			2	4	1	3	7	18:45			1	10	4	32	42
07:00			2		4			19:00			2		8		
07:15			1		7			19:15			1		12		
07:30			0		1			19:30			3		0		
07:45			0	3	0	12	15	19:45			2	8	1	21	29
08:00			2		3			20:00			2		3		
08:15			2		7			20:15			1		3		
08:30			1		4			20:30			3		2		
08:45			1	6	5	19	25	20:45			2	8	4	12	20
09:00			1		3			21:00			1		2		
09:15			3		1			21:15			2		2		
09:30			2		2			21:30			2		1		
09:45			1	7	3	9	16	21:45			1	6	0	5	11
10:00			1		1			22:00			3		1		
10:15			2		2			22:15			4		0		
10:30			2		3			22:30			2		0		
10:45			1	6	4	10	16	22:45			1	10	0	1	11
11:00			2		2			23:00			1		0		
11:15			1		4			23:15			1		0		
11:30			2		3			23:30			2		1		
11:45			2	7	1	10	17	23:45			0	4	0	1	5
Total Vol.				36		66	**102**					85		244	**329**

Daily Totals

	NB	SB	EB	WB	**Combined**
			121	310	**431**
	AM		**PM**		
Split %	35.3%	64.7%	**23.7%**	25.8%	74.2%	**76.3%**
Peak Hour	08:45	08:00	**08:00**	15:30	16:30	**16:30**
Volume	7	19	**25**	10	58	**63**
P.H.F.	0.58	0.68	**0.69**	0.63	0.76	**0.79**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-015

Location: Tussing Ranch Rd btwn Kiowa Rd and Central Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		1			12:00			7		4		
00:15			0		0			12:15			2		4		
00:30			0		0			12:30			6		6		
00:45			0	0	0	1	1	12:45			3	18	2	16	34
01:00			0		1			13:00			2		6		
01:15			0		0			13:15			5		4		
01:30			0		0			13:30			4		2		
01:45			2	2	0	1	3	13:45			4	15	5	17	32
02:00			0		0			14:00			7		4		
02:15			0		0			14:15			2		2		
02:30			0		0			14:30			4		4		
02:45			0	0	0	0		14:45			6	19	8	18	37
03:00			0		0			15:00			11		6		
03:15			0		0			15:15			5		4		
03:30			2		0			15:30			7		6		
03:45			0	2	0	0	2	15:45			10	33	6	22	55
04:00			0		0			16:00			1		6		
04:15			0		1			16:15			13		8		
04:30			0		2			16:30			6		7		
04:45			1	1	1	4	5	16:45			16	36	5	26	62
05:00			1		0			17:00			0		6		
05:15			2		1			17:15			4		6		
05:30			2		0			17:30			7		4		
05:45			1	6	1	2	8	17:45			5	16	5	21	37
06:00			1		2			18:00			0		8		
06:15			3		1			18:15			3		3		
06:30			2		5			18:30			6		3		
06:45			1	7	4	12	19	18:45			3	12	4	18	30
07:00			1		2			19:00			5		2		
07:15			2		2			19:15			1		0		
07:30			2		3			19:30			0		4		
07:45			3	8	5	12	20	19:45			3	9	0	6	15
08:00			0		3			20:00			0		2		
08:15			3		6			20:15			0		2		
08:30			1		2			20:30			0		0		
08:45			1	5	6	17	22	20:45			2	2	1	5	7
09:00			3		4			21:00			0		1		
09:15			2		5			21:15			1		0		
09:30			2		6			21:30			1		0		
09:45			1	8	2	17	25	21:45			0	2	1	2	4
10:00			2		6			22:00			0		0		
10:15			2		4			22:15			1		0		
10:30			3		4			22:30			0		0		
10:45			0	7	5	19	26	22:45			1	2	1	1	3
11:00			4		3			23:00			0		2		
11:15			2		4			23:15			0		0		
11:30			6		2			23:30			0		1		
11:45			1	13	6	15	28	23:45			0	0	0	3	3
Total Vol.				59		100	**159**					164		155	**319**

	AM			PM		
Split %	37.1%	62.9%	**33.3%**	51.4%	48.6%	**66.7%**
Peak Hour	11:15	08:45	**11:45**	16:00	15:45	**16:00**
Volume	16	21	**36**	36	27	**62**
P.H.F.	0.57	0.88	**0.75**	0.56	0.84	**0.74**

Daily Totals

NB	SB	EB	WB	Combined
		223	255	**478**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-016

Location: Mojave St btwn Cottonwood and 7th Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		0			12:00			1		1		
00:15			0		1			12:15			2		1		
00:30			1		0			12:30			1		0		
00:45			0	1	0	1	2	12:45			2	6	2	4	10
01:00			0		0			13:00			2		1		
01:15			0		0			13:15			1		2		
01:30			0		0			13:30			1		1		
01:45			0	0	0	0		13:45			2	6	1	5	11
02:00			0		0			14:00			0		0		
02:15			0		0			14:15			1		1		
02:30			0		0			14:30			1		1		
02:45			0	0	0	0		14:45			0	2	1	3	5
03:00			0		0			15:00			2		0		
03:15			0		0			15:15			1		0		
03:30			0		0			15:30			2		3		
03:45			0	0	0	0		15:45			1	6	1	4	10
04:00			0		1			16:00			0		0		
04:15			0		0			16:15			2		0		
04:30			0		0			16:30			1		1		
04:45			0	0	0	1	1	16:45			0	3	0	1	4
05:00			2		0			17:00			1		2		
05:15			0		0			17:15			1		4		
05:30			1		0			17:30			1		1		
05:45			0	3	1	1	4	17:45			2	5	0	7	12
06:00			0		0			18:00			1		1		
06:15			0		0			18:15			2		2		
06:30			0		0			18:30			0		0		
06:45			0	0	0	0		18:45			1	4	4	7	11
07:00			2		2			19:00			0		0		
07:15			0		1			19:15			1		0		
07:30			1		0			19:30			0		1		
07:45			2	5	1	4	9	19:45			2	3	0	1	4
08:00			3		1			20:00			1		2		
08:15			0		3			20:15			0		0		
08:30			2		2			20:30			1		0		
08:45			1	6	0	6	12	20:45			0	2	0	2	4
09:00			1		2			21:00			1		1		
09:15			0		0			21:15			3		1		
09:30			0		0			21:30			1		1		
09:45			0	1	1	3	4	21:45			1	6	0	3	9
10:00			1		5			22:00			0		1		
10:15			2		1			22:15			0		0		
10:30			0		0			22:30			0		0		
10:45			2	5	0	6	11	22:45			0	0	0	1	1
11:00			2		0			23:00			0		0		
11:15			1		0			23:15			0		0		
11:30			1		1			23:30			0		0		
11:45			2	6	2	3	9	23:45			0	0	0	0	
Total Vol.				27		25	**52**					43		38	**81**

Daily Totals

NB	SB	EB	WB	Combined
		70	63	**133**

	AM			PM		
Split %	51.9%	48.1%	**39.1%**	53.1%	46.9%	**60.9%**
Peak Hour	07:45	07:45	**07:45**	12:15	16:30	**12:45**
Volume	7	7	**14**	7	7	**12**
P.H.F.	0.58	0.58	**0.88**	0.88	0.44	**0.75**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-018

Location: Phelan Rd btwn Sheep Creek and Baldy Mesa

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			10		3			12:00			80		88		
00:15			10		9			12:15			79		97		
00:30			9		8			12:30			57		90		
00:45			8	37	5	25	62	12:45			89	305	112	387	692
01:00			10		4			13:00			99		85		
01:15			3		4			13:15			106		103		
01:30			6		5			13:30			131		95		
01:45			3	22	9	22	44	13:45			132	468	82	365	833
02:00			2		4			14:00			106		148		
02:15			4		11			14:15			128		151		
02:30			6		5			14:30			172		106		
02:45			4	16	3	23	39	14:45			140	546	101	506	1052
03:00			15		6			15:00			130		126		
03:15			5		9			15:15			122		115		
03:30			7		14			15:30			143		114		
03:45			5	32	8	37	69	15:45			135	530	107	462	992
04:00			6		15			16:00			146		121		
04:15			11		19			16:15			173		104		
04:30			23		23			16:30			161		97		
04:45			19	59	26	83	142	16:45			156	636	99	421	1057
05:00			13		39			17:00			137		119		
05:15			34		26			17:15			170		82		
05:30			33		40			17:30			137		76		
05:45			60	140	54	159	299	17:45			117	561	81	358	919
06:00			67		74			18:00			145		71		
06:15			164		74			18:15			134		73		
06:30			172		82			18:30			90		82		
06:45			78	481	108	338	819	18:45			102	471	41	267	738
07:00			90		112			19:00			105		34		
07:15			84		101			19:15			92		32		
07:30			137		112			19:30			83		34		
07:45			146	457	94	419	876	19:45			85	365	30	130	495
08:00			81		102			20:00			77		25		
08:15			90		93			20:15			71		38		
08:30			102		90			20:30			70		25		
08:45			87	360	103	388	748	20:45			73	291	25	113	404
09:00			72		95			21:00			62		30		
09:15			89		96			21:15			59		24		
09:30			89		111			21:30			43		32		
09:45			71	321	103	405	726	21:45			43	207	17	103	310
10:00			79		82			22:00			31		16		
10:15			81		91			22:15			39		6		
10:30			92		87			22:30			43		21		
10:45			112	364	80	340	704	22:45			18	131	22	65	196
11:00			76		63			23:00			18		5		
11:15			90		70			23:15			18		12		
11:30			88		61			23:30			16		5		
11:45			89	343	65	259	602	23:45			10	62	6	28	90
Total Vol.				2632		2498	**5130**					4573		3205	**7778**

Daily Totals

NB	SB	EB	WB	**Combined**
		7205	5703	**12908**

	AM			**PM**		
Split %	51.3%	48.7%	**39.7%**	58.8%	41.2%	**60.3%**
Peak Hour	06:15	06:45	**06:15**	16:00	14:00	**16:00**
Volume	504	433	**880**	636	506	**1057**
P.H.F.	0.73	0.97	**0.87**	0.92	0.84	**0.95**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-019

Location: Main St E/o Hesperia

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			42		29			12:00			324		332		
00:15			38		27			12:15			293		337		
00:30			32		23			12:30			320		342		
00:45			24	136	22	101	237	12:45			314	1251	330	1341	2592
01:00			34		15			13:00			325		335		
01:15			18		14			13:15			313		319		
01:30			19		11			13:30			299		314		
01:45			19	90	25	65	155	13:45			308	1245	329	1297	2542
02:00			17		19			14:00			318		291		
02:15			14		20			14:15			322		284		
02:30			12		17			14:30			318		313		
02:45			19	62	25	81	143	14:45			334	1292	338	1226	2518
03:00			11		29			15:00			344		307		
03:15			9		31			15:15			336		302		
03:30			20		39			15:30			361		300		
03:45			20	60	58	157	217	15:45			344	1385	355	1264	2649
04:00			24		80			16:00			363		351		
04:15			23		87			16:15			354		357		
04:30			22		120			16:30			409		329		
04:45			33	102	141	428	530	16:45			408	1534	311	1348	2882
05:00			36		147			17:00			433		344		
05:15			41		148			17:15			382		330		
05:30			65		167			17:30			403		333		
05:45			108	250	168	630	880	17:45			390	1608	311	1318	2926
06:00			91		192			18:00			366		292		
06:15			129		238			18:15			353		277		
06:30			162		250			18:30			301		320		
06:45			176	558	285	965	1523	18:45			301	1321	257	1146	2467
07:00			175		270			19:00			250		212		
07:15			180		257			19:15			219		190		
07:30			204		273			19:30			207		205		
07:45			231	790	337	1137	1927	19:45			202	878	134	741	1619
08:00			206		260			20:00			160		161		
08:15			198		242			20:15			206		150		
08:30			209		269			20:30			181		149		
08:45			257	870	282	1053	1923	20:45			183	730	136	596	1326
09:00			249		265			21:00			153		127		
09:15			258		297			21:15			126		121		
09:30			235		292			21:30			118		82		
09:45			270	1012	319	1173	2185	21:45			106	503	91	421	924
10:00			248		283			22:00			103		73		
10:15			273		335			22:15			96		61		
10:30			256		297			22:30			82		47		
10:45			311	1088	302	1217	2305	22:45			67	348	44	225	573
11:00			288		304			23:00			63		40		
11:15			159		179			23:15			58		33		
11:30			282		329			23:30			59		40		
11:45			284	1013	308	1120	2133	23:45			43	223	41	154	377
Total Vol.				6031		8127	**14158**					12318		11077	**23395**

Daily Totals

NB	SB	EB	WB	Combined
		18349	19204	**37553**

	AM			PM		
Split %	42.6%	57.4%	**37.7%**	52.7%	47.3%	**62.3%**
Peak Hour	11:45	11:45	**11:45**	16:30	15:45	**16:30**
Volume	1221	1319	**2540**	1632	1392	**2946**
P.H.F.	0.94	0.96	**0.96**	0.94	0.97	**0.95**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-021

Location: Ranchero St btwn Escondido and Cottonwood

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			19		3			12:00			60		60		
00:15			6		5			12:15			42		50		
00:30			9		5			12:30			51		57		
00:45			11	45	5	18	63	12:45			56	209	61	228	437
01:00			7		4			13:00			67		68		
01:15			4		2			13:15			59		57		
01:30			8		1			13:30			57		39		
01:45			5	24	3	10	34	13:45			43	226	53	217	443
02:00			6		5			14:00			67		49		
02:15			8		8			14:15			82		56		
02:30			4		5			14:30			98		46		
02:45			5	23	8	26	49	14:45			79	326	49	200	526
03:00			3		12			15:00			89		66		
03:15			8		20			15:15			114		47		
03:30			3		8			15:30			115		44		
03:45			2	16	19	59	75	15:45			115	433	66	223	656
04:00			5		30			16:00			121		51		
04:15			5		40			16:15			127		69		
04:30			0		39			16:30			116		61		
04:45			3	13	43	152	165	16:45			122	486	59	240	726
05:00			8		58			17:00			127		59		
05:15			15		64			17:15			111		59		
05:30			11		49			17:30			123		64		
05:45			20	54	83	254	308	17:45			131	492	78	260	752
06:00			29		99			18:00			89		43		
06:15			19		96			18:15			128		54		
06:30			28		106			18:30			102		46		
06:45			25	101	102	403	504	18:45			81	400	39	182	582
07:00			37		86			19:00			74		34		
07:15			32		82			19:15			52		26		
07:30			53		68			19:30			68		34		
07:45			54	176	76	312	488	19:45			46	240	24	118	358
08:00			35		88			20:00			45		18		
08:15			35		63			20:15			51		15		
08:30			43		54			20:30			52		13		
08:45			58	171	71	276	447	20:45			31	179	14	60	239
09:00			58		65			21:00			38		21		
09:15			40		59			21:15			44		19		
09:30			39		47			21:30			49		20		
09:45			39	176	53	224	400	21:45			40	171	17	77	248
10:00			44		50			22:00			35		13		
10:15			39		55			22:15			22		6		
10:30			30		37			22:30			35		10		
10:45			40	153	40	182	335	22:45			18	110	4	33	143
11:00			31		45			23:00			13		11		
11:15			41		30			23:15			15		7		
11:30			42		34			23:30			15		3		
11:45			50	164	42	151	315	23:45			14	57	2	23	80
Total Vol.				1116		2067	**3183**					3329		1861	**5190**

Daily Totals

NB	SB	EB	WB	**Combined**
		4445	3928	**8373**

	AM			**PM**		
Split %	35.1%	64.9%	**38.0%**	64.1%	35.9%	**62.0%**
Peak Hour	11:45	06:00	**06:00**	16:15	17:00	**17:00**
Volume	203	403	**504**	492	260	**752**
P.H.F.	0.85	0.95	**0.94**	0.97	0.83	**0.90**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-022

Location: Summit Valley Rd N/o SR-138

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		3					12:00	7		13				
00:15	3		1					12:15	21		19				
00:30	3		1					12:30	13		16				
00:45	5	13	0	5			18	12:45	20	61	16	64			125
01:00	1		0					13:00	8		27				
01:15	1		1					13:15	16		12				
01:30	3		2					13:30	25		15				
01:45	4	9	1	4			13	13:45	22	71	16	70			141
02:00	0		2					14:00	33		14				
02:15	4		2					14:15	33		19				
02:30	2		4					14:30	23		16				
02:45	4	10	2	10			20	14:45	31	120	16	65			185
03:00	3		1					15:00	45		13				
03:15	2		8					15:15	47		27				
03:30	2		1					15:30	38		10				
03:45	2	9	9	19			28	15:45	49	179	11	61			240
04:00	3		15					16:00	47		14				
04:15	3		14					16:15	46		18				
04:30	0		22					16:30	60		22				
04:45	0	6	33	84			90	16:45	64	217	28	82			299
05:00	1		39					17:00	52		16				
05:15	1		46					17:15	59		30				
05:30	3		32					17:30	72		20				
05:45	4	9	49	166			175	17:45	48	231	17	83			314
06:00	2		58					18:00	44		24				
06:15	13		66					18:15	45		14				
06:30	4		58					18:30	37		5				
06:45	13	32	52	234			266	18:45	35	161	9	52			213
07:00	11		49					19:00	21		11				
07:15	2		48					19:15	28		7				
07:30	15		33					19:30	25		9				
07:45	12	40	31	161			201	19:45	19	93	2	29			122
08:00	8		29					20:00	25		7				
08:15	12		37					20:15	15		8				
08:30	12		31					20:30	15		2				
08:45	9	41	29	126			167	20:45	18	73	5	22			95
09:00	6		26					21:00	16		5				
09:15	14		29					21:15	9		3				
09:30	13		22					21:30	13		4				
09:45	8	41	19	96			137	21:45	6	44	4	16			60
10:00	13		24					22:00	16		7				
10:15	6		19					22:15	6		0				
10:30	8		25					22:30	13		1				
10:45	12	39	18	86			125	22:45	10	45	4	12			57
11:00	12		18					23:00	8		2				
11:15	8		21					23:15	4		3				
11:30	12		21					23:30	8		0				
11:45	20	52	21	81			133	23:45	7	27	2	7			34
Total Vol.		301		1072			**1373**			1322		563			**1885**

Daily Totals

	NB	SB	EB	WB	**Combined**
	1623	1635			**3258**

	AM			**PM**		
Split %	21.9%	78.1%	**42.1%**	70.1%	29.9%	**57.9%**
Peak Hour	11:45	06:00	**06:00**	16:45	16:30	**16:45**
Volume	61	234	**266**	247	96	**341**
P.H.F.	0.73	0.89	**0.84**	0.91	0.80	**0.93**

Volumes for: Thursday, March 23, 2006 City: Victor Valley Project #: 06-3135-023

Location: Stoddard Wells Rd btwn Happy Trails (SR-18) and I-15

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			4		3			12:00			34		51		
00:15			5		1			12:15			30		45		
00:30			6		3			12:30			20		40		
00:45			1	16	4	11	27	12:45			27	111	41	177	288
01:00			5		2			13:00			30		40		
01:15			4		3			13:15			30		51		
01:30			3		2			13:30			39		54		
01:45			3	15	3	10	25	13:45			34	133	42	187	320
02:00			3		5			14:00			47		46		
02:15			4		3			14:15			44		44		
02:30			0		7			14:30			50		46		
02:45			2	9	1	16	25	14:45			55	196	38	174	370
03:00			1		5			15:00			60		47		
03:15			1		2			15:15			80		54		
03:30			4		5			15:30			69		55		
03:45			3	9	5	17	26	15:45			76	285	53	209	494
04:00			5		7			16:00			85		45		
04:15			0		13			16:15			86		60		
04:30			4		9			16:30			102		57		
04:45			4	13	22	51	64	16:45			106	379	53	215	594
05:00			2		17			17:00			107		64		
05:15			2		35			17:15			91		71		
05:30			8		39			17:30			103		55		
05:45			5	17	57	148	165	17:45			73	374	53	243	617
06:00			12		60			18:00			68		53		
06:15			9		50			18:15			49		46		
06:30			13		47			18:30			62		39		
06:45			13	47	93	250	297	18:45			57	236	46	184	420
07:00			17		72			19:00			42		24		
07:15			16		69			19:15			38		35		
07:30			24		89			19:30			30		18		
07:45			32	89	95	325	414	19:45			25	135	19	96	231
08:00			27		68			20:00			31		14		
08:15			29		61			20:15			24		18		
08:30			41		55			20:30			28		11		
08:45			38	135	71	255	390	20:45			14	97	15	58	155
09:00			29		55			21:00			26		12		
09:15			33		44			21:15			16		19		
09:30			36		51			21:30			18		13		
09:45			33	131	65	215	346	21:45			17	77	14	58	135
10:00			26		50			22:00			21		17		
10:15			32		47			22:15			17		12		
10:30			24		57			22:30			15		11		
10:45			32	114	32	186	300	22:45			15	68	12	52	120
11:00			41		47			23:00			10		3		
11:15			19		45			23:15			14		2		
11:30			26		43			23:30			12		11		
11:45			40	126	45	180	306	23:45			4	40	3	19	59
Total Vol.				721		1664	**2385**					2131		1672	**3803**

Daily Totals

NB	SB	EB	WB	Combined
		2852	3336	**6188**

	AM			PM		
Split %	30.2%	69.8%	**38.5%**	56.0%	44.0%	**61.5%**
Peak Hour	08:30	07:00	**07:30**	16:45	16:30	**16:30**
Volume	141	325	**425**	407	245	**651**
P.H.F.	0.86	0.86	**0.84**	0.95	0.86	**0.95**

Volumes for: Thursday, March 23, 2006 City: Victor Valley Project #: 06-3135-024

Location: Stoddard Wells Rd btwn Dale Evans Prkwy and Central Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		0			12:00			0		0		
00:15			0		0			12:15			0		0		
00:30			0		0			12:30			0		0		
00:45			0	2	1	1	3	12:45			3	3	1	1	4
01:00			1		1			13:00			4		2		
01:15			0		0			13:15			0		4		
01:30			0		0			13:30			3		3		
01:45			0	1	0	1	2	13:45			2	9	4	13	22
02:00			0		0			14:00			3		1		
02:15			0		0			14:15			0		1		
02:30			1		0			14:30			3		0		
02:45			0	1	0	0	1	14:45			2	8	1	3	11
03:00			0		0			15:00			4		1		
03:15			0		0			15:15			3		1		
03:30			0		0			15:30			2		0		
03:45			0	0	0	0		15:45			5	14	4	6	20
04:00			0		0			16:00			0		2		
04:15			1		0			16:15			3		2		
04:30			0		1			16:30			0		3		
04:45			0	1	0	1	2	16:45			3	6	1	8	14
05:00			0		0			17:00			0		3		
05:15			1		0			17:15			1		2		
05:30			0		0			17:30			2		2		
05:45			0	1	0	0	1	17:45			5	8	2	9	17
06:00			0		1			18:00			0		0		
06:15			1		0			18:15			5		0		
06:30			0		3			18:30			0		1		
06:45			2	3	1	5	8	18:45			1	6	1	2	8
07:00			2		3			19:00			0		0		
07:15			1		1			19:15			0		3		
07:30			3		2			19:30			1		1		
07:45			1	7	1	7	14	19:45			0	1	0	4	5
08:00			0		1			20:00			2		1		
08:15			0		0			20:15			1		1		
08:30			3		0			20:30			1		1		
08:45			1	4	0	1	5	20:45			2	6	2	5	11
09:00			0		0			21:00			0		0		
09:15			0		2			21:15			0		1		
09:30			1		3			21:30			0		1		
09:45			0	1	2	7	8	21:45			0	0	1	3	3
10:00			0		5			22:00			1		0		
10:15			0		2			22:15			0		4		
10:30			0		1			22:30			0		0		
10:45			1	1	1	9	10	22:45			0	1	1	5	6
11:00			2		3			23:00			0		1		
11:15			1		3			23:15			0		1		
11:30			2		7			23:30			0		1		
11:45			1	6	3	16	22	23:45			1	1	0	3	4
Total Vol.				28		48	**76**					63		62	**125**

	AM			PM		
Daily Totals	NB	SB	EB	WB	**Combined**	
			91	110	**201**	
Split %	36.8%	63.2%	**37.8%**	50.4%	49.6%	**62.2%**
Peak Hour	06:45	11:00	**11:00**	15:00	13:00	**13:00**
Volume	8	16	**22**	14	13	**22**
P.H.F.	0.67	0.57	**0.61**	0.70	0.81	**0.92**

Volumes for: Thursday, March 23, 2006 City: Victor Valley Project #: 06-3135-025

Location: Waalew Rd btwn Dale Evans Prkwy and Central Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		2			12:00			15		10		
00:15			0		2			12:15			19		6		
00:30			0		1			12:30			15		12		
00:45			1	1	4	9	10	12:45			7	56	10	38	94
01:00			1		1			13:00			15		10		
01:15			0		1			13:15			9		6		
01:30			0		0			13:30			11		18		
01:45			0	1	1	3	4	13:45			5	40	11	45	85
02:00			0		1			14:00			12		9		
02:15			0		0			14:15			3		11		
02:30			0		0			14:30			4		12		
02:45			0	0	2	3	3	14:45			8	27	9	41	68
03:00			0		0			15:00			8		13		
03:15			0		0			15:15			4		16		
03:30			0		0			15:30			4		12		
03:45			0	0	0	0		15:45			8	24	12	53	77
04:00			0		1			16:00			11		16		
04:15			0		2			16:15			16		16		
04:30			0		1			16:30			9		21		
04:45			0	0	2	6	6	16:45			18	54	14	67	121
05:00			1		0			17:00			7		19		
05:15			1		0			17:15			16		15		
05:30			3		2			17:30			15		16		
05:45			5	10	2	4	14	17:45			11	49	22	72	121
06:00			0		2			18:00			23		16		
06:15			4		0			18:15			5		18		
06:30			3		4			18:30			14		13		
06:45			1	8	4	10	18	18:45			15	57	8	55	112
07:00			3		2			19:00			5		9		
07:15			5		2			19:15			14		7		
07:30			0		6			19:30			11		6		
07:45			8	16	5	15	31	19:45			7	37	8	30	67
08:00			5		1			20:00			18		10		
08:15			15		7			20:15			7		6		
08:30			8		6			20:30			4		6		
08:45			3	31	8	22	53	20:45			0	29	8	30	59
09:00			5		6			21:00			0		3		
09:15			4		6			21:15			3		7		
09:30			4		7			21:30			4		6		
09:45			8	21	11	30	51	21:45			0	7	6	22	29
10:00			14		7			22:00			1		4		
10:15			4		9			22:15			0		8		
10:30			14		9			22:30			1		4		
10:45			3	35	8	33	68	22:45			1	3	4	20	23
11:00			4		4			23:00			1		4		
11:15			5		6			23:15			0		2		
11:30			8		5			23:30			1		4		
11:45			14	31	4	19	50	23:45			0	2	2	12	14
Total Vol.				154		154	**308**					385		485	**870**

	AM			PM		
				Daily Totals		
	NB	SB	EB	WB	**Combined**	
			539	639	**1178**	
Split %	50.0%	50.0%	**26.1%**	44.3%	55.7%	**73.9%**
Peak Hour	11:45	09:45	**11:45**	17:15	17:00	**17:15**
Volume	63	36	**95**	65	72	**134**
P.H.F.	0.83	0.82	**0.88**	0.71	0.82	**0.86**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-026

Location: SR-18 E/o Bear Valley Cut-off

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			18		17			12:00			89		80		
00:15			14		27			12:15			93		110		
00:30			12		25			12:30			78		81		
00:45			19	63	11	80	143	12:45			103	363	85	356	719
01:00			15		19			13:00			96		119		
01:15			12		19			13:15			126		98		
01:30			10		19			13:30			110		113		
01:45			15	52	15	72	124	13:45			107	439	110	440	879
02:00			18		18			14:00			64		126		
02:15			14		14			14:15			106		129		
02:30			20		15			14:30			98		121		
02:45			17	69	8	55	124	14:45			103	371	113	489	860
03:00			20		7			15:00			91		100		
03:15			21		16			15:15			152		103		
03:30			20		37			15:30			115		106		
03:45			25	86	22	82	168	15:45			133	491	117	426	917
04:00			28		24			16:00			131		138		
04:15			43		33			16:15			109		140		
04:30			40		42			16:30			114		118		
04:45			37	148	42	141	289	16:45			112	466	115	511	977
05:00			44		50			17:00			117		121		
05:15			59		73			17:15			128		119		
05:30			78		78			17:30			120		110		
05:45			76	257	65	266	523	17:45			98	463	111	461	924
06:00			88		72			18:00			99		105		
06:15			132		97			18:15			95		101		
06:30			130		80			18:30			80		102		
06:45			103	453	83	332	785	18:45			76	350	87	395	745
07:00			109		94			19:00			39		85		
07:15			125		103			19:15			46		76		
07:30			160		105			19:30			38		74		
07:45			133	527	84	386	913	19:45			44	167	52	287	454
08:00			149		78			20:00			24		45		
08:15			123		93			20:15			38		43		
08:30			119		107			20:30			35		36		
08:45			123	514	75	353	867	20:45			30	127	45	169	296
09:00			115		115			21:00			27		36		
09:15			113		90			21:15			30		47		
09:30			110		86			21:30			23		36		
09:45			110	448	80	371	819	21:45			20	100	49	168	268
10:00			92		79			22:00			37		43		
10:15			102		105			22:15			24		42		
10:30			123		102			22:30			36		35		
10:45			104	421	90	376	797	22:45			18	115	26	146	261
11:00			94		80			23:00			14		23		
11:15			114		87			23:15			20		20		
11:30			111		102			23:30			24		13		
11:45			100	419	93	362	781	23:45			28	86	11	67	153
Total Vol.				3457		2876	**6333**					3538		3915	**7453**

Daily Totals

NB	SB	EB	WB	**Combined**
		6995	6791	**13786**

	AM			**PM**		
Split %	54.6%	45.4%	**45.9%**	47.5%	52.5%	**54.1%**
Peak Hour	07:15	08:15	**07:15**	15:15	15:45	**15:45**
Volume	567	390	**937**	531	513	**1000**
P.H.F.	0.89	0.85	**0.88**	0.87	0.92	**0.93**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-027

Location: Sheep Creek Rd btwn Phelan Rd and Duncan Rd/Bear Valley

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	5		1					12:00	12		14				
00:15	3		1					12:15	14		27				
00:30	1		2					12:30	13		20				
00:45	2	11	2	6			17	12:45	20	59	20	81			140
01:00	3		1					13:00	27		27				
01:15	1		3					13:15	20		26				
01:30	1		1					13:30	21		24				
01:45	1	6	1	6			12	13:45	26	94	26	103			197
02:00	1		4					14:00	32		40				
02:15	1		5					14:15	29		34				
02:30	4		5					14:30	31		35				
02:45	1	7	7	21			28	14:45	37	129	44	153			282
03:00	1		7					15:00	29		43				
03:15	1		10					15:15	41		34				
03:30	1		8					15:30	42		45				
03:45	4	7	12	37			44	15:45	46	158	53	175			333
04:00	7		13					16:00	38		60				
04:15	5		14					16:15	38		60				
04:30	10		20					16:30	40		45				
04:45	8	30	16	63			93	16:45	45	161	42	207			368
05:00	6		26					17:00	32		47				
05:15	6		33					17:15	29		34				
05:30	10		39					17:30	37		46				
05:45	12	34	40	138			172	17:45	31	129	37	164			293
06:00	18		20					18:00	29		33				
06:15	13		20					18:15	26		34				
06:30	20		26					18:30	21		31				
06:45	26	77	27	93			170	18:45	22	98	32	130			228
07:00	27		20					19:00	21		36				
07:15	20		20					19:15	21		20				
07:30	14		13					19:30	18		28				
07:45	13	74	10	63			137	19:45	16	76	25	109			185
08:00	10		10					20:00	16		23				
08:15	12		13					20:15	11		27				
08:30	20		14					20:30	7		25				
08:45	20	62	12	49			111	20:45	7	41	20	95			136
09:00	16		10					21:00	10		20				
09:15	12		12					21:15	7		15				
09:30	13		13					21:30	5		10				
09:45	20	61	17	52			113	21:45	6	28	1	46			74
10:00	10		12					22:00	7		5				
10:15	7		12					22:15	5		4				
10:30	5		13					22:30	5		3				
10:45	7	29	14	51			80	22:45	4	21	3	15			36
11:00	6		6					23:00	1		1				
11:15	5		10					23:15	3		1				
11:30	5		8					23:30	4		1				
11:45	202	218	12	36			254	23:45	4	12	1	4			16
Total Vol.		616		615			**1231**		1006		1282				**2288**

Daily Totals

	NB	SB	EB	WB	**Combined**
	1622	1897			**3519**

	AM			**PM**		
Split %	50.0%	50.0%	**35.0%**	44.0%	56.0%	**65.0%**
Peak Hour	11:45	05:00	**11:45**	15:15	15:30	**15:30**
Volume	241	138	**314**	167	218	**382**
P.H.F.	0.30	0.86	**0.37**	0.95	0.91	**0.96**

Volumes for: Thursday, March 23, 2006 City: Victor Valley Project #: 06-3135-028

Location: Sheep Creek Rd btwn Rancho Rd and El Mirage

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		4					12:00	4		9				
00:15	3		2					12:15	6		10				
00:30	0		0					12:30	5		28				
00:45	0	4	2	8			12	12:45	11	26	7	54			80
01:00	1		2					13:00	4		18				
01:15	1		1					13:15	11		13				
01:30	1		0					13:30	12		10				
01:45	1	4	0	3			7	13:45	10	37	7	48			85
02:00	2		2					14:00	11		8				
02:15	1		0					14:15	12		29				
02:30	0		0					14:30	18		17				
02:45	0	3	1	3			6	14:45	7	48	16	70			118
03:00	5		0					15:00	9		22				
03:15	2		2					15:15	11		19				
03:30	3		1					15:30	9		34				
03:45	2	12	2	5			17	15:45	18	47	41	116			163
04:00	2		2					16:00	13		42				
04:15	3		2					16:15	16		49				
04:30	7		4					16:30	12		46				
04:45	11	23	6	14			37	16:45	8	49	47	184			233
05:00	8		7					17:00	10		35				
05:15	10		7					17:15	10		30				
05:30	16		2					17:30	13		16				
05:45	16	50	6	22			72	17:45	13	46	31	112			158
06:00	36		2					18:00	9		19				
06:15	35		4					18:15	10		9				
06:30	51		6					18:30	13		4				
06:45	32	154	7	19			173	18:45	14	46	7	39			85
07:00	17		6					19:00	7		1				
07:15	24		2					19:15	8		0				
07:30	22		8					19:30	9		2				
07:45	10	73	6	22			95	19:45	6	30	4	7			37
08:00	8		8					20:00	6		4				
08:15	4		13					20:15	9		1				
08:30	14		18					20:30	6		7				
08:45	15	41	6	45			86	20:45	8	29	0	12			41
09:00	8		9					21:00	8		0				
09:15	21		12					21:15	13		0				
09:30	7		7					21:30	8		0				
09:45	5	41	9	37			78	21:45	4	33	0	0			33
10:00	11		5					22:00	1		1				
10:15	8		9					22:15	4		2				
10:30	8		3					22:30	2		4				
10:45	13	40	4	21			61	22:45	2	9	0	7			16
11:00	6		17					23:00	2		1				
11:15	7		11					23:15	3		4				
11:30	6		10					23:30	2		7				
11:45	3	22	15	53			75	23:45	0	7	3	15			22
Total Vol.		467		252			**719**			407		664			**1071**

Daily Totals

	NB	SB	EB	WB	Combined
	874	916			**1790**

	AM			PM		
Split %	65.0%	35.0%	**40.2%**	38.0%	62.0%	**59.8%**
Peak Hour	06:00	11:45	**06:00**	15:45	16:00	**15:45**
Volume	154	62	**173**	59	184	**237**
P.H.F.	0.75	0.55	**0.76**	0.88	0.94	**0.91**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-029

Location: Koala Rd/Baldy Mesa Rd btwn Phelan Rd and Goss Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	14		14				
00:15	0		0					12:15	15		14				
00:30	0		0					12:30	16		13				
00:45	0	0	0	0				12:45	15	60	13	54			114
01:00	0		1					13:00	25		9				
01:15	1		0					13:15	30		15				
01:30	0		0					13:30	41		15				
01:45	0	1	0	1			2	13:45	29	125	37	76			201
02:00	0		0					14:00	36		31				
02:15	0		0					14:15	41		32				
02:30	0		1					14:30	29		42				
02:45	0	0	0	1			1	14:45	17	123	37	142			265
03:00	0		1					15:00	18		21				
03:15	0		1					15:15	19		19				
03:30	0		0					15:30	23		18				
03:45	1	1	0	2			3	15:45	23	83	22	80			163
04:00	0		1					16:00	24		19				
04:15	1		0					16:15	7		10				
04:30	1		0					16:30	14		14				
04:45	0	2	0	1			3	16:45	14	59	14	57			116
05:00	1		0					17:00	13		14				
05:15	1		0					17:15	14		9				
05:30	2		1					17:30	18		9				
05:45	7	11	0	1			12	17:45	19	64	12	44			108
06:00	8		0					18:00	14		12				
06:15	4		1					18:15	15		14				
06:30	8		1					18:30	18		9				
06:45	5	25	4	6			31	18:45	19	66	14	49			115
07:00	9		7					19:00	9		8				
07:15	4		2					19:15	7		9				
07:30	94		5					19:30	8		4				
07:45	17	124	3	17			141	19:45	9	33	4	25			58
08:00	4		3					20:00	5		3				
08:15	4		2					20:15	4		3				
08:30	4		4					20:30	3		4				
08:45	7	19	4	13			32	20:45	4	16	4	14			30
09:00	5		4					21:00	4		4				
09:15	3		3					21:15	8		4				
09:30	4		4					21:30	4		2				
09:45	5	17	5	16			33	21:45	4	20	1	11			31
10:00	3		8					22:00	4		1				
10:15	4		7					22:15	4		3				
10:30	4		4					22:30	3		0				
10:45	7	18	9	28			46	22:45	3	14	2	6			20
11:00	5		5					23:00	1		3				
11:15	8		9					23:15	0		3				
11:30	9		9					23:30	1		0				
11:45	14	36	13	36			72	23:45	0	2	1	7			9
Total Vol.		254		122			**376**			665		565			**1230**

Daily Totals

NB	SB	EB	WB	Combined
919	687			**1606**

	AM			PM		
Split %	67.6%	32.4%	**23.4%**	54.1%	45.9%	**76.6%**
Peak Hour	07:00	11:45	**07:00**	13:30	13:45	**13:45**
Volume	124	54	**141**	147	142	**277**
P.H.F.	0.33	0.96	**0.36**	0.87	0.85	**0.95**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-030

Location: Koala Rd/Baldy Mesa Rd btwn Bear Valley Rd/Duncan and La Mesa

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	1		1				
00:15	0		0					12:15	4		2				
00:30	0		1					12:30	0		0				
00:45	0	0	0	1			1	12:45	0	5	0	3			8
01:00	1		0					13:00	0		0				
01:15	0		0					13:15	0		0				
01:30	0		0					13:30	0		0				
01:45	0	1	0	0			1	13:45	0	0	0	0			
02:00	0		0					14:00	0		0				
02:15	0		0					14:15	0		0				
02:30	0		0					14:30	4		3				
02:45	1	1	0	0			1	14:45	2	6	6	9			15
03:00	0		1					15:00	2		0				
03:15	0		0					15:15	3		3				
03:30	1		0					15:30	4		6				
03:45	0	1	0	1			2	15:45	2	11	6	15			26
04:00	0		0					16:00	2		4				
04:15	2		0					16:15	3		6				
04:30	0		0					16:30	0		1				
04:45	2	4	0	0			4	16:45	6	11	6	17			28
05:00	1		0					17:00	2		4				
05:15	0		0					17:15	1		5				
05:30	0		0					17:30	5		6				
05:45	0	1	1	1			2	17:45	3	11	2	17			28
06:00	1		0					18:00	2		5				
06:15	2		2					18:15	5		5				
06:30	3		1					18:30	0		1				
06:45	1	7	1	4			11	18:45	2	9	2	13			22
07:00	2		2					19:00	1		2				
07:15	2		2					19:15	4		1				
07:30	1		2					19:30	0		1				
07:45	1	6	4	10			16	19:45	0	5	4	8			13
08:00	3		1					20:00	3		2				
08:15	2		0					20:15	1		3				
08:30	1		2					20:30	1		2				
08:45	3	9	3	6			15	20:45	2	7	1	8			15
09:00	2		1					21:00	0		0				
09:15	0		2					21:15	0		0				
09:30	0		0					21:30	2		0				
09:45	1	3	0	3			6	21:45	3	5	2	2			7
10:00	1		0					22:00	1		0				
10:15	2		2					22:15	0		0				
10:30	3		1					22:30	1		0				
10:45	1	7	1	4			11	22:45	0	2	1	1			3
11:00	1		0					23:00	1		0				
11:15	2		2					23:15	0		0				
11:30	1		1					23:30	1		0				
11:45	3	7	3	6			13	23:45	1	3	0	0			3
Total Vol.		47		36			**83**			75		93			**168**

Daily Totals

	NB	SB	EB	WB	Combined
	122	129			**251**

	AM			PM		
Split %	56.6%	43.4%	**33.1%**	44.6%	55.4%	**66.9%**
Peak Hour	08:00	07:00	**07:00**	17:30	15:30	**16:45**
Volume	9	10	**16**	15	22	**35**
P.H.F.	0.75	0.63	**0.80**	0.60	0.92	**0.73**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-031

Location: Koala Rd/Baldy Mesa Rd btwn Palmdale (Sr-18) and Mojave Dr

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	0		1				
00:15	0		0					12:15	2		2				
00:30	0		1					12:30	1		2				
00:45	0	0	0	1			1	12:45	0	3	2	7			10
01:00	1		0					13:00	0		0				
01:15	0		0					13:15	0		0				
01:30	0		0					13:30	0		1				
01:45	0	1	0	0			1	13:45	0	0	1	2			2
02:00	0		0					14:00	0		0				
02:15	0		0					14:15	0		2				
02:30	0		0					14:30	1		0				
02:45	0	0	0	0				14:45	1	2	2	4			6
03:00	0		0					15:00	0		0				
03:15	0		0					15:15	0		0				
03:30	0		0					15:30	0		1				
03:45	0	0	0	0				15:45	2	2	0	1			3
04:00	0		0					16:00	2		0				
04:15	0		0					16:15	0		0				
04:30	1		1					16:30	0		0				
04:45	0	1	1	2			3	16:45	1	3	1	1			4
05:00	0		0					17:00	2		1				
05:15	0		0					17:15	1		0				
05:30	0		0					17:30	0		0				
05:45	0	0	0	0				17:45	0	3	0	1			4
06:00	0		0					18:00	0		0				
06:15	1		1					18:15	0		0				
06:30	0		3					18:30	0		0				
06:45	0	1	0	4			5	18:45	0	0	1	1			1
07:00	0		0					19:00	0		0				
07:15	1		1					19:15	0		0				
07:30	2		0					19:30	0		0				
07:45	0	3	1	2			5	19:45	2	2	1	1			3
08:00	0		1					20:00	1		0				
08:15	0		0					20:15	0		0				
08:30	1		0					20:30	0		0				
08:45	0	1	0	1			2	20:45	1	2	0	0			2
09:00	1		0					21:00	0		1				
09:15	1		0					21:15	0		0				
09:30	0		1					21:30	0		0				
09:45	0	2	0	1			3	21:45	0	0	0	1			1
10:00	1		1					22:00	0		0				
10:15	1		1					22:15	0		0				
10:30	1		2					22:30	1		0				
10:45	1	4	0	4			8	22:45	0	1	0	0			1
11:00	0		1					23:00	1		0				
11:15	2		1					23:15	0		0				
11:30	1		0					23:30	0		0				
11:45	2	5	2	4			9	23:45	0	1	0	0			1
Total Vol.		18		19			**37**			19		19			**38**

Daily Totals

NB	SB	EB	WB	Combined
37	38			**75**

	AM			PM		
Split %	48.6%	51.4%	**49.3%**	50.0%	50.0%	**50.7%**
Peak Hour	11:00	11:45	**11:45**	15:15	12:00	**12:00**
Volume	5	7	**12**	4	7	**10**
P.H.F.	0.63	0.88	**0.75**	0.50	0.88	**0.63**

Volumes for: Thursday, March 23, 2006 City: Victor Valley Project #: 06-3135-032

Location: US-395 btwn Air Expressway Blvd and El Mirage

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	13		29					12:00	47		50				
00:15	13		18					12:15	50		50				
00:30	8		26					12:30	49		42				
00:45	19	53	19	92			145	12:45	46	192	60	202			394
01:00	21		26					13:00	42		49				
01:15	11		14					13:15	50		55				
01:30	18		21					13:30	49		63				
01:45	10	60	20	81			141	13:45	56	197	57	224			421
02:00	15		8					14:00	50		56				
02:15	15		30					14:15	50		60				
02:30	6		17					14:30	69		64				
02:45	13	49	29	84			133	14:45	70	239	69	249			488
03:00	18		21					15:00	71		75				
03:15	15		13					15:15	69		73				
03:30	18		30					15:30	66		78				
03:45	12	63	19	83			146	15:45	64	270	69	295			565
04:00	15		15					16:00	72		70				
04:15	12		40					16:15	72		79				
04:30	20		34					16:30	72		76				
04:45	24	71	38	127			198	16:45	52	268	77	302			570
05:00	37		27					17:00	60		80				
05:15	36		47					17:15	55		90				
05:30	34		24					17:30	52		80				
05:45	41	148	29	127			275	17:45	55	222	71	321			543
06:00	39		43					18:00	50		61				
06:15	35		56					18:15	54		76				
06:30	40		52					18:30	68		74				
06:45	55	169	54	205			374	18:45	66	238	78	289			527
07:00	35		49					19:00	52		55				
07:15	42		62					19:15	62		47				
07:30	40		51					19:30	38		57				
07:45	46	163	48	210			373	19:45	38	190	70	229			419
08:00	41		51					20:00	43		58				
08:15	43		43					20:15	42		43				
08:30	54		73					20:30	19		57				
08:45	43	181	49	216			397	20:45	41	145	36	194			339
09:00	58		55					21:00	25		52				
09:15	55		52					21:15	29		34				
09:30	62		60					21:30	33		29				
09:45	52	227	57	224			451	21:45	53	140	50	165			305
10:00	62		71					22:00	25		41				
10:15	51		77					22:15	23		42				
10:30	57		59					22:30	23		29				
10:45	45	215	82	289			504	22:45	23	94	36	148			242
11:00	67		56					23:00	20		34				
11:15	55		63					23:15	20		29				
11:30	52		56					23:30	19		27				
11:45	48	222	50	225			447	23:45	20	79	15	105			184
Total Vol.		1621		1963			**3584**			2274		2723			**4997**

Daily Totals

NB	SB	EB	WB	**Combined**
3895	4686			**8581**

	AM			**PM**		
Split %	45.2%	54.8%	**41.8%**	45.5%	54.5%	**58.2%**
Peak Hour	09:15	10:00	**10:00**	15:45	16:45	**15:45**
Volume	231	289	**504**	280	327	**574**
P.H.F.	0.93	0.88	**0.95**	0.97	0.91	**0.95**

Volumes for: Thursday, March 23, 2006 City: Victor Valley Project #: 06-3135-033

Location: US-395 btwn El Mirage and Colusa

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	20		16					12:00	49		50				
00:15	13		13					12:15	50		56				
00:30	14		4					12:30	46		57				
00:45	19	66	23	56			122	12:45	47	192	63	226			418
01:00	17		19					13:00	43		49				
01:15	13		12					13:15	39		55				
01:30	17		20					13:30	21		63				
01:45	10	57	10	61			118	13:45	43	146	55	222			368
02:00	6		15					14:00	42		64				
02:15	20		13					14:15	52		74				
02:30	12		6					14:30	52		79				
02:45	25	63	14	48			111	14:45	62	208	76	293			501
03:00	18		15					15:00	71		85				
03:15	10		15					15:15	50		67				
03:30	26		18					15:30	57		76				
03:45	17	71	15	63			134	15:45	60	238	69	297			535
04:00	10		15					16:00	51		76				
04:15	25		9					16:15	69		80				
04:30	33		19					16:30	62		83				
04:45	29	97	20	63			160	16:45	64	246	60	299			545
05:00	20		41					17:00	85		74				
05:15	32		34					17:15	66		54				
05:30	15		38					17:30	73		50				
05:45	17	84	32	145			229	17:45	54	278	70	248			526
06:00	41		53					18:00	52		62				
06:15	53		40					18:15	52		50				
06:30	28		32					18:30	47		48				
06:45	32	154	40	165			319	18:45	61	212	63	223			435
07:00	35		32					19:00	36		48				
07:15	52		43					19:15	37		57				
07:30	50		41					19:30	50		37				
07:45	35	172	39	155			327	19:45	42	165	34	176			341
08:00	37		54					20:00	43		35				
08:15	43		61					20:15	35		40				
08:30	51		50					20:30	35		18				
08:45	33	164	44	209			373	20:45	25	138	25	118			256
09:00	46		66					21:00	34		29				
09:15	41		69					21:15	31		26				
09:30	44		55					21:30	17		27				
09:45	52	183	46	236			419	21:45	29	111	43	125			236
10:00	41		60					22:00	34		34				
10:15	49		42					22:15	27		21				
10:30	57		51					22:30	18		18				
10:45	59	206	59	212			418	22:45	20	99	21	94			193
11:00	44		62					23:00	27		18				
11:15	41		82					23:15	16		17				
11:30	70		62					23:30	16		13				
11:45	54	209	49	255			464	23:45	17	76	15	63			139
Total Vol.		1526		1668			**3194**			2109		2384			**4493**

													Daily Totals		
									NB		SB		EB	WB	**Combined**
									3635		4052				**7687**
			AM										**PM**		
Split %		47.8%		52.2%			**41.6%**			46.9%		53.1%			**58.4%**
Peak Hour		11:30		10:45			**10:45**			16:45		14:15			**16:15**
Volume		223		265			**479**			288		314			**577**
P.H.F.		0.80		0.81			**0.91**			0.83		0.92			**0.91**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-034

Location: Cottonwood Ave btwn Mesquite and Main St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	10		8					12:00	31		21				
00:15	2		5					12:15	22		29				
00:30	4		8					12:30	25		23				
00:45	1	17	3	24			41	12:45	24	102	36	109			211
01:00	10		5					13:00	25		34				
01:15	1		3					13:15	31		29				
01:30	0		2					13:30	31		38				
01:45	0	11	2	12			23	13:45	38	125	36	137			262
02:00	4		1					14:00	43		41				
02:15	5		2					14:15	40		49				
02:30	1		1					14:30	36		36				
02:45	1	11	3	7			18	14:45	47	166	40	166			332
03:00	2		0					15:00	50		48				
03:15	1		0					15:15	42		46				
03:30	0		2					15:30	42		41				
03:45	12	15	0	2			17	15:45	40	174	39	174			348
04:00	11		5					16:00	55		67				
04:15	2		2					16:15	35		49				
04:30	12		10					16:30	41		54				
04:45	6	31	7	24			55	16:45	40	171	62	232			403
05:00	14		8					17:00	40		52				
05:15	23		6					17:15	35		54				
05:30	14		5					17:30	43		54				
05:45	12	63	10	29			92	17:45	48	166	61	221			387
06:00	32		7					18:00	61		60				
06:15	24		14					18:15	37		46				
06:30	35		21					18:30	49		40				
06:45	25	116	12	54			170	18:45	35	182	60	206			388
07:00	20		18					19:00	40		49				
07:15	30		17					19:15	34		48				
07:30	43		18					19:30	25		45				
07:45	41	134	18	71			205	19:45	22	121	25	167			288
08:00	35		26					20:00	24		28				
08:15	36		33					20:15	28		29				
08:30	53		20					20:30	17		36				
08:45	47	171	34	113			284	20:45	14	83	38	131			214
09:00	30		20					21:00	23		26				
09:15	49		28					21:15	23		23				
09:30	43		30					21:30	12		16				
09:45	42	164	17	95			259	21:45	17	75	21	86			161
10:00	31		37					22:00	7		17				
10:15	31		22					22:15	8		13				
10:30	34		24					22:30	7		7				
10:45	24	120	24	107			227	22:45	5	27	15	52			79
11:00	25		23					23:00	11		16				
11:15	22		21					23:15	5		17				
11:30	24		24					23:30	6		3				
11:45	35	106	20	88			194	23:45	4	26	15	51			77
Total Vol.		959		626			**1585**			1418		1732			**3150**

Daily Totals

	NB	SB	EB	WB	**Combined**
	2377	2358			**4735**

	AM			**PM**		
Split %	60.5%	39.5%	**33.5%**	45.0%	55.0%	**66.5%**
Peak Hour	08:30	08:00	**08:00**	17:45	16:00	**17:15**
Volume	179	113	**284**	195	232	**416**
P.H.F.	0.84	0.83	**0.88**	0.75	0.87	**0.86**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-035

Location: Hesperia Rd btwn Main St and Mojave St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	20		12					12:00	146		107				
00:15	15		10					12:15	156		99				
00:30	17		4					12:30	142		118				
00:45	8	60	6	32			92	12:45	145	589	125	449			1038
01:00	10		2					13:00	136		143				
01:15	4		5					13:15	141		141				
01:30	12		2					13:30	126		128				
01:45	12	38	8	17			55	13:45	158	561	140	552			1113
02:00	7		4					14:00	137		134				
02:15	4		4					14:15	180		131				
02:30	3		3					14:30	134		135				
02:45	5	19	2	13			32	14:45	157	608	131	531			1139
03:00	8		6					15:00	171		131				
03:15	3		4					15:15	182		131				
03:30	4		5					15:30	151		140				
03:45	6	21	10	25			46	15:45	166	670	152	554			1224
04:00	5		5					16:00	181		131				
04:15	11		6					16:15	168		127				
04:30	8		13					16:30	174		131				
04:45	8	32	6	30			62	16:45	203	726	131	520			1246
05:00	15		23					17:00	191		137				
05:15	16		21					17:15	203		126				
05:30	33		37					17:30	183		108				
05:45	47	111	27	108			219	17:45	166	743	109	480			1223
06:00	33		55					18:00	179		111				
06:15	60		66					18:15	138		112				
06:30	74		78					18:30	121		111				
06:45	74	241	87	286			527	18:45	103	541	101	435			976
07:00	76		108					19:00	98		73				
07:15	87		99					19:15	84		59				
07:30	95		155					19:30	100		53				
07:45	116	374	197	559			933	19:45	78	360	47	232			592
08:00	113		134					20:00	72		54				
08:15	111		142					20:15	91		49				
08:30	105		119					20:30	60		51				
08:45	118	447	127	522			969	20:45	64	287	43	197			484
09:00	106		98					21:00	68		31				
09:15	133		125					21:15	55		37				
09:30	115		126					21:30	54		28				
09:45	112	466	103	452			918	21:45	44	221	28	124			345
10:00	120		96					22:00	47		32				
10:15	122		108					22:15	39		22				
10:30	115		119					22:30	34		21				
10:45	123	480	107	430			910	22:45	19	139	11	86			225
11:00	102		103					23:00	34		19				
11:15	112		99					23:15	15		13				
11:30	107		102					23:30	23		15				
11:45	90	411	105	409			820	23:45	11	83	9	56			139
Total Vol.		2700		2883			**5583**			5528		4216			**9744**

Daily Totals

NB	SB	EB	WB	Combined
8228	7099			**15327**

	AM			PM		
Split %	48.4%	51.6%	**36.4%**	56.7%	43.3%	**63.6%**
Peak Hour	11:45	07:30	**07:30**	16:45	15:00	**16:30**
Volume	534	628	**1063**	780	554	**1296**
P.H.F.	0.86	0.80	**0.85**	0.99	0.91	**0.97**

Volumes for: Wednesday, March 22, 2006 City: Victor Valley Project #: 06-3135-036

Location: Hesperia Rd btwn Mojave St and Eucalyptus

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	24		23					12:00	185		183				
00:15	23		22					12:15	182		177				
00:30	18		14					12:30	185		176				
00:45	14	79	14	73			152	12:45	175	727	176	712			1439
01:00	10		7					13:00	154		178				
01:15	6		7					13:15	175		199				
01:30	10		7					13:30	171		196				
01:45	13	39	14	35			74	13:45	172	672	201	774			1446
02:00	9		11					14:00	190		189				
02:15	7		9					14:15	215		207				
02:30	6		6					14:30	166		186				
02:45	5	27	4	30			57	14:45	177	748	205	787			1535
03:00	10		8					15:00	220		209				
03:15	6		7					15:15	207		204				
03:30	3		8					15:30	189		199				
03:45	6	25	11	34			59	15:45	207	823	202	814			1637
04:00	8		10					16:00	224		217				
04:15	12		11					16:15	204		207				
04:30	10		22					16:30	216		235				
04:45	9	39	8	51			90	16:45	239	883	246	905			1788
05:00	17		29					17:00	239		252				
05:15	22		38					17:15	235		237				
05:30	34		69					17:30	213		209				
05:45	54	127	61	197			324	17:45	215	902	216	914			1816
06:00	48		91					18:00	190		207				
06:15	60		94					18:15	178		180				
06:30	97		133					18:30	137		182				
06:45	91	296	128	446			742	18:45	125	630	166	735			1365
07:00	84		142					19:00	117		131				
07:15	107		141					19:15	125		120				
07:30	118		199					19:30	110		103				
07:45	151	460	262	744			1204	19:45	98	450	96	450			900
08:00	138		205					20:00	92		88				
08:15	124		191					20:15	108		102				
08:30	138		190					20:30	72		91				
08:45	133	533	174	760			1293	20:45	80	352	91	372			724
09:00	125		154					21:00	90		79				
09:15	166		201					21:15	66		65				
09:30	150		187					21:30	67		61				
09:45	144	585	162	704			1289	21:45	53	276	55	260			536
10:00	147		159					22:00	60		63				
10:15	146		150					22:15	47		44				
10:30	144		144					22:30	40		34				
10:45	146	583	160	613			1196	22:45	30	177	31	172			349
11:00	135		110					23:00	33		37				
11:15	125		119					23:15	16		20				
11:30	138		120					23:30	24		28				
11:45	145	543	151	500			1043	23:45	17	90	19	104			194
Total Vol.		3336		4187			**7523**			6730		6999			**13729**

Daily Totals

NB	SB	EB	WB	**Combined**
10066	11186			**21252**

	AM			**PM**		
Split %	44.3%	55.7%	**35.4%**	49.0%	51.0%	**64.6%**
Peak Hour	11:45	07:30	**07:45**	16:30	16:30	**16:30**
Volume	697	857	**1399**	929	970	**1899**
P.H.F.	0.94	0.82	**0.85**	0.98	0.96	**0.97**

Volumes for: Thursday, March 23, 2006 City: Victor Valley Project #: 06-3135-037

Location: Dale Evans Prkwy btwn Corwin Rd and Stoddard Wells Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	6		0					12:00	17		20				
00:15	6		5					12:15	18		18				
00:30	8		5					12:30	20		15				
00:45	7	27	5	15			42	12:45	21	76	20	73			149
01:00	4		1					13:00	46		27				
01:15	4		4					13:15	31		26				
01:30	6		0					13:30	50		25				
01:45	3	17	6	11			28	13:45	27	154	29	107			261
02:00	1		0					14:00	47		17				
02:15	0		6					14:15	41		25				
02:30	1		7					14:30	40		16				
02:45	6	8	6	19			27	14:45	36	164	21	79			243
03:00	0		6					15:00	45		20				
03:15	3		1					15:15	41		21				
03:30	0		5					15:30	36		16				
03:45	6	9	5	17			26	15:45	46	168	24	81			249
04:00	4		4					16:00	47		15				
04:15	5		11					16:15	65		14				
04:30	0		16					16:30	53		17				
04:45	1	10	20	51			61	16:45	48	213	11	57			270
05:00	20		17					17:00	59		21				
05:15	18		37					17:15	51		18				
05:30	5		38					17:30	60		2				
05:45	13	56	39	131			187	17:45	48	218	12	53			271
06:00	17		30					18:00	28		8				
06:15	16		43					18:15	31		17				
06:30	17		38					18:30	30		12				
06:45	16	66	33	144			210	18:45	32	121	13	50			171
07:00	17		37					19:00	18		8				
07:15	25		31					19:15	14		8				
07:30	21		33					19:30	11		4				
07:45	16	79	25	126			205	19:45	19	62	4	24			86
08:00	18		34					20:00	16		7				
08:15	18		23					20:15	20		3				
08:30	17		23					20:30	16		11				
08:45	18	71	18	98			169	20:45	16	68	10	31			99
09:00	15		22					21:00	6		2				
09:15	27		23					21:15	6		15				
09:30	32		12					21:30	5		9				
09:45	16	90	26	83			173	21:45	19	36	5	31			67
10:00	27		26					22:00	17		3				
10:15	28		12					22:15	4		6				
10:30	33		19					22:30	6		7				
10:45	17	105	22	79			184	22:45	1	28	5	21			49
11:00	28		18					23:00	12		3				
11:15	27		22					23:15	14		0				
11:30	33		19					23:30	11		4				
11:45	18	106	20	79			185	23:45	8	45	1	8			53
Total Vol.		644		853			**1497**			1353		615			**1968**

Daily Totals

NB	SB	EB	WB	Combined
1997	1468			**3465**

	AM			PM		
Split %	43.0%	57.0%	**43.2%**	68.8%	31.3%	**56.8%**
Peak Hour	10:15	06:15	**06:15**	16:15	13:00	**16:15**
Volume	106	151	**217**	225	107	**288**
P.H.F.	0.80	0.88	**0.92**	0.82	0.92	**0.90**

Volumes for: Thursday, March 23, 2006 City: Victor Valley Project #: 06-3135-038

Location: Dale Evans Prkwy btwn Stoddard Wells Rd and I-15

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	5		1					12:00	20		21				
00:15	7		4					12:15	18		25				
00:30	8		5					12:30	20		30				
00:45	8	28	4	14			42	12:45	26	84	31	107			191
01:00	4		0					13:00	30		30				
01:15	4		4					13:15	30		32				
01:30	5		0					13:30	31		27				
01:45	3	16	6	10			26	13:45	29	120	29	118			238
02:00	1		0					14:00	38		24				
02:15	0		5					14:15	34		26				
02:30	1		7					14:30	34		16				
02:45	5	7	6	18			25	14:45	32	138	25	91			229
03:00	0		6					15:00	42		20				
03:15	3		1					15:15	36		20				
03:30	0		5					15:30	32		18				
03:45	5	8	6	18			26	15:45	47	157	21	79			236
04:00	4		4					16:00	42		19				
04:15	2		13					16:15	61		22				
04:30	1		15					16:30	50		18				
04:45	1	8	20	52			60	16:45	41	194	15	74			268
05:00	19		17					17:00	51		22				
05:15	18		37					17:15	52		15				
05:30	4		38					17:30	53		10				
05:45	18	59	37	129			188	17:45	44	200	14	61			261
06:00	17		30					18:00	26		8				
06:15	17		43					18:15	28		22				
06:30	16		36					18:30	29		12				
06:45	15	65	35	144			209	18:45	24	107	13	55			162
07:00	15		38					19:00	17		9				
07:15	18		32					19:15	18		7				
07:30	18		35					19:30	8		4				
07:45	18	69	26	131			200	19:45	17	60	6	26			86
08:00	18		29					20:00	13		7				
08:15	11		29					20:15	16		5				
08:30	17		25					20:30	16		9				
08:45	17	63	16	99			162	20:45	12	57	12	33			90
09:00	10		24					21:00	5		3				
09:15	22		25					21:15	8		12				
09:30	23		16					21:30	5		8				
09:45	15	70	26	91			161	21:45	15	33	7	30			63
10:00	25		29					22:00	12		4				
10:15	21		16					22:15	4		6				
10:30	26		23					22:30	6		6				
10:45	14	86	23	91			177	22:45	1	23	4	20			43
11:00	20		18					23:00	9		4				
11:15	21		21					23:15	12		2				
11:30	26		25					23:30	12		3				
11:45	22	89	20	84			173	23:45	5	38	3	12			50
Total Vol.		568		881			**1449**			1211		706			**1917**

Daily Totals

NB	SB	EB	WB	**Combined**
1779	1587			**3366**

	AM			**PM**		
Split %	39.2%	60.8%	**43.0%**	63.2%	36.8%	**57.0%**
Peak Hour	11:00	06:15	**06:15**	16:15	12:30	**15:45**
Volume	89	152	**215**	203	123	**280**
P.H.F.	0.86	0.88	**0.90**	0.79	0.96	**0.84**

Volumes for: Thursday, March 23, 2006 City: Victor Valley Project #: 06-3135-039

Location: Central Rd btwn Waalew and Stoddard Wells Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		5					12:00	7		8				
00:15	2		0					12:15	8		11				
00:30	1		0					12:30	8		11				
00:45	1	7	2	7			14	12:45	5	28	5	35			63
01:00	6		2					13:00	9		9				
01:15	2		1					13:15	8		5				
01:30	0		1					13:30	11		15				
01:45	0	8	1	5			13	13:45	8	36	12	41			77
02:00	1		3					14:00	14		8				
02:15	0		2					14:15	21		7				
02:30	1		0					14:30	10		9				
02:45	1	3	2	7			10	14:45	10	55	12	36			91
03:00	2		1					15:00	23		8				
03:15	0		0					15:15	16		8				
03:30	0		0					15:30	15		9				
03:45	0	2	3	4			6	15:45	14	68	7	32			100
04:00	4		3					16:00	19		10				
04:15	0		4					16:15	15		11				
04:30	2		6					16:30	10		13				
04:45	0	6	6	19			25	16:45	19	63	6	40			103
05:00	0		7					17:00	26		13				
05:15	4		16					17:15	16		11				
05:30	2		12					17:30	18		10				
05:45	3	9	13	48			57	17:45	10	70	15	49			119
06:00	6		13					18:00	8		18				
06:15	3		25					18:15	13		8				
06:30	17		21					18:30	17		7				
06:45	11	37	6	65			102	18:45	6	44	2	35			79
07:00	9		9					19:00	4		3				
07:15	6		18					19:15	1		7				
07:30	8		21					19:30	3		2				
07:45	10	33	13	61			94	19:45	5	13	3	15			28
08:00	10		12					20:00	5		1				
08:15	7		9					20:15	2		3				
08:30	12		6					20:30	1		1				
08:45	11	40	8	35			75	20:45	1	9	4	9			18
09:00	10		14					21:00	1		2				
09:15	11		11					21:15	1		1				
09:30	7		8					21:30	1		3				
09:45	19	47	11	44			91	21:45	2	5	2	8			13
10:00	5		12					22:00	2		1				
10:15	9		5					22:15	2		4				
10:30	13		16					22:30	1		1				
10:45	7	34	16	49			83	22:45	1	6	4	10			16
11:00	15		5					23:00	1		2				
11:15	16		9					23:15	0		2				
11:30	11		7					23:30	5		0				
11:45	10	52	6	27			79	23:45	5	11	0	4			15
Total Vol.		278		371			**649**			408		314			**722**

Daily Totals

NB	SB	EB	WB	Combined
686	685			**1371**

	AM			PM		
Split %	42.8%	57.2%	**47.3%**	56.5%	43.5%	**52.7%**
Peak Hour	11:00	05:45	**06:00**	16:45	17:15	**16:45**
Volume	52	72	**102**	79	54	**119**
P.H.F.	0.81	0.72	**0.67**	0.74	0.75	**0.76**

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Koala | DATE: 3/21/2006 | LOCATION: City of Victor Valley

E-W STREET: Air Expressway | DAY: TUESDAY | PROJECT# 06-3136-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	24	1	4	27					0		1	58
4:15 PM	0	19	0	0	24					1		0	44
4:30 PM	0	18	0	2	14					0		2	36
4:45 PM	0	25	1	1	18					0		1	46
5:00 PM	0	18	0	1	22					1		0	42
5:15 PM	1	18	0	0	14					1		2	36
5:30 PM	0	29	0	0	19					0		0	48
5:45 PM	0	25	0	0	11					0		1	37
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	2	176	2	8	149	0	0	0	0	3	0	7	347

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	1	86	2	7	83	0	0	0	0	1	0	4	184
PEAK HR. FACTOR:		0.856			0.726			0.000			0.625		0.793

CONTROL: 2-Way Stop E & W

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Bellflower DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: Air Expressway DAY: TUESDAY PROJECT# 06-3136-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	0	1	1	0	1	0	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	37	7	14	31	6	4	22	1	11	31	8	178
4:15 PM	2	39	5	8	26	2	1	27	4	5	20	1	140
4:30 PM	11	36	14	5	28	4	2	34	10	11	29	11	195
4:45 PM	6	39	5	3	33	3	2	30	2	6	30	12	171
5:00 PM	8	28	10	5	30	3	2	29	3	4	35	14	171
5:15 PM	3	25	9	9	32	5	1	27	4	6	26	12	159
5:30 PM	7	40	14	7	14	6	3	21	2	8	31	9	162
5:45 PM	4	25	8	4	15	3	5	15	2	10	14	5	110
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 47	NT 269	NR 72	SL 55	ST 209	SR 32	EL 20	ET 205	ER 28	WL 61	WT 216	WR 72	TOTAL 1286

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	28	128	38	22	123	15	7	120	19	27	120	49	696
PEAK HR. FACTOR:		0.795			0.870			0.793			0.925		0.892

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: US-395 DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: Colusa DAY: TUESDAY PROJECT# 06-3136-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	61	0	0	69	1				0	0	0	131
4:15 PM	0	66	0	0	70	0				0	0	0	136
4:30 PM	0	79	3	0	72	0				1	0	0	155
4:45 PM	0	60	1	0	74	1				0	0	0	136
5:00 PM	0	82	0	0	86	0				0	0	0	168
5:15 PM	1	73	1	0	87	0				1	0	1	164
5:30 PM	0	58	0	0	98	0				0	1	0	157
5:45 PM	0	69	0	1	41	1				0	0	0	112
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 1	NT 548	NR 5	SL 1	ST 597	SR 3	EL 0	ET 0	ER 0	WL 2	WT 1	WR 1	TOTAL 1159

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	1	273	2	0	345	1	0	0	0	1	1	1	625
PEAK HR. FACTOR:		0.841			0.883			0.000			0.375		0.930

CONTROL: 2-Way Stop E & W

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Koala DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: El Mirage DAY: TUESDAY PROJECT# 06-3136-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	26		9	1				0	46	3	5		90
4:15 PM	26		3	0				2	37	1	1		70
4:30 PM	35		8	0				2	29	2	1		77
4:45 PM	31		3	0				1	26	2	5		68
5:00 PM	20		6	0				2	26	1	0		55
5:15 PM	16		4	0				1	25	1	1		48
5:30 PM	21		5	0				0	31	2	0		59
5:45 PM	17		2	0				1	24	0	0		44
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	192	0	40	1	0	0	0	9	244	12	13	0	511

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	118	0	23	1	0	0	0	5	138	8	12	0	305
PEAK HR. FACTOR:		0.820			0.250			0.777			0.625		0.847

CONTROL: 2-Way Stop ~~S & W~~ N & S

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: US-395 DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: El Mirage DAY: TUESDAY PROJECT# 06-3136-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	53	0		49	0			0	0		0	103
4:15 PM	0	34	1		63	0			0	0		0	98
4:30 PM	1	48	0		57	1			0	1		0	108
4:45 PM	0	36	0		62	0			1	0		0	99
5:00 PM	2	39	1		60	0			0	0		1	103
5:15 PM	0	37	0		64	0			0	0		0	101
5:30 PM	1	52	0		68	1			0	0		1	123
5:45 PM	0	36	0		76	0			0	0		0	112
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 5	NT 335	NR 2	SL 0	ST 499	SR 2	EL 0	ET 0	ER 1	WL 1	WT 0	WR 2	TOTAL 847

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	3	164	1	0	268	1	0	0	0	0	0	2	439
PEAK HR. FACTOR:		0.792			0.885			0.000			0.500		0.892

CONTROL: 2-Way Stop E & W

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Koala DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: Rancho DAY: TUESDAY PROJECT# 06-3136-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		6	10	18	3	0	0			15		18	70
4:15 PM		5	16	20	3	1	0			17		14	76
4:30 PM		8	25	10	2	0	0			10		8	63
4:45 PM		8	33	19	1	0	0			3		14	78
5:00 PM		9	22	15	4	1	1			7		9	68
5:15 PM		1	12	14	1	0	0			5		11	44
5:30 PM		10	7	15	3	0	0			6		19	60
5:45 PM		6	12	10	0	0	0			7		20	55
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 53	NR 137	SL 121	ST 17	SR 2	EL 1	ET 0	ER 0	WL 70	WT 0	WR 113	TOTAL 514

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	0	27	84	67	9	1	0	0	0	45	0	54	287
PEAK HR. FACTOR:		0.677			0.802			0.000			0.750		0.920

CONTROL: 2-Way Stop E & W

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Bellflower DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: Rancho DAY: TUESDAY PROJECT# 06-3136-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	0	1	1	1	1	1	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	28	6	12	24	2	3	36	11	6	18	18	170
4:15 PM	10	25	10	9	22	2	4	40	19	11	20	14	186
4:30 PM	8	32	5	10	25	3	7	53	23	10	19	20	215
4:45 PM	5	28	8	5	29	7	6	61	30	9	23	16	227
5:00 PM	3	29	5	4	30	2	7	49	20	10	20	12	191
5:15 PM	7	25	2	3	38	4	5	43	13	6	17	8	171
5:30 PM	5	36	1	5	22	2	7	38	15	8	19	15	173
5:45 PM	2	29	1	6	24	2	0	29	19	5	15	6	138
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 46	NT 232	NR 38	SL 54	ST 214	SR 24	EL 39	ET 349	ER 150	WL 65	WT 151	WR 109	TOTAL 1471

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	26	114	28	28	106	14	24	203	92	40	82	62	819
PEAK HR. FACTOR:		0.933			0.902			0.822			0.939		0.902

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: US-395 DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: Rancho DAY: TUESDAY PROJECT# 06-3136-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	37	95	3	0	106	2	4	38	53	18	16	1	373
4:15 PM	24	79	2	1	93	0	5	36	54	13	14	0	321
4:30 PM	18	68	0	0	99	1	6	33	61	11	17	0	314
4:45 PM	14	80	1	1	98	2	7	20	60	15	15	1	314
5:00 PM	14	83	1	2	85	2	5	23	66	17	11	4	313
5:15 PM	17	93	2	1	91	1	6	24	67	21	8	3	334
5:30 PM	21	87	3	0	95	3	9	28	58	18	5	2	329
5:45 PM	18	84	1	1	86	1	6	21	53	16	6	1	294
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 163	NT 669	NR 13	SL 6	ST 753	SR 12	EL 48	ET 223	ER 472	WL 129	WT 92	WR 12	TOTAL 2592

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	93	322	6	2	396	5	22	127	228	57	62	2	1322
PEAK HR. FACTOR:		0.780			0.933			0.943			0.864		0.886

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Beekley DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: SR-138 DAY: TUESDAY PROJECT# 06-3136-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	1	1	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	3	3	75	8	11	8	93	3	5	94	9	314
4:15 PM	1	6	2	68	9	7	6	88	2	5	89	11	294
4:30 PM	3	4	5	65	8	9	5	84	1	4	81	10	279
4:45 PM	1	6	1	62	7	5	9	97	0	2	88	11	289
5:00 PM	1	3	1	72	3	8	3	88	0	3	83	7	272
5:15 PM	0	5	1	71	8	6	4	86	2	2	112	10	307
5:30 PM	0	3	1	60	12	10	13	82	0	2	62	5	250
5:45 PM	1	2	2	52	5	6	8	59	2	7	81	5	230
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 9	NT 32	NR 16	SL 525	ST 60	SR 62	EL 56	ET 677	ER 10	WL 30	WT 690	WR 68	TOTAL 2235

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	7	19	11	270	32	32	28	362	6	16	352	41	1176
PEAK HR. FACTOR:		0.771			0.888			0.934			0.947		0.936

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Vista Rd DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: National Trails Hwy DAY: TUESDAY PROJECT# 06-3136-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	1	0	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	68	13			15	28	10		53				187
4:15 PM	63	16			16	24	8		49				176
4:30 PM	60	13			10	26	9		48				166
4:45 PM	65	11			13	23	10		46				168
5:00 PM	61	12			12	17	8		44				154
5:15 PM	52	13			18	23	6		23				135
5:30 PM	62	20			11	17	8		40				158
5:45 PM	55	7			3	26	6		31				128
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 486	NT 105	NR 0	SL 0	ST 98	SR 184	EL 65	ET 0	ER 334	WL 0	WT 0	WR 0	TOTAL 1272

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	256	53	0	0	54	101	37	0	196	0	0	0	697
PEAK HR. FACTOR:		0.954			0.901			0.925			0.000		0.932

CONTROL: 1-Way Stop E

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sheep Creek DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: SR-18 (Palmdale) DAY: TUESDAY PROJECT# 06-3136-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	9	22	18	22	3	1	53		15	46	0	191
4:15 PM	4	15	14	35	15	0	0	54		17	35	0	189
4:30 PM	2	8	14	20	12	1	3	80		19	42	0	201
4:45 PM	2	13	23	23	13	1	1	57		15	50	0	198
5:00 PM	4	13	13	11	17	0	2	35		13	41	0	149
5:15 PM	1	6	8	15	10	3	0	54		18	44	0	159
5:30 PM	6	15	11	16	16	2	0	55		20	37	1	179
5:45 PM	2	9	9	16	12	0	0	43		18	48	0	157
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 23	NT 88	NR 114	SL 154	ST 117	SR 10	EL 7	ET 431	ER 0	WL 135	WT 343	WR 1	TOTAL 1423

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	10	45	73	96	62	5	5	244	0	66	173	0	779
PEAK HR. FACTOR:		0.842			0.815			0.750			0.919		0.969

CONTROL: 2-Way Stop N & S

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Summit Valley DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: SR-138 DAY: TUESDAY PROJECT# 06-3136-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				4		13	49	13			6	2	87
4:15 PM				6		17	57	10			8	4	102
4:30 PM				5		20	61	12			10	3	111
4:45 PM				6		18	52	15			14	1	106
5:00 PM				4		15	49	10			14	5	97
5:15 PM				3		22	52	12			10	4	103
5:30 PM				4		17	60	11			5	7	104
5:45 PM				5		12	45	11			9	1	83
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 37	ST 0	SR 134	EL 425	ET 94	ER 0	WL 0	WT 76	WR 27	TOTAL 793

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	0	0	18	0	75	214	49	0	0	48	13	417
PEAK HR. FACTOR:		0.000			0.930			0.901			0.803		0.939

CONTROL: 1-Way Stop S

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Maple Ave DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: Main St DAY: TUESDAY PROJECT# 06-3136-022

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	1	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	14	18	19	21	41	9	13	299	25	21	232	18	730
4:15 PM	20	29	17	25	28	12	32	332	30	26	219	12	782
4:30 PM	29	30	26	26	36	15	13	298	20	17	275	27	812
4:45 PM	27	31	23	22	31	11	22	319	16	23	271	28	824
5:00 PM	25	34	22	23	37	12	18	269	26	28	305	24	823
5:15 PM	19	41	11	30	14	15	26	270	29	18	320	26	819
5:30 PM	39	26	17	19	19	8	19	260	25	25	290	26	773
5:45 PM	37	20	18	10	23	12	19	278	24	25	245	17	728
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 210	NT 229	NR 153	SL 176	ST 229	SR 94	EL 162	ET 2325	ER 195	WL 183	WT 2157	WR 178	TOTAL 6291

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	100	136	82	101	118	53	79	1156	91	86	1171	105	3278
PEAK HR. FACTOR:		0.935			0.883			0.929			0.935		0.995

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Cottonwood DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: Main St DAY: TUESDAY PROJECT# 06-3136-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7	15	12	27	26	18	11	336	10	15	336	32	845
4:15 PM	6	16	17	30	20	17	15	365	9	16	366	27	904
4:30 PM	11	12	19	40	18	12	20	370	7	10	379	31	929
4:45 PM	15	20	20	41	15	20	21	355	8	11	390	30	946
5:00 PM	10	21	18	30	21	21	30	410	10	17	350	42	980
5:15 PM	11	18	15	37	20	16	26	411	15	10	342	40	961
5:30 PM	8	20	10	36	18	8	18	405	11	8	320	36	898
5:45 PM	17	21	7	31	20	7	21	420	7	7	346	40	944
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 85	NT 143	NR 118	SL 272	ST 158	SR 119	EL 162	ET 3072	ER 77	WL 94	WT 2829	WR 278	TOTAL 7407

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	47	71	72	148	74	69	97	1546	40	48	1461	143	3816
PEAK HR. FACTOR:		0.864			0.957			0.931			0.958		0.973

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 7th Ave DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: Main St DAY: TUESDAY PROJECT# 06-3136-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7	26	7	30	18	40	31	370	7	15	311	20	882
4:15 PM	8	30	11	31	17	41	46	391	8	20	305	21	929
4:30 PM	11	31	15	20	12	30	42	386	9	21	350	18	945
4:45 PM	20	40	18	28	15	36	36	366	11	17	366	20	973
5:00 PM	30	20	10	30	20	28	38	351	6	18	320	15	886
5:15 PM	18	18	12	31	21	29	40	405	7	10	331	16	938
5:30 PM	20	20	8	20	19	30	20	420	9	12	320	12	910
5:45 PM	21	26	17	26	18	35	18	401	9	21	355	15	962
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 135	NT 211	NR 98	SL 216	ST 140	SR 269	EL 271	ET 3090	ER 66	WL 134	WT 2658	WR 137	TOTAL 7425

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	79	109	55	109	68	123	156	1508	33	66	1367	69	3742
PEAK HR. FACTOR:		0.779			0.926			0.939			0.932		0.961

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I Ave DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: Main St DAY: TUESDAY PROJECT# 06-3136-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	2	2	1	2	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	47	37	7	20	60	59	90	150	51	4	99	17	641
4:15 PM	50	40	8	30	58	61	71	177	60	6	100	16	677
4:30 PM	60	42	9	37	61	60	80	126	67	7	89	18	656
4:45 PM	61	30	6	40	66	50	81	180	70	8	99	10	701
5:00 PM	50	31	7	20	50	47	77	151	65	4	80	11	593
5:15 PM	51	30	7	18	40	51	65	120	61	5	105	12	565
5:30 PM	47	29	6	15	51	60	72	130	50	6	97	10	573
5:45 PM	56	27	4	21	42	70	69	141	56	6	105	15	612
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 422	NT 266	NR 54	SL 201	ST 428	SR 458	EL 605	ET 1175	ER 480	WL 46	WT 774	WR 109	TOTAL 5018

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	218	149	30	127	245	230	322	633	248	25	387	61	2675
PEAK HR. FACTOR:		0.894			0.953			0.909			0.969		0.954

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mariposa DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: Ranchero Rd DAY: TUESDAY PROJECT# 06-3136-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		7	80	20	7					20		11	145
4:15 PM		6	126	18	9					40		15	214
4:30 PM		11	130	20	11					41		18	231
4:45 PM		10	141	21	8					36		20	236
5:00 PM		8	138	19	7					40		19	231
5:15 PM		7	126	20	9					42		16	220
5:30 PM		9	131	15	10					30		10	205
5:45 PM		9	140	18	8					31		11	217
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 67	NR 1012	SL 151	ST 69	SR 0	EL 0	ET 0	ER 0	WL 280	WT 0	WR 120	TOTAL 1699

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	36	535	80	35	0	0	0	0	159	0	73	918
PEAK HR. FACTOR:		0.945			0.927			0.000			0.983		0.972

CONTROL: 3-Way Stop N, S & W

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: US-395 DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: Hopland (Holly) DAY: TUESDAY PROJECT# 06-3136-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	134	0		175	0	0		0	17	0	0	326
4:15 PM	0	116	0		162	1	0		0	16	0	0	295
4:30 PM	0	89	0		170	0	0		0	12	0	1	272
4:45 PM	0	96	0		162	0	1		0	18	0	0	277
5:00 PM	0	98	1		171	1	0		0	21	0	0	292
5:15 PM	0	111	0		173	2	0		1	18	0	0	305
5:30 PM	0	110	0		168	0	0		0	13	0	1	292
5:45 PM	1	103	0		154	0	0		0	15	1	0	274
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	1	857	1	0	1335	4	1	0	1	130	1	2	2333

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	0	435	0	0	669	1	1	0	0	63	0	1	1170
PEAK HR. FACTOR:		0.812			0.957			0.250			0.889		0.897

CONTROL: 2-Way Stop E & W

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Baldy Mesa DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: Palmdale DAY: TUESDAY PROJECT# 06-3136-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0		1	0	0	0		98	0	0	90		189
4:15 PM	0		1	4	1	0		103	0	0	97		206
4:30 PM	1		1	0	0	2		106	1	1	77		189
4:45 PM	1		1	0	1	0		100	1	0	62		166
5:00 PM	1		0	1	0	0		100	0	2	79		183
5:15 PM	0		5	1	0	1		91	0	3	76		177
5:30 PM	0		1	1	1	0		80	1	1	84		169
5:45 PM	1		1	0	0	0		87	0	1	84		174
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 4	NT 0	NR 11	SL 7	ST 3	SR 3	EL 0	ET 765	ER 3	WL 8	WT 649	WR 0	TOTAL 1453

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	2	0	4	4	2	2	0	407	2	1	326	0	750
PEAK HR. FACTOR:		0.750			0.400			0.956			0.843		0.910

CONTROL: 2-Way Stop N & S

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Baldy Mesa DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: Bear Valley Rd DAY: TUESDAY PROJECT# 06-3136-019

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	4	37	4	1		0	5	0	45	8	4	108
4:15 PM	0	2	43	1	3		0	5	2	67	8	3	134
4:30 PM	2	2	38	0	2		0	2	1	48	1	0	96
4:45 PM	0	1	34	1	2		1	3	1	51	3	1	98
5:00 PM	0	0	37	1	0		0	0	0	44	0	0	82
5:15 PM	2	0	34	1	1		0	2	1	38	3	4	86
5:30 PM	1	0	40	0	1		0	5	0	62	6	2	117
5:45 PM	1	4	42	2	2		0	8	2	46	5	3	115
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 6	NT 13	NR 305	SL 10	ST 12	SR 0	EL 1	ET 30	ER 7	WL 401	WT 34	WR 17	TOTAL 836

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	2	9	152	6	8	0	1	15	4	211	20	8	436
PEAK HR. FACTOR:		0.906			0.700			0.714			0.766		0.813

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 NB Ramps DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: SR-138 DAY: TUESDAY PROJECT# 06-3136-020

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	0.3	0.3	0	0	0	1	2	0	0	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	196		67				12	17			46	22	360
4:15 PM	177		79				9	15			38	25	343
4:30 PM	210		76				10	19			26	20	361
4:45 PM	221		72				26	11			40	18	388
5:00 PM	215		81				18	8			48	12	382
5:15 PM	221		89				25	9			52	17	413
5:30 PM	220		76				7	9			23	25	360
5:45 PM	217		70				8	8			27	32	362
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 1677	NT 0	NR 610	SL 0	ST 0	SR 0	EL 115	ET 96	ER 0	WL 0	WT 300	WR 171	TOTAL 2969

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	867	0	318	0	0	0	79	47	0	0	166	67	1544
PEAK HR. FACTOR:		0.956			0.000			0.851			0.844		0.935

CONTROL: 3-Way Stop N, E & W

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 SB Ramps DATE: 3/21/2006 LOCATION: City of Victor Valley

E-W STREET: SR-138 DAY: TUESDAY PROJECT# 06-3136-021

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0	1	0	0	1	1	0	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				6		28		26	223		211	34	528
4:15 PM				8		26		15	233		198	26	506
4:30 PM				6		22		22	231		206	32	519
4:45 PM				4		20		30	199		239	25	517
5:00 PM				6		17		22	149		236	27	457
5:15 PM				5		19		25	136		240	33	458
5:30 PM				1		14		15	115		202	39	386
5:45 PM				2		10		12	98		206	38	366
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 38	ST 0	SR 156	EL 0	ET 167	ER 1384	WL 0	WT 1738	WR 254	TOTAL 3737

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	0	0	0	24	0	96	0	93	886	0	854	117	2070
PEAK HR. FACTOR:		0.000			0.882			0.967			0.920		0.980

CONTROL: 1-Way Stop S

Appendix B

- Florida DOT Tables and VVATS Assumptions

TABLE 4 - 1
GENERALIZED **ANNUAL AVERAGE DAILY** VOLUMES FOR FLORIDA'S **URBANIZED AREAS***

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	2,000	7,000	13,800	19,600	27,000
4	Divided	20,400	33,000	47,800	61,800	70,200
6	Divided	30,500	49,500	71,600	92,700	105,400

STATE TWO-WAY ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	**	4,200	13,800	16,400	16,900
4	Divided	4,800	29,300	34,700	35,700	***
6	Divided	7,300	44,700	52,100	53,500	***
8	Divided	9,400	58,000	66,100	67,800	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	**	1,900	11,200	15,400	16,300
4	Divided	**	4,100	26,000	32,700	34,500
6	Divided	**	6,500	40,300	49,200	51,800
8	Divided	**	8,500	53,300	63,800	67,000

Class III (more than 4.5 signalized intersections per mile and not within primary city central business district of an urbanized area over 750,000)

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	**	**	5,300	12,600	15,500
4	Divided	**	**	12,400	28,900	32,800
6	Divided	**	**	19,500	44,700	49,300
8	Divided	**	**	25,800	58,700	63,800

Class IV (more than 4.5 signalized intersections per mile and within primary city central business district of an urbanized area over 750,000)

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	**	**	5,200	13,700	15,000
4	Divided	**	**	12,300	30,300	31,700
6	Divided	**	**	19,100	45,800	47,600
8	Divided	**	**	25,900	59,900	62,200

NON-STATE ROADWAYS

Major City/County Roadways

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	**	**	9,100	14,600	15,600
4	Divided	**	**	21,400	31,100	32,900
6	Divided	**	**	33,400	46,800	49,300

Other Signalized Roadways
(signalized intersection analysis)

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	**	**	4,800	10,000	12,600
4	Divided	**	**	11,100	21,700	25,200

Source: Florida Department of Transportation 02/22/02
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450
http://www11.myflorida.com/planning/systems/sm/los/default.htm

FREEWAYS

Interchange spacing ≥ 2 mi. apart

Lanes	Level of Service A	B	C	D	E
4	23,800	39,600	55,200	67,100	74,600
6	36,900	61,100	85,300	103,600	115,300
8	49,900	82,700	115,300	140,200	156,000
10	63,000	104,200	145,500	176,900	196,400
12	75,900	125,800	175,500	213,500	237,100

Interchange spacing < 2 mi. apart

Lanes	Level of Service A	B	C	D	E
4	22,000	36,000	52,000	67,200	76,500
6	34,800	56,500	81,700	105,800	120,200
8	47,500	77,000	111,400	144,300	163,900
10	60,200	97,500	141,200	182,600	207,600
12	72,900	118,100	170,900	221,100	251,200

BICYCLE MODE

(**Note**: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/ Bicycle Lane Coverage	Level of Service A	B	C	D	E
0-49%	**	**	3,200	13,800	>13,800
50-84%	**	2,500	4,100	>4,100	***
85-100%	3,100	7,200	>7,200	***	***

PEDESTRIAN MODE

(**Note:** Level of service for the pedestrian mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	Level of Service A	B	C	D	E
0-49%	**	**	**	6,400	15,500
50-84%	**	**	**	9,900	19,000
85-100%	**	2,200	11,300	>11,300	***

BUS MODE (Scheduled Fixed Route)

(Buses per hour)

(**Note:** Buses per hour shown are only for the **peak hour** in the **single direction** of the higher traffic flow.)

Sidewalk Coverage	Level of Service A	B	C	D	E
0-84%	**	>5	≥4	≥3	≥2
85-100%	>6	>4	≥3	≥2	≥1

ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS

DIVIDED/UNDIVIDED
(alter corresponding volume by the indicated percent)

Lanes	Median	Left Turns Lanes	Adjustment Factors
2	Divided	Yes	+5%
2	Undivided	No	-20%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

ONE-WAY FACILITIES

Decrease corresponding two-directional volumes in this table by 40% to obtain the equivalent one directional volume for one-way facilities.

*This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are two-way annual average daily volumes (based on K_{100} factors) for levels of service and are for the automobile/truck modes unless specifically stated. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. The table's input value defaults and level of service criteria appear on the following page. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

**Cannot be achieved using table input value defaults.

***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.

TABLE 4 - 1 (continued)

GENERALIZED **ANNUAL AVERAGE DAILY** VOLUMES FOR FLORIDA'S

Urbanized Areas

INPUT VALUE ASSUMPTIONS

	UNINTERRUPTED FLOW FACILITIES			
	Freeways		Highways	
ROADWAY CHARACATERISTICS	**Class III**	**Class IV**		
Number of through lanes	4 - 12	4 - 12	2	4 - 6
Posted speed (mph)	65	55	50	50
Free flow speed (mph)	70	60	55	55
Basic segment length (mi)	1.5	0		
Interchange spacing per mile	2.5	1		
Median (n,y)			n	y
Left turn lanes (n,y)			y	y
Terrain (r,l)	l	l	l	l
% no passing zone			80	
Passing lanes (n,y)			n	
TRAFFIC CHARACTERISTICS				
Planning analysis hour factor (K)	0.097	0.093	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55
Peak hour factor (PHF)	0.95	0.95	0.925	0.925
Base capacity (pcphpl)			1700	2100
Heavy vehicle percent	6.0	4.0	2.0	2.0
Local adjustment factor	0.98	1.00	1.0	1.0

	INTERRUPTED FLOW FACILITIES																	
	State Arterials												Non-State Roadways			Bicycle	Pedestrian	Bus
ROADWAY CHARACTERISTICS	Class I			Class II			Class III			Class IV			Major City/County		Other Signalized	Class II	Class II	
Number of through lanes	2	4 - 6	8	2	4 – 6	8	2	4 - 6	8	2	4 – 6	8	2	4 - 6	2 - 4	4	4	
Posted speed (mph)	45	50	50	45	45	45	35	35	35	30	30	30	45	45		40	40	
Free flow speed (mph)	50	55	55	50	50	50	40	40	40	35	35	35	50	50		45	45	
Median type (n,nr,r)	N	r	r	n	r	r	n	r	r	n	r	r	n	r		r	r	
Left turn lanes (n,y)	Y	y	y	y	y	y	y	y	y	y	y	y	y	y	y	y	y	
Paved shoulder/bicycle lane (n,y)																n,50%,y	n	
Outside lane width (n,t,w)																t	t	
Pavement condition (u,t,d)																t		
Sidewalk (n,y)																	n,50%,y	n,y
Sidewalk/roadway separation (a,t,w)																	t	
Sidewalk/roadway protective barrier (n,y)																	n	
Obstacle to bus stop (n,y)																		n
TRAFFIC CHARACTERISTICS																		
Planning analysis hour factor (K)	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	
Peak hour factor (PHF)	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	
Base saturation flow rate (pcphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Heavy vehicle percent	2.0	2.0	2.0	2.0	2.0	2.0	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.0	2.0	2.0	
Local adjustment factor	1.0	1.0	0.95	0.98	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.90	0.98	0.98	0.95	0.98	0.98	
% turns from exclusive turn lanes	12	12	12	12	12	12	12	12	12	12	12	12	14	14	16	12	12	
Bus span of service																		15
CONTROL CHARACTERISTICS																		
Signalized intersections per mile	1.5	1.0	1.0	3.0	3.0	3.0	5.0	5.0	5.0	8.0	8.0	8.0	3.0	3.0		3.0	3.0	
Arrival type (1-6)	3	3	3	4	4	4	4	4	4	4	4	4	4	4	3	4	4	
Signal type (a,s,f)	a	a	a	s	s	s	s	s	s	s	s	s	s	s	s	s	s	
Cycle length (C)	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	
Effective green ratio (g/C)	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.41	0.41	0.31	0.44	0.44	

LEVEL OF SERVICE THRESHOLDS

	Freeways				Highways			State Two-Way Arterials				Non-State Roadways		Bicycle	Pedestrian	Bus
Level of	Class III		Class IV		Two-Lane	Multilane		Class I	Class II	Class III	Class IV	Major City/County	Other Signalized			
Service	v/c	Density	v/c	Density	% FFS	v/c	Density	ATS	ATS	ATS	ATS	ATS	Control Delay	Score	Score	Buses per hr.
A	≤ 0.32	≤ 11	≤ 0.29	≤ 11	> 0.917	≤ 0.29	≤ 11	> 42 mph	> 35 mph	> 30 mph	> 25 mph	> 35 mph	≤ 10 sec	≤ 1.5	≤ 1.5	> 6
B	≤ 0.53	≤ 18	≤ 0.47	≤ 18	> 0.833	≤ 0.47	≤ 18	> 34 mph	> 28 mph	> 24 mph	> 19 mph	> 28 mph	≤ 20 sec	≤ 2.5	≤ 2.5	> 4
C	≤ 0.74	≤ 26	≤ 0.68	≤ 26	> 0.750	≤ 0.68	≤ 26	> 21 mph	> 22 mph	> 18 mph	> 13 mph	> 22 mph	≤ 35 sec	≤ 3.5	≤ 3.5	≥ 3
D	≤ 0.90	≤ 35	≤ 0.88	≤ 35	> 0.667	≤ 0.88	≤ 35	> 21 mph	> 17 mph	> 14 mph	> 9 mph	> 17 mph	≤ 55 sec	≤ 4.5	≤ 4.5	≥ 2
E	≤ 1.00	≤ 45	≤ 1.00	≤ 45	> 0.583	≤ 1.00	≤ 41	> 16 mph	> 13 mph	> 10 mph	> 7 mph	> 13 mph	≤ 80 sec	≤ 5.5	≤ 5.5	≥ 1
F	> 1.00	> 45	> 1.00	> 45	≤ 0.583	> 1.00	> 41	≤ 16 mph	≤ 13 mph	≤ 10 mph	≤ 7 mph	≤ 13 mph	> 80 sec	> 5.5	> 5.5	< 1

v/c = Demand to Capacity Ratio % FFS = Percent Free Flow Speed ATS = Average Travel Speed

TABLE 4 – 2
GENERALIZED **ANNUAL AVERAGE DAILY** VOLUMES FOR FLORIDA'S **AREAS TRANSITIONING INTO URBANIZED AREAS** OR **AREAS OVER 5,000 NOT IN URBANIZED AREAS***

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	2,100	6,900	12,900	18,200	24,900
4	Divided	18,600	30,200	43,600	56,500	64,200
6	Divided	27,900	45,200	65,500	84,700	96,200

STATE TWO-WAY ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	**	4,000	13,100	15,500	16,300
4	Divided	4,600	27,900	32,800	34,200	***
6	Divided	6,900	42,800	49,300	51,400	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	**	**	10,500	14,500	15,300
4	Divided	**	3,700	24,400	30,600	32,200
6	Divided	**	6,000	38,000	46,100	48,400

Class III (more than 4.5 signalized intersections per mile)

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	**	**	5,000	11,800	14,600
4	Divided	**	**	11,700	27,200	30,800
6	Divided	**	**	18,400	42,100	46,300

NON-STATE ROADWAYS

Major City/County Roadways

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	**	**	7,000	13,600	14,600
4	Divided	**	**	16,400	29,300	30,900
6	Divided	**	**	25,700	44,100	46,400

Other Signalized Roadways
(signalized intersection analysis)

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	**	**	4,400	9,400	12,000
4	Divided	**	**	10,300	20,200	24,000

Source: Florida Department of Transportation 02/22/02
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450
http://www11.myflorida.com/planning/systems/sm/los/default.htm

FREEWAYS

Lanes	Level of Service A	B	C	D	E
4	23,500	38,700	52,500	62,200	69,100
6	36,400	59,800	81,100	96,000	106,700
8	49,100	80,900	109,600	129,800	144,400
10	61,800	101,800	138,400	163,800	182,000

BICYCLE MODE

(**Note:** Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/ Bicycle Lane Coverage	Level of Service A	B	C	D	E
0-49%	**	1,900	3,300	13,600	>13,600
50-84%	**	2,500	4,000	>4,000	***
85-100%	3,200	7,100	>7,100	***	***

PEDESTRIAN MODE

(**Note:** Level of service for the pedestrian mode in this table is based on roadway geometric at 40 mph posted speed and traffic conditions, not number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine two-way maximum service volumes.)

% Sidewalk Coverage	Level of Service A	B	C	D	E
0-49%	**	**	**	6,300	15,400
50-84%	**	**	**	9,800	18,800
85-100%	**	2,200	11,200	>11,200	***

ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS

DIVIDED/UNDIVIDED

Lanes	Median	Left Turn Lanes	Adjustment Factors
2	Divided	Yes	+5%
2	Undivided	No	-20%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

ONE-WAY FACILITIES

Decrease corresponding two-directional volumes in this table by 40% to obtain the equivalent one directional volume for one-way facilities.

*This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are two-way annual average daily volumes (based on K_{100} factors) for levels of service and are for the automobile/truck modes unless specifically stated. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. The table's input value defaults and level of service criteria appear on the following page. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, and Pedestrian LOS Model, respectively for the automobile/truck, bicycle and pedestrian modes.

**Cannot be achieved using table input value defaults.

***Not applicable for the level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.

TABLE 4 - 2 (continued)

GENERALIZED **ANNUAL AVERAGE DAILY** VOLUMES FOR FLORIDA'S

AREAS TRANSITIONING INTO URBANIZED AREAS OR **AREAS OVER 5,000 NOT IN URBANIZED AREAS**

INPUT VALUE ASSUMPTIONS

	UNINTERRUPTED FLOW FACILITIES		
	Freeways	Highways	
ROADWAY CHARACATERISTICS	Class II		
Number of through lanes	4 - 10	2	4 - 6
Posted speed (mph)	70	50	50
Free flow speed (mph)	75	55	55
Basic segment length (mi)	3		
Interchange spacing per mile	4		
Median (n,y)		n	y
Left turn lanes (n,y)		y	y
Terrain (r,l)	l	l	l
% no passing		60	
Passing lanes (n,y)		n	
TRAFFIC CHARACTERISTICS			
Planning analysis hour factor (K)	0.100	0.096	0.096
Directional distribution factor (D)	0.55	0.55	0.55
Peak hour factor (PHF)	0.95	0.910	0.910
Base capacity (pcphpl)		1700	2100
Heavy vehicle percent	9.0	4.0	4.0
Local adjustment factor	0.95	0.95	0.95

	INTERRUPTED FLOW FACILITIES										
	State Arterials						Non-State Roadways			Bicycle	Pedestrian
ROADWAY CHARACTERISTICS	Class I		Class II		Class III		Major City/County		Other Signalized	Class II	Class II
Number of through lanes	2	4 - 6	2	4 - 6	2	4 - 6	2	4 - 6	2 - 4	4	4
Posted speed (mph)	45	50	45	45	35	35	40	40		40	40
Free flow speed (mph)	50	55	50	50	40	40	45	45		45	45
Median type (n,nr,r)	n	r	n	r	n	r	n	r		r	r
Left turn lanes (n,y)	y	y	y	y	y	y	y	y	y	y	y
Paved shoulder/bicycle lane (n,y)										n,50%,y	n
Outside lane width (n,t,w)										t	t
Pavement condition (u,t,d)										t	
Sidewalk (n,y)											n,50%,y
Sidewalk/roadway separation (a,t,w)											t
Sidewalk/roadway protective barrier (n,y)											n
TRAFFIC CHARACTERISTICS											
Planning analysis hour factor (K)	0.096	0.096	0.096	0.096	0.096	0.096	0.096	0.096	0.096	0.096	0.096
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Peak hour factor (PHF)	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910
Base saturation flow rate (pcphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Heavy vehicle percent	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Local adjustment factor	0.98	0.98	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
% turns from exclusive turn lanes	12	12	12	12	12	12	14	14	16	12	12
CONTROL CHARACTERISTICS											
Signalized intersections per mile	1.5	1.0	3.0	3.0	5.0	5.0	3.0	3.0		3.0	3.0
Arrival type (1-6)	3	3	4	4	4	4	4	4	3	4	4
Signal type (a,s,f)	a	a	s	s	s	s	s	s	s	s	s
Cycle length (C)	120	120	120	120	120	120	120	120	120	120	120
Effective green ratio (g/C)	0.44	0.44	0.44	0.44	0.44	0.44	0.41	0.41	0.31	0.44	0.44

LEVEL OF SERVICE THRESHOLDS

	Freeways		Highways			State Two-Way Arterials			Non-State Roadways		Bicycle	Pedestrian
Level of Service	Class II v/c	Class II Density	Two-Lane % FFS	Multilane v/c	Multilane Density	Class I ATS	Class II ATS	Class III ATS	Major City/County ATS	Other Signalized Control Delay	Score	Score
A	≤ 0.34	≤ 11	> 0.917	≤ 0.29	≤ 11	> 42 mph	> 35 mph	> 30 mph	> 35 mph	≤ 10 sec	≤ 1.5	≤ 1.5
B	≤ 0.56	≤ 18	> 0.833	≤ 0.47	≤ 18	> 34 mph	> 28 mph	> 24 mph	> 28 mph	≤ 20 sec	≤ 2.5	≤ 2.5
C	≤ 0.76	≤ 26	> 0.750	≤ 0.68	≤ 26	> 27 mph	> 22 mph	> 18 mph	> 22 mph	≤ 35 sec	≤ 3.5	≤ 3.5
D	≤ 0.90	≤ 35	> 0.667	≤ 0.88	≤ 35	> 21 mph	> 17 mph	> 14 mph	> 17 mph	≤ 55 sec	≤ 4.5	≤ 4.5
E	≤ 1.00	≤ 45	> 0.583	≤ 1.00	≤ 41	> 16 mph	> 13 mph	> 10 mph	> 13 mph	≤ 80 sec	≤ 5.5	≤ 5.5
F	> 1.00	> 45	≤ 0.583	> 1.00	> 41	≤ 16 mph	≤ 13 mph	≤ 10 mph	≤ 13 mph	> 80 sec	> 5.5	> 5.5

v/c = Demand to Capacity Ratio % FFS = Percent Free Flow Speed ATS = Average Travel Speed

TABLE 4 – 3
GENERALIZED **ANNUAL AVERAGE DAILY** VOLUMES FOR FLORIDA'S **RURAL UNDEVELOPED AREAS AND CITIES** OR **DEVELOPED AREAS LESS THAN 5,000 POPULATION***

RURAL UNDEVELOPED AREAS

FREEWAYS

Lanes	A	B	C	D	E
	Level of Service				
4	21,300	35,300	47,900	56,600	63,000
6	33,100	54,300	73,900	87,400	97,200
8	44,700	73,600	100,000	118,400	131,400

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Divided	A	B	C	D	E
		Level of Service				
2	Undivided	2,600	5,300	8,600	13,800	22,300
4	Divided	17,500	28,600	40,800	52,400	58,300
6	Divided	26,200	42,800	61,200	78,600	87,400

PASSING LANE ADJUSTMENTS
(alter corresponding two-lane LOS A-D volumes indicated percent)

Passing Lane Spacing	Adjustment Factors
5 mi.	+25%
10 mi.	+10%

ISOLATED SIGNALIZED INTERSECTIONS

Lanes	A	B	C	D	E
	Level of Service				
2	**	1,900	8,000	10,700	12,100
4	**	2,900	17,400	23,000	25,200
6	**	4,500	27,100	35,500	43,100

BICYCLE MODE

(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 55 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by directional roadway lanes to determine maximum service volume.)

Paved Shoulder/ Bicycle Lane Coverage	A	B	C	D	E
0-49%	**	**	**	**	6,200
50-84%	**	**	**	**	17,600
85-100%	**	**	3,900	>3,900	***

CITIES OR RURAL DEVELOPED AREAS LESS THAN 5000

FREEWAYS

Lanes	A	B	C	D	E
	Level of Service				
4	21,300	35,300	47,900	56,600	63,000
6	33,100	54,300	73,900	87,400	97,200
8	44,700	73,600	100,000	118,400	131,400

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Divided	A	B	C	D	E
		Level of Service				
2	Undivided	2,500	7,200	12,700	17,300	23,500
4	Divided	17,800	28,900	41,800	54,100	61,500
6	Divided	26,800	43,300	62,700	81,200	92,200

INTERRUPTED FLOW ARTERIALS

Lanes	Divided	A	B	C	D	E
		Level of Service				
2	Undivided	**	2,200	11,000	13,900	14,900
4	Divided	**	5,300	25,500	29,400	31,200
6	Divided	**	8,400	39,400	44,200	46,800

NON-STATE SIGNALIZED ROADWAYS
(signalized intersection analysis)

Lanes	A	B	C	D	E
	Level of Service				
2	**	**	1,900	7,600	10,100

BICYCLE MODE

(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 45 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.)

Paved Shoulder/ Bicycle Lane Coverage	A	B	C	D	E
	Level of Service				
0-49%	**	**	2,800	6,900	>6,900
50-84%	**	2,100	3,500	>3,500	***
85-100%	2,800	4,000	>4,000	***	***

PEDESTRIAN MODE

(Note: Level of service for the pedestrian mode in this table is based on roadway geometric at 45 mph posted speed and traffic conditions, not number of pedestrian using the facility.) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine maximum service volumes.)

Sidewalk Coverage	A	B	C	D	E
	Level of Service				
0-49%	**	**	**	4,400	14,200
50-84%	**	**	**	8,000	18,000
85-100%	**	**	9,400	>9,400	***

02/22/02

Source: Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

http://www11.myflorida.com/planning/systems/sm/los/default.htm

NON-FREEWAY AND SIGNALIZED INTERSECTION ANALYSES DIVIDED/UNDIVIDED ADJUSTMENTS
(alter corresponding volumes by the indicated percent)

Lanes	Median	Left Turn Lanes	Adjustment Factors
2	Divided	Yes	+5%
2	Undivided	No	-20%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

*This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are two-way annual average daily volumes (based on K_{100} factors) for levels of service and are for the automobile/truck modes unless specifically stated. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. The table's input value defaults and level of service criteria appear on the following page. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, and Pedestrian LOS Model, respectively for the automobile/truck, bicycle and pedestrian modes.
**Cannot be achieved using table input value defaults.
***Not applicable for the level of service letter grade. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.

TABLE 4 - 3 (continued)

GENERALIZED **ANNUAL AVERAGE DAILY** VOLUMES FOR FLORIDA'S

RURAL UNDEVELOPED AREAS AND CITIES OR **DEVELOPED AREAS LESS THAN 5,000 POPULATION**

INPUT VALUE ASSUMPTIONS

	UNINTERRUPTED FLOW FACILITIES				
	Freeways	Highways			
ROADWAY CHARACTERISTICS	Class I				
Area type (ru,rd)		ru	ru	rd	rd
Number of through lanes	4 – 8	2	4 - 6	2	4 - 6
Posted speed (mph)	70	55	55	50	50
Free flow speed (mph)	75	60	60	55	55
Facility length (mi)	7				
Basic segment length (mi)	6				
Interchange spacing per mile	7				
Median (n,y)		n	y	n	y
Left turn lanes (n,y)		y	y	y	y
Terrain (r,l)	l	l	l	l	l
% no passing zone		20		40	
Passing lanes (n,y)		n		n	
TRAFFIC CHARACTERISTICS					
Planning analysis hour factor (K)	0.104	0.098	0.098	0.097	0.097
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55
Peak hour factor (PHF)	0.95	0.88	0.88	0.895	0.895
Base capacity (pcphpl)		1700	2200	1700	2100
Heavy vehicle percent	9.0	5.0	9.0	4.0	4.0
Local adjustment factor	0.90	0.90	0.90	0.92	0.92

	INTERRUPTED FLOW FACILITIES						
	Isolated Signalized Intersections	Arterials		Non-State Signalized	Bicycle		Pedestrian
ROADWAY CHARACTERISTICS		Class I			Class I		Class I
Area type (ru,rd)	ru	rd	rd	rd	ru	rd	rd
Number of through lanes	2 – 6	2	4 – 6	2	2	2	2
Posted speed (mph)		45	45		55	45	45
Free flow speed (mph)		50	50		60	50	50
Median type (n,nr,r)		n	r		n	n	n
Left turns lanes (n,y)	y	y	y	y	y	y	y
Paved shoulder/bicycle lane (n,y)					n,50%,y	n,50%,y	n
Outside lane width (n,t,w)					t	t	t
Pavement condition (u,t,d)					t	t	
Sidewalk (n,y)							n,50%,y
Sidewalk roadway separation (a,t,w)							t
Sidewalk roadway protective barrier (n,y)							n
TRAFFIC CHARACTERISTICS							
Planning analysis hour factor (K)	0.098	0.097	0.097	0.097	0.098	0.097	0.097
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Peak hour factor (PHF)	0.88	0.895	0.895	0.895	0.88	0.895	0.895
Base saturation flow rate (pcphpl)	1900	1900	1900	1900	1700	1900	1900
Heavy vehicle percent	5.0	3.0	3.0	1.5	6.0	3.0	3.0
Local adjustment factor	0.90	0.92	0.92	0.92	0.90	0.92	0.92
% turns from exclusive turn lanes	12	12	12	25	0	12	12
CONTROL CHARACTERISTICS							
Signalized intersections per mile		2.0	2.0		0.5	2.0	2.0
Arrival type (1-6)	3	3	3	3	3	3	3
Signal type (a,s,f)	a	s	s	s	a	s	s
Cycle length (C)	60	90	90	60	60	90	90
Effective green ratio (g/C)	0.44	0.44	0.44	0.31	0.44	0.44	0.44

LEVEL OF SERVICE THRESHOLDS

	Freeways		Highways						Isolated Intersections	Arterials	Non-State Signalized Roadways	Bicycle	Pedestrian
Level of	Class I		Two-Lane ru	Two-Lane rd	Multilane ru		Multilane rd						
Service	v/c	Density	v/c	% FFS	v/c	Density	v/c	Density	Control Delay	ATS	Control Delay	Score	Score
A	≤ 0.34	≤ 11	≤ 0.12	> 0.917	≤ 0.30	≤ 11	≥ 0.29	≤ 11	≤ 5 sec	> 42 mph	≤ 5 sec	≤ 1.5	≤ 1.5
B	≤ 0.56	≤ 18	≤ 0.24	> 0.833	≤ 0.49	≤ 18	≥ 0.47	≤ 18	≤10 sec	> 34 mph	≤ 10 sec	≤ 2.5	≤ 2.5
C	≤ 0.76	≤ 26	≤ 0.39	> 0.750	≤ 0.70	≤ 26	≥ 0.68	≤ 26	≤ 15 sec	> 27 mph	≤ 15 sec	≤ 3.5	≤ 3.5
D	≤ 0.90	≤ 35	≤ 0.62	> 0.667	≤ 0.90	≤ 35	≥ 0.88	≤ 35	≤ 20 sec	> 21 mph	≤ 20 sec	≤ 4.5	≤ 4.5
E	≤ 1.00	≤ 45	≤ 1.00	> 0.583	≤ 1.00	≤ 40	≥ 1.00	≤ 41	≤ 40 sec	> 16 mph	≤ 40 sec	≤ 5.5	≤ 5.5
F	> 1.00	> 45	≤ 1.00	≤ 0.583	> 1.00	> 40	< 1.00	> 41	> 40 sec	≤ 16 mph	> 40 sec	> 5.5	> 5.5

v/c = Demand to Capacity Ratio % FFS = Percent Free Flow Speed ATS = Average Travel Speed ru = Rural Undeveloped rd = Rural Developed

FLORIDA TABLES ASSUMPTIONS FOR ADT LOS THRESHOLDS

	State Arterials Class III	State Arterials Class III	State Arterials Class III	Victor Valley	Victor Valley	Victor Valley	Victor Valley	Victor Valley	Victor Valley US-395	Victor Valley I-15
Number of lanes	2	4	6	2	2	4	4	6	2	6
Posted speed	35	35	35	35	35	35	35	35	50	65
Free flow speed	40	40	40	40	40	40	40	40	60	70
Median type	n	r	r	n	nr	n	r	r	nr	r
Left turn lanes	y	y	y	y	y	y	y	y	y	y
Planning analysis hour factor (peak hour %)	0.095	0.095	0.095	0.085	0.085	0.085	0.081	0.075	0.07	0.068
Directional distribution factor (direc. split)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.52	0.53
Peak Hour Factor (pk hour / (peak 15 min *5))	0.925	0.925	0.925	0.925	0.925	0.925	0.95	0.95	0.95	0.95
Base saturation flow rate (pcphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Heavy vehicles pct.	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	13	8
Local adjustment factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
% turns from exclusive turn lanes	12	12	12	12	12	12	12	12	12	0
Signalized intersections per mile	5	5	5	5	5	5	5	5	5	0
Arrival type (1-6)	4	4	4	4	4	4	4	4	4	
Signal type (a,s,f)	s	s	s	s	s	s	s	s	s	
Cycle length	120	120	120	120	120	120	120	120	120	
Effective green ratio	0.44	0.44	0.44	0.44	0.44	0.44	0.45	0.475	0.475	1
ADT capacity at LOS E	16280	32560	48840	12700	17300	25500	40500	69300	24700	160900
	15500	32800	49300							
	0.952088452	1.007371007	1.009418509	0.7	0.95	0.7	1.01	1.01	1.01	1.01

Appendix C

- Traffix Analysis Worksheets Existing Conditions

Scenario Report

Scenario:	Existing Conditions PM
Command:	Existing Conditions
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Existing Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Koala/Air Expressway	A	8.9	0.000	A	8.9	0.000	+ 0.000 D/V
# 2 Bellflower/Air Expressway	B	10.2	0.288	B	10.2	0.288	+ 0.000 V/C
# 3 US-395/Air Expressway	C	17.5	0.664	C	17.5	0.664	+ 0.000 V/C
# 4 US-395/Colusa	B	12.8	0.000	B	12.8	0.000	+ 0.000 D/V
# 5 Koala/El Mirage	A	10.0	0.000	A	10.0	0.000	+ 0.000 D/V
# 6 US-395/El Mirage	A	9.0	0.000	A	9.0	0.000	+ 0.000 D/V
# 7 Bellflower/Mojave	B	10.1	0.301	B	10.1	0.301	+ 0.000 V/C
# 8 Aster/Palmdale	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 9 Bellflower/Palmdale	E	42.2	0.000	E	42.2	0.000	+ 0.000 D/V
# 10 US-395/Palmdale Rd	D	35.5	0.655	D	35.5	0.655	+ 0.000 D/V
# 11 Koala/Rancho	A	9.9	0.000	A	9.9	0.000	+ 0.000 D/V
# 12 Bellflower/Rancho	B	10.9	0.392	B	10.9	0.392	+ 0.000 V/C
# 13 US-395/Rancho	C	28.7	0.377	C	28.7	0.377	+ 0.000 D/V
# 14 Apple Valley/Hwy 18	D	36.8	0.762	D	36.8	0.762	+ 0.000 D/V
# 15 Kasota/Hwy 18	E	57.4	0.880	E	57.4	0.880	+ 0.000 D/V
# 16 Corwin/Hwy 18	C	23.5	0.586	C	23.5	0.586	+ 0.000 D/V
# 17 Tao/Hwy 18	C	20.9	0.528	C	20.9	0.528	+ 0.000 D/V
# 18 Rancherias/Hwy 18	D	45.8	0.863	D	45.8	0.863	+ 0.000 D/V
# 19 Kiowa/Hwy 18	C	32.6	0.545	C	32.6	0.545	+ 0.000 D/V
# 20 Navajo/Hwy 18	C	33.6	0.624	C	33.6	0.624	+ 0.000 D/V
# 21 Central/Hwy 18	B	17.8	0.347	B	17.8	0.347	+ 0.000 D/V
# 22 Apple Valley/Bear Valley	D	41.2	0.673	D	41.2	0.673	+ 0.000 D/V
# 23 Deep Creek/Bear Valley	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 24 Kiowa/Bear Valley	C	31.4	0.506	C	31.4	0.506	+ 0.000 D/V
# 25 Navajo/Bear Valley	D	36.3	0.581	D	36.3	0.581	+ 0.000 D/V

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 Central/Bear Valley Road	F	67.4	1.223	F	67.4	1.223	+ 0.000 V/C
# 27 Bear Valley Cutoff/Hwy 18	B	10.9	0.000	B	10.9	0.000	+ 0.000 D/V
# 28 Beekley/SR-138	D	40.7	0.512	D	40.7	0.512	+ 0.000 D/V
# 29 Deep Creek/Rock Springs	B	11.6	0.486	B	11.6	0.486	+ 0.000 D/V
# 30 Vista/National Trails Hw	B	12.6	0.000	B	12.6	0.000	+ 0.000 D/V
# 31 US-395/Phelan	C	32.2	0.664	C	32.2	0.664	+ 0.000 D/V
# 32 Sheep Creek/Hwy 18	D	28.7	0.000	D	28.7	0.000	+ 0.000 D/V
# 33 SR-138/Summit Valley	A	9.4	0.000	A	9.4	0.000	+ 0.000 D/V
# 34 Escondido/Main	B	11.6	0.475	B	11.6	0.475	+ 0.000 D/V
# 35 Maple Main	C	31.9	0.596	C	31.9	0.596	+ 0.000 D/V
# 36 Cottonwood/Main	C	23.7	0.714	C	23.7	0.714	+ 0.000 D/V
# 37 Seventh/Main	D	37.6	0.727	D	37.6	0.727	+ 0.000 D/V
# 38 I Ave/Main	C	34.2	0.587	C	34.2	0.587	+ 0.000 D/V
# 39 Seventh/Bear Valley	D	36.9	0.755	D	36.9	0.755	+ 0.000 D/V
# 40 Hesperia/Bear Valley	E	55.6	0.862	E	55.6	0.862	+ 0.000 D/V
# 41 I Ave/Bear Valley	D	38.3	0.740	D	38.3	0.740	+ 0.000 D/V
# 42 Mariposa/Ranchero	C	15.5	0.748	C	15.5	0.748	+ 0.000 V/C
# 43 US-395/Eucalyptus	A	9.5	0.000	A	9.5	0.000	+ 0.000 D/V
# 44 US-395/Bear Valley	C	31.1	0.478	C	31.1	0.478	+ 0.000 D/V
# 46 US-395/Mojave	D	36.7	0.661	D	36.7	0.661	+ 0.000 D/V
# 47 US-395/Hopland	E	42.3	0.000	E	42.3	0.000	+ 0.000 D/V
# 48 Amethyst/Palmdale	F	76.2	0.000	F	76.2	0.000	+ 0.000 D/V
# 49 Baldy Mesa/Palmdale	C	15.4	0.000	C	15.4	0.000	+ 0.000 D/V
# 50 Mariposa/Bear Valley	F	98.9	1.006	F	98.9	1.006	+ 0.000 D/V
# 51 Amargosa/Bear Valley	F	114.5	0.746	F	114.5	0.746	+ 0.000 D/V
# 52 Baldy Mesa/Bear Valley	A	8.9	0.335	A	8.9	0.335	+ 0.000 V/C

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 53 I-15 NB Ramps/SR-138	F	76.2	1.099	F	76.2	1.099	+ 0.000 V/C
# 54 I-15 SB Ramps/SR-138	C	21.2	0.000	C	21.2	0.000	+ 0.000 D/V
# 57 I-15 SB Ramps/Main St	C	30.4	0.835	C	30.4	0.835	+ 0.000 D/V
# 58 I-15 NB Ramps/Main St	B	15.3	0.830	B	15.3	0.830	+ 0.000 D/V
# 63 I-15 NB Ramps/Bear Valley	F	84.5	1.125	F	84.5	1.125	+ 0.000 D/V
# 64 I-15 SB Ramps/Bear Valley	B	16.1	0.617	B	16.1	0.617	+ 0.000 D/V
# 67 I-15 NB Ramps/Palmdale	D	41.2	0.988	D	41.2	0.988	+ 0.000 D/V
# 68 I-15 SB Ramps/Palmdale	F	69.1	0.000	F	69.1	0.000	+ 0.000 D/V
# 69 I-15 NB Ramps/Roy Rogers-La Pa	C	26.8	0.701	C	26.8	0.701	+ 0.000 D/V
# 70 I-15 SB Ramps/Roy Rogers	B	11.9	0.659	B	11.9	0.659	+ 0.000 D/V
# 71 I-15 NB Ramps/Mojave Dr	F	822.9	0.000	F	822.9	0.000	+ 0.000 D/V
# 72 I-15 SB Ramps/Mojave Dr	F	260.3	0.000	F	260.3	0.000	+ 0.000 D/V
# 73 I-15 NB Ramps/D Street	C	26.8	0.533	C	26.8	0.533	+ 0.000 D/V
# 74 I-15 SB Ramps/D Street	F	105.7	0.740	F	105.7	0.740	+ 0.000 D/V

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

Intersection #1 Koala/Air Expressway

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[8.9]

Street Name:	Koala Rd						Air Expressway Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	86	2	7	83	0	0	0	0	1	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	86	2	7	83	0	0	0	0	1	0	4
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	1	93	2	8	90	0	0	0	0	1	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	93	2	8	90	0	0	0	0	1	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	90	xxxx	xxxxx	95	xxxx	xxxxx	xxxx	xxxx	xxxxx	202	xxxx	94
Potent Cap.:	1499	xxxx	xxxxx	1492	xxxx	xxxxx	xxxx	xxxx	xxxxx	785	xxxx	960
Move Cap.:	1499	xxxx	xxxxx	1492	xxxx	xxxxx	xxxx	xxxx	xxxxx	781	xxxx	960
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.4	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
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	918	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				8.9	
ApproachLOS:	*			*			*				A	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Bellflower/Air Expressway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.288
Loss Time (sec): 20 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level Of Service: B

Street Name:	Bellflower St						Air Expressway Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	28	128	38	22	123	15	7	120	19	27	120	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	128	38	22	123	15	7	120	19	27	120	49
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	30	139	41	24	133	16	8	130	21	29	130	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	139	41	24	133	16	8	130	21	29	130	53
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 Vol.:	30	139	41	24	133	16	8	130	21	29	130	53
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.82	1.00	0.15	0.85	1.00	0.05	0.82	0.13	1.00	1.00	1.00
Final Sat.:	105	481	671	88	493	663	28	481	76	543	589	664
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.06	0.27	0.27	0.02	0.27	0.27	0.27	0.05	0.22	0.08
Crit Moves:	****				****		****				****	
Delay/Veh:	10.8	10.8	8.1	10.6	10.6	7.9	10.8	10.8	10.8	9.3	10.0	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	8.1	10.6	10.6	7.9	10.8	10.8	10.8	9.3	10.0	8.2
LOS by Move:	B	B	A	B	B	A	B	B	B	A	B	A
ApproachDel:	10.3			10.4			10.8			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			10.4			10.8			9.5		
LOS by Appr:	B			B			B			A		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 US-395/Air Expressway

Cycle (sec): 90 Critical Vol./Cap. (X): 0.664
Loss Time (sec): 20 (Y+R = 4 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 0 Level Of Service: C

Street Name:	US-395						Air Expressway Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	55	219	43	86	305	6	7	131	40	72	131	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	219	43	86	305	6	7	131	40	72	131	105
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	60	237	47	93	331	7	8	142	43	78	142	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	237	47	93	331	7	8	142	43	78	142	114
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 Vol.:	60	237	47	93	331	7	8	142	43	78	142	114
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.84	0.16	1.00	0.98	0.02	0.04	0.74	0.22	0.23	0.43	0.34
Final Sat.:	457	416	82	473	498	10	19	350	107	124	225	180
Capacity Analysis Module:												
Vol/Sat:	0.13	0.57	0.57	0.20	0.66	0.66	0.41	0.41	0.41	0.63	0.63	0.63
Crit Moves:			****			****		****			****	
Delay/Veh:	11.3	17.5	17.5	11.8	21.0	21.0	13.8	13.8	13.8	18.7	18.7	18.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	17.5	17.5	11.8	21.0	21.0	13.8	13.8	13.8	18.7	18.7	18.7
LOS by Move:	B	C	C	B	C	C	B	B	B	C	C	C
ApproachDel:	16.4			19.0			13.8			18.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.4			19.0			13.8			18.7		
LOS by Appr:	C			C			B			C		

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

Intersection #4 US-395/Colusa

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[12.8]

Street Name:	US-395									Colusa Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	273	2	0	345	1	0	0	0	1	1	1
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:	1	273	2	0	345	1	0	0	0	1	1	1
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	1	296	2	0	374	1	0	0	0	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	296	2	0	374	1	0	0	0	1	1	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	375	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	674	674	297
Potent Cap.:	1178	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	419	375	740
Move Cap.:	1178	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	418	374	740
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	468	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.8		
ApproachLOS:	*			*			*			B		

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

Intersection #5 Koala/El Mirage

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: A[10.0]

Street Name:	Koala Rd						El Mirage Rd					
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	1 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	118	0	23	1	0	0	0	5	138	8	12	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	0	23	1	0	0	0	5	138	8	12	0
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	128	0	25	1	0	0	0	5	150	9	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	128	0	25	1	0	0	0	5	150	9	13	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	111	xxxx	80	123	xxxx	xxxxx	xxxx	xxxx	xxxxx	155	xxxx	xxxxx
Potent Cap.:	865	xxxx	977	849	xxxx	xxxxx	xxxx	xxxx	xxxxx	1419	xxxx	xxxxx
Move Cap.:	861	xxxx	977	824	xxxx	xxxxx	xxxx	xxxx	xxxxx	1419	xxxx	xxxxx
Volume/Cap:	0.15	xxxx	0.03	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	878	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	10.0			9.4			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

Intersection #6 US-395/El Mirage

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.0]

Street Name:	US-395						El Mirage Rd					
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 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	3	164	1	0	268	1	0	0	0	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	164	1	0	268	1	0	0	0	0	0	2
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	3	178	1	0	291	1	0	0	0	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	178	1	0	291	1	0	0	0	0	0	2
Critical Gap Module:												
Critical Gp:	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	7.0
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	292	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	89
Potent Cap.:	1260	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	948
Move Cap.:	1260	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	948
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0
Stopped Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.8
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	7.9	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.8		
ApproachLOS:	*			*			*			A		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 Bellflower/Mojave

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.301
Loss Time (sec): 20 (Y+R = 4 sec) | Average Delay (sec/veh): 10.1
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Bellflower St						Mojave 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		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	0	6	6	0	6	6	0	6	6	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	40	90	3	42	83	49	26	42	2	60	92	21
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:	40	90	3	42	83	49	26	42	2	60	92	21
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	43	98	3	46	90	53	28	46	2	65	100	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	98	3	46	90	53	28	46	2	65	100	23
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 Vol.:	43	98	3	46	90	53	28	46	2	65	100	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.24	0.48	0.28	0.38	0.62	1.00	0.35	0.53	0.12
Final Sat.:	577	627	714	156	308	182	223	360	680	216	332	76
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.00	0.29	0.29	0.29	0.13	0.13	0.00	0.30	0.30	0.30
Crit Moves:		****				****		****		****		
Delay/Veh:	9.2	9.1	7.5	10.5	10.5	10.5	9.3	9.3	7.7	10.8	10.8	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.1	7.5	10.5	10.5	10.5	9.3	9.3	7.7	10.8	10.8	10.8
LOS by Move:	A	A	A	B	B	B	A	A	A	B	B	B
ApproachDel:	9.1			10.5			9.3			10.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.1			10.5			9.3			10.8		
LOS by Appr:	A			B			A			B		

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

Intersection #8 Aster/Palmdale

Average Delay (sec/veh): 0.0 | Worst Case Level Of Service: A[0.0]

Street Name:	Aster Rd						Palmdale Rd					
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	0 1	0	1 0	0 1	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	389	0	0	415	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	0	0	0	389	0	0	415	0
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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	0	422	0	0	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	422	0	0	450	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	0	xxxx	xxxx	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Intersection #9 Bellflower/Palmdale

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: E[42.2]

Street Name:	Bellflower St						Palmdale Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	108	0	24	26	474	0	0	597	155
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	108	0	24	26	474	0	0	597	155
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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	117	0	26	28	514	0	0	647	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	117	0	26	28	514	0	0	647	168
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1218	xxxx	647	815	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	199	xxxx	469	808	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	193	xxxx	469	808	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.61	xxxx	0.06	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	3.4	xxxx	0.2	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	48.7	xxxx	13.1	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	B	A	*	*	*	*	*
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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			42.2			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

Intersection #10 US-395/Palmdale Rd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.655
Loss Time (sec): 20 (Y+R = 4 sec) Average Delay (sec/veh): 35.5
Optimal Cycle: 80 Level Of Service: D

Street Name:	US-395									Palmdale Rd		
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0 1 1 0			1 0 1 1 0			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	235	516	77	240	534	46	49	354	152	112	418	165
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:	235	516	77	240	534	46	49	354	152	112	418	165
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	255	559	83	260	579	50	53	384	165	121	453	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	559	83	260	579	50	53	384	165	121	453	179
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 Vol.:	255	559	83	260	579	50	53	384	165	121	453	179
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3133	467	1700	3314	286	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.18	0.15	0.17	0.17	0.03	0.11	0.09	0.07	0.13	0.10
Crit Moves:		****		****				****		****		
Green Time:	16.1	21.5	21.5	18.5	23.9	23.9	10.0	20.0	20.0	10.0	20.0	20.0
Volume/Cap:	0.84	0.75	0.75	0.75	0.66	0.66	0.28	0.48	0.41	0.64	0.57	0.45
Uniform Del:	35.7	31.7	31.7	33.6	29.4	29.4	36.7	30.5	30.0	38.3	31.1	30.2
IncremntDel:	18.1	3.6	3.6	8.5	1.7	1.7	0.8	0.5	0.7	7.4	1.0	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.7	35.3	35.3	42.1	31.1	31.1	37.5	30.9	30.7	45.6	32.1	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:	53.7	35.3	35.3	42.1	31.1	31.1	37.5	30.9	30.7	45.6	32.1	31.0
HCM2kAvg:	9	10	10	9	9	9	2	5	4	4	6	5

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

Intersection #11 Koala/Rancho

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: A[9.9]

Street Name:	Koala Rd						Rancho Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	27	84	67	9	1	0	0	0	45	0	54
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	27	84	67	9	1	0	0	0	45	0	54
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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	29	91	73	10	1	0	0	0	49	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	29	91	73	10	1	0	0	0	49	0	59
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	120	xxxx	xxxxx	xxxx	xxxx	xxxxx	230	xxxx	75
Potent Cap.:	xxxx	xxxx	xxxxx	1461	xxxx	xxxxx	xxxx	xxxx	xxxxx	756	xxxx	984
Move Cap.:	xxxx	xxxx	xxxxx	1461	xxxx	xxxxx	xxxx	xxxx	xxxxx	726	xxxx	984
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	0.06
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	847	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				9.9	
ApproachLOS:	*			*			*				A	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Bellflower/Rancho

Cycle (sec): 100 Critical Vol./Cap. (X): 0.392
Loss Time (sec): 20 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	Bellflower St									Rancho Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	0 1 0 0 1			0 1 0 0 1			1 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	26	114	28	28	106	14	24	203	92	40	82	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	114	28	28	106	14	24	203	92	40	82	62
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	28	124	30	30	115	15	26	220	100	43	89	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	124	30	30	115	15	26	220	100	43	89	67
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 Vol.:	28	124	30	30	115	15	26	220	100	43	89	67
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	1.00	0.21	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	100	437	605	111	421	601	517	561	626	488	526	585
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.05	0.27	0.27	0.03	0.05	0.39	0.16	0.09	0.17	0.11
Crit Moves:		****			****			****			****	
Delay/Veh:	11.3	11.3	8.5	11.3	11.3	8.4	9.7	12.5	9.1	10.3	10.4	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	8.5	11.3	11.3	8.4	9.7	12.5	9.1	10.3	10.4	9.2
LOS by Move:	B	B	A	B	B	A	A	B	A	B	B	A
ApproachDel:		10.9			11.0			11.4			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			11.0			11.4			10.0	
LOS by Appr:		B			B			B			A	

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

Intersection #13 US-395/Rancho

Cycle (sec): 90 | Critical Vol./Cap. (X): 0.377
Loss Time (sec): 20 (Y+R = 4 sec) | Average Delay (sec/veh): 28.7
Optimal Cycle: 80 | Level Of Service: C

Street Name:	US-395						Rancho Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	93	322	6	2	396	5	22	127	228	57	62	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	322	6	2	396	5	22	127	228	57	62	2
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	101	349	7	2	429	5	24	138	247	62	67	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	349	7	2	429	5	24	138	247	62	67	2
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 Vol.:	101	349	7	2	429	5	24	138	247	62	67	2
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.94	0.06
Final Sat.:	1700	3534	66	1700	3555	45	1700	1800	1800	1700	3488	112
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.00	0.12	0.12	0.01	0.08	0.14	0.04	0.02	0.02
Crit Moves:	****				****			****		****		
Green Time:	13.2	26.7	26.7	13.3	26.8	26.8	10.0	20.0	20.0	10.0	20.0	20.0
Volume/Cap:	0.41	0.33	0.33	0.01	0.41	0.41	0.13	0.34	0.62	0.33	0.09	0.09
Uniform Del:	34.9	24.7	24.7	32.7	25.2	25.2	36.1	29.5	31.6	36.9	27.8	27.8
IncremntDel:	1.1	0.2	0.2	0.0	0.3	0.3	0.3	0.2	1.9	1.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.9	24.9	24.9	32.7	25.5	25.5	36.4	29.7	33.4	37.9	27.8	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:	35.9	24.9	24.9	32.7	25.5	25.5	36.4	29.7	33.4	37.9	27.8	27.8
HCM2kAvg:	3	4	4	0	5	5	1	3	7	2	1	1

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

Intersection #14 Apple Valley/Hwy 18

Cycle (sec): 130 | Critical Vol./Cap. (X): 0.762
Loss Time (sec): 16 (Y+R = 4 sec) | Average Delay (sec/veh): 36.8
Optimal Cycle: 86 | Level Of Service: D

Street Name:	Apple Valley Rd						Highway 18					
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:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 1	0 0	1	1 0	1 0	1	2 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	310	98	75	89	141	260	218	1270	546	142	998	56
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	98	75	89	141	260	218	1270	546	142	998	56
User Adj:	1.00	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	103	79	94	148	274	229	1337	575	149	1051	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	103	79	94	148	274	229	1337	575	149	1051	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	326	103	79	94	148	274	229	1337	575	149	1051	59
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.52	0.48	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	2583	817	1800	1700	1800	1800	3200	3600	1800	1700	3409	191
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.04	0.06	0.08	0.15	0.07	0.37	0.32	0.09	0.31	0.31
Crit Moves:		****			****			****		****		
Green Time:	21.6	21.6	21.6	25.9	25.9	25.9	15.7	63.4	63.4	15.0	62.7	62.7
Volume/Cap:	0.76	0.76	0.26	0.28	0.41	0.76	0.60	0.76	0.66	0.76	0.64	0.64
Uniform Del:	51.8	51.8	47.3	44.1	45.4	49.1	54.2	27.2	25.1	55.8	25.2	25.2
IncremntDel:	6.1	6.1	0.5	0.4	0.8	9.2	2.5	2.0	1.8	16.0	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.8	57.8	47.8	44.5	46.2	58.4	56.7	29.2	26.9	71.8	26.0	26.0
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:	57.8	57.8	47.8	44.5	46.2	58.4	56.7	29.2	26.9	71.8	26.0	26.0
HCM2kAvg:	10	10	3	3	5	12	5	23	17	8	17	17

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

Intersection #15 Kasota/Hwy 18

Cycle (sec): 130 | Critical Vol./Cap. (X): 0.880
Loss Time (sec): 20 (Y+R = 4 sec) | Average Delay (sec/veh): 57.4
Optimal Cycle: OPTIMIZED | Level Of Service: E

Street Name:	Kasota Rd						Highway 18					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	89	46	35	129	48	158	73	1362	52	30	1037	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	46	35	129	48	158	73	1362	52	30	1037	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	94	48	37	136	51	166	77	1434	55	32	1092	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	48	37	136	51	166	77	1434	55	32	1092	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	48	37	136	51	166	77	1434	55	32	1092	88
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.52	0.27	0.21	0.39	0.14	0.47	1.00	1.93	0.07	1.00	1.85	0.15
Final Sat.:	890	460	350	655	244	802	1700	3468	132	1700	3330	270
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.21	0.21	0.21	0.05	0.41	0.41	0.02	0.33	0.33
Crit Moves:		****		****				****		****		
Green Time:	15.7	20.0	20.0	26.7	31.0	31.0	12.0	53.3	53.3	10.0	51.2	51.2
Volume/Cap:	0.87	0.68	0.68	1.01	0.87	0.87	0.49	1.01	1.01	0.24	0.83	0.83
Uniform Del:	56.1	52.0	52.0	51.6	47.6	47.6	56.1	38.4	38.4	56.4	35.5	35.5
IncremntDel:	30.5	7.3	7.3	50.4	18.0	18.0	2.4	25.6	25.6	1.0	4.3	4.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.6	59.3	59.3	102.0	65.6	65.6	58.4	64.0	64.0	57.4	39.8	39.8
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:	86.6	59.3	59.3	102.0	65.6	65.6	58.4	64.0	64.0	57.4	39.8	39.8
HCM2kAvg:	10	8	8	20	16	16	4	37	37	1	23	23

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

Intersection #16 Corwin/Hwy 18

Cycle (sec): 60 | Critical Vol./Cap. (X): 0.586
Loss Time (sec): 10 (Y+R = 4 sec) | Average Delay (sec/veh): 23.5
Optimal Cycle: 60 | Level Of Service: C

Street Name:	Corwin Rd						Highway 18					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	20	0	20	10	20	0	0	20	0
Lanes:	0 0	0 0	0	1 0	0 0	2	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	62	0	262	268	1267	0	0	948	24
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	62	0	262	268	1267	0	0	948	24
User Adj:	1.00	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	65	0	276	282	1334	0	0	998	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	276	282	1334	0	0	998	25
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 Vol.:	0	0	0	65	0	276	282	1334	0	0	998	25
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	1.00	2.00	0.00	0.00	1.95	0.05
Final Sat.:	0	0	0	1700	0	3600	1700	3600	0	0	3511	89
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.08	0.17	0.37	0.00	0.00	0.28	0.28
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	20.0	0.0	20.0	10.0	30.0	0.0	0.0	20.0	20.0
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.23	1.00	0.74	0.00	0.00	0.85	0.85
Uniform Del:	0.0	0.0	0.0	13.9	0.0	14.4	25.0	11.9	0.0	0.0	18.6	18.6
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.1	52.2	1.7	0.0	0.0	6.1	6.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	14.0	0.0	14.5	77.2	13.6	0.0	0.0	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.0	0.0	14.5	77.2	13.6	0.0	0.0	24.7	24.7
HCM2kAvg:	0	0	0	1	0	2	11	11	0	0	12	12

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

Intersection #17 Tao/Hwy 18

Cycle (sec): 110 | Critical Vol./Cap. (X): 0.528
Loss Time (sec): 14 (Y+R = 4 sec) | Average Delay (sec/veh): 20.9
Optimal Cycle: OPTIMIZED | Level Of Service: C

Street Name:	Tao Road						Highway 18					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	143	45	69	54	45	34	31	834	141	127	1233	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 Bse:	143	45	69	54	45	34	31	834	141	127	1233	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:	151	47	73	57	47	36	33	878	148	134	1298	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	47	73	57	47	36	33	878	148	134	1298	53
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 Vol.:	151	47	73	57	47	36	33	878	148	134	1298	53
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	0.97	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.39	0.61	0.84	0.67	0.49	1.00	1.71	0.29	1.00	1.92	0.08
Final Sat.:	1700	711	1089	1414	1179	890	1700	3079	521	1700	3460	140
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.04	0.04	0.04	0.02	0.29	0.29	0.08	0.38	0.38
Crit Moves:		****					****				****	
Green Time:	20.0	20.0	20.0	20.0	20.0	20.0	10.0	57.6	57.6	18.4	66.0	66.0
Volume/Cap:	0.49	0.37	0.37	0.22	0.22	0.22	0.21	0.54	0.54	0.47	0.63	0.63
Uniform Del:	40.4	39.4	39.4	38.4	38.4	38.4	46.3	17.4	17.4	41.4	14.1	14.1
IncremntDel:	1.2	0.7	0.7	0.2	0.2	0.2	0.7	0.3	0.3	1.2	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.6	40.1	40.1	38.5	38.5	38.5	47.0	17.8	17.8	42.7	14.7	14.7
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:	41.6	40.1	40.1	38.5	38.5	38.5	47.0	17.8	17.8	42.7	14.7	14.7
HCM2kAvg:	5	4	4	2	2	2	1	12	12	5	15	15

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

Intersection #18 Rancherias/Hwy 18

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.863
Loss Time (sec): 20 (Y+R = 4 sec) | Average Delay (sec/veh): 45.8
Optimal Cycle: 110 | Level Of Service: D

Street Name:	Rancherias Rd						Highway 18					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	33	152	107	128	158	260	297	1123	48	152	790	153
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:	33	152	107	128	158	260	297	1123	48	152	790	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	35	160	113	135	166	274	313	1182	51	160	832	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	160	113	135	166	274	313	1182	51	160	832	161
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 Vol.:	35	160	113	135	166	274	313	1182	51	160	832	161
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.59	0.41	1.00	1.00	1.00	1.00	1.92	0.08	1.00	1.68	0.32
Final Sat.:	1700	1056	744	1700	1800	1800	1700	3452	148	1700	3016	584
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.08	0.09	0.15	0.18	0.34	0.34	0.09	0.28	0.28
Crit Moves:		****		****			****				****	
Green Time:	10.0	20.0	20.0	10.0	20.0	20.0	20.0	38.7	38.7	11.3	30.0	30.0
Volume/Cap:	0.20	0.76	0.76	0.79	0.46	0.76	0.92	0.88	0.88	0.83	0.92	0.92
Uniform Del:	41.3	37.7	37.7	44.0	35.3	37.7	39.2	28.6	28.6	43.4	33.8	33.8
IncremntDel:	0.6	8.9	8.9	21.9	0.9	9.1	29.1	7.1	7.1	25.5	12.3	12.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.9	46.7	46.7	65.9	36.2	46.9	68.3	35.7	35.7	68.9	46.2	46.2
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:	41.9	46.7	46.7	65.9	36.2	46.9	68.3	35.7	35.7	68.9	46.2	46.2
HCM2kAvg:	1	10	10	6	5	10	13	21	21	7	19	19

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

Intersection #19 Kiowa/Hwy 18

Cycle (sec): 120 Critical Vol./Cap. (X): 0.545
Loss Time (sec): 20 (Y+R = 4 sec) Average Delay (sec/veh): 32.6
Optimal Cycle:OPTIMIZED Level Of Service: C

Street Name:	Kiowa Rd						Highway 18					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	144	92	76	7	60	23	45	761	251	21	593	8
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:	144	92	76	7	60	23	45	761	251	21	593	8
User Adj:	1.00	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:	152	97	80	7	63	24	47	801	264	22	624	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	97	80	7	63	24	47	801	264	22	624	8
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 Vol.:	152	97	80	7	63	24	47	801	264	22	624	8
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	0.94	0.94	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.55	0.45	0.08	0.67	0.25	1.00	1.50	0.50	1.00	1.97	0.03
Final Sat.:	1700	986	814	132	1133	434	1700	2707	893	1700	3552	48
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.06	0.06	0.06	0.03	0.30	0.30	0.01	0.18	0.18
Crit Moves:	****				****			****		****		
Green Time:	16.2	24.1	24.1	12.1	20.0	20.0	20.5	53.8	53.8	10.0	43.3	43.3
Volume/Cap:	0.66	0.49	0.49	0.55	0.33	0.33	0.16	0.66	0.66	0.16	0.49	0.49
Uniform Del:	49.3	42.5	42.5	51.4	44.1	44.1	42.4	25.9	25.9	51.1	29.8	29.8
IncremntDel:	6.9	1.0	1.0	3.9	0.7	0.7	0.3	1.0	1.0	0.5	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.2	43.5	43.5	55.3	44.8	44.8	42.7	27.0	27.0	51.6	30.0	30.0
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:	56.2	43.5	43.5	55.3	44.8	44.8	42.7	27.0	27.0	51.6	30.0	30.0
HCM2kAvg:	6	6	6	4	3	3	2	16	16	1	9	9

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

Intersection #20 Navajo/Hwy 18

Cycle (sec): 90 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 20 (Y+R = 4 sec) Average Delay (sec/veh): 33.6
Optimal Cycle:OPTIMIZED Level Of Service: C

Street Name:	Navajo Rd						Highway 18					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	162	19	101	37	184	29	66	552	242	146	506	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	19	101	37	184	29	66	552	242	146	506	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	171	20	106	39	194	31	69	581	255	154	533	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	20	106	39	194	31	69	581	255	154	533	36
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 Vol.:	171	20	106	39	194	31	69	581	255	154	533	36
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.73	0.27	1.00	1.39	0.61	1.00	1.87	0.13
Final Sat.:	1700	1800	1800	1700	3110	490	1700	2503	1097	1700	3373	227
Capacity Analysis Module:												
Vol/Sat:	0.10	0.01	0.06	0.02	0.06	0.06	0.04	0.23	0.23	0.09	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	11.9	21.2	21.2	10.6	20.0	20.0	12.7	27.5	27.5	10.7	25.4	25.4
Volume/Cap:	0.76	0.05	0.25	0.19	0.28	0.28	0.29	0.76	0.76	0.76	0.56	0.56
Uniform Del:	37.7	26.6	27.9	35.8	29.0	29.0	34.6	28.3	28.3	38.4	27.5	27.5
IncremntDel:	14.2	0.0	0.3	0.5	0.2	0.2	0.7	3.2	3.2	15.5	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.9	26.6	28.2	36.3	29.2	29.2	35.3	31.5	31.5	54.0	28.2	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	1.00
AdjDel/Veh:	51.9	26.6	28.2	36.3	29.2	29.2	35.3	31.5	31.5	54.0	28.2	28.2
HCM2kAvg:	6	0	2	1	3	3	2	12	12	6	7	7

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

Intersection #21 Central/Hwy 18

Cycle (sec): 60 | Critical Vol./Cap. (X): 0.347
Loss Time (sec): 14 (Y+R = 4 sec) | Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED | Level Of Service: B

Street Name:	Central Rd						Highway 18					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	102	132	62	40	151	151	116	259	114	29	186	35
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:	102	132	62	40	151	151	116	259	114	29	186	35
User Adj:	1.00	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:	107	139	65	42	159	159	122	273	120	31	196	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	139	65	42	159	159	122	273	120	31	196	37
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 Vol.:	107	139	65	42	159	159	122	273	120	31	196	37
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	1.00	0.94	0.94	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.44	0.56	1.00	0.21	0.79	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	741	959	1800	356	1344	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.04	0.12	0.12	0.09	0.07	0.08	0.07	0.02	0.05	0.02
Crit Moves:		****					****				****	
Green Time:	18.8	18.8	18.8	18.8	18.8	18.8	9.4	18.8	18.8	9.4	18.8	18.8
Volume/Cap:	0.46	0.46	0.12	0.38	0.38	0.28	0.46	0.24	0.21	0.11	0.17	0.07
Uniform Del:	17.7	17.7	15.7	17.2	17.2	16.6	24.5	16.4	16.2	23.2	16.0	15.4
IncremntDel:	0.6	0.6	0.1	0.5	0.5	0.3	1.3	0.1	0.2	0.2	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.3	18.3	15.8	17.6	17.6	16.9	25.8	16.5	16.4	23.4	16.1	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	18.3	15.8	17.6	17.6	16.9	25.8	16.5	16.4	23.4	16.1	15.5
HCM2kAvg:	4	4	1	3	3	3	3	2	2	1	1	1

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

Intersection #22 Apple Valley/Bear Valley

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.673
Loss Time (sec): 20 (Y+R = 4 sec) | Average Delay (sec/veh): 41.2
Optimal Cycle: 80 | Level Of Service: D

Street Name:	Apple Valley Rd						Bear Valley Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 1	0	1 0	1 1	1	2 0	2 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	65	85	96	166	105	570	695	1115	39	72	727	107
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:	65	85	96	166	105	570	695	1115	39	72	727	107
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	70	92	104	180	114	618	754	1209	42	78	788	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	92	104	180	114	618	754	1209	42	78	788	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
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 Vol.:	70	92	104	180	114	618	754	1209	42	78	788	116
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	3600	3200	3600	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.06	0.11	0.06	0.17	0.24	0.34	0.02	0.05	0.15	0.06
Crit Moves:		****		****				****		****		
Green Time:	10.7	20.0	20.0	12.0	21.3	21.3	26.0	38.0	38.0	10.0	22.1	22.1
Volume/Cap:	0.39	0.26	0.29	0.88	0.30	0.81	0.91	0.88	0.06	0.46	0.66	0.29
Uniform Del:	41.6	33.7	34.0	43.3	33.0	37.4	35.8	28.9	19.7	42.4	35.6	32.5
IncremntDel:	1.4	0.2	0.2	33.3	0.1	5.3	13.6	7.1	0.0	2.0	1.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.0	33.9	34.2	76.6	33.1	42.7	49.4	36.1	19.7	44.4	36.8	32.5
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:	43.0	33.9	34.2	76.6	33.1	42.7	49.4	36.1	19.7	44.4	36.8	32.5
HCM2kAvg:	2	2	3	8	3	11	15	21	1	3	8	3

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

Intersection #23 Deep Creek/Bear Valley

Average Delay (sec/veh): 39.3 Worst Case Level Of Service: F[1088.7]

Street Name:	Deep Creek Rd						Bear Valley Rd					
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	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	52	0	52	0	0	0	0	1558	80	68	1103	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:	52	0	52	0	0	0	0	1558	80	68	1103	0
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	56	0	56	0	0	0	0	1689	87	74	1196	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	56	0	56	0	0	0	0	1689	87	74	1196	0
Critical Gap Module:												
Critical Gp:	6.9	xxxx	7.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2478	xxxx	606	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1776	xxxx	xxxxx
Potent Cap.:	24	xxxx	437	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	342	xxxx	xxxxx
Move Cap.:	20	xxxx	437	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	342	xxxx	xxxxx
Volume/Cap:	2.80	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	39	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	12.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	1089	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	1088.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

Intersection #24 Kiowa/Bear Valley

Cycle (sec): 90 Critical Vol./Cap. (X): 0.506
Loss Time (sec): 20 (Y+R = 4 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: 80 Level Of Service: C

Street Name:	Kiowa Rd						Bear Valley Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	155	180	105	35	175	35	120	595	100	90	550	35
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:	155	180	105	35	175	35	120	595	100	90	550	35
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	168	195	114	38	190	38	130	645	108	98	596	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	195	114	38	190	38	130	645	108	98	596	38
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 Vol.:	168	195	114	38	190	38	130	645	108	98	596	38
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.06	0.02	0.05	0.02	0.08	0.18	0.06	0.06	0.17	0.02
Crit Moves:	****				****		****				****	
Green Time:	14.5	23.0	23.0	11.5	20.0	20.0	11.2	23.7	23.7	11.8	24.3	24.3
Volume/Cap:	0.61	0.21	0.25	0.17	0.24	0.09	0.61	0.68	0.23	0.44	0.61	0.08
Uniform Del:	35.1	26.4	26.6	35.0	28.7	27.8	37.3	29.8	26.0	36.0	28.8	24.5
IncremntDel:	4.1	0.1	0.3	0.4	0.2	0.1	5.3	2.0	0.2	1.4	1.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.3	26.5	26.9	35.4	28.9	27.9	42.6	31.8	26.3	37.4	29.9	24.6
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:	39.3	26.5	26.9	35.4	28.9	27.9	42.6	31.8	26.3	37.4	29.9	24.6
HCM2kAvg:	5	2	3	1	2	1	4	9	2	3	8	1

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

Intersection #25 Navajo/Bear Valley

Cycle (sec): 90 | Critical Vol./Cap. (X): 0.581
Loss Time (sec): 20 (Y+R = 4 sec) | Average Delay (sec/veh): 36.3
Optimal Cycle: 80 | Level Of Service: D

Street Name:	Navajo Rd						Bear Valley Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	59	122	81	252	256	176	184	490	135	100	374	89
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:	59	122	81	252	256	176	184	490	135	100	374	89
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	64	132	88	273	278	191	199	531	146	108	405	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	132	88	273	278	191	199	531	146	108	405	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	132	88	273	278	191	199	531	146	108	405	96
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.20	0.80	1.00	2.00	1.00	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1700	2164	1436	1700	3600	1800	1700	2822	778	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.16	0.08	0.11	0.12	0.19	0.19	0.06	0.11	0.05
Crit Moves:		****		****			****				****	
Green Time:	12.4	20.0	20.0	17.3	24.9	24.9	12.7	21.8	21.8	10.9	20.0	20.0
Volume/Cap:	0.27	0.28	0.28	0.83	0.28	0.38	0.83	0.78	0.78	0.53	0.51	0.24
Uniform Del:	34.7	29.0	29.0	34.9	25.5	26.3	37.6	31.9	31.9	37.1	30.7	28.8
IncremntDel:	0.6	0.2	0.2	16.6	0.2	0.5	21.6	4.5	4.5	2.5	0.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.3	29.2	29.2	51.6	25.7	26.8	59.2	36.4	36.4	39.7	31.2	29.1
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:	35.3	29.2	29.2	51.6	25.7	26.8	59.2	36.4	36.4	39.7	31.2	29.1
HCM2kAvg:	2	3	3	10	3	4	8	11	11	4	5	2

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #26 Central/Bear Valley Road

Cycle (sec): 100 | Critical Vol./Cap. (X): 1.223
Loss Time (sec): 20 (Y+R = 4 sec) | Average Delay (sec/veh): 67.4
Optimal Cycle: 0 | Level Of Service: F

Street Name:	Central Rd						Bear Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	0	6	6	0	6	6	0	6	6	0
Lanes:	0 1 0	0 1		0 0 1!	0 0		0 1 0	0 1		0 1 0	0 1	
Volume Module:												
Base Vol:	25	75	65	40	70	165	285	280	85	30	250	35
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:	25	75	65	40	70	165	285	280	85	30	250	35
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	27	81	70	43	76	179	309	304	92	33	271	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	81	70	43	76	179	309	304	92	33	271	38
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 Vol.:	27	81	70	43	76	179	309	304	92	33	271	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.75	1.00	0.15	0.25	0.60	0.50	0.50	1.00	0.11	0.89	1.00
Final Sat.:	104	313	461	69	120	284	253	248	572	51	424	526
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.15	0.63	0.63	0.63	1.22	1.22	0.16	0.64	0.64	0.07
Crit Moves:		****				****	****				****	
Delay/Veh:	13.6	13.6	11.4	21.7	21.7	21.7	140.4	140	10.1	21.7	21.7	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	11.4	21.7	21.7	21.7	140.4	140	10.1	21.7	21.7	9.9
LOS by Move:	B	B	B	C	C	C	F	F	B	C	C	A
ApproachDel:	12.7			21.7			123.3			20.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.7			21.7			123.3			20.4		
LOS by Appr:	B			C			F			C		

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

Intersection #27 Bear Valley Cutoff/Hwy 18

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: B[10.9]

Street Name:	Highway 18						Bear Valley Cutoff					
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			Yield Sign			Yield Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	186	198	0	0	184	9	4	0	224	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:	186	198	0	0	184	9	4	0	224	0	0	0
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	204	0	0	190	9	4	0	231	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	192	204	0	0	190	9	4	0	231	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	199	xxxx	xxxxx	xxxx	xxxx	xxxxx	777	xxxx	190	xxxx	xxxx	xxxxx
Potent Cap.:	1368	xxxx	xxxxx	xxxx	xxxx	xxxxx	364	xxxx	850	xxxx	xxxx	xxxxx
Move Cap.:	1368	xxxx	xxxxx	xxxx	xxxx	xxxxx	325	xxxx	850	xxxx	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.27	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	1.1	xxxxx	xxxx	xxxxx
Stopped Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.2	xxxx	10.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Intersection #28 Beekley/SR-138

Cycle (sec): 110 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 20 (Y+R = 4 sec) Average Delay (sec/veh): 40.7
Optimal Cycle: 80 Level Of Service: D

Street Name:	Beekley Rd									SR-138		
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	7	19	11	270	32	32	28	362	6	16	352	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	19	11	270	32	32	28	362	6	16	352	41
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	8	21	12	293	35	35	30	392	7	17	382	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	21	12	293	35	35	30	392	7	17	382	44
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 Vol.:	8	21	12	293	35	35	30	392	7	17	382	44
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.63	0.37	1.00	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1140	660	1700	900	900	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.17	0.04	0.04	0.02	0.22	0.00	0.01	0.21	0.02
Crit Moves:		****		****				****		****		
Green Time:	15.5	20.0	20.0	26.5	31.0	31.0	13.1	33.5	33.5	10.0	30.5	30.5
Volume/Cap:	0.03	0.10	0.10	0.72	0.14	0.14	0.15	0.72	0.01	0.11	0.77	0.09
Uniform Del:	40.8	37.5	37.5	38.3	29.5	29.5	43.5	34.0	26.7	45.9	36.5	29.5
IncremntDel:	0.1	0.1	0.1	5.9	0.1	0.1	0.3	4.5	0.0	0.3	7.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.8	37.6	37.6	44.2	29.6	29.6	43.8	38.5	26.7	46.2	43.5	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:	40.8	37.6	37.6	44.2	29.6	29.6	43.8	38.5	26.7	46.2	43.5	29.6
HCM2kAvg:	0	1	1	10	2	2	1	13	0	1	13	1

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

Intersection #29 Deep Creek/Rock Springs

Cycle (sec): 90 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 60 Level Of Service: B

Street Name:	Deep Creek Rd						Rock Springs Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	35	15	10	10	45	120	85	495	55	10	195	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:	35	15	10	10	45	120	85	495	55	10	195	10
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	38	16	11	11	49	130	92	537	60	11	211	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	16	11	11	49	130	92	537	60	11	211	11
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 Vol.:	38	16	11	11	49	130	92	537	60	11	211	11
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.58	0.25	0.17	0.06	0.26	0.68	1.00	0.90	0.10	1.00	0.95	0.05
Final Sat.:	992	425	283	97	437	1166	1700	1620	180	1700	1712	88
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.11	0.11	0.11	0.05	0.33	0.33	0.01	0.12	0.12
Crit Moves:					****			****				
Green Time:	20.7	20.7	20.7	20.7	20.7	20.7	61.3	61.3	61.3	61.3	61.3	61.3
Volume/Cap:	0.17	0.17	0.17	0.49	0.49	0.49	0.08	0.49	0.49	0.01	0.18	0.18
Uniform Del:	27.8	27.8	27.8	30.1	30.1	30.1	4.8	6.8	6.8	4.6	5.2	5.2
IncremntDel:	0.2	0.2	0.2	1.0	1.0	1.0	0.0	0.3	0.3	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.0	28.0	28.0	31.0	31.0	31.0	4.9	7.1	7.1	4.6	5.3	5.3
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:	28.0	28.0	28.0	31.0	31.0	31.0	4.9	7.1	7.1	4.6	5.3	5.3
HCM2kAvg:	2	2	2	5	5	5	1	8	8	0	2	2

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

Intersection #30 Vista/National Trails Hw

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: B[12.6]

Street Name:	Vista Rd						National Trails Highway					
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:	1 0	1 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	256	53	0	0	54	101	37	0	196	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:	256	53	0	0	54	101	37	0	196	0	0	0
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	278	57	0	0	59	110	40	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	278	57	0	0	59	110	40	0	213	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	168	xxxx	xxxxx	xxxx	xxxx	xxxxx	726	xxxx	113	xxxx	xxxx	xxxxx
Potent Cap.:	1404	xxxx	xxxxx	xxxx	xxxx	xxxxx	390	xxxx	937	xxxx	xxxx	xxxxx
Move Cap.:	1404	xxxx	xxxxx	xxxx	xxxx	xxxxx	331	xxxx	937	xxxx	xxxx	xxxxx
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.23	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	726	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Intersection #31 US-395/Phelan

Cycle (sec): 90 Critical Vol./Cap. (X): 0.664
Loss Time (sec): 20 (Y+R = 4 sec) Average Delay (sec/veh): 32.2
Optimal Cycle:OPTIMIZED Level Of Service: C

Street Name:	US-395						Phelan Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	186	802	22	106	617	64	105	408	46	11	465	67
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:	186	802	22	106	617	64	105	408	46	11	465	67
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	202	870	24	115	669	69	114	442	50	12	504	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	870	24	115	669	69	114	442	50	12	504	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	202	870	24	115	669	69	114	442	50	12	504	73
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.01	0.07	0.19	0.04	0.07	0.12	0.03	0.01	0.14	0.04
Crit Moves:		****		****			****				****	
Green Time:	13.9	30.0	30.0	10.0	26.1	26.1	10.0	20.0	20.0	10.0	20.0	20.0
Volume/Cap:	0.77	0.72	0.04	0.61	0.64	0.13	0.60	0.55	0.12	0.06	0.63	0.18
Uniform Del:	36.5	26.4	20.3	38.1	27.9	23.6	38.1	31.0	28.0	35.8	31.7	28.4
IncremntDel:	12.7	2.2	0.0	5.6	1.4	0.1	5.4	0.8	0.1	0.1	1.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.2	28.6	20.3	43.8	29.2	23.7	43.5	31.9	28.1	35.9	33.3	28.6
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:	49.2	28.6	20.3	43.8	29.2	23.7	43.5	31.9	28.1	35.9	33.3	28.6
HCM2kAvg:	7	12	0	4	9	1	4	6	1	0	7	2

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

Intersection #32 Sheep Creek/Hwy 18

Average Delay (sec/veh): 9.1 Worst Case Level Of Service: D[28.7]

Street Name:	Sheep Creek						Highway 18					
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	1! 0	0	0 1	0 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	10	45	73	96	62	5	5	244	0	66	173	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:	10	45	73	96	62	5	5	244	0	66	173	0
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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	49	79	104	67	5	5	265	0	72	188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	11	49	79	104	67	5	5	265	0	72	188	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	642	606	265	670	606	188	188	xxxx	xxxxx	265	xxxx	xxxxx
Potent Cap.:	385	410	772	369	410	852	1381	xxxx	xxxxx	1294	xxxx	xxxxx
Move Cap.:	316	385	772	285	385	852	1381	xxxx	xxxxx	1294	xxxx	xxxxx
Volume/Cap:	0.03	0.13	0.10	0.36	0.17	0.01	0.00	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	526	xxxxx	xxxx	324	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	3.1	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd StpDel:	xxxxx	14.3	xxxxx	xxxxx	28.7	xxxxx	7.6	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	B	*	*	D	*	A	*	*	A	*	*
ApproachDel:		14.3			28.7		xxxxxx			xxxxxx		
ApproachLOS:		B			D			*			*	

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

Intersection #33 SR-138/Summit Valley

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.4]

Street Name:	Summit Valley Rd							SH-138					
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! 0	0	0 0	0 1	0	0 0	0 1	0	
Volume Module:													
Base Vol:	0	0	0	18	0	75	0	214	49	0	48	13	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	18	0	75	0	214	49	0	48	13	
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	
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	20	0	81	0	232	53	0	52	14	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	0	0	0	20	0	81	0	232	53	0	52	14	
Critical Gap Module:													
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Capacity Module:													
Cnflict Vol:	xxxx	xxxx	xxxxx	318	xxxx	59	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx	673	xxxx	1004	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx	673	xxxx	1004	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	
Level Of Service Module:													
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	917	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx				9.4		xxxxxx			xxxxxx			
ApproachLOS:	*				A		*			*			

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

Intersection #34 Escondido/Main

Cycle (sec): 60 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle:OPTIMIZED Level Of Service: B

Street Name:	Escondido							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			Permitted			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0	
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	1 0	2 0	0	
Volume Module:													
Base Vol:	147	0	118	0	0	0	0	1144	156	157	936	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:	147	0	118	0	0	0	0	1144	156	157	936	0	
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	
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:	159	0	128	0	0	0	0	1240	169	170	1015	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	159	0	128	0	0	0	0	1240	169	170	1015	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 Vol.:	159	0	128	0	0	0	0	1240	169	170	1015	0	
Saturation Flow Module:													
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00	
Final Sat.:	3200	0	1800	0	0	0	0	5400	1800	1700	3600	0	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.00	0.07	0.00	0.00	0.00	0.00	0.23	0.09	0.10	0.28	0.00	
Crit Moves:	****							****		****			
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	26.5	26.5	11.5	38.0	0.0	
Volume/Cap:	0.30	0.00	0.43	0.00	0.00	0.00	0.00	0.52	0.21	0.52	0.45	0.00	
Uniform Del:	21.9	0.0	22.4	0.0	0.0	0.0	0.0	12.2	10.3	21.8	5.6	0.0	
IncremntDel:	0.3	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.1	1.5	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	
Delay/Veh:	22.2	0.0	23.4	0.0	0.0	0.0	0.0	12.4	10.5	23.3	5.8	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:	22.2	0.0	23.4	0.0	0.0	0.0	0.0	12.4	10.5	23.3	5.8	0.0	
HCM2kAvg:	2	0	3	0	0	0	0	6	2	4	5	0	

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

Intersection #35 Maple Main

Cycle (sec): 130 | Critical Vol./Cap. (X): 0.596
Loss Time (sec): 20 (Y+R = 4 sec) | Average Delay (sec/veh): 31.9
Optimal Cycle: OPTIMIZED | Level Of Service: C

Street Name:	Maple Ave									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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	100	136	82	101	118	53	79	1156	91	86	1171	105
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:	100	136	82	101	118	53	79	1156	91	86	1171	105
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	108	147	89	110	128	57	86	1253	99	93	1270	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	147	89	110	128	57	86	1253	99	93	1270	114
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 Vol.:	108	147	89	110	128	57	86	1253	99	93	1270	114
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.85	0.15	1.00	1.84	0.16
Final Sat.:	3200	3600	1800	3200	3600	1800	1700	3337	263	1700	3304	296
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.05	0.03	0.04	0.03	0.05	0.38	0.38	0.05	0.38	0.38
Crit Moves:	****				****		****				****	
Green Time:	10.0	20.0	20.0	10.0	20.0	20.0	10.0	66.4	66.4	13.6	70.0	70.0
Volume/Cap:	0.44	0.27	0.32	0.44	0.23	0.21	0.65	0.74	0.74	0.52	0.71	0.71
Uniform Del:	57.3	48.5	49.0	57.3	48.3	48.1	58.3	24.9	24.9	55.1	22.5	22.5
IncremntDel:	1.3	0.3	0.7	1.3	0.2	0.4	11.4	1.6	1.6	2.8	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.6	48.8	49.6	58.6	48.5	48.4	69.7	26.5	26.5	58.0	23.8	23.8
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:	58.6	48.8	49.6	58.6	48.5	48.4	69.7	26.5	26.5	58.0	23.8	23.8
HCM2kAvg:	3	3	3	3	2	2	5	22	22	4	21	21

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

Intersection #36 Cottonwood/Main

Cycle (sec): 120 | Critical Vol./Cap. (X): 0.714
Loss Time (sec): 14 (Y+R = 4 sec) | Average Delay (sec/veh): 23.7
Optimal Cycle: 69 | Level Of Service: C

Street Name:	Cottonwood Ave									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			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	47	71	72	148	74	69	97	1546	40	48	1461	143
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:	47	71	72	148	74	69	97	1546	40	48	1461	143
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	51	77	78	160	80	75	105	1676	43	52	1584	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	77	78	160	80	75	105	1676	43	52	1584	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	77	78	160	80	75	105	1676	43	52	1584	155
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.50	0.50	1.00	0.52	0.48	1.00	1.95	0.05	1.00	1.82	0.18
Final Sat.:	1700	894	906	1700	931	869	1700	3509	91	1700	3279	321
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.09	0.09	0.09	0.06	0.48	0.48	0.03	0.48	0.48
Crit Moves:		****					****				****	
Green Time:	20.0	20.0	20.0	20.0	20.0	20.0	10.0	73.2	73.2	12.8	76.0	76.0
Volume/Cap:	0.18	0.52	0.52	0.57	0.52	0.52	0.74	0.78	0.78	0.29	0.76	0.76
Uniform Del:	43.0	45.6	45.6	46.0	45.6	45.6	53.7	17.5	17.5	49.4	15.6	15.6
IncremntDel:	0.3	1.6	1.6	2.7	1.6	1.6	18.9	1.9	1.9	0.9	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.3	47.2	47.2	48.7	47.2	47.2	72.6	19.4	19.4	50.3	17.2	17.2
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:	43.3	47.2	47.2	48.7	47.2	47.2	72.6	19.4	19.4	50.3	17.2	17.2
HCM2kAvg:	2	6	6	6	6	6	5	25	25	2	24	24

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

Intersection #37 Seventh/Main

Cycle (sec): 130 | Critical Vol./Cap. (X): 0.727
Loss Time (sec): 20 (Y+R = 4 sec) | Average Delay (sec/veh): 37.6
Optimal Cycle:OPTIMIZED | Level Of Service: D

Street Name:	Seventh									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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	79	109	55	109	68	123	156	1508	33	66	1367	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	109	55	109	68	123	156	1508	33	66	1367	69
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	86	118	60	118	74	133	169	1635	36	72	1482	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	118	60	118	74	133	169	1635	36	72	1482	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	118	60	118	74	133	169	1635	36	72	1482	75
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2393	1207	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.07	0.04	0.07	0.10	0.45	0.02	0.04	0.41	0.04
Crit Moves:		****		****				****		****		
Green Time:	10.2	20.0	20.0	10.6	20.4	20.4	15.4	69.4	69.4	10.0	63.9	63.9
Volume/Cap:	0.64	0.32	0.32	0.85	0.26	0.47	0.84	0.85	0.04	0.55	0.84	0.08
Uniform Del:	58.1	49.0	49.0	58.9	48.2	49.9	56.0	25.9	14.4	57.8	28.5	17.5
IncremntDel:	10.2	0.3	0.3	36.5	0.2	0.8	25.2	3.9	0.0	4.8	3.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.3	49.3	49.3	95.4	48.3	50.7	81.2	29.7	14.4	62.6	32.2	17.6
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:	68.3	49.3	49.3	95.4	48.3	50.7	81.2	29.7	14.4	62.6	32.2	17.6
HCM2kAvg:	4	3	3	7	3	5	9	30	1	4	27	2

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

Intersection #38 I Ave/Main

Cycle (sec): 90 | Critical Vol./Cap. (X): 0.587
Loss Time (sec): 20 (Y+R = 4 sec) | Average Delay (sec/veh): 34.2
Optimal Cycle:OPTIMIZED | Level Of Service: C

Street Name:	I Avenue									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			Ovl			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	218	149	30	127	245	230	322	633	248	25	387	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	149	30	127	245	230	322	633	248	25	387	61
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	236	162	33	138	266	249	349	686	269	27	420	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	162	33	138	266	249	349	686	269	27	420	66
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 Vol.:	236	162	33	138	266	249	349	686	269	27	420	66
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.73	0.27
Final Sat.:	1700	3600	1800	1700	3600	1800	3200	3600	1800	3200	3110	490
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.02	0.08	0.07	0.14	0.11	0.19	0.15	0.01	0.13	0.13
Crit Moves:	****				****		****				****	
Green Time:	16.8	24.5	24.5	12.3	20.0	33.2	13.2	22.1	22.1	11.1	20.0	20.0
Volume/Cap:	0.74	0.16	0.07	0.59	0.33	0.38	0.74	0.78	0.61	0.07	0.61	0.61
Uniform Del:	34.6	24.9	24.2	36.5	29.4	20.8	36.8	31.6	30.1	34.9	31.5	31.5
IncremntDel:	9.2	0.1	0.1	4.1	0.2	0.4	6.4	4.3	2.4	0.1	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.8	25.0	24.3	40.6	29.6	21.2	43.2	36.0	32.5	35.0	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:	43.8	25.0	24.3	40.6	29.6	21.2	43.2	36.0	32.5	35.0	32.8	32.8
HCM2kAvg:	8	2	1	5	3	5	6	11	7	0	7	7

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

Intersection #39 Seventh/Bear Valley

Cycle (sec): 90 | Critical Vol./Cap. (X): 0.755
Loss Time (sec): 20 (Y+R = 4 sec) | Average Delay (sec/veh): 36.9
Optimal Cycle: 82 | Level Of Service: D

Street Name:	Seventh						Bear Valley Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 3	0	1	1 0 3	0	1
Volume Module:												
Base Vol:	80	214	115	104	248	87	98	1526	117	126	1504	99
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:	80	214	115	104	248	87	98	1526	117	126	1504	99
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	87	232	125	113	269	94	106	1655	127	137	1631	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	232	125	113	269	94	106	1655	127	137	1631	107
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 Vol.:	87	232	125	113	269	94	106	1655	127	137	1631	107
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.07	0.07	0.15	0.05	0.06	0.31	0.07	0.08	0.30	0.06
Crit Moves:	****				****			****		****		
Green Time:	10.0	20.0	20.0	10.0	20.0	20.0	10.8	30.0	30.0	10.0	29.2	29.2
Volume/Cap:	0.46	0.58	0.31	0.60	0.67	0.24	0.52	0.92	0.21	0.72	0.93	0.18
Uniform Del:	37.5	31.3	29.2	38.1	32.0	28.7	37.2	28.8	21.5	38.7	29.4	21.8
IncremntDel:	1.8	2.1	0.4	5.1	4.4	0.3	2.5	8.1	0.2	12.9	9.3	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.2	33.4	29.7	43.2	36.4	29.0	39.7	36.9	21.7	51.6	38.7	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:	39.2	33.4	29.7	43.2	36.4	29.0	39.7	36.9	21.7	51.6	38.7	22.0
HCM2kAvg:	3	6	3	4	8	2	4	19	3	5	19	2

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

Intersection #40 Hesperia/Bear Valley

Cycle (sec): 120 | Critical Vol./Cap. (X): 0.862
Loss Time (sec): 20 (Y+R = 4 sec) | Average Delay (sec/veh): 55.6
Optimal Cycle: 121 | Level Of Service: E

Street Name:	Hesperia Rd						Bear Valley Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0 2	0	1	2 0 1	1	0	1 0 2	1	0	1 0 2	1	0
Volume Module:												
Base Vol:	106	395	235	517	455	153	229	1194	119	230	1248	137
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:	106	395	235	517	455	153	229	1194	119	230	1248	137
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	115	428	255	561	493	166	248	1295	129	249	1353	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	428	255	561	493	166	248	1295	129	249	1353	149
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 Vol.:	115	428	255	561	493	166	248	1295	129	249	1353	149
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.50	0.50	1.00	2.73	0.27	1.00	2.70	0.30
Final Sat.:	1700	3600	1800	3200	2694	906	1700	4911	489	1700	4866	534
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.14	0.18	0.18	0.18	0.15	0.26	0.26	0.15	0.28	0.28
Crit Moves:		****		****			****				****	
Green Time:	13.6	20.0	20.0	23.4	29.8	29.8	19.5	36.4	36.4	20.2	37.1	37.1
Volume/Cap:	0.60	0.71	0.85	0.90	0.74	0.74	0.90	0.87	0.87	0.87	0.90	0.90
Uniform Del:	50.6	47.3	48.5	47.2	41.5	41.5	49.3	39.6	39.6	48.6	39.6	39.6
IncremntDel:	5.1	4.1	19.9	15.9	3.2	3.2	29.5	5.3	5.3	23.6	7.0	7.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	7.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.7	51.3	68.4	63.1	44.7	44.7	78.8	52.6	44.9	72.2	54.2	46.6
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:	55.7	51.3	68.4	63.1	44.7	44.7	78.8	52.6	44.9	72.2	54.2	46.6
HCM2kAvg:	5	9	12	13	13	13	12	19	19	12	21	21

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

Intersection #41 I Ave/Bear Valley

Cycle (sec): 130 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.3
Optimal Cycle:OPTIMIZED Level Of Service: D

Street Name:	I Avenue						Bear Valley Rd					
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:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 1	0 0	1	1 0	0 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	434	47	241	37	28	41	47	1999	460	156	1298	8
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:	434	47	241	37	28	41	47	1999	460	156	1298	8
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	471	51	261	40	30	44	51	2167	499	169	1407	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	51	261	40	30	44	51	2167	499	169	1407	9
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 Vol.:	471	51	261	40	30	44	51	2167	499	169	1407	9
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00
Lanes:	1.80	0.20	1.00	1.00	0.41	0.59	1.00	3.00	1.00	2.00	2.98	0.02
Final Sat.:	3068	332	1800	1700	730	1070	1700	5400	1800	3200	5367	33
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.02	0.04	0.04	0.03	0.40	0.28	0.05	0.26	0.26
Crit Moves:		****			****			****		****		
Green Time:	23.2	23.2	23.2	20.0	20.0	20.0	16.1	60.8	60.8	10.0	54.7	54.7
Volume/Cap:	0.86	0.86	0.81	0.15	0.27	0.27	0.24	0.86	0.59	0.69	0.62	0.62
Uniform Del:	51.8	51.8	51.3	47.7	48.6	48.6	51.5	30.8	25.5	58.5	29.5	29.5
IncremntDel:	11.7	11.7	14.5	0.3	0.5	0.5	0.6	3.2	1.1	7.9	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.5	63.5	65.8	47.9	49.1	49.1	52.1	34.0	26.6	66.4	30.1	30.1
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:	63.5	63.5	65.8	47.9	49.1	49.1	52.1	34.0	26.6	66.4	30.1	30.1
HCM2kAvg:	13	13	12	1	3	3	2	28	15	5	15	15

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #42 Mariposa/Ranchero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.748
Loss Time (sec): 20 (Y+R = 4 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 0 Level Of Service: C

Street Name:	Mariposa Rd						Ranchero Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	36	535	80	35	0	0	0	0	159	0	73
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	36	535	80	35	0	0	0	0	159	0	73
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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	39	580	87	38	0	0	0	0	172	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	39	580	87	38	0	0	0	0	172	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	39	580	87	38	0	0	0	0	172	0	79
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.06	0.94	0.70	0.30	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	52	775	434	190	0	0	0	0	514	0	618
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.75	0.75	0.20	0.20	xxxx	xxxx	xxxx	xxxx	0.34	xxxx	0.13
Crit Moves:		****		****						****		
Delay/Veh:	0.0	18.4	18.4	9.8	9.8	0.0	0.0	0.0	0.0	12.3	0.0	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.4	18.4	9.8	9.8	0.0	0.0	0.0	0.0	12.3	0.0	8.9
LOS by Move:	*	C	C	A	A	*	*	*	*	B	*	A
ApproachDel:		18.4			9.8			xxxxxx			11.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		18.4			9.8			xxxxxx			11.2	
LOS by Appr:		C			A			*			B	

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

Intersection #43 US-395/Eucalyptus

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.5]

Street Name:	US-395						Eucalyptus St					
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	1 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	3	1019	0	0	742	1	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:	3	1019	0	0	742	1	0	0	0	0	0	0
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	3	1105	0	0	804	1	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	1105	0	0	804	1	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	806	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	808	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	808	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Intersection #44 US-395/Bear Valley

Cycle (sec): 90 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 20 (Y+R = 4 sec) Average Delay (sec/veh): 31.1
Optimal Cycle: 80 Level Of Service: C

Street Name:	US-395									Bear Valley Rd		
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	14	464	222	203	491	63	40	170	11	90	257	226
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:	14	464	222	203	491	63	40	170	11	90	257	226
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	15	503	241	220	532	68	43	184	12	98	279	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	503	241	220	532	68	43	184	12	98	279	245
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 Vol.:	15	503	241	220	532	68	43	184	12	98	279	245
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.13	0.13	0.15	0.04	0.03	0.05	0.01	0.06	0.08	0.14
Crit Moves:		****		****			****				****	
Green Time:	13.3	20.8	20.8	19.2	26.7	26.7	10.0	20.0	20.0	10.0	20.0	20.0
Volume/Cap:	0.06	0.61	0.58	0.61	0.50	0.13	0.23	0.23	0.03	0.52	0.35	0.61
Uniform Del:	32.9	31.0	30.7	32.0	26.2	23.2	36.5	28.7	27.4	37.7	29.5	31.5
IncremntDel:	0.1	1.3	2.1	2.9	0.4	0.1	0.6	0.1	0.0	2.5	0.3	2.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.0	32.2	32.8	34.9	26.5	23.3	37.1	28.8	27.4	40.2	29.8	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:	33.0	32.2	32.8	34.9	26.5	23.3	37.1	28.8	27.4	40.2	29.8	34.3
HCM2kAvg:	0	7	7	6	6	1	1	2	0	3	3	7

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

Intersection #46 US-395/Mojave

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.661
Loss Time (sec): 20 (Y+R = 4 sec) | Average Delay (sec/veh): 36.7
Optimal Cycle: 80 | Level Of Service: D

Street Name:	US-395						Mojave Dr					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	321	55	203	547	31	20	263	64	68	287	178
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:	73	321	55	203	547	31	20	263	64	68	287	178
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	79	348	60	220	593	34	22	285	69	74	311	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	348	60	220	593	34	22	285	69	74	311	193
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 Vol.:	79	348	60	220	593	34	22	285	69	74	311	193
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.61	0.39	1.00	1.23	0.77
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	2895	705	1700	2222	1378
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.03	0.13	0.33	0.02	0.01	0.10	0.10	0.04	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	10.0	30.4	30.4	19.6	40.0	40.0	10.0	20.0	20.0	10.0	20.0	20.0
Volume/Cap:	0.47	0.64	0.11	0.66	0.82	0.05	0.13	0.49	0.49	0.43	0.70	0.70
Uniform Del:	42.5	30.1	25.1	37.1	26.8	18.3	41.0	35.5	35.5	42.3	37.2	37.2
IncremntDel:	2.0	2.5	0.1	4.8	7.6	0.0	0.3	0.5	0.5	1.8	3.1	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.5	32.6	25.2	41.9	34.5	18.4	41.4	36.0	36.0	44.1	40.3	40.3
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:	44.5	32.6	25.2	41.9	34.5	18.4	41.4	36.0	36.0	44.1	40.3	40.3
HCM2kAvg:	3	10	1	7	19	1	1	5	5	3	9	9

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

Intersection #47 US-395/Hopland

Average Delay (sec/veh): 2.3 | Worst Case Level Of Service: E[42.3]

Street Name:	US-395						Hopland Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 0	0	0 0	0 1	0	1 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	435	0	0	669	1	1	0	0	63	0	1
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	435	0	0	669	1	1	0	0	63	0	1
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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	472	0	0	725	1	1	0	0	68	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	472	0	0	725	1	1	0	0	68	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	xxxx	xxxxx	7.1	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1198	xxxx	xxxxx	1198	xxxx	472
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	162	xxxx	xxxxx	162	xxxx	590
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	161	xxxx	xxxxx	162	xxxx	590
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.42	xxxx	0.00
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	27.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	D	*	*	*	*	*
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	164	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	42.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			27.5			42.3		
ApproachLOS:	*			*			D			E		

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

Intersection #48 Amethyst/Palmdale

Average Delay (sec/veh): 9.7 Worst Case Level Of Service: F[76.2]

Street Name:	Amethyst Rd						Palmdale Rd (SR-18)					
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 1	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	3	8	179	1	13	101	71	677	38	251	918	21
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:	3	8	179	1	13	101	71	677	38	251	918	21
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	3	9	194	1	14	110	77	734	41	272	995	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	9	194	1	14	110	77	734	41	272	995	23
Critical Gap Module:												
Critical Gp:	7.6	6.6	7.0	7.6	6.6	7.0	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1958	2471	388	2076	2480	509	1018	xxxx	xxxxx	775	xxxx	xxxxx
Potent Cap.:	38	29	608	31	29	507	671	xxxx	xxxxx	830	xxxx	xxxxx
Move Cap.:	7	17	608	9	17	507	671	xxxx	xxxxx	830	xxxx	xxxxx
Volume/Cap:	0.48	0.50	0.32	0.12	0.82	0.22	0.11	xxxx	xxxx	0.33	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	1.4	xxxxx	xxxx	0.8	0.4	xxxx	xxxxx	1.4	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	13.7	xxxxx	xxxx	14.1	11.1	xxxx	xxxxx	11.4	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	12	xxxx	xxxxx	16	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	2.1	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	656.2	xxxx	xxxxx	524.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	50.9			76.2			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Intersection #49 Baldy Mesa/Palmdale

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[15.4]

Street Name:	Baldy Mesa Rd						Palmdale Rd (SR-18)					
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	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	2	0	4	4	2	2	0	407	2	1	326	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:	2	0	4	4	2	2	0	407	2	1	326	0
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	2	0	4	4	2	2	0	441	2	1	353	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	0	4	4	2	2	0	441	2	1	353	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	800	xxxx	442	800	799	353	xxxx	xxxx	xxxxx	443	xxxx	xxxxx
Potent Cap.:	302	xxxx	613	302	317	688	xxxx	xxxx	xxxxx	1111	xxxx	xxxxx
Move Cap.:	299	xxxx	613	300	317	688	xxxx	xxxx	xxxxx	1111	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	0.01	0.01	0.01	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	454	xxxxx	xxxx	354	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	13.0	xxxxx	xxxxx	15.4	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	*	*	*	A	*	*
ApproachDel:	13.0			15.4			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

Intersection #50 Mariposa/Bear Valley

Cycle (sec): 120 Critical Vol./Cap. (X): 1.006
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 98.9
Optimal Cycle: 130 Level Of Service: F

Street Name:	Mariposa Rd						Bear Valley Rd					
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:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 1	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	236	115	224	88	146	373	358	1398	436	91	1672	69
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:	236	115	224	88	146	373	358	1398	436	91	1672	69
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	256	125	243	95	158	404	388	1516	473	99	1813	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	125	243	95	158	404	388	1516	473	99	1813	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	256	125	243	95	158	404	388	1516	473	99	1813	75
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.88	0.12
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	5186	214
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.13	0.06	0.09	0.22	0.23	0.42	0.26	0.06	0.35	0.35
Crit Moves:		****				****	****				****	
Green Time:	20.0	20.0	20.0	23.5	23.5	23.5	23.9	50.5	50.5	10.0	36.6	36.6
Volume/Cap:	0.48	0.42	0.81	0.29	0.45	1.15	1.15	1.00	0.62	0.70	1.15	1.15
Uniform Del:	45.3	44.8	48.2	41.1	42.5	48.2	48.1	34.8	27.3	53.5	41.7	41.7
IncremntDel:	0.5	0.3	15.1	0.5	0.9	93.9	94.8	23.3	1.6	14.1	73.6	73.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.8	0.0	0.0	21.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.7	45.1	63.2	41.6	43.4	142.2	142.9	81.8	28.9	67.6	137	115.3
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:	45.7	45.1	63.2	41.6	43.4	142.2	142.9	81.8	28.9	67.6	137	115.3
HCM2kAvg:	5	4	11	3	5	25	24	35	14	5	36	36

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

Intersection #51 Amargosa/Bear Valley

Cycle (sec): 60 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 114.5
Optimal Cycle: 86 Level Of Service: F

Street Name:	Amargosa Rd						Bear Valley Rd					
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			Ignore		
Min. Green:	0	20	0	0	20	0	10	20	0	10	20	0
Lanes:	1 0	1 0	1	1 1	0 1	0	1 0	4 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	110	143	194	497	174	122	89	1094	104	298	1495	585
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:	110	143	194	497	174	122	89	1094	104	298	1495	585
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	119	155	210	539	189	132	96	1186	113	323	1621	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	155	210	539	189	132	96	1186	113	323	1621	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	119	155	210	539	189	132	96	1186	113	323	1621	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	0.97	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.91	0.65	0.44	1.00	4.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	1800	1800	3244	1136	796	1700	7200	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.12	0.17	0.17	0.17	0.06	0.16	0.06	0.19	0.30	0.00
Crit Moves:		****			****			****		****		
Green Time:	14.0	14.0	14.0	14.0	14.0	14.0	7.0	14.0	14.0	7.0	14.0	0.0
Volume/Cap:	0.30	0.37	0.50	0.71	0.71	0.71	0.49	0.71	0.27	1.63	1.29	0.00
Uniform Del:	27.2	27.7	28.7	30.4	30.4	30.4	35.6	30.3	27.0	38.0	33.0	0.0
IncremntDel:	0.4	0.6	1.0	2.1	2.1	2.1	1.9	1.4	0.3	307.3	137	0.0
InitQueuDel:	0.0	0.0	0.0	7.5	0.0	0.0	0.0	10.8	0.0	0.0	28.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	27.7	28.3	29.6	39.9	32.4	32.4	37.5	42.5	27.4	345.3	199	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:	27.7	28.3	29.6	39.9	32.4	32.4	37.5	42.5	27.4	345.3	199	0.0
HCM2kAvg:	3	4	5	8	9	9	3	9	3	26	32	0

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #52 Baldy Mesa/Bear Valley

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.335
Loss Time (sec): 20 (Y+R = 4 sec) | Average Delay (sec/veh): 8.9
Optimal Cycle: 0 | Level Of Service: A

Street Name:	Baldy Mesa Rd									Bear Valley Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	9	152	6	8	0	1	15	4	211	20	8
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:	2	9	152	6	8	0	1	15	4	211	20	8
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	2	10	165	7	9	0	1	16	4	229	22	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	10	165	7	9	0	1	16	4	229	22	9
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 Vol.:	2	10	165	7	9	0	1	16	4	229	22	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.06	0.93	0.43	0.57	0.00	0.05	0.75	0.20	0.89	0.08	0.03
Final Sat.:	10	47	785	298	397	0	38	567	151	682	65	26
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.02	0.02	xxxx	0.03	0.03	0.03	0.34	0.34	0.34
Crit Moves:	****			****			****			****		
Delay/Veh:	8.1	8.1	8.1	8.0	8.0	0.0	7.7	7.7	7.7	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.1	8.1	8.0	8.0	0.0	7.7	7.7	7.7	9.7	9.7	9.7
LOS by Move:	A	A	A	A	A	*	A	A	A	A	A	A
ApproachDel:	8.1			8.0			7.7			9.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.1			8.0			7.7			9.7		
LOS by Appr:	A			A			A			A		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #53 I-15 NB Ramps/SR-138

Cycle (sec): 100 | Critical Vol./Cap. (X): 1.099
Loss Time (sec): 20 (Y+R = 4 sec) | Average Delay (sec/veh): 76.2
Optimal Cycle: 0 | Level Of Service: F

Street Name:	I-15 Northbound Ramps									SR-138		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1! 0	0	0 0	0 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	867	0	318	0	0	0	79	47	0	0	166	67
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:	867	0	318	0	0	0	79	47	0	0	166	67
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	940	0	345	0	0	0	86	51	0	0	180	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	940	0	345	0	0	0	86	51	0	0	180	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	940	0	345	0	0	0	86	51	0	0	180	73
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.46	xxxx	0.54	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.42	0.58
Final Sat.:	1426	-584	314	0	0	0	426	905	0	0	706	296
Capacity Analysis Module:												
Vol/Sat:	0.66	0.00	1.10	xxxx	xxxx	xxxx	0.20	0.06	xxxx	xxxx	0.25	0.25
Crit Moves:			****				****				****	
Delay/Veh:	94.6	90.8	90.8	0.0	0.0	0.0	13.2	11.1	0.0	0.0	12.4	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.6	90.8	90.8	0.0	0.0	0.0	13.2	11.1	0.0	0.0	12.4	11.9
LOS by Move:	F	F	F	*	*	*	B	B	*	*	B	B
ApproachDel:	95.5			xxxxxx			12.4			12.3		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	95.5			xxxxxx			12.4			12.3		
LOS by Appr:	F			*			B			B		

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

Intersection #54 I-15 SB Ramps/SR-138

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[21.2]

Street Name:	I-15 Southbound Ramps									SR-138		
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			Ignore		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 0 1 0 1			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	24	0	96	0	93	886	0	854	117
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	24	0	96	0	93	886	0	854	117
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	0	0	0	26	0	104	0	101	961	0	926	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	26	0	104	0	101	961	0	926	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1507	xxxx	463	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	132	xxxx	597	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	132	xxxx	597	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	351	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	21.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				21.2		xxxxxx			xxxxxx		
ApproachLOS:	*				C		*			*		

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

Intersection #57 I-15 SB Ramps/Main St

Cycle (sec): 110 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: 83 Level Of Service: C

Street Name:	I-15 Southbound Ramps									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			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	10	0	20	10	20	0	0	20	0
Lanes:	0 0 0 0 0			1 0 0 1 0			1 0 1 0 0			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	319	0	234	36	679	0	0	884	257
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	319	0	234	36	679	0	0	884	257
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	0	0	0	346	0	254	39	736	0	0	958	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	346	0	254	39	736	0	0	958	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	346	0	254	39	736	0	0	958	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.14	0.02	0.41	0.00	0.00	0.53	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	24.9	0.0	24.9	10.0	75.1	0.0	0.0	65.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.90	0.00	0.62	0.25	0.60	0.00	0.00	0.90	0.00
Uniform Del:	0.0	0.0	0.0	41.3	0.0	38.3	46.5	9.4	0.0	0.0	19.6	0.0
IncremntDel:	0.0	0.0	0.0	23.2	0.0	3.0	0.9	0.8	0.0	0.0	10.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	64.6	0.0	41.3	47.4	10.2	0.0	0.0	29.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	64.6	0.0	41.3	47.4	10.2	0.0	0.0	29.9	0.0
HCM2kAvg:	0	0	0	15	0	9	1	14	0	0	32	0

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

Intersection #58 I-15 NB Ramps/Main St

Cycle (sec): 130 | Critical Vol./Cap. (X): 0.830
Loss Time (sec): 10 (Y+R = 4 sec) | Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED | Level Of Service: B

Street Name:	I-15 Northbound Ramps									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			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	20	0	0	0	10	20	0	0	20	0
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	59	0	1157	0	0	0	85	889	0	0	967	152
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:	59	0	1157	0	0	0	85	889	0	0	967	152
User Adj:	1.03	1.03	0.00	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	64	0	0	0	0	0	92	964	0	0	1048	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	0	0	0	0	0	92	964	0	0	1048	165
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	0	0	0	0	0	92	964	0	0	1048	165
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.86	0.14
Final Sat.:	1700	0	1800	0	0	0	1700	1800	0	0	1555	245
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.00	0.00	0.00	0.05	0.54	0.00	0.00	0.67	0.67
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	0.0	0.0	0.0	0.0	10.0	110	0.0	0.0	xxxx	100.0
Volume/Cap:	0.49	0.00	0.00	0.00	0.00	0.00	0.70	0.63	0.00	0.00	0.88	0.88
Uniform Del:	57.6	0.0	0.0	0.0	0.0	0.0	58.6	3.3	0.0	0.0	10.6	10.6
IncremntDel:	2.9	0.0	0.0	0.0	0.0	0.0	16.0	0.9	0.0	0.0	6.6	6.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	60.4	0.0	0.0	0.0	0.0	0.0	74.6	4.2	0.0	0.0	17.2	17.2
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:	60.4	0.0	0.0	0.0	0.0	0.0	74.6	4.2	0.0	0.0	17.2	17.2
HCM2kAvg:	3	0	0	0	0	0	5	13	0	0	37	37

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

Intersection #63 I-15 NB Ramps/Bear Valley

Cycle (sec): 60 | Critical Vol./Cap. (X): 1.125
Loss Time (sec): 10 (Y+R = 4 sec) | Average Delay (sec/veh): 84.5
Optimal Cycle: 130 | Level Of Service: F

Street Name:	I-15 Northbound Ramps									Bear Valley Rd		
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	0	0	0	0	10	20	0	0	20	0
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	455	5	602	0	0	0	250	2009	0	0	1950	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:	455	5	602	0	0	0	250	2009	0	0	1950	120
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	493	5	653	0	0	0	271	2178	0	0	2114	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	493	5	653	0	0	0	271	2178	0	0	2114	130
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 Vol.:	493	5	653	0	0	0	271	2178	0	0	2114	130
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.99	0.01	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.83	0.17
Final Sat.:	1682	18	1800	0	0	0	1700	5400	0	0	5087	313
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.36	0.00	0.00	0.00	0.16	0.40	0.00	0.00	0.42	0.42
Crit Moves:			****				****				****	
Green Time:	20.0	20.0	20.0	0.0	0.0	0.0	10.0	30.0	0.0	0.0	20.0	20.0
Volume/Cap:	0.88	0.88	1.09	0.00	0.00	0.00	0.96	0.81	0.00	0.00	1.25	1.25
Uniform Del:	18.9	18.9	20.0	0.0	0.0	0.0	24.8	12.6	0.0	0.0	20.0	20.0
IncremntDel:	14.8	14.8	62.9	0.0	0.0	0.0	41.6	1.9	0.0	0.0	116	115.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	44.0	6.7	0.0	0.0	20.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	33.7	33.7	82.9	0.0	0.0	0.0	110.4	21.1	0.0	0.0	156	135.9
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:	33.7	33.7	82.9	0.0	0.0	0.0	110.4	21.1	0.0	0.0	156	135.9
HCM2kAvg:	13	13	24	0	0	0	10	14	0	0	35	35

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

Intersection #64 I-15 SB Ramps/Bear Valley

Cycle (sec): 90 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 60 Level Of Service: B

Street Name:	I-15 Southbound Ramps						Bear Valley Rd					
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	10	0	20	0	20	0	0	20	0
Lanes:	0 0	0 0	0	2 0	0 0	2	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	400	0	462	0	1899	274	0	2107	339
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	400	0	462	0	1899	274	0	2107	339
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	0.00	1.03	1.03	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.00
PHF Volume:	0	0	0	434	0	501	0	2059	0	0	2284	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	434	0	501	0	2059	0	0	2284	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	434	0	501	0	2059	0	0	2284	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	3600	0	5400	1800	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.00	0.38	0.00	0.00	0.42	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	20.3	0.0	20.3	0.0	61.7	0.0	0.0	61.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.62	0.00	0.56	0.00	0.00	0.62	0.00
Uniform Del:	0.0	0.0	0.0	31.2	0.0	31.4	0.0	7.2	0.0	0.0	7.7	0.0
IncremntDel:	0.0	0.0	0.0	1.4	0.0	1.4	0.0	0.2	0.0	0.0	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.9	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	32.6	0.0	32.8	0.0	12.2	0.0	0.0	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.6	0.0	32.8	0.0	12.2	0.0	0.0	12.9	0.0
HCM2kAvg:	0	0	0	6	0	7	0	10	0	0	12	0

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

Intersection #67 I-15 NB Ramps/Palmdale

Cycle (sec): 90 Critical Vol./Cap. (X): 0.988
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 41.2
Optimal Cycle: 130 Level Of Service: D

Street Name:	I-15 Northbound Ramps						Palmdale Rd					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 1	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	622	178	504	0	0	0	0	1154	519	322	1129	69
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:	622	178	504	0	0	0	0	1154	519	322	1129	69
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	674	193	546	0	0	0	0	1251	563	349	1224	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	674	193	546	0	0	0	0	1251	563	349	1224	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	674	193	546	0	0	0	0	1251	563	349	1224	75
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.56	0.44	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	2643	756	1800	0	0	0	0	3600	1800	1700	3393	207
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.30	0.00	0.00	0.00	0.00	0.35	0.31	0.21	0.36	0.36
Crit Moves:			****					****		****		
Green Time:	27.6	27.6	27.6	0.0	0.0	0.0	0.0	31.7	31.7	18.7	50.4	50.4
Volume/Cap:	0.83	0.83	0.99	0.00	0.00	0.00	0.00	0.99	0.89	0.99	0.64	0.64
Uniform Del:	29.0	29.0	31.0	0.0	0.0	0.0	0.0	29.0	27.5	35.5	13.7	13.7
IncremntDel:	5.7	5.7	35.1	0.0	0.0	0.0	0.0	22.4	14.5	44.6	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.7	34.7	66.2	0.0	0.0	0.0	0.0	51.4	42.0	80.1	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	34.7	66.2	0.0	0.0	0.0	0.0	51.4	42.0	80.1	14.4	14.4
HCM2kAvg:	14	14	21	0	0	0	0	24	18	15	13	13

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

Intersection #68 I-15 SB Ramps/Palmdale

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: F[69.1]

Street Name:	I-15 Southbound Ramps						Palmdale Rd					
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			Ignore			Ignore		
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	2 0	1	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	37	0	265	0	1126	158	0	1359	124
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	37	0	265	0	1126	158	0	1359	124
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	0.00	1.03	1.03	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.00
PHF Volume:	0	0	0	40	0	287	0	1221	0	0	1473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	40	0	287	0	1221	0	0	1473	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.9	xxxx	7.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2084	xxxx	737	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	45	xxxx	359	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	45	xxxx	359	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.89	xxxx	0.80	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	3.6	xxxx	6.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	240.0	xxxx	45.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	E	*	*	*	*	*	*
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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			69.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

Intersection #69 I-15 NB Ramps/Roy Rogers-La Paz

Cycle (sec): 90 Critical Vol./Cap. (X): 0.701
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 26.8
Optimal Cycle: 67 Level Of Service: C

Street Name:	I-15 Northbound Ramps						Roy Rogers/La Paz					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	0 1	0 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	244	53	126	239	35	176	154	966	179	101	795	164
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:	244	53	126	239	35	176	154	966	179	101	795	164
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	265	57	137	259	38	191	167	1047	194	110	862	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	57	137	259	38	191	167	1047	194	110	862	178
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 Vol.:	265	57	137	259	38	191	167	1047	194	110	862	178
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.82	0.18	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34
Final Sat.:	1397	303	1800	1700	1800	1800	1700	3600	1800	1700	2984	616
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.08	0.15	0.02	0.11	0.10	0.29	0.11	0.06	0.29	0.29
Crit Moves:		****					****				****	
Green Time:	24.3	24.3	24.3	24.3	24.3	24.3	12.6	36.0	36.0	13.7	37.1	37.1
Volume/Cap:	0.70	0.70	0.28	0.56	0.08	0.39	0.70	0.73	0.27	0.42	0.70	0.70
Uniform Del:	29.6	29.6	25.9	28.3	24.5	26.8	36.9	22.9	18.2	34.5	21.9	21.9
IncremntDel:	4.8	4.8	0.3	1.6	0.1	0.5	9.0	1.9	0.2	1.1	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.4	34.4	26.3	29.9	24.6	27.3	45.9	24.8	18.4	35.7	23.4	23.4
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:	34.4	34.4	26.3	29.9	24.6	27.3	45.9	24.8	18.4	35.7	23.4	23.4
HCM2kAvg:	9	9	3	7	1	5	6	14	4	3	13	13

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

Intersection #70 I-15 SB Ramps/Roy Rogers

Cycle (sec): 60 | Critical Vol./Cap. (X): 0.659
Loss Time (sec): 10 (Y+R = 4 sec) | Average Delay (sec/veh): 11.9
Optimal Cycle: 60 | Level Of Service: B

Street Name:	I-15 Southbound Ramps						Roy Rogers					
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			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	227	0	216	0	0	0	0	1052	181	160	1126	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:	227	0	216	0	0	0	0	1052	181	160	1126	0
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	246	0	234	0	0	0	0	1141	196	173	1221	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	0	234	0	0	0	0	1141	196	173	1221	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 Vol.:	246	0	234	0	0	0	0	1141	196	173	1221	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.94	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.34	0.00	0.66	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2286	0	1114	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.21	0.00	0.00	0.00	0.00	0.32	0.11	0.10	0.34	0.00
Crit Moves:			****								****	
Green Time:	19.1	0.0	19.1	0.0	0.0	0.0	0.0	30.9	30.9	30.9	30.9	0.0
Volume/Cap:	0.34	0.00	0.66	0.00	0.00	0.00	0.00	0.62	0.21	0.20	0.66	0.00
Uniform Del:	15.6	0.0	17.6	0.0	0.0	0.0	0.0	10.4	7.9	7.9	10.7	0.0
IncremntDel:	0.1	0.0	2.2	0.0	0.0	0.0	0.0	0.6	0.1	0.1	0.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	15.7	0.0	19.9	0.0	0.0	0.0	0.0	11.0	8.1	8.0	11.6	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:	15.7	0.0	19.9	0.0	0.0	0.0	0.0	11.0	8.1	8.0	11.6	0.0
HCM2kAvg:	3	0	7	0	0	0	0	8	2	2	9	0

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

Intersection #71 I-15 NB Ramps/Mojave Dr

Average Delay (sec/veh): 116.9 | Worst Case Level Of Service: F[822.9]

Street Name:	I-15 Northbound Ramps						Mojave 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:	1 0	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	162	0	146	0	0	0	132	689	0	0	988	65
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:	162	0	146	0	0	0	132	689	0	0	988	65
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	176	0	158	0	0	0	143	747	0	0	1071	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	176	0	158	0	0	0	143	747	0	0	1071	70
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2140	xxxx	747	xxxx	xxxx	xxxxx	1142	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	53	xxxx	411	xxxx	xxxx	xxxxx	608	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	44	xxxx	411	xxxx	xxxx	xxxxx	608	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	4.02	xxxx	0.38	xxxx	xxxx	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	19.8	xxxx	1.8	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	1547	xxxx	19.1	xxxxx	xxxx	xxxxx	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	C	*	*	*	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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	822.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

Intersection #72 I-15 SB Ramps/Mojave Dr

Average Delay (sec/veh): 33.4 Worst Case Level Of Service: F[260.3]

Street Name:	I-15 Southbound Ramps						Mojave Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 1	0	1 0	0 0	1	0 1	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	55	3	249	0	774	203	133	1011	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	55	3	249	0	774	203	133	1011	0
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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	60	3	270	0	839	220	144	1096	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	60	3	270	0	839	220	144	1096	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2334	2444	1096	xxxx	xxxx	xxxxx	1059	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	40	31	258	xxxx	xxxx	xxxxx	654	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	33	24	258	xxxx	xxxx	xxxxx	654	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.79	0.13	1.05	xxxx	xxxx	xxxx	0.22	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	33	xxxx	232	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	7.1	xxxx	13.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	693.7	xxxx	160.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	F	*	*	*	*	*	*
ApproachDel:	xxxxxx			260.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

Intersection #73 I-15 NB Ramps/D Street

Cycle (sec): 60 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): 26.8
Optimal Cycle:OPTIMIZED Level Of Service: C

Street Name:	I-15 Northbound Ramps						D Street					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	0	0 2	0 0	0	0 0	0 0	1	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	204	0	844	0	0	0	0	430	55	69	1040	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:	204	0	844	0	0	0	0	430	55	69	1040	0
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
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:	221	0	915	0	0	0	0	466	60	75	1128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	0	915	0	0	0	0	466	60	75	1128	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 Vol.:	221	0	915	0	0	0	0	466	60	75	1128	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.77	0.23	1.00	2.00	0.00
Final Sat.:	1700	0	3600	0	0	0	0	3192	408	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.25	0.00	0.00	0.00	0.00	0.15	0.15	0.04	0.31	0.00
Crit Moves:			****					****		****		
Green Time:	20.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	20.0	10.0	30.0	0.0
Volume/Cap:	0.39	0.00	0.76	0.00	0.00	0.00	0.00	0.44	0.44	0.26	0.63	0.00
Uniform Del:	15.3	0.0	17.9	0.0	0.0	0.0	0.0	15.6	15.6	21.8	10.9	0.0
IncremntDel:	0.4	0.0	2.9	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.7	0.0
InitQueuDel:	15.9	0.0	7.5	0.0	0.0	0.0	0.0	15.0	0.0	31.8	10.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.7	0.0	28.3	0.0	0.0	0.0	0.0	30.9	15.9	54.1	21.6	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:	31.7	0.0	28.3	0.0	0.0	0.0	0.0	30.9	15.9	54.1	21.6	0.0
HCM2kAvg:	3	0	10	0	0	0	0	4	4	1	8	0

```
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #74 I-15 SB Ramps/D Street
*******************************************************************************
Cycle (sec):         60                Critical Vol./Cap. (X):        0.740
Loss Time (sec):     10 (Y+R =  4 sec) Average Delay (sec/veh):       105.7
Optimal Cycle:       60                Level Of Service:                  F
*******************************************************************************
Street Name:      I-15 Southbound Ramps                    D Street
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       Protected
Rights:           Include          Include          Include          Include
Min. Green:    10   20     0    10   20     0    10   20     0    10   20     0
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  1  1  0    1  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      28    0    27     0    0     0     0  333   142   715  360     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:   28    0    27     0    0     0     0  333   142   715  360     0
User Adj:    1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
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:    30    0    29     0    0     0     0  361   154   775  390     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   30    0    29     0    0     0     0  361   154   775  390     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 Vol.:    30    0    29     0    0     0     0  361   154   775  390     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  0.94 1.00  1.00  0.94 1.00  1.00  0.94 1.00  1.00  0.94 1.00  1.00
Lanes:       1.00 0.00  1.00  0.00 0.00  0.00  0.00 1.40  0.60  1.00 1.00  0.00
Final Sat.:  1700    0  1800     0    0     0     0 2524  1076  1700 1800     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.02  0.00 0.00  0.00  0.00 0.14  0.14  0.46 0.22  0.00
Crit Moves:  ****                                   ****        ****
Green Time:  10.0  0.0  10.0   0.0  0.0   0.0   0.0 20.0  20.0  20.0 40.0   0.0
Volume/Cap:  0.11 0.00  0.10  0.00 0.00  0.00  0.00 0.43  0.43  1.37 0.33  0.00
Uniform Del: 21.2  0.0  21.2   0.0  0.0   0.0   0.0 15.6  15.6  20.0  4.3   0.0
IncremntDel:  0.2  0.0   0.1   0.0  0.0   0.0   0.0  0.2   0.2 176.7  0.2   0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  7.5   0.0  19.1  7.5   0.0
Delay Adj:   1.00 0.00  1.00  0.00 0.00  0.00  0.00 1.00  1.00  1.00 1.00  0.00
Delay/Veh:   21.4  0.0  21.3   0.0  0.0   0.0   0.0 23.3  15.8 215.7 11.9   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  21.4  0.0  21.3   0.0  0.0   0.0   0.0 23.3  15.8 215.7 11.9   0.0
HCM2kAvg:      1    0     1     0    0     0     0    4     4    42    3     0
*******************************************************************************
```

Appendix D

- Victor Valley Transit Authority Route Maps and Transit Schedules

Route 21 Tri-Community - Schedule

	1 Depart Mall	2 Baldy Mesa Yucca Terrace	Arrive Phelan	Serrano H.S.	Wrightwood Community Center	3 Leave Phelan	4 Baldy Mesa 7th	5 Arrive Mall
AM						5:30	5:45	6:00
	6:00	6:15	6:30	6:50	7:12	7:30	7:45	8:00
	8:00	8:15	8:30	-	-	9:00	9:15	9:30
	9:30	9:45	10:00	-	-	10:30	10:45	11:00
PM	11:00	11:15	11:30	-	-	12:00	12:15	12:30
	1:00	1:15	1:30	1:55	-	2:00	2:15	2:30
	2:30	2:45	3:00	-	-	3:30	3:45	4:00
	4:00	4:15	4:30	-	-	5:00	5:15	5:30
	5:30	5:45	6:00	-	-	6:30	6:45	7:00
	7:00	7:15	7:30	-	-	8:00	8:15	8:30
	8:30	8:45	**9:00			**9:30		

**9:00-9:30 Deviation available on request only

*The shaded times do not run on Saturdays.

Service does not operate on Sundays.

Printing Local Schedules & Maps

Route 21 Tri-Community - Map

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Route 22 Helendale - Schedule

	1 Depart Lorene Trans Pt.	2 VV Hospital	3 St. Mary's Hospital	4 Oro Grande	Arrive Silver Lks Market	5 Depart Silver Lks Market	6 Oro Grande	7 St. Mary's Hospial	8 VV Hospital	9 Arrive Lorene Trans Pt.
AM					6:15	6:45	7:05	7:30	7:35	7:45
	8:00	8:10	8:15	8:30	9:00	9:30	9:50	10:15	10:20	10:30
	11:00	11:10	11:15	11:30	12:00	12:30	12:50	1:15	1:20	1:30
PM	2:00	2:10	2:15	2:30	3:00	3:30	3:50	4:15	4:20	4:30
	5:15	5:25	5:30	5:45	6:15	6:45	7:05	7:30	7:35	7:45

*The shaded times do not run on Saturdays.

Service does not operate on Sundays.

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Route 22 Helendale - Map

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Route 23 Lucerne Valley - Schedule

	1 Depart AVPO	2 Hwy.18/ Tradepost	3 Mesa Emerald	4 Emerald/ Cryst. Creek	5 Highland LV PO/Hwy 18	6 Xroads Center	Town Center Circulator: LV Middle/ High Sch.	LV Post Off.	Library Senior Ctr.	Park	Xroads Center	7 Moss MH Park
		5:50	5:57	5:58	6:05	6:07					6:07	6:18
AM	7:05	7:24	7:31	7:32	7:39	7:41					7:41	7:47
						8:15	8:19	8:23	8:28	8:29	8:32	
	9:05	9:24	9:31	9:32	9:39	9:41	9:45	9:49	9:54	9:55	9:58	10:09
						10:25		10:29	10:34	10:35	10:38	
	11:05	11:24	11:31	11:32	11:39	11:41	11:45	11:49	11:54	11:55	11:58	12:09
PM						12:25	12:29	12:33	12:38	12:39	12:42	
						1:15	1:19	1:23	1:28	1:29	1:32	
	2:30	2:49	2:56	2:57	3:04	3:06	3:10	3:14	3:19	3:20	3:23	3:34
						3:50	3:54	3:58	4:03	4:04	4:27	
	4:50	5:09	5:16	5:17	5:24	5:26	5:30	5:34	5:39	5:40	5:43	5:54
						6:10	6:14	6:18	6:23	6:24	6:27	
	7:05	7:24	7:31	7:32	7:39	7:41					7:41	7:52

8 Camp Rock/ Sutter	Continuing Education	9 Sutter Visalia	10 Visalia Hwy. 247	11 XRoads Center	12 Arrive AVPO
6:23		6:26	6:29	6:34	6:54
7:52	8:00			8:15	
					8:52
10:14		10:17	10:20	10:25	
					10:58
12:14		12:17	12:20	12:25	
	1:00			1:15	
					2:22
3:39		3:42	3:45	3:50	
					4:47
5:59		6:02	6:05	6:10	
					6:47
7:57		8:00	8:03	8:08	8:28

*The shaded times do not run on Saturdays.

Service does not operate on Sundays.

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Route 23 Lucerne Valley - Map

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Route 31 Adelanto - Schedule

Adelanto to Rite Aid

	A El Mirage Muskrat	B Bellflower Champerlaine	1 Depart Adelanto Hub Bartlett	2 Bellflower Rancho	3 Rancho Koala	4 Mojave Bellflower	5 Palmdale Hwy 395	6 Palmdale El Evado	Arrive Lorene Trans Pt.
AM	5:57	6:04	6:10	6:16	6:21	6:27	6:34	6:40	6:55
	7:27	7:34	7:40	7:46	7:51	7:57	8:04	8:07	8:22
			9:10	9:16	9:21	9:27	9:34	9:40	9:55
			10:40	10:46	10:51	10:57	11:04	11:07	11:22
PM			12:10	12:16	12:21	12:27	12:34	12:40	12:55
			1:40	1:46	1:51	1:57	2:04	2:07	2:22
			3:10	3:16	3:21	3:27	3:34	3:40	3:55
			4:40	4:46	4:51	4:57	5:04	5:07	5:22
			6:10	6:16	6:21	6:27	6:34	6:40	6:55
			7:40	7:46	7:51	7:57	8:04	8:07	8:22

(7:27 & 7:34 Sat. Only)

Rite Aid to Adelanto

	7 Depart Lorene Trans Pt.	8 Palmdale El Evado	9 Palmdale Hwy 395	10 Villa Verbena	11 Stevens Kemper	12 Air Express City Hall	13 Arrive Adelanto Hub Bartlett
AM	7:00	7:10	7:15	7:20	7:30	7:35	7:38
	8:30	8:40	8:45	8:50	9:00	9:05	9:08
	10:00	10:10	10:15	10:20	10:30	10:35	10:38
	11:30	11:40	11:45	11:50	12:00	12:05	12:08
PM	1:00	1:10	1:15	1:20	1:30	1:35	1:38
	2:30	2:40	2:45	2:50	3:00	3:05	3:08
	4:00	4:10	4:15	4:20	4:30	4:35	4:38
	5:30	5:40	5:45	5:50	6:00	6:05	6:08
	7:00	7:10	7:15	7:20	7:30	7:35	7:38
	8:30	8:40	8:45	8:50	9:00	9:05	9:08

*The shaded times do not run on Saturdays.

Service does not operate on Sundays.

Route 31/Route 32 Combination (Last PM bus to Adelanto)

	Depart Lorene Trans Pt.	Palmdale El Evado	Palmdale Hwy 395	Villa Verbena	Stevens Kemper	Air Express City Hall	Adelanto Hub Bartlett	Jonathan Chamberlaine	Bellflower Chamberlaine	Muskrat El Mirage	Bellflower Barlett	Bellflower Air Express
Mon-Fri	9:00	9:10	9:15	9:20	9:30	9:35	9:38	9:45	9:48	9:53	10:00	10:05
Sat	8:00	8:10	8:15	8:20	8:30	8:35	8:38	8:45	8:48	8:53	9:00	9:05

Printing Local Schedules & Maps

Route 31 Adelanto - Map

Printing Local Schedules & Maps

Route 32 Adelanto - Schedule

	1 Depart Lorene Trans Pt.	2 Palmdale El Evado	3 Palmdale Hwy 395	4 Adelanto Rd Rancho	Arrive Adelanto Hub	5 Depart Adelanto Hub	6 Jonathan Chamberlaine	7 Bellflower Chamberlaine	8 Muskrat El Mirage
AM						6:15	6:18	6:30	6:41
	7:15	7:29	7:35	7:40	7:44	7:45	7:48	7:52	8:03
	9:00	9:13	9:19	9:24	9:29	9:30	9:33	9:35	9:45
	10:30	10:43	10:44	10:49	10:54	11:00	11:03	11:05	11:15
PM	12:00	12:13	12:14	12:19	12:24	12:30	12:33	12:35	12:45
	1:30	1:43	1:44	1:49	1:54	2:00	2:03	2:05	2:15
	3:00	3:13	3:14	3:19	3:24	3:30	3:33	3:35	3:45
	4:30	4:43	4:44	4:49	4:54	5:00	5:03	5:05	5:15
	6:00	6:13	6:14	6:19	6:24	6:30	6:33	6:35	6:45
	7:30	7:43	7:44	7:49	7:54	8:00	8:03	8:05	8:15

	9 Bellflower Bartlett	Arrive Adelanto Hub Bartlett	10 Depart Adelanto Hub Bartlett	11 Air Expwy. Adelanto Rd.	12 Hwy 395 Palmdale	13 Palmdale El Evado	14 Arrive Lorene Trans Pt.
AM	6:52	6:56	6:57	7:02	7:09	7:11	7:14
	8:18	8:25	8:30	8:32	8:38	8:43	8:55
	9:52	9:58	10:00	10:05	10:12	10:14	10:27
	11:22	11:28	11:30	11:35	11:42	11:44	11:57
PM	12:52	12:58	1:00	1:05	1:12	1:14	1:27
	2:22	2:28	2:30	2:35	2:42	2:44	2:57
	3:52	3:58	4:00	4:05	4:12	4:14	4:27
	5:22	5:28	5:30	5:35	5:42	5:44	5:57
	6:52	6:58	7:00	7:05	7:12	7:14	7:27
	8:22	8:28	8:30	8:35	8:42	8:44	8:57

*The shaded times do not run on Saturdays.

Service does not operate on Sundays.

Route 31/Route 32 Combination (Last PM bus to Adelanto)

	Depart Lorene Trans Pt.	Palmdale El Evado	Palmdale Hwy 395	Villa Verbena	Stevens Kemper	Air Express City Hall	Adelanto Hub Bartlett	Jonathan Chamberlaine	Bellflower Chamberlaine	Muskrat El Mirage	Bellflower Bartlett	Bellflower Air Express
Mon-Fri	9:00	9:10	9:15	9:20	9:30	9:35	9:38	9:45	9:48	9:53	10:00	10:05
Sat	8:00	8:10	8:15	8:20	8:30	8:35	8:38	8:45	8:48	8:53	9:00	9:05

Printing Local Schedules & Maps

Route 32 Adelanto - Map

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Route 40 Apple Valley North - Schedule

	1 Depart AV Quinnault	2 Central Thunderbird	3 Wanaque Thunderbird	Arrive Wal Mart	4 Depart Wal Mart	5 Hwy 18 Thunderbird	6 Wanaque Thunderbird	7 Thunderbird Central	8 Arrive AV Quinnault
AM	6:05	6:12	6:18	6:29	6:34	6:39	6:46	6:48	6:57
	7:05	7:12	7:18	7:29	7:34	7:39	7:46	7:48	7:57
	8:05	8:12	8:18	8:29	8:34	8:39	8:46	8:48	8:57
	9:05	9:12	9:18	9:29	9:34	9:39	9:46	9:48	9:57
	10:05	10:12	10:18	10:29	10:34	10:39	10:46	10:48	10:57
	11:05	11:12	11:18	11:29	11:34	11:39	11:46	11:48	11:57
PM	12:10	12:17	12:23	12:39	12:46	12:51	12:58	1:01	1:13
	1:20	1:27	1:33	1:49	1:56	2:01	2:08	2:11	2:23
	2:30	2:37	2:43	2:59	3:06	3:11	3:18	3:21	3:33
	3:40	3:47	3:53	4:09	4:16	4:21	4:28	4:31	4:43
	4:50	4:57	5:03	5:19	5:26	5:31	5:38	5:41	5:53
	6:05	6:12	6:18	6:29	6:34	6:39	6:46	6:48	6:57
	7:05	7:12	7:18	7:29	7:34	7:39	7:46	7:48	7:57
	8:05	8:12	8:18	8:29	8:34	8:39	8:46	8:48	8:57

*The shaded times do not run on Saturdays.

Service does not operate on Sundays.

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Printing Local Schedules & Maps

Route 40 Apple Valley North - Map

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Printing Local Schedules & Maps

Route 41 Victorville/St.Mary's - Schedules

	1 Depart Lorene Trans Pt.	2 7th Forrest	Arrive So Out Hwy Apple Vly Rd	3 Depart So Out Hwy Apple Vly Rd	4 St. Marys	5 Dante Venus	6 VV Trans Cntr	7 Arrive Lorene Trans Pt.
AM	6:00	6:07	6:18	6:18	6:22	6:30	6:36	6:55
	7:00	7:07	7:18	7:22	7:26	7:34	7:40	7:55
	8:00	8:07	8:18	8:22	8:26	8:34	8:40	8:55
	9:00	9:07	9:18	9:22	9:26	9:34	9:40	9:55
	10:00	10:07	10:18	10:22	10:26	10:34	10:40	10:55
	11:00	11:07	11:18	11:22	11:26	11:34	11:40	11:55
PM	12:10	12:17	12:28	12:32	12:36	12:44	12:50	1:05
	1:20	1:27	1:38	1:42	1:46	1:54	2:00	2:15
	2:30	2:37	2:48	2:52	2:56	3:04	3:10	3:25
	3:40	3:47	3:58	4:02	4:06	4:14	4:20	4:35
	4:50	4:57	5:08	5:12	5:16	5:24	5:30	5:45
	6:00	6:07	6:18	6:22	6:26	6:34	6:40	6:55
	7:00	7:07	7:18	7:22	7:26	7:34	7:40	7:55
	8:00	8:07	8:18	8:22	8:26	8:34	8:40	8:55

*The shaded times do not run on Saturdays.

Service does not operate on Sundays.

Printing Local Schedules & Maps

Route 41 Victorville/St.Mary's - Map

Printing Local Schedules & Maps

Route 42 Apple Valley/St.Mary's - Schedule

	1 Depart AV Quinnault	2 Hwy 18 D Evans	3 Rancherias Serrano	4 St. Marys Hosp	Arrive So Out Hwy Apple Vly Rd	5 Depart So Out Hwy Apple Vly Rd	Arrive Wal Mart	6 Depart Wal Mart	7 Kiowa Hwy 18	8 Kiowa Pahute	9 Arrive AV Quinnault
AM	6:00	6:07	6:10	6:18	6:22	6:24	6:32	6:35	6:40	6:46	6:52
	7:00	7:07	7:10	7:18	7:22	7:24	7:32	7:35	7:40	7:46	7:52
	8:00	8:07	8:10	8:18	8:22	8:24	8:32	8:35	8:40	8:46	8:52
	9:00	9:07	9:10	9:18	9:22	9:24	9:32	9:35	9:40	9:46	9:52
	10:00	10:07	10:10	10:18	10:22	10:24	10:32	10:35	10:40	10:46	10:52
	11:00	11:07	11:10	11:18	11:22	11:24	11:32	11:35	11:40	11:46	11:52
PM	12:10	12:17	12:20	12:28	12:32	12:34	12:42	12:47	12:52	1:00	1:08
	1:20	1:27	1:30	1:38	1:42	1:44	1:52	1:57	2:02	2:10	2:18
	2:30	2:37	2:40	2:48	2:52	2:54	3:02	3:07	3:12	3:20	3:28
	3:40	3:47	3:50	3:58	4:02	4:04	4:12	4:17	4:22	4:30	4:38
	4:50	4:57	5:00	5:08	5:12	5:14	5:22	5:27	5:32	5:40	5:48
	6:00	6:07	6:10	6:18	6:22	6:24	6:32	6:35	6:40	6:46	6:52
	7:00	7:07	7:10	7:18	7:22	7:24	7:32	7:35	7:40	7:46	7:52
	8:00	8:07	8:10	8:18	8:22	8:24	8:32	8:35	8:40	8:46	8:52

*The shaded times do not run on Saturdays.

Service does not operate on Sundays.

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Printing Local Schedules & Maps

Route 42 Apple Valley/St.Mary's - Map

Home Routes & Schedules News Bid Opportunities Board of Directors Contact Us

*The shaded times do not run on Saturdays.

Service does not operate on Sundays.

Bear Valley - Mall to VV College

	1 Depart VV Mall Trans Pt.	2 Balsam Nisqually	3 7th Nisqually	4 7th Bear Vly	Arrive VV Coll Trans Pt.	5 Depart VV Coll Trans Pt.	6 Bear Vly Hesp. Rd.	7 Bear Vly 7th	8 Bear Vly Balsam	9 Arrive VV Mall Trans Pt.
	6:00	6:08	6:10	6:12	6:27	6:30	6:35	6:38	6:41	6:53
AM	7:00	7:08	7:10	7:12	7:27	7:30	7:35	7:38	7:41	7:53
	8:00	8:08	8:10	8:12	8:27	8:30	8:35	8:38	8:41	8:53
	9:00	9:08	9:10	9:12	9:27	9:30	9:35	9:38	9:41	9:53
	10:00	10:08	10:10	10:12	10:27	10:30	10:35	10:38	10:41	10:53
	11:00	11:08	11:10	11:12	11:27	11:30	11:35	11:38	11:41	11:53
	12:10	12:18	12:20	12:22	12:37	12:40	12:45	12:48	12:51	1:03
PM	1:20	1:28	1:30	1:32	1:47	1:50	1:55	1:58	2:01	2:13
	2:30	2:38	2:40	2:42	2:57	3:00	3:05	3:08	3:11	3:23
	3:40	3:48	3:50	3:52	4:07	4:10	4:15	4:18	4:21	4:33
	4:50	4:58	5:00	5:02	5:17	5:20	5:25	5:28	5:31	5:43
	6:00	6:08	6:10	6:12	6:27	6:30	6:35	6:38	6:41	6:53
	7:00	7:08	7:10	7:12	7:27	7:30	7:35	7:38	7:41	7:53
	8:00	8:08	8:10	8:12	8:27	8:30	8:35	8:38	8:41	8:53

Bear Valley - Apple Valley to VV College

	10 Depart AV Quinnault	11 Navajo Bear Vly	12 Kiowa Bear Vly	13 Reata Bear Vly	Arrive VV Coll Trans Pt.	14 Depart VV Coll Trans Pt.	15 Bear Vly Reata	16 Bear Vly Kiowa	17 Bear Vly Navajo	18 Central Bear Vly	19 Arrive AV Quinnault
	6:00	6:07	6:13	6:16	6:27	6:30	6:34	6:38	6:45	6:48	6:55
AM	7:00	7:07	7:13	7:16	7:27	7:30	7:34	7:38	7:45	7:48	7:55
	8:00	8:07	8:13	8:16	8:27	8:30	8:34	8:38	8:45	8:48	8:55
	9:00	9:07	9:13	9:16	9:27	9:30	9:34	9:38	9:45	9:48	9:55
	10:00	10:07	10:13	10:16	10:27	10:30	10:34	10:38	10:45	10:48	10:55
	11:00	11:07	11:13	11:16	11:27	11:30	11:34	11:38	11:45	11:48	11:55
	12:10	12:17	12:23	12:26	12:37	12:40	12:44	12:48	12:55	12:58	1:05
PM	1:20	1:27	1:33	1:36	1:47	1:50	1:54	1:58	2:05	2:08	2:15
	2:30	2:37	2:43	2:46	2:57	3:00	3:04	3:08	3:15	3:18	3:25

Printing Local Schedules & Maps

Route 43 Apple Valley/Mall - Map

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Route 44 Mall/Hesperia - Schedule

	1	2	3	4		5	6	7	8	9	10	11	12	13
	Depart Mall Trans Pt	Cottonwood Main	Main Pyrite	3rd Lemon	Arrive Hesp TP Olive	Depart Hesp TP Olive	Danbury Arrowhead	Danbury I Ave	Depart Hesp TP Olive	3 rd Lemon	7th Cajon	Main Pyrite	Cottonwood Main	Arrive Mall Trans Pt
AM							6:17	6:22	6:30	6:47	6:54	7:02	7:10	7:25
	6:30	6:39	6:44	6:54	7:05	7:10	7:17	7:22	7:30	7:47	7:54	8:02	8:10	8:25
	7:30	7:39	7:44	7:54	8:05	8:10	8:17	8:22	8:30	8:47	8:54	9:02	9:10	9:25
	8:30	8:39	8:44	8:54	9:05	9:10	9:17	9:22	9:30	9:47	9:54	10:02	10:10	10:25
	9:30	9:39	9:44	9:54	10:05	10:10	10:17	10:22	10:30	10:47	10:54	11:02	11:10	11:25
	10:30	10:39	10:44	10:54	11:05	11:10	11:17	11:22	11:30	11:47	11:54	12:02	12:10	12:25
PM	11:30	11:39	11:44	11:54	12:05	12:10	12:17	12:22	12:30	12:47	12:57	1:02	1:10	1:25
	12:42	12:54	12:59	1:09	1:20	1:25	1:32	1:37	1:45	2:07	2:17	2:27	2:35	2:55
	1:52	2:04	2:09	2:19	2:30	2:35	2:42	2:47	2:55	3:17	3:27	3:37	3:45	4:05
	3:02	3:14	3:19	3:29	3:40	3:45	3:52	3:57	4:05	4:27	4:37	4:47	4:55	5:15
	4:12	4:24	4:29	4:39	4:50	4:55	5:02	5:07	5:15	5:37	5:47	5:57	6:05	6:25
	5:22	5:34	5:39	5:49	6:00	6:05	6:12	6:17	6:25	6:47	6:57	7:07	7:15	7:25
	6:30	6:39	6:44	6:54	7:05	7:10	7:17	7:22	7:30	7:47	7:54	8:02	8:10	8:25
	7:30	7:39	7:44	7:54	8:05	8:10	8:17	8:22	8:30	8:47	8:54	9:02	9:10	9:25
	8:30	8:39	8:44	8:54	9:05	9:10	9:17	9:22						

*The shaded times do not run on Saturdays.

Service does not operate on Sundays.

Printing Local Schedules & Maps

Route 44 Mall/Hesperia - Map

Victorville - Rite Aid to VV College

	1 Depart Lorene Trans Pt.	2 Rodeo GreenTree	3 Arrowhead Nisqually	4 Jasmine Hesperia	Arrive VV Coll Trans Pt.	5 Depart VV Coll Trans Pt.	6 2nd Bear Vly	7 Nisqually Balsam	8 Arrive Lorene Trans Pt.
	6:00	6:09	6:12	6:18	6:27	6:30	6:38	6:45	6:52
AM	7:00	7:09	7:12	7:18	7:27	7:30	7:38	7:45	7:52
	8:00	8:09	8:12	8:18	8:27	8:30	8:38	8:45	8:52
	9:00	9:09	9:12	9:18	9:27	9:30	9:38	9:45	9:52
	10:00	10:09	10:12	10:18	10:27	10:30	10:38	10:45	10:52
	11:00	11:09	11:12	11:18	11:27	11:30	11:38	11:45	11:52
PM	12:10	12:19	12:22	12:28	12:37	12:40	12:48	12:55	1:02
	1:20	1:29	1:32	1:38	1:47	1:50	1:58	2:05	2:12
	2:30	2:39	2:42	2:48	2:57	3:00	3:08	3:15	3:22
	3:40	3:49	3:52	3:58	4:07	4:10	4:18	4:25	4:32
	4:50	4:59	5:02	5:08	5:17	5:20	5:28	5:35	5:42
	6:00	6:09	6:12	6:18	6:27	6:30	6:38	6:45	6:52
	7:00	7:09	7:12	7:18	7:27	7:30	7:38	7:45	7:52
	8:00	8:09	8:12	8:18	8:27	8:30	8:38	8:45	8:52

Hesperia - Mission/C to VV College

	9 Depart VV Coll Trans Pt.	10 Main I Ave.	11 Mission C Ave.	Arrive Hesp TP Olive	12 Depart Hesp TP Olive	13 I Ave. Main	14 Arrive VV Coll Trans Pt.
			5:55	6:05	6:10	6:13	6:27
AM	6:30	6:45	6:55	7:05	7:10	7:13	7:27
	7:30	7:45	7:55	8:05	8:10	8:13	8:27
	8:30	8:45	8:55	9:05	9:10	9:13	9:27
	9:30	9:45	9:55	10:05	10:10	10:13	10:27
	10:30	10:45	10:55	11:05	11:10	11:13	11:27
	11:30	11:45	11:55	12:05	12:10	12:13	12:27
PM	12:40	12:55	1:05	1:15	1:20	1:23	1:37
	1:50	2:05	2:15	2:25	2:30	2:33	2:47
	3:00	3:15	3:25	3:35	3:40	3:43	3:57

*The shaded times do not run on Saturdays.

Service does not operate on Sundays.

Printing Local Schedules & Maps

Route 45 Victorville/Hesperia - Map

Printing Local Schedules & Maps

Route 51 Victorville Circulator - Schedule

	1 Depart Lorene Trans Pt.	2 Civic Seneca	3 Amargosa Hook	4 Orick Vasquez	5 Mojave Del Rey	6 7th B Street	7 Victor Mojave	8 Greentree Rodeo	9 Arrowhead Hughes	10 Arrive Lorene Trans Pt.
AM	6:00	6:06	6:09	6:16	6:24	6:29	6:38	6:45	6:52	6:58
	7:00	7:06	7:09	7:16	7:24	7:29	7:38	7:45	7:52	7:58
	8:00	8:06	8:09	8:16	8:24	8:29	8:38	8:45	8:52	8:58
	9:00	9:06	9:09	9:16	9:24	9:29	9:38	9:45	9:52	9:58
	10:00	10:06	10:09	10:16	10:24	10:29	10:38	10:45	10:52	10:58
	11:00	11:06	11:09	11:16	11:24	11:29	11:38	11:45	11:52	11:58
PM	12:10	12:16	12:19	12:26	12:34	12:39	12:48	12:55	1:02	1:08
	1:20	1:26	1:29	1:36	1:44	1:49	1:58	2:05	2:12	2:18
	2:30	2:36	2:39	2:46	2:54	2:59	3:08	3:15	3:22	3:28
	3:40	3:46	3:49	3:56	4:04	4:09	4:18	4:25	4:32	4:38
	4:50	4:56	4:59	5:06	5:14	5:19	5:28	5:35	5:42	5:48
	6:00	6:06	6:09	6:16	6:24	6:29	6:38	6:45	6:52	6:58
	7:00	7:06	7:09	7:16	7:24	7:29	7:38	7:45	7:52	7:58
	8:00	8:06	8:09	8:16	8:24	8:29	8:38	8:45	8:52	8:58

*The shaded times do not run on Saturdays.

Service does not operate on Sundays.

Printing Local Schedules & Maps

Route 51 Victorville Circulator - Map

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Route 52 Victorville/Mall - Schedule

	1 Depart Lorene Trans Pt	2 Park Palmdale	3 El Evado Palmdale	4 El Evado La Mesa	5 La Mesa King Canyon	Arrive VV Mall	6 Depart VV Mall	7 Northstar Jade	8 La Mesa El Evado	9 El Evado Palmdale	10 Park Palmdale	11 Arrive Lorene Trans Pt
AM	6:00	6:05	6:09	6:11	6:19	6:30	6:32	6:38	6:42	6:45	6:50	6:57
	7:00	7:05	7:09	7:11	7:19	7:30	7:32	7:38	7:42	7:45	7:50	7:57
	8:00	8:05	8:09	8:11	8:19	8:30	8:32	8:38	8:42	8:45	8:50	8:57
	9:00	9:05	9:09	9:11	9:19	9:30	9:32	9:38	9:42	9:45	9:50	9:57
	10:00	10:05	10:09	10:11	10:19	10:30	10:32	10:38	10:42	10:45	10:50	10:57
	11:00	11:05	11:09	11:11	11:19	11:30	11:32	11:38	11:42	11:45	11:50	11:57
PM	12:10	12:15	12:19	12:21	12:29	12:40	12:42	12:48	12:52	12:55	1:00	1:07
	1:20	1:25	1:29	1:31	1:39	1:50	1:52	1:58	2:02	2:05	2:10	2:17
	2:30	2:35	2:39	2:41	2:49	3:00	3:02	3:08	3:12	3:15	3:20	3:27
	3:40	3:45	3:49	3:51	4:59	4:10	4:12	4:18	4:22	4:25	4:30	4:37
	4:50	4:55	4:59	5:01	5:09	5:20	5:22	5:28	5:32	5:35	5:40	5:47
	6:00	6:05	6:09	6:11	6:19	6:30	6:32	6:38	6:42	6:45	6:50	6:57
	7:00	7:05	7:09	7:11	7:19	7:30	7:32	7:38	7:42	7:45	7:50	7:57
	8:00	8:05	8:09	8:11	8:19	8:30	8:32	8:38	8:42	8:45	8:50	8:57

*The shaded times do not run on Saturdays.

Service does not operate on Sundays.

Printing Local Schedules & Maps

Route 52 Victorville/Mall - Map

Appendix E

- Screenline Validation Results

VVATS - CIRCULATION ELEMENT
MODEL VALIDATION
SCREENLINE COMPARISON - TOTAL TRAFFIC VOLUMES

SCREENLINE COMPARISON -- WB/SB PEAK HOUR TRAFFIC VOLUMES

Screenline Total	Location	Count	VVATS Model	% DIFFERENCES VVATS vs Count	% of Total Count	% of Total Model
1	E/O Johnson	2,074	1,342	-35.3%	50.2%	50.2%
2	W/O US 395	3,414	1,109	-67.5%	50.5%	65.4%
3	W/O I-15	7,735	6,844	-11.5%	50.1%	54.2%
4	E/O I-15	8,697	6,964	-19.9%	46.5%	48.6%
5	Mojave River	6,497	5,143	-20.8%	55.1%	45.7%
6	E/O Navajo	1,036	657	-36.6%	44.2%	47.9%
7	E/O Maple	1,292	786	-39.2%	42.9%	41.4%
8	N/O Victorville and Adelanto	4,030	3,361	-16.6%	57.3%	63.5%
9	S/O El Rancho	6,205	4,911	-20.9%	59.0%	57.1%
10	N/O Bear Valley	11,977	10,777	-10.0%	52.0%	50.4%
11	N/O Main St	6,671	7,364	10.4%	47.0%	53.8%
12	S/O Hesperia	3,564	4,013	12.6%	42.2%	43.9%
TOTAL		63,192	53,271	-15.7%	50.4%	51.2%

SCREENLINE COMPARISON -- EB/NB PEAK HOUR TRAFFIC VOLUMES

Screenline Total	Location	Count	VVATS Model	% DIFFERENCES VVATS vs Count	% of Total Count	% of Total Model
1	E/O Johnson	2,060	1,332	-35.3%	49.8%	49.8%
2	W/O US 395	3,349	586	-82.5%	49.5%	34.6%
3	W/O I-15	7,711	5,773	-25.1%	49.9%	45.8%
4	E/O I-15	10,006	7,366	-26.4%	53.5%	51.4%
5	Mojave River	5,294	6,111	15.4%	44.9%	54.3%
6	E/O Navajo	1,306	716	-45.2%	55.8%	52.1%
7	E/O Maple	1,722	1,114	-35.3%	57.1%	58.6%
8	N/O Victorville and Adelanto	3,009	1,928	-35.9%	42.7%	36.5%
9	S/O El Rancho	4,306	3,688	-14.4%	41.0%	42.9%
10	N/O Bear Valley	11,043	10,618	-3.8%	48.0%	49.6%
11	N/O Main St	7,512	6,336	-15.7%	53.0%	46.2%
12	S/O Hesperia	4,882	5,120	4.9%	57.8%	56.1%
TOTAL		62,200	50,688	-18.5%	49.6%	48.8%

Appendix F

- 2035 Future Baseline Average Daily Traffic Volumes (Not Post-Processed)

Victor Valley Area Transportation Study
ADT from PM Peak Period
Baseline

K:\TPTO\094475000 - Victor Valley Transportation Study\Model Development\Recommended Alternatives\Loaded Networks\Baseline\lodhist.pm 2/16/2007

Viper
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Appendix G

- Traffix Analysis Worksheets
Future Baseline Conditions

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

Scenario Report

Scenario:	Baseline PM
Command:	Future Baseline
Volume:	Baseline PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Future Baseline

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Koala/Air Expressway	C	21.9	0.826	C	21.9	0.826	+ 0.000 V/C
# 2 Bellflower/Air Expressway	F	298.1	2.140	F	298.1	2.140	+ 0.000 V/C
# 3 US-395/Air Expressway	F	677.2	3.859	F	677.2	3.859	+ 0.000 V/C
# 5 Koala/El Mirage	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 6 US-395/El Mirage	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 7 Bellflower/Mojave	F	328.7	2.075	F	328.7	2.075	+ 0.000 V/C
# 8 Aster/Palmdale	F	324.8	0.000	F	324.8	0.000	+ 0.000 D/V
# 9 Bellflower/Palmdale	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 10 US-395/Palmdale Rd	F	131.8	1.193	F	131.8	1.193	+ 0.000 D/V
# 11 Koala/Rancho	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 12 Bellflower/Rancho	F	396.7	2.555	F	396.7	2.555	+ 0.000 V/C
# 13 US-395/Rancho	D	52.2	0.946	D	52.2	0.946	+ 0.000 D/V
# 14 Apple Valley/Hwy 18	F	232.4	1.499	F	232.4	1.499	+ 0.000 D/V
# 16 Corwin/Hwy 18	A	7.2	0.738	A	7.2	0.738	+ 0.000 D/V
# 17 Tao/Hwy 18	C	21.1	0.754	C	21.1	0.754	+ 0.000 D/V
# 18 Rancherias/Hwy 18	F	137.0	1.319	F	137.0	1.319	+ 0.000 D/V
# 19 Kiowa/Hwy 18	C	23.2	0.622	C	23.2	0.622	+ 0.000 D/V
# 20 Navajo/Hwy 18	C	32.2	0.779	C	32.2	0.779	+ 0.000 D/V
# 21 Central/Hwy 18	B	18.7	0.525	B	18.7	0.525	+ 0.000 D/V
# 22 Apple Valley/Bear Valley	F	87.3	0.935	F	87.3	0.935	+ 0.000 D/V
# 23 Deep Creek/Bear Valley	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 24 Kiowa/Bear Valley	D	40.8	0.803	D	40.8	0.803	+ 0.000 D/V
# 25 Navajo/Bear Valley	D	51.1	0.910	D	51.1	0.910	+ 0.000 D/V

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 Central/Bear Valley Road	F	354.8	2.503	F	354.8	2.503	+ 0.000 V/C
# 27 Bear Valley Cutoff/Hwy 18	B	11.7	0.000	B	11.7	0.000	+ 0.000 D/V
# 28 Beekley/SR-138	D	51.1	0.810	D	51.1	0.810	+ 0.000 D/V
# 29 Deep Creek/Rock Springs	B	19.7	0.846	B	19.7	0.846	+ 0.000 D/V
# 30 Vista/National Trails Hw	B	14.0	0.000	B	14.0	0.000	+ 0.000 D/V
# 31 US-395/Phelan	F	215.5	1.514	F	215.5	1.514	+ 0.000 D/V
# 32 Sheep Creek/Hwy 18	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 33 SR-138/Summit Valley	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 34 Escondido/Main	C	26.0	0.991	C	26.0	0.991	+ 0.000 D/V
# 35 Maple Main	D	37.3	0.787	D	37.3	0.787	+ 0.000 D/V
# 36 Cottonwood/Main	C	31.2	0.852	C	31.2	0.852	+ 0.000 D/V
# 37 Seventh/Main	E	79.7	0.958	E	79.7	0.958	+ 0.000 D/V
# 38 I Ave/Main	D	35.1	0.781	D	35.1	0.781	+ 0.000 D/V
# 39 Seventh/Bear Valley	E	66.9	0.957	E	66.9	0.957	+ 0.000 D/V
# 40 Hesperia/Bear Valley	F	124.8	1.298	F	124.8	1.298	+ 0.000 D/V
# 41 I Ave/Bear Valley	E	76.2	0.971	E	76.2	0.971	+ 0.000 D/V
# 42 Mariposa/Ranchero	F	840.8	3.542	F	840.8	3.542	+ 0.000 V/C
# 43 US-395/Eucalyptus	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 44 US-395/Bear Valley	D	37.3	0.830	D	37.3	0.830	+ 0.000 D/V
# 46 US-395/Mojave	F	284.4	1.602	F	284.4	1.602	+ 0.000 D/V
# 47 US-395/Hopland	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 48 Amethyst/Palmdale	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 49 Baldy Mesa/Palmdale	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 50 Mariposa/Bear Valley	F	245.2	1.560	F	245.2	1.560	+ 0.000 D/V
# 51 Amargosa/Bear Valley	F	354.0	0.919	F	354.0	0.919	+ 0.000 D/V

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 52 Baldy Mesa/Bear Valley	F	277.4	1.956	F	277.4	1.956	+ 0.000 V/C
# 53 I-15 NB Ramps/SR-138	F	861.7	3.172	F	861.7	3.172	+ 0.000 V/C
# 54 I-15 SB Ramps/SR-138	D	25.4	0.000	D	25.4	0.000	+ 0.000 D/V
# 57 I-15 SB Ramps/Main St	F	436.7	2.117	F	436.7	2.117	+ 0.000 D/V
# 58 I-15 NB Ramps/Main St	F	551.5	2.258	F	551.5	2.258	+ 0.000 D/V
# 63 I-15 NB Ramps/Bear Valley	F	217.8	1.434	F	217.8	1.434	+ 0.000 D/V
# 64 I-15 SB Ramps/Bear Valley	C	22.0	0.871	C	22.0	0.871	+ 0.000 D/V
# 67 I-15 NB Ramps/Palmdale	F	105.2	1.285	F	105.2	1.285	+ 0.000 D/V
# 68 I-15 SB Ramps/Palmdale	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 69 I-15 NB Ramps/Roy Rogers-La Pa	F	87.9	1.146	F	87.9	1.146	+ 0.000 D/V
# 70 I-15 SB Ramps/Roy Rogers	C	30.1	1.051	C	30.1	1.051	+ 0.000 D/V
# 71 I-15 NB Ramps/Mojave Dr	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 72 I-15 SB Ramps/Mojave Dr	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 73 I-15 NB Ramps/D Street	C	26.1	0.646	C	26.1	0.646	+ 0.000 D/V
# 74 I-15 SB Ramps/D Street	E	61.0	1.051	E	61.0	1.051	+ 0.000 D/V

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Koala/Air Expressway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 0 Level Of Service: C

Street Name:	Koala Rd						Air Expressway Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	353	23	128	341	0	0	0	0	16	0	300
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:	1	353	23	128	341	0	0	0	0	16	0	300
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	1	390	25	141	377	0	0	0	0	18	0	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	390	25	141	377	0	0	0	0	18	0	332
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:	1	390	25	141	377	0	0	0	0	18	0	332
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.93	0.06	0.27	0.73	0.00	0.00	0.00	0.00	0.05	0.00	0.95
Final Sat.:	2	575	37	171	456	0	0	0	0	30	0	571
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	0.83	0.83	xxxx	xxxx	xxxx	xxxx	0.58	xxxx	0.58
Crit Moves:			****		****					****		
Delay/Veh:	19.1	19.1	19.1	28.6	28.6	0.0	0.0	0.0	0.0	15.3	0.0	15.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	19.1	19.1	28.6	28.6	0.0	0.0	0.0	0.0	15.3	0.0	15.3
LOS by Move:	C	C	C	D	D	*	*	*	*	C	*	C
ApproachDel:	19.1			28.6			xxxxxx			15.3		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	19.1			28.6			xxxxxx			15.3		
LOS by Appr:	C			D			*			C		
AllWayAvgQ:	1.8	1.8	1.8	3.5	3.5	3.5	0.0	0.0	0.0	1.1	1.1	1.1

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Bellflower/Air Expressway

Cycle (sec): 100 Critical Vol./Cap.(X): 2.140
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 298.1
Optimal Cycle: 0 Level Of Service: F

Street Name:	Bellflower St						Air Expressway Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	232	498	69	114	338	16	8	304	193	51	547	474
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:	232	498	69	114	338	16	8	304	193	51	547	474
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	256	550	76	126	374	18	9	336	213	56	605	524
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	550	76	126	374	18	9	336	213	56	605	524
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:	256	550	76	126	374	18	9	336	213	56	605	524
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.68	1.00	0.25	0.75	1.00	0.02	0.60	0.38	1.00	1.00	1.00
Final Sat.:	120	257	414	95	281	411	6	227	144	367	386	418
Capacity Analysis Module:												
Vol/Sat:	2.14	2.14	0.18	1.33	1.33	0.04	1.48	1.48	1.48	0.15	1.57	1.25
Crit Moves:	****			****			****				****	
Delay/Veh:	542.7	543	13.3	192.6	193	11.9	254.9	255	254.9	14.3	290	158.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	542.7	543	13.3	192.6	193	11.9	254.9	255	254.9	14.3	290	158.9
LOS by Move:	F	F	B	F	F	B	F	F	F	B	F	F
ApproachDel:	497.0			186.5			254.9			218.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	497.0			186.5			254.9			218.9		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	55.5	55.5	0.2	18.8	18.8	0.0	25.4	25.4	25.4	0.2	29.8	17.1

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 US-395/Air Expressway

Cycle (sec): 90 Critical Vol./Cap.(X): 3.859
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 677.2
Optimal Cycle: 0 Level Of Service: F

Street Name:	US-395						Air Expressway Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	320	409	52	54	547	8	8	409	76	83	817	501
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	409	52	54	547	8	8	409	76	83	817	501
User Adj:	1.05	1.10	1.05	1.05	1.10	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	354	475	57	60	635	9	9	452	84	92	903	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	475	57	60	635	9	9	452	84	92	903	554
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:	354	475	57	60	635	9	9	452	84	92	903	554
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.99	0.01	0.02	0.83	0.15	0.06	0.58	0.36
Final Sat.:	366	347	42	366	381	5	6	328	61	24	234	143
Capacity Analysis Module:												
Vol/Sat:	0.97	1.37	1.37	0.16	1.67	1.67	1.38	1.38	1.38	3.86	3.86	3.86
Crit Moves:		****				****		****			****	
Delay/Veh:	70.6	207	206.6	14.4	333	333.4	209.4	209	209.4	1310	1310	1310
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.6	207	206.6	14.4	333	333.4	209.4	209	209.4	1310	1310	1310
LOS by Move:	F	F	F	B	F	F	F	F	F	F	F	F
ApproachDel:	152.3			306.4			209.4			1310.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	152.3			306.4			209.4			1310.4		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	5.9	21.0	21.0	0.2	34.5	34.5	21.7	21.7	21.7	145	145	144.7

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #5 Koala/El Mirage

Average Delay (sec/veh): 1310.7 Worst Case Level Of Service: F[3713.9]

Street Name:	Koala Rd									El Mirage Rd		
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	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	751	0	132	0	0	0	0	279	526	121	694	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:	751	0	132	0	0	0	0	279	526	121	694	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	830	0	146	0	0	0	0	308	581	134	767	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	830	0	146	0	0	0	0	308	581	134	767	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1634	1634	599	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	890	xxxx	xxxxx
Potent Cap.:	111	101	500	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	757	xxxx	xxxxx
Move Cap.:	94	81	500	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	757	xxxx	xxxxx
Volume/Cap:	8.79	0.00	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	107	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	112	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Shrd ConDel:	xxxxx	3714	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	B	*	*
ApproachDel:	3713.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

Victor Valley Area Transportation Study (VVATS)
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 US-395/El Mirage

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	US-395						El Mirage Rd					
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 1 0			0 1 0 1 0			0 0 1! 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	204	541	1	49	502	153	93	95	2	0	314	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:	204	541	1	49	502	153	93	95	2	0	314	130
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	225	598	1	54	555	169	103	105	2	0	347	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	225	598	1	54	555	169	103	105	2	0	347	144
Critical Gap Module:												
Critical Gp:	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx	7.6	6.6	7.0	xxxxx	6.6	7.0
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	724	xxxx	xxxxx	599	xxxx	xxxxx	1671	1798	362	xxxx	1882	300
Potent Cap.:	868	xxxx	xxxxx	967	xxxx	xxxxx	62	78	632	xxxx	69	694
Move Cap.:	868	xxxx	xxxxx	967	xxxx	xxxxx	0	52	632	xxxx	46	694
Volume/Cap:	0.26	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	2.04	0.00	xxxx	7.60	0.21
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.6	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	63
SharedQueue:	1.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	56.7
Shrd ConDel:	10.6	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3188
Shared LOS:	B	*	*	A	*	*	*	*	*	*	*	F
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			3187.5		
ApproachLOS:	*			*			F			F		

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 Bellflower/Mojave

Cycle (sec):	100	Critical Vol./Cap.(X):	2.075
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	328.7
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Bellflower St						Mojave 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		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	0	6	6	0	6	6	0	6	6	0
Lanes:	1 0 1 0 1			0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	56	576	48	95	572	82	28	209	5	100	336	162
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:	56	576	48	95	572	82	28	209	5	100	336	162
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	62	637	53	105	632	91	31	231	6	111	371	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	637	53	105	632	91	31	231	6	111	371	179
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:	62	637	53	105	632	91	31	231	6	111	371	179
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.13	0.76	0.11	0.12	0.88	1.00	0.17	0.56	0.27
Final Sat.:	389	412	447	51	305	44	45	338	417	67	226	109
Capacity Analysis Module:												
Vol/Sat:	0.16	1.55	0.12	2.07	2.07	2.07	0.68	0.68	0.01	1.64	1.64	1.64
Crit Moves:		****			****			****			****	
Delay/Veh:	13.7	280	11.8	512.5	512	512.5	30.0	30.0	11.4	321.3	321	321.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	280	11.8	512.5	512	512.5	30.0	30.0	11.4	321.3	321	321.3
LOS by Move:	B	F	B	F	F	F	D	D	B	F	F	F
ApproachDel:	239.4			512.5			29.7			321.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	239.4			512.5			29.7			321.3		
LOS by Appr:	F			F			D			F		
AllWayAvgQ:	0.2	30.7	0.1	55.5	55.5	55.5	1.9	1.9	0.0	34.6	34.6	34.6

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

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

Intersection #8 Aster/Palmdale

Average Delay (sec/veh): 43.2 Worst Case Level Of Service: F[324.8]

Street Name:	Aster Rd								Palmdale Rd							
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	0	1 0	1	0	0	1 0	0	1	0	0 0	0	0	1	0 0
Volume Module:																
Base Vol:	0	0	0	14	0	305	246	822	0	0	1106	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	14	0	305	246	822	0	0	1106	0				
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05				
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	15	0	337	272	909	0	0	1222	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	0	0	15	0	337	272	909	0	0	1222	0				
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	2843	2675	909	2675	2675	1222	1222	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	11	22	332	24	22	218	567	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	0	10	332	13	10	218	567	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	0.00	0.00	1.15	0.00	1.55	0.48	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	2.5	xxxx	xxxxx	2.6	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	683.8	xxxx	xxxxx	17.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	F	*	*	C	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	0	xxxx	xxxx	218	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	21.0	2.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	308.3	17.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	F	C	*	*	*	*	*				
ApproachDel:	xxxxxx			324.8			xxxxxx			xxxxxx						
ApproachLOS:	*			F			*			*						

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

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

Intersection #9 Bellflower/Palmdale

Average Delay (sec/veh): 2926.8 Worst Case Level Of Service: F[21323.4]

Street Name:	Bellflower St								Palmdale Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	1	0 0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	0	348	0	172	111	1119	0	0	1620	420				
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	348	0	172	111	1119	0	0	1620	420				
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05				
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	385	0	190	123	1237	0	0	1791	464				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	0	0	385	0	190	123	1237	0	0	1791	464				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	3273	xxxx	1791	2255	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	10	xxxx	100	226	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	6	xxxx	100	226	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	68.39	xxxx	1.90	0.54	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	50.2	xxxx	15.8	2.9	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	31609	xxxx	513.1	38.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	F	*	F	E	*	*	*	*	*				
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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			F			*			*						

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

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

Intersection #10 US-395/Palmdale Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.193
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 131.8
Optimal Cycle: 130 Level Of Service: F

Street Name:	US-395						Palmdale Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	499	759	78	518	768	105	72	1019	325	109	1416	439
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:	499	759	78	518	768	105	72	1019	325	109	1416	439
User Adj:	1.05	1.10	1.05	1.05	1.10	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	552	881	86	573	891	116	80	1126	359	120	1565	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	552	881	86	573	891	116	80	1126	359	120	1565	485
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:	552	881	86	573	891	116	80	1126	359	120	1565	485
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3279	321	1700	3185	415	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.32	0.27	0.27	0.34	0.28	0.28	0.05	0.31	0.20	0.07	0.43	0.27
Crit Moves:		****		****			****				****	
Green Time:	22.9	20.0	20.0	22.7	19.8	19.8	10.0	29.0	29.0	10.3	29.3	29.3
Volume/Cap:	1.27	1.21	1.21	1.34	1.27	1.27	0.42	0.97	0.62	0.62	1.34	0.83
Delay/Veh:	173.7	141	140.6	199.7	168	168.1	38.8	49.8	27.9	44.0	187	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	173.7	141	140.6	199.7	168	168.1	38.8	49.8	27.9	44.0	187	37.6
LOS by Move:	F	F	F	F	F	F	D	D	C	D	F	D
HCM2kAvgQ:	34	27	27	38	30	30	3	21	9	4	48	15

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

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

Intersection #11 Koala/Rancho

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Koala Rd									Rancho Rd					
Approach:	North Bound						South Bound						East Bound			West Bound		
Movement:	L -	T -	R				L -	T -	R				L -	T -	R	L -	T -	R
Control:	Uncontrolled						Uncontrolled						Stop Sign			Stop Sign		
Rights:	Include						Include						Include			Include		
Lanes:	0	0	0	1	0		0	0	1!	0	0		0	1	0	0	0	0	0	1!	0	0
Volume Module:																						
Base Vol:	0	27	84	295	9	8	19	178	0	45	325	321										
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	27	84	295	9	8	19	178	0	45	325	321										
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05										
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	30	93	326	10	9	21	197	0	50	359	355										
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0										
FinalVolume:	0	30	93	326	10	9	21	197	0	50	359	355										
Critical Gap Module:																						
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	xxxxx	7.1	6.5	6.2										
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	xxxxx	3.5	4.0	3.3										
Capacity Module:																						
Cnflict Vol:	xxxx	xxxx	xxxxx	123	xxxx	xxxxx	1100	789	xxxxx	841	747	76										
Potent Cap.:	xxxx	xxxx	xxxxx	1458	xxxx	xxxxx	189	322	xxxxx	283	340	982										
Move Cap.:	xxxx	xxxx	xxxxx	1458	xxxx	xxxxx	0	234	xxxxx	68	247	982										
Volume/Cap:	xxxx	xxxx	xxxx	0.22	xxxx	xxxx	xxxx	0.84	xxxx	0.73	1.45	0.36										
Level Of Service Module:																						
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*										
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT										
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	301	xxxxx										
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	62.5	xxxxx										
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	730	xxxxx										
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*										
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			729.6												
ApproachLOS:	*			*			F			F												

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

Victor Valley Area Transportation Study (VVATS)
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Bellflower/Rancho

Cycle (sec): 100 Critical Vol./Cap.(X): 2.555
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 396.7
Optimal Cycle: 0 Level Of Service: F

Street Name:	Bellflower St						Rancho Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	233	603	65	105	460	10	23	405	315	85	622	186
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:	233	603	65	105	460	10	23	405	315	85	622	186
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	258	666	72	116	508	11	25	448	348	94	687	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	666	72	116	508	11	25	448	348	94	687	206
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:	258	666	72	116	508	11	25	448	348	94	687	206
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.72	1.00	0.19	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	101	261	392	67	292	386	325	342	367	320	336	359
Capacity Analysis Module:												
Vol/Sat:	2.56	2.56	0.18	1.74	1.74	0.03	0.08	1.31	0.95	0.29	2.05	0.57
Crit Moves:	****			****				****			****	
Delay/Veh:	728.6	729	13.8	368.4	368	12.2	14.6	187	66.8	18.5	503	25.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	728.6	729	13.8	368.4	368	12.2	14.6	187	66.8	18.5	503	25.2
LOS by Move:	F	F	B	F	F	B	B	F	F	C	F	D
ApproachDel:	677.0			362.2			130.8			357.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	677.0			362.2			130.8			357.3		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	71.9	71.9	0.2	35.4	35.4	0.0	0.1	16.5	5.5	0.4	45.7	1.2

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #13 US-395/Rancho

Cycle (sec): 90 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 52.2
Optimal Cycle: 125 Level Of Service: D

Street Name:	US-395						Rancho Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	472	470	12	26	657	9	26	194	486	65	375	313
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:	472	470	12	26	657	9	26	194	486	65	375	313
User Adj:	1.05	1.10	1.05	1.05	1.10	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	522	545	13	29	762	10	29	214	537	72	414	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	522	545	13	29	762	10	29	214	537	72	414	346
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:	522	545	13	29	762	10	29	214	537	72	414	346
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.97	0.03	1.00	1.00	1.00	1.00	1.09	0.91
Final Sat.:	1700	3515	85	1700	3554	46	1700	1800	1800	1700	1962	1638
Capacity Analysis Module:												
Vol/Sat:	0.31	0.16	0.16	0.02	0.21	0.21	0.02	0.12	0.30	0.04	0.21	0.21
Crit Moves:	****				****				****	****		
Green Time:	26.4	30.9	30.9	15.5	20.0	20.0	11.9	25.6	25.6	10.0	23.8	23.8
Volume/Cap:	1.05	0.45	0.45	0.10	0.97	0.97	0.13	0.42	1.05	0.38	0.80	0.80
Delay/Veh:	85.2	23.2	23.2	31.6	58.3	58.3	34.7	26.3	78.9	38.4	35.8	35.8
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:	85.2	23.2	23.2	31.6	58.3	58.3	34.7	26.3	78.9	38.4	35.8	35.8
LOS by Move:	F	C	C	C	E	E	C	C	E	D	D	D
HCM2kAvgQ:	24	6	6	1	16	16	1	5	23	2	12	12

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #14 Apple Valley/Hwy 18

Cycle (sec): 130 Critical Vol./Cap.(X): 1.499
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 232.4
Optimal Cycle: 130 Level Of Service: F

Street Name:	Apple Valley Rd						Highway 18					
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:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 1	0 0	1	1 0	1 0	1	2 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	548	646	91	159	394	470	413	1763	981	183	1668	105
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:	548	646	91	159	394	470	413	1763	981	183	1668	105
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	606	714	101	176	435	519	456	1949	1084	202	1844	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	606	714	101	176	435	519	456	1949	1084	202	1844	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
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:	606	714	101	176	435	519	456	1949	1084	202	1844	116
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1700	1800	1800	1700	1800	1800	3200	3600	1800	1700	3387	213
Capacity Analysis Module:												
Vol/Sat:	0.36	0.40	0.06	0.10	0.24	0.29	0.14	0.54	0.60	0.12	0.54	0.54
Crit Moves:		****				****			****	****		
Green Time:	34.4	34.4	34.4	25.0	25.0	25.0	13.0	52.2	52.2	10.3	49.6	49.6
Volume/Cap:	1.35	1.50	0.21	0.54	1.26	1.50	1.43	1.35	1.50	1.50	1.43	1.43
Delay/Veh:	210.5	278	37.5	49.0	189	291.6	268.1	200	270.6	319.0	237	236.9
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:	210.5	278	37.5	49.0	189	291.6	268.1	200	270.6	319.0	237	236.9
LOS by Move:	F	F	D	D	F	F	F	F	F	F	F	F
HCM2kAvgQ:	47	58	3	7	31	43	22	70	87	19	75	75

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #16 Corwin/Hwy 18

Cycle (sec): 60 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 60 Level Of Service: A

Street Name:	Corwin Rd						Highway 18					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	20	0	20	10	20	0	0	20	0
Lanes:	0 0	0 0	0	1 0	0 0	2	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	366	1708	0	0	1364	24
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	0	366	1708	0	0	1364	24
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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	405	1888	0	0	1508	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	405	1888	0	0	1508	27
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	0	0	405	1888	0	0	1508	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	1.00	2.00	0.00	0.00	1.97	0.03
Final Sat.:	0	0	0	1700	0	3600	1700	3600	0	0	3538	62
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.52	0.00	0.00	0.43	0.43
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	19.3	54.0	0.0	0.0	34.7	34.7
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.58	0.00	0.00	0.74	0.74
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	23.3	0.9	0.0	0.0	10.8	10.8
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	0.0	0.0	0.0	0.0	0.0	23.3	0.9	0.0	0.0	10.8	10.8
LOS by Move:	A	A	A	A	A	A	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	0	9	5	0	0	12	12

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #17 Tao/Hwy 18

Cycle (sec): 110 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 60 Level Of Service: C

Street Name:	Tao Road						Highway 18					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	163	126	69	57	128	63	72	1388	172	131	1722	56
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:	163	126	69	57	128	63	72	1388	172	131	1722	56
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	180	139	76	63	141	70	80	1534	190	145	1903	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	139	76	63	141	70	80	1534	190	145	1903	62
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:	180	139	76	63	141	70	80	1534	190	145	1903	62
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	0.97	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.65	0.35	0.47	1.04	0.49	1.00	1.78	0.22	1.00	1.94	0.06
Final Sat.:	1700	1163	637	805	1807	889	1700	3203	397	1700	3487	113
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.08	0.08	0.08	0.05	0.48	0.48	0.09	0.55	0.55
Crit Moves:		****					****				****	
Green Time:	20.0	20.0	20.0	20.0	20.0	20.0	10.0	70.6	70.6	13.4	74.0	74.0
Volume/Cap:	0.58	0.66	0.66	0.43	0.43	0.43	0.51	0.75	0.75	0.70	0.81	0.81
Delay/Veh:	44.0	46.7	46.7	40.4	40.4	40.4	50.7	14.9	14.9	56.5	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	46.7	46.7	40.4	40.4	40.4	50.7	14.9	14.9	56.5	15.1	15.1
LOS by Move:	D	D	D	D	D	D	D	B	B	E	B	B
HCM2kAvgQ:	7	8	8	5	5	5	3	21	21	6	25	25

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #18 Rancherias/Hwy 18

Cycle (sec): 100 Critical Vol./Cap.(X): 1.319
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 137.0
Optimal Cycle: 130 Level Of Service: F

Street Name:	Rancherias Rd						Highway 18					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	29	532	107	140	368	492	550	1398	75	158	1061	151
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:	29	532	107	140	368	492	550	1398	75	158	1061	151
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	32	588	118	155	407	544	608	1545	83	175	1173	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	588	118	155	407	544	608	1545	83	175	1173	167
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:	32	588	118	155	407	544	608	1545	83	175	1173	167
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.83	0.17	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.75	0.25
Final Sat.:	1700	1499	301	1700	1800	1800	1700	3417	183	1700	3151	449
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.39	0.09	0.23	0.30	0.36	0.45	0.45	0.10	0.37	0.37
Crit Moves:		****		****			****				****	
Green Time:	10.0	28.7	28.7	10.0	28.7	28.7	26.1	43.5	43.5	9.9	27.2	27.2
Volume/Cap:	0.19	1.37	1.37	0.91	0.79	1.05	1.37	1.04	1.04	1.04	1.37	1.37
Delay/Veh:	41.8	214	213.5	88.6	40.8	90.1	216.6	62.4	62.4	125.7	209	208.7
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:	41.8	214	213.5	88.6	40.8	90.1	216.6	62.4	62.4	125.7	209	208.7
LOS by Move:	D	F	F	F	D	F	F	E	E	F	F	F
HCM2kAvgQ:	1	47	47	8	13	25	43	35	35	10	44	44

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #19 Kiowa/Hwy 18

Cycle (sec): 120 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 60 Level Of Service: C

Street Name:	Kiowa Rd						Highway 18					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	103	113	76	7	260	22	45	1056	251	3	851	8
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:	103	113	76	7	260	22	45	1056	251	3	851	8
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	114	125	84	8	287	24	50	1167	277	3	941	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	125	84	8	287	24	50	1167	277	3	941	9
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:	114	125	84	8	287	24	50	1167	277	3	941	9
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	0.94	0.94	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.60	0.40	0.02	0.90	0.08	1.00	1.62	0.38	1.00	1.98	0.02
Final Sat.:	1700	1076	724	41	1529	129	1700	2909	691	1700	3566	34
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.19	0.19	0.19	0.03	0.40	0.40	0.00	0.26	0.26
Crit Moves:					****			****		****		
Green Time:	33.2	33.2	33.2	33.2	33.2	33.2	19.4	70.8	70.8	10.0	61.4	61.4
Volume/Cap:	0.24	0.42	0.42	0.68	0.68	0.68	0.18	0.68	0.68	0.02	0.52	0.52
Delay/Veh:	33.9	36.1	36.1	42.7	42.7	42.7	43.7	17.7	17.7	50.6	19.7	19.7
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:	33.9	36.1	36.1	42.7	42.7	42.7	43.7	17.7	17.7	50.6	19.7	19.7
LOS by Move:	C	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	3	6	6	12	12	12	2	19	19	0	12	12

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Navajo/Hwy 18

Cycle (sec): 90 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.2
Optimal Cycle: 68 Level Of Service: C

Street Name:	Navajo Rd						Highway 18					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	162	624	101	37	838	29	66	552	242	146	506	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	624	101	37	838	29	66	552	242	146	506	34
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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	690	112	41	926	32	73	610	267	161	559	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	690	112	41	926	32	73	610	267	161	559	38
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:	179	690	112	41	926	32	73	610	267	161	559	38
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	1.93	0.07	1.00	1.39	0.61	1.00	1.87	0.13
Final Sat.:	1700	3098	502	1700	3480	120	1700	2503	1097	1700	3373	227
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.02	0.27	0.27	0.04	0.24	0.24	0.09	0.17	0.17
Crit Moves:	****				****			****		****		
Green Time:	12.2	28.6	28.6	14.3	30.7	30.7	13.0	28.1	28.1	11.0	26.1	26.1
Volume/Cap:	0.78	0.70	0.70	0.15	0.78	0.78	0.30	0.78	0.78	0.78	0.57	0.57
Delay/Veh:	53.2	28.9	28.9	32.9	29.9	29.9	35.1	31.7	31.7	55.4	28.0	28.0
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:	53.2	28.9	28.9	32.9	29.9	29.9	35.1	31.7	31.7	55.4	28.0	28.0
LOS by Move:	D	C	C	C	C	C	D	C	C	E	C	C
HCM2kAvgQ:	7	11	11	1	14	14	2	13	13	7	8	8

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #21 Central/Hwy 18

Cycle (sec): 60 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: 60 Level Of Service: B

Street Name:	Central Rd						Highway 18					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	102	421	62	40	371	151	116	259	114	29	186	35
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:	102	421	62	40	371	151	116	259	114	29	186	35
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	113	465	69	44	410	167	128	286	126	32	206	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	465	69	44	410	167	128	286	126	32	206	39
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:	113	465	69	44	410	167	128	286	126	32	206	39
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	1.00	0.94	0.94	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.20	0.80	1.00	0.10	0.90	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	332	1368	1800	165	1535	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.04	0.27	0.27	0.09	0.08	0.08	0.07	0.02	0.06	0.02
Crit Moves:		****					****				****	
Green Time:	24.0	24.0	24.0	24.0	24.0	24.0	10.0	20.0	20.0	10.0	20.0	20.0
Volume/Cap:	0.85	0.85	0.10	0.67	0.67	0.23	0.45	0.24	0.21	0.11	0.17	0.06
Delay/Veh:	26.3	26.3	11.3	17.3	17.3	12.1	23.7	14.6	14.5	21.4	14.2	13.7
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:	26.3	26.3	11.3	17.3	17.3	12.1	23.7	14.6	14.5	21.4	14.2	13.7
LOS by Move:	C	C	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	14	14	1	8	8	2	3	2	2	1	1	1

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #22 Apple Valley/Bear Valley

Cycle (sec): 100 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 87.3
Optimal Cycle: 123 Level Of Service: F

Street Name:	Apple Valley Rd						Bear Valley Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 1	0	1 0	1 1	1	2 0	2 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	67	51	103	181	96	692	872	2120	93	93	1265	138
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:	67	51	103	181	96	692	872	2120	93	93	1265	138
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	74	56	114	200	106	765	964	2343	103	103	1398	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	56	114	200	106	765	964	2343	103	103	1398	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	56	114	200	106	765	964	2343	103	103	1398	153
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	3600	3200	3600	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.06	0.12	0.06	0.21	0.30	0.65	0.06	0.06	0.26	0.08
Crit Moves:		****		****				****		****		
Green Time:	10.0	20.0	20.0	10.0	20.0	20.0	33.3	52.0	52.0	10.0	28.7	28.7
Volume/Cap:	0.44	0.16	0.32	1.18	0.29	1.06	0.90	1.25	0.11	0.60	0.90	0.30
Delay/Veh:	44.1	33.1	34.5	169.6	34.1	89.3	42.5	142	12.3	49.2	41.5	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:	44.1	33.1	34.5	169.6	34.1	89.3	42.5	142	12.3	49.2	41.5	27.8
LOS by Move:	D	C	C	F	C	F	D	F	B	D	D	C
HCM2kAvgQ:	3	1	3	13	3	19	20	66	2	4	18	4

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #23 Deep Creek/Bear Valley

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Deep Creek Rd						Bear Valley Rd					
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			0 0 2 1 0			1 0 2 0 0		
Volume Module:												
Base Vol:	118	0	63	0	0	0	0	2511	153	163	1627	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:	118	0	63	0	0	0	0	2511	153	163	1627	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	130	0	70	0	0	0	0	2775	169	180	1798	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	130	0	70	0	0	0	0	2775	169	180	1798	0
Critical Gap Module:												
Critical Gp:	6.9	6.6	7.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	4119	5018	1010	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2944	xxxx	xxxxx
Potent Cap.:	2	1	236	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	117	xxxx	xxxxx
Move Cap.:	0	0	236	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	117	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.54	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	13.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	347.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	F	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #24 Kiowa/Bear Valley

Cycle (sec): 90 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.8
Optimal Cycle: 68 Level Of Service: D

Street Name:	Kiowa Rd						Bear Valley Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	187	288	119	35	232	178	359	1269	152	147	995	36
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:	187	288	119	35	232	178	359	1269	152	147	995	36
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	207	318	132	39	256	197	397	1403	168	162	1100	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	318	132	39	256	197	397	1403	168	162	1100	40
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:	207	318	132	39	256	197	397	1403	168	162	1100	40
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.07	0.02	0.07	0.11	0.23	0.39	0.09	0.10	0.31	0.02
Crit Moves:	****				****		****				****	
Green Time:	11.4	20.9	20.9	10.5	20.0	20.0	21.9	39.4	39.4	11.2	28.7	28.7
Volume/Cap:	0.96	0.38	0.31	0.20	0.32	0.49	0.96	0.89	0.21	0.77	0.96	0.07
Delay/Veh:	88.5	29.4	29.0	36.4	29.5	31.5	67.2	30.1	15.8	53.5	47.6	21.4
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:	88.5	29.4	29.0	36.4	29.5	31.5	67.2	30.1	15.8	53.5	47.6	21.4
LOS by Move:	F	C	C	D	C	C	E	C	B	D	D	C
HCM2kAvgQ:	10	4	3	1	3	5	17	22	3	7	20	1

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #25 Navajo/Bear Valley

Cycle (sec): 90 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 51.1
Optimal Cycle: 101 Level Of Service: D

Street Name:	Navajo Rd						Bear Valley Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	69	293	104	287	441	424	509	831	158	116	619	202
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:	69	293	104	287	441	424	509	831	158	116	619	202
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	76	324	115	317	487	469	563	918	175	128	684	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	324	115	317	487	469	563	918	175	128	684	223
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:	76	324	115	317	487	469	563	918	175	128	684	223
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.48	0.52	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1700	2657	943	1700	3600	1800	1700	3025	575	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.19	0.14	0.26	0.33	0.30	0.30	0.08	0.19	0.12
Crit Moves:		****		****			****				****	
Green Time:	10.5	20.0	20.0	15.1	24.6	24.6	26.9	34.3	34.3	12.6	20.0	20.0
Volume/Cap:	0.38	0.55	0.55	1.11	0.49	0.95	1.11	0.80	0.80	0.54	0.86	0.56
Delay/Veh:	38.0	31.8	31.8	123.1	27.8	60.7	104.8	28.1	28.1	38.6	42.6	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:	38.0	31.8	31.8	123.1	27.8	60.7	104.8	28.1	28.1	38.6	42.6	32.8
LOS by Move:	D	C	C	F	C	E	F	C	C	D	D	C
HCM2kAvgQ:	2	6	6	17	6	18	28	15	15	4	12	6

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #26 Central/Bear Valley Road

Cycle (sec): 100 Critical Vol./Cap.(X): 2.503
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 354.8
Optimal Cycle: 0 Level Of Service: F

Street Name:	Central Rd						Bear Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	0	6	6	0	6	6	0	6	6	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	84	173	92	27	185	247	463	419	167	54	484	3
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:	84	173	92	27	185	247	463	419	167	54	484	3
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	93	191	102	30	204	273	512	463	185	60	535	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	191	102	30	204	273	512	463	185	60	535	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	191	102	30	204	273	512	463	185	60	535	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.06	0.40	0.54	0.52	0.48	1.00	0.10	0.90	1.00
Final Sat.:	124	256	418	23	161	215	204	185	435	40	357	432
Capacity Analysis Module:												
Vol/Sat:	0.75	0.75	0.24	1.27	1.27	1.27	2.50	2.50	0.42	1.50	1.50	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	35.5	35.5	14.1	167.8	168	167.8	703.3	703	17.0	260.5	260	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	35.5	14.1	167.8	168	167.8	703.3	703	17.0	260.5	260	11.1
LOS by Move:	E	E	B	F	F	F	F	F	C	F	F	B
ApproachDel:	29.9			167.8			594.0			259.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	29.9			167.8			594.0			259.1		
LOS by Appr:	D			F			F			F		
AllWayAvgQ:	2.5	2.5	0.3	17.3	17.3	17.3	74.8	74.8	0.7	27.4	27.4	0.0

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #27 Bear Valley Cutoff/Hwy 18

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[11.7]

Street Name:	Highway 18								Bear Valley Cutoff							
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					Yield Sign					Yield Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	312	387		0		0	226		9		4		0		227		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 Bse:	312	387		0		0	226		9		4		0		227		0		0	
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05		1.05		1.05		1.05		1.05	
PHF 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:	328	406		0		0	237		9		4		0		238		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	328	406		0		0	237		9		4		0		238		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	xxxx			6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	247	xxxx	xxxxx	xxxx	xxxx	xxxxx					1299	xxxx			237	xxxx	xxxx	xxxxx		
Potent Cap.:	1313	xxxx	xxxxx	xxxx	xxxx	xxxxx					177	xxxx			799	xxxx	xxxx	xxxxx		
Move Cap.:	1313	xxxx	xxxxx	xxxx	xxxx	xxxxx					143	xxxx			799	xxxx	xxxx	xxxxx		
Volume/Cap:	0.25	xxxx	xxxx	xxxx	xxxx	xxxx					0.03	xxxx			0.30	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.1	xxxx			1.3	xxxx	xxxx	xxxxx		
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx					30.9	xxxx			11.4	xxxxx	xxxx	xxxxx		
LOS by Move:	A	*		*		*	*		*		D	*			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	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*	*		*		*	*			*	*	*			
ApproachDel:	xxxxxx					xxxxxx					11.7					xxxxxx				
ApproachLOS:	*					*					B					*				

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #28 Beekley/SR-138

Cycle (sec): 110 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 51.1
Optimal Cycle: 69 Level Of Service: D

Street Name:	Beekley Rd								SR-138							
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	20		0		10	20		0		10	20		0		10	20		0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1	1	0	1	0	1
Volume Module:																				
Base Vol:	80	545		11		270	136		32		28	362		25		16	352		41	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	80	545		11		270	136		32		28	362		25		16	352		41	
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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:	88	602		12		298	150		35		31	400		28		18	389		45	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	88	602		12		298	150		35		31	400		28		18	389		45	
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:	88	602		12		298	150		35		31	400		28		18	389		45	
Saturation Flow Module:																				
Sat/Lane:	1800	1800		1800		1800	1800		1800		1800	1800		1800		1800	1800		1800	
Adjustment:	0.94	1.00		1.00		0.94	1.00		1.00		0.94	1.00		1.00		0.94	1.00		1.00	
Lanes:	1.00	0.98		0.02		1.00	0.81		0.19		1.00	1.00		1.00		1.00	1.00		1.00	
Final Sat.:	1700	1764		36		1700	1457		343		1700	1800		1800		1700	1800		1800	
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.34		0.34		0.18	0.10		0.10		0.02	0.22		0.02		0.01	0.22		0.03	
Crit Moves:		****				****					****						****			
Green Time:	21.6	42.8		42.8		22.0	43.3		43.3		10.0	26.3		26.3		10.8	27.1		27.1	
Volume/Cap:	0.26	0.88		0.88		0.88	0.26		0.26		0.20	0.93		0.06		0.11	0.88		0.10	
Delay/Veh:	37.9	43.1		43.1		64.3	22.8		22.8		46.9	67.2		32.4		45.5	57.4		32.1	
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:	37.9	43.1		43.1		64.3	22.8		22.8		46.9	67.2		32.4		45.5	57.4		32.1	
LOS by Move:	D	D		D		E	C		C		D	E		C		D	E		C	
HCM2kAvgQ:	3	22		22		13	4		4		1	17		1		1	16		1	

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #29 Deep Creek/Rock Springs

Cycle (sec): 90 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 61 Level Of Service: B

Street Name:	Deep Creek Rd						Rock Springs Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	61	22	10	11	51	371	300	777	81	10	475	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:	61	22	10	11	51	371	300	777	81	10	475	10
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	67	24	11	12	56	410	332	859	90	11	525	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	24	11	12	56	410	332	859	90	11	525	11
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:	67	24	11	12	56	410	332	859	90	11	525	11
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.65	0.24	0.11	0.02	0.12	0.86	1.00	0.91	0.09	1.00	0.98	0.02
Final Sat.:	1115	402	183	43	200	1457	1700	1630	170	1700	1763	37
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.28	0.28	0.28	0.20	0.53	0.53	0.01	0.30	0.30
Crit Moves:					****			****				
Green Time:	30.0	30.0	30.0	30.0	30.0	30.0	56.0	56.0	56.0	56.0	56.0	56.0
Volume/Cap:	0.18	0.18	0.18	0.85	0.85	0.85	0.31	0.85	0.85	0.01	0.48	0.48
Delay/Veh:	21.5	21.5	21.5	39.2	39.2	39.2	8.1	19.6	19.6	6.4	9.4	9.4
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:	21.5	21.5	21.5	39.2	39.2	39.2	8.1	19.6	19.6	6.4	9.4	9.4
LOS by Move:	C	C	C	D	D	D	A	B	B	A	A	A
HCM2kAvgQ:	2	2	2	16	16	16	5	23	23	0	8	8

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #30 Vista/National Trails Hw

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: B[14.0]

Street Name:	Vista Rd						National Trails Highway					
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:	1 0	1 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	134	59	0	0	67	324	48	0	190	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:	134	59	0	0	67	324	48	0	190	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	148	65	0	0	74	358	53	0	210	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	148	65	0	0	74	358	53	0	210	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	432	xxxx	xxxxx	xxxx	xxxx	xxxxx	615	615	253	xxxx	xxxx	xxxxx
Potent Cap.:	1122	xxxx	xxxxx	xxxx	xxxx	xxxxx	453	405	783	xxxx	xxxx	xxxxx
Move Cap.:	1122	xxxx	xxxxx	xxxx	xxxx	xxxxx	407	352	783	xxxx	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.27	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	660	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #31 US-395/Phelan

Cycle (sec): 90 Critical Vol./Cap.(X): 1.514
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 215.5
Optimal Cycle: 130 Level Of Service: F

Street Name:	US-395						Phelan Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	822	1129	35	693	599	134	189	848	202	17	1225	720
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:	822	1129	35	693	599	134	189	848	202	17	1225	720
User Adj:	1.05	1.10	1.05	1.05	1.10	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	909	1310	39	766	695	148	209	937	223	19	1354	796
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	909	1310	39	766	695	148	209	937	223	19	1354	796
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:	909	1310	39	766	695	148	209	937	223	19	1354	796
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.53	0.36	0.02	0.45	0.19	0.08	0.12	0.26	0.12	0.01	0.38	0.44
Crit Moves:		****		****			****					****
Green Time:	26.7	20.9	20.9	25.8	20.0	20.0	10.0	24.8	24.8	10.6	25.3	25.3
Volume/Cap:	1.80	1.57	0.09	1.57	0.87	0.37	1.11	0.95	0.45	0.09	1.34	1.57
Delay/Veh:	401.1	297	27.2	298.7	43.8	30.2	136.7	49.1	27.6	35.7	190	298.6
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:	401.1	297	27.2	298.7	43.8	30.2	136.7	49.1	27.6	35.7	190	298.6
LOS by Move:	F	F	C	F	D	C	F	D	C	D	F	F
HCM2kAvgQ:	80	49	1	60	12	4	12	18	5	1	42	59

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #32 Sheep Creek/Hwy 18

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sheep Creek						Highway 18					
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	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	15	129	63	280	52	5	5	324	1	52	464	413
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:	15	129	63	280	52	5	5	324	1	52	464	413
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	17	143	70	309	57	6	6	358	1	57	513	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	143	70	309	57	6	6	358	1	57	513	456
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1257	1454	359	1332	1226	741	969	xxxx	xxxxx	359	xxxx	xxxxx
Potent Cap.:	147	129	683	131	178	415	707	xxxx	xxxxx	1194	xxxx	xxxxx
Move Cap.:	102	122	683	0	168	415	707	xxxx	xxxxx	1194	xxxx	xxxxx
Volume/Cap:	0.16	1.17	0.10	xxxx	0.34	0.01	0.01	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	160	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	14.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	280	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	279.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #33 SR-138/Summit Valley

Average Delay (sec/veh): 253.0 Worst Case Level Of Service: F[1510.7]

Street Name:	Summit Valley Rd							SH-138					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	0 0 0 0 0			1 0 0 0 0			0 0 0 1 0			0 0 0 1 0			
Volume Module:													
Base Vol:	0	0	0	347	0	0	0	1071	49	0	388	217	
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	347	0	0	0	1071	49	0	388	217	
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
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	384	0	0	0	1184	54	0	429	240	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	0	0	384	0	0	0	1184	54	0	429	240	
Critical Gap Module:													
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Capacity Module:													
Cnflict Vol:	xxxx	xxxx	xxxxx	1760	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx	92	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx	92	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx	4.15	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	
Level Of Service Module:													
2Way95thQ:	xxxx	xxxx	xxxxx	40.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	1511	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	F	*	*	*	*	*	*	*	*	
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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx			1510.7			xxxxxx			xxxxxx			
ApproachLOS:	*			F			*			*			

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #34 Escondido/Main

Cycle (sec): 60 Critical Vol./Cap.(X): 0.991
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 122 Level Of Service: C

Street Name:	Escondido							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			Permitted			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	10	0	0	0	0	0	0	20	0	10	20	0	
Lanes:	2 0 0 0 1			0 0 0 0 0			0 0 3 0 1			1 0 2 0 0			
Volume Module:													
Base Vol:	538	0	244	0	0	0	0	1601	801	279	1149	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:	538	0	244	0	0	0	0	1601	801	279	1149	0	
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
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:	595	0	270	0	0	0	0	1770	885	308	1270	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	595	0	270	0	0	0	0	1770	885	308	1270	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:	595	0	270	0	0	0	0	1770	885	308	1270	0	
Saturation Flow Module:													
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00	
Final Sat.:	3200	0	1800	0	0	0	0	5400	1800	1700	3600	0	
Capacity Analysis Module:													
Vol/Sat:	0.19	0.00	0.15	0.00	0.00	0.00	0.00	0.33	0.49	0.18	0.35	0.00	
Crit Moves:	****								****	****			
Green Time:	11.2	0.0	11.2	0.0	0.0	0.0	0.0	29.8	29.8	11.0	40.8	0.0	
Volume/Cap:	0.99	0.00	0.80	0.00	0.00	0.00	0.00	0.66	0.99	0.99	0.52	0.00	
Delay/Veh:	58.7	0.0	35.9	0.0	0.0	0.0	0.0	11.9	42.8	73.0	5.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	58.7	0.0	35.9	0.0	0.0	0.0	0.0	11.9	42.8	73.0	5.0	0.0	
LOS by Move:	E	A	D	A	A	A	A	B	D	E	A	A	
HCM2kAvgQ:	12	0	7	0	0	0	0	9	25	12	6	0	

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Maple Main

Cycle (sec): 130 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.3
Optimal Cycle: 68 Level Of Service: D

Street Name:	Maple Ave						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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	173	282	82	104	303	225	219	1388	218	87	1333	111
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:	173	282	82	104	303	225	219	1388	218	87	1333	111
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	191	312	91	115	335	249	242	1534	241	96	1473	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	312	91	115	335	249	242	1534	241	96	1473	123
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:	191	312	91	115	335	249	242	1534	241	96	1473	123
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.73	0.27	1.00	1.85	0.15
Final Sat.:	3200	3600	1800	3200	3600	1800	1700	3111	489	1700	3323	277
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.05	0.04	0.09	0.14	0.14	0.49	0.49	0.06	0.44	0.44
Crit Moves:	****				****		****				****	
Green Time:	10.0	20.0	20.0	10.0	20.0	20.0	22.4	79.6	79.6	12.4	69.6	69.6
Volume/Cap:	0.78	0.56	0.33	0.47	0.60	0.90	0.83	0.81	0.81	0.59	0.83	0.83
Delay/Veh:	73.3	52.3	49.7	58.8	53.2	83.3	69.4	21.6	21.6	62.1	28.3	28.3
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:	73.3	52.3	49.7	58.8	53.2	83.3	69.4	21.6	21.6	62.1	28.3	28.3
LOS by Move:	E	D	D	E	D	F	E	C	C	E	C	C
HCM2kAvgQ:	6	6	3	3	7	13	12	28	28	5	28	28

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Cottonwood/Main

Cycle (sec): 120 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 31.2
Optimal Cycle: 76 Level Of Service: C

Street Name:	Cottonwood Ave						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			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	85	284	72	171	270	69	93	1699	125	48	1592	88
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:	85	284	72	171	270	69	93	1699	125	48	1592	88
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	94	314	80	189	298	76	103	1878	138	53	1760	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	314	80	189	298	76	103	1878	138	53	1760	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	314	80	189	298	76	103	1878	138	53	1760	97
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.80	0.20	1.00	1.86	0.14	1.00	1.90	0.10
Final Sat.:	1700	1436	364	1700	1434	366	1700	3353	247	1700	3411	189
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.11	0.21	0.21	0.06	0.56	0.56	0.03	0.52	0.52
Crit Moves:		****						****		****		
Green Time:	29.2	29.2	29.2	29.2	29.2	29.2	11.8	74.8	74.8	10.0	73.0	73.0
Volume/Cap:	0.23	0.90	0.90	0.46	0.86	0.86	0.62	0.90	0.90	0.37	0.85	0.85
Delay/Veh:	36.6	64.9	64.9	39.5	58.6	58.6	58.6	24.7	24.7	53.7	22.3	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:	36.6	64.9	64.9	39.5	58.6	58.6	58.6	24.7	24.7	53.7	22.3	22.3
LOS by Move:	D	E	E	D	E	E	E	C	C	D	C	C
HCM2kAvgQ:	3	17	17	6	16	16	5	35	35	2	30	30

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Seventh/Main

Cycle (sec): 130 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 79.7
Optimal Cycle: 130 Level Of Service: E

Street Name:	Seventh						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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	71	226	29	367	182	124	156	1852	34	21	1559	298
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:	71	226	29	367	182	124	156	1852	34	21	1559	298
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	78	250	32	406	201	137	172	2047	38	23	1723	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	250	32	406	201	137	172	2047	38	23	1723	329
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:	78	250	32	406	201	137	172	2047	38	23	1723	329
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.19	0.81	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3191	409	1700	2141	1459	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.24	0.09	0.09	0.10	0.57	0.02	0.01	0.48	0.18
Crit Moves:		****		****				****		****		
Green Time:	15.7	20.0	20.0	27.2	31.5	31.5	13.1	64.8	64.8	10.0	61.7	61.7
Volume/Cap:	0.38	0.51	0.51	1.14	0.39	0.39	1.01	1.14	0.04	0.18	1.01	0.39
Delay/Veh:	53.8	51.3	51.3	143.0	41.5	41.5	129.4	103	16.7	56.8	57.9	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	51.3	51.3	143.0	41.5	41.5	129.4	103	16.7	56.8	57.9	22.2
LOS by Move:	D	D	D	F	D	D	F	F	B	E	E	C
HCM2kAvgQ:	3	6	6	27	6	6	11	59	1	1	42	8

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #38 I Ave/Main

Cycle (sec): 90 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 68 Level Of Service: D

Street Name:	I Avenue						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			Ovl			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	234	217	81	140	465	241	237	1300	191	50	808	95
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:	234	217	81	140	465	241	237	1300	191	50	808	95
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	259	240	90	155	514	266	262	1437	211	55	893	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	240	90	155	514	266	262	1437	211	55	893	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:	259	240	90	155	514	266	262	1437	211	55	893	105
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.79	0.21
Final Sat.:	1700	3600	1800	1700	3600	1800	3200	3600	1800	3200	3221	379
Capacity Analysis Module:												
Vol/Sat:	0.15	0.07	0.05	0.09	0.14	0.15	0.08	0.40	0.12	0.02	0.28	0.28
Crit Moves:	****				****			****		****		
Green Time:	14.4	22.9	22.9	11.5	20.0	33.6	13.6	37.6	37.6	10.0	34.0	34.0
Volume/Cap:	0.95	0.26	0.20	0.72	0.64	0.40	0.54	0.95	0.28	0.16	0.73	0.73
Delay/Veh:	79.6	27.0	26.5	48.5	33.5	21.1	36.5	39.1	17.5	36.4	26.2	26.2
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:	79.6	27.0	26.5	48.5	33.5	21.1	36.5	39.1	17.5	36.4	26.2	26.2
LOS by Move:	E	C	C	D	C	C	D	D	B	D	C	C
HCM2kAvgQ:	12	3	2	6	7	6	5	25	4	1	13	13

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #39 Seventh/Bear Valley

Cycle (sec): 90 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 66.9
Optimal Cycle: 130 Level Of Service: E

Street Name:	Seventh						Bear Valley Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	83	509	117	87	550	60	112	1945	107	127	1958	91
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:	83	509	117	87	550	60	112	1945	107	127	1958	91
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	92	563	129	96	608	66	124	2150	118	140	2164	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	563	129	96	608	66	124	2150	118	140	2164	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	563	129	96	608	66	124	2150	118	140	2164	101
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.07	0.06	0.34	0.04	0.07	0.40	0.07	0.08	0.40	0.06
Crit Moves:	****				****			****		****		
Green Time:	10.0	28.4	28.4	10.1	28.5	28.5	10.0	33.5	33.5	10.0	33.5	33.5
Volume/Cap:	0.49	0.99	0.23	0.50	1.07	0.12	0.66	1.07	0.18	0.74	1.08	0.15
Delay/Veh:	39.5	66.2	22.9	39.8	88.0	21.9	46.4	69.3	19.1	53.4	72.0	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	66.2	22.9	39.8	88.0	21.9	46.4	69.3	19.1	53.4	72.0	18.9
LOS by Move:	D	E	C	D	F	C	D	E	B	D	E	B
HCM2kAvgQ:	3	22	3	3	27	1	5	31	2	6	31	2

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #40 Hesperia/Bear Valley

Cycle (sec): 120 Critical Vol./Cap.(X): 1.298
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 124.8
Optimal Cycle: 130 Level Of Service: F

Street Name:	Hesperia Rd						Bear Valley Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	187	532	503	424	644	125	213	1715	174	569	1815	102
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:	187	532	503	424	644	125	213	1715	174	569	1815	102
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	207	588	556	469	712	138	235	1896	192	629	2006	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	588	556	469	712	138	235	1896	192	629	2006	113
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:	207	588	556	469	712	138	235	1896	192	629	2006	113
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.67	0.33	1.00	2.72	0.28	1.00	2.84	0.16
Final Sat.:	1700	3600	1800	3200	3015	585	1700	4903	497	1700	5113	287
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.31	0.15	0.24	0.24	0.14	0.39	0.39	0.37	0.39	0.39
Crit Moves:			****	****				****		****		
Green Time:	14.3	28.5	28.5	13.5	27.8	27.8	18.2	35.7	35.7	34.2	51.7	51.7
Volume/Cap:	1.02	0.69	1.30	1.30	1.02	1.02	0.91	1.30	1.30	1.30	0.91	0.91
Delay/Veh:	121.4	44.0	196.3	206.5	82.4	82.4	83.5	197	181.1	191.8	43.3	37.9
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:	121.4	44.0	196.3	206.5	82.4	82.4	83.5	197	181.1	191.8	43.3	37.9
LOS by Move:	F	D	F	F	F	F	F	F	F	F	D	D
HCM2kAvgQ:	13	11	38	19	22	22	12	47	47	45	28	28

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #41 I Ave/Bear Valley

Cycle (sec): 130 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 76.2
Optimal Cycle: 130 Level Of Service: E

Street Name:	I Avenue						Bear Valley Rd					
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:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 1	0 0	1	1 0	0 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	556	47	327	37	28	41	47	2938	530	192	2575	8
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:	556	47	327	37	28	41	47	2938	530	192	2575	8
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	615	52	361	41	31	45	52	3247	586	212	2846	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	52	361	41	31	45	52	3247	586	212	2846	9
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:	615	52	361	41	31	45	52	3247	586	212	2846	9
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00
Lanes:	1.84	0.16	1.00	1.00	0.41	0.59	1.00	3.00	1.00	2.00	2.99	0.01
Final Sat.:	3135	265	1800	1700	730	1070	1700	5400	1800	3200	5383	17
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.02	0.04	0.04	0.03	0.60	0.33	0.07	0.53	0.53
Crit Moves:			****		****			****		****		
Green Time:	23.0	23.0	23.0	20.0	20.0	20.0	10.0	69.0	69.0	10.0	68.9	68.9
Volume/Cap:	1.11	1.11	1.13	0.16	0.28	0.28	0.40	1.13	0.61	0.86	1.00	1.00
Delay/Veh:	122.9	123	145.0	48.0	49.1	49.1	59.1	95.5	22.4	84.6	46.5	46.5
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:	122.9	123	145.0	48.0	49.1	49.1	59.1	95.5	22.4	84.6	46.5	46.5
LOS by Move:	F	F	F	D	D	D	E	F	C	F	D	D
HCM2kAvgQ:	22	22	23	2	3	3	3	61	16	7	45	45

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #42 Mariposa/Ranchero

Cycle (sec): 100 Critical Vol./Cap.(X): 3.542
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 840.8
Optimal Cycle: 0 Level Of Service: F

Street Name:	Mariposa Rd						Ranchero Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	697	1223	80	171	0	0	0	0	456	0	73
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	697	1223	80	171	0	0	0	0	456	0	73
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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	770	1352	88	189	0	0	0	0	504	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	770	1352	88	189	0	0	0	0	504	0	81
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	770	1352	88	189	0	0	0	0	504	0	81
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.36	0.64	0.32	0.68	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	217	382	165	352	0	0	0	0	486	0	579
Capacity Analysis Module:												
Vol/Sat:	xxxx	3.54	3.54	0.54	0.54	xxxx	xxxx	xxxx	xxxx	1.04	xxxx	0.14
Crit Moves:			****		****					****		
Delay/Veh:	0.0	1161	1161	17.7	17.7	0.0	0.0	0.0	0.0	77.6	0.0	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1161	1161	17.7	17.7	0.0	0.0	0.0	0.0	77.6	0.0	9.9
LOS by Move:	*	F	F	C	C	*	*	*	*	F	*	A
ApproachDel:	1161.3			17.7			xxxxxx			68.2		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	1161.3			17.7			xxxxxx			68.2		
LOS by Appr:	F			C			*			F		
AllWayAvgQ:	192	192	191.8	1.1	1.1	1.1	0.0	0.0	0.0	9.1	0.0	0.2

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #43 US-395/Eucalyptus

Average Delay (sec/veh): 761.8 Worst Case Level Of Service: F[13219.7]

Street Name:	US-395								Eucalyptus St							
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	1 0	0	1	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	3	1735	467	57	1051	1	0	0	0	182	0	29				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	3	1735	467	57	1051	1	0	0	0	182	0	29				
User Adj:	1.05	1.10	1.05	1.05	1.10	1.05	1.05	1.05	1.05	1.05	1.05	1.05				
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:	3	2014	516	63	1220	1	0	0	0	201	0	32				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	3	2014	516	63	1220	1	0	0	0	201	0	32				
Critical Gap Module:																
Critical Gp:	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx	7.6	6.6	7.0	6.9	6.6	7.0				
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3				
Capacity Module:																
Cnflict Vol:	1221	xxxx	xxxxx	2530	xxxx	xxxxx	2360	3883	610	3014	3625	1265				
Potent Cap.:	561	xxxx	xxxxx	172	xxxx	xxxxx	18	3	435	10	5	159				
Move Cap.:	561	xxxx	xxxxx	172	xxxx	xxxxx	10	2	435	7	3	159				
Volume/Cap:	0.01	xxxx	xxxx	0.37	xxxx	xxxx	0.00	0.00	0.00	28.21	0.00	0.20				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	11.5	xxxx	xxxxx	37.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	E	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	8	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	31.0	xxxxx				
Shrd ConDel:	11.5	xxxx	xxxxx	37.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	B	*	*	E	*	*	*	*	*	*	F	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			F						

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

Victor Valley Area Transportation Study (VVATS)
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 US-395/Bear Valley

Cycle (sec): 90 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.3
Optimal Cycle: 71 Level Of Service: D

Street Name:	US-395								Bear Valley Rd							
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	20	0	0	10	20	0	0	10	20	0	0	10	20	0	0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	256	934	200	296	752	80	76	513	122	118	695	339				
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:	256	934	200	296	752	80	76	513	122	118	695	339				
User Adj:	1.05	1.10	1.05	1.05	1.10	1.05	1.05	1.05	1.05	1.05	1.05	1.05				
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:	283	1084	221	327	873	88	84	567	135	130	768	375				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	283	1084	221	327	873	88	84	567	135	130	768	375				
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:	283	1084	221	327	873	88	84	567	135	130	768	375				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.30	0.12	0.19	0.24	0.05	0.05	0.16	0.07	0.08	0.21	0.21				
Crit Moves:		****		****			****				****					
Green Time:	20.5	30.7	30.7	19.6	29.8	29.8	10.0	21.2	21.2	10.6	21.7	21.7				
Volume/Cap:	0.73	0.88	0.36	0.88	0.73	0.15	0.44	0.67	0.32	0.65	0.88	0.86				
Delay/Veh:	39.3	35.9	22.7	55.4	28.9	21.3	39.1	33.3	28.9	45.5	43.6	48.7				
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:	39.3	35.9	22.7	55.4	28.9	21.3	39.1	33.3	28.9	45.5	43.6	48.7				
LOS by Move:	D	D	C	E	C	C	D	C	C	D	D	D				
HCM2kAvgQ:	9	18	5	13	12	2	3	8	3	5	14	13				

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

Victor Valley Area Transportation Study (VVATS)
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 US-395/Mojave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.602
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 284.4
Optimal Cycle: 130 Level Of Service: F

Street Name:	US-395						Mojave Dr					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	217	599	72	761	809	16	13	591	172	115	911	952
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	599	72	761	809	16	13	591	172	115	911	952
User Adj:	1.05	1.10	1.05	1.05	1.10	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	240	695	80	841	939	18	14	653	190	127	1007	1052
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	695	80	841	939	18	14	653	190	127	1007	1052
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:	240	695	80	841	939	18	14	653	190	127	1007	1052
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.55	0.45	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	2788	812	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.39	0.04	0.49	0.52	0.01	0.01	0.23	0.23	0.07	0.56	0.58
Crit Moves:		****		****			****					****
Green Time:	10.5	21.6	21.6	27.7	38.8	38.8	10.0	29.9	29.9	12.8	32.7	32.7
Volume/Cap:	1.34	1.79	0.20	1.79	1.34	0.03	0.08	0.78	0.78	0.59	1.71	1.79
Delay/Veh:	232.3	404	32.4	398.9	195	18.9	41.1	35.9	35.9	45.2	357	391.4
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:	232.3	404	32.4	398.9	195	18.9	41.1	35.9	35.9	45.2	357	391.4
LOS by Move:	F	F	C	F	F	B	D	D	D	D	F	F
HCM2kAvgQ:	18	60	2	76	60	0	0	14	14	5	83	89

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

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

Intersection #47 US-395/Hopland

Average Delay (sec/veh): 126.3 Worst Case Level Of Service: F[4151.3]

Street Name:	US-395									Hopland Rd		
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	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	1118	0	0	1148	145	26	0	43	63	0	1
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:	20	1118	0	0	1148	145	26	0	43	63	0	1
User Adj:	1.05	1.10	1.05	1.05	1.10	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	22	1297	0	0	1332	160	29	0	48	70	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	1297	0	0	1332	160	29	0	48	70	0	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1493	xxxx	xxxxx	xxxx	xxxx	xxxxx	2755	2754	1412	2778	2834	1297
Potent Cap.:	447	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	20	168	12	17	197
Move Cap.:	447	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	19	168	8	16	197
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	2.38	0.00	0.28	8.32	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	13.5	xxxx	xxxxx	xxxxx	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	29	xxxxx	xxxx	8	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	10.3	xxxxx
Shrd ConDel:	13.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1045	xxxxx	xxxxx	4151	xxxxx
Shared LOS:	B	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			1044.8			4151.3		
ApproachLOS:	*			*			F			F		

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

Victor Valley Area Transportation Study (VVATS)
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #48 Amethyst/Palmdale

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Amethyst Rd						Palmdale Rd (SR-18)					
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 1	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	3	8	179	4	13	466	286	1240	38	251	1757	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	8	179	4	13	466	286	1240	38	251	1757	25
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	3	9	198	4	14	515	316	1371	42	277	1942	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	9	198	4	14	515	316	1371	42	277	1942	28
Critical Gap Module:												
Critical Gp:	7.6	6.6	7.0	7.6	6.6	7.0	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	3557	4548	706	3832	4555	985	1970	xxxx	xxxxx	1413	xxxx	xxxxx
Potent Cap.:	2	1	376	1	1	245	287	xxxx	xxxxx	474	xxxx	xxxxx
Move Cap.:	0	0	376	0	0	245	287	xxxx	xxxxx	474	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.53	xxxx	xxxx	2.10	1.10	xxxx	xxxx	0.59	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.9	xxxx	xxxx	38.7	12.9	xxxx	xxxxx	3.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	24.7	xxxxx	xxxx	540.7	122.4	xxxx	xxxxx	22.8	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	F	F	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	0	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Victor Valley Area Transportation Study (VVATS)
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #49 Baldy Mesa/Palmdale

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Baldy Mesa Rd						Palmdale Rd (SR-18)					
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	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	213	155	127	223	130	69	674	28	134	789	141
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:	29	213	155	127	223	130	69	674	28	134	789	141
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	32	235	171	140	246	144	76	745	31	148	872	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	235	171	140	246	144	76	745	31	148	872	156
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2354	2237	760	2362	2175	950	1028	xxxx	xxxxx	776	xxxx	xxxxx
Potent Cap.:	25	42	404	24	46	314	672	xxxx	xxxxx	836	xxxx	xxxxx
Move Cap.:	0	30	404	0	33	314	672	xxxx	xxxxx	836	xxxx	xxxxx
Volume/Cap:	xxxx	7.86	0.42	xxxx	7.51	0.46	0.11	xxxx	xxxx	0.18	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #50 Mariposa/Bear Valley

Cycle (sec): 120 Critical Vol./Cap.(X): 1.560
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 245.2
Optimal Cycle: 130 Level Of Service: F

Street Name:	Mariposa Rd						Bear Valley Rd					
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:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 1	1	0 1	1 0	1	0 1	1 0	2	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	557	111	211	88	203	560	655	2093	691	79	2345	69
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:	557	111	211	88	203	560	655	2093	691	79	2345	69
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	616	123	233	97	224	619	724	2313	764	87	2592	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	616	123	233	97	224	619	724	2313	764	87	2592	76
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:	616	123	233	97	224	619	724	2313	764	87	2592	76
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.91	0.09
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	5246	154
Capacity Analysis Module:												
Vol/Sat:	0.19	0.07	0.13	0.06	0.12	0.34	0.43	0.64	0.42	0.05	0.49	0.49
Crit Moves:	****					****	****				****	
Green Time:	20.0	20.0	20.0	25.0	25.0	25.0	31.0	57.0	57.0	10.0	36.0	36.0
Volume/Cap:	1.15	0.41	0.78	0.27	0.60	1.65	1.65	1.35	0.89	0.62	1.65	1.65
Delay/Veh:	136.4	44.9	60.0	40.3	45.6	351.0	346.4	216	40.6	61.1	359	336.6
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:	136.4	44.9	60.0	40.3	45.6	351.0	346.4	216	40.6	61.1	359	336.6
LOS by Move:	F	D	E	D	D	F	F	F	D	E	F	F
HCM2kAvgQ:	22	4	10	3	8	53	66	80	29	4	76	76

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #51 Amargosa/Bear Valley

Cycle (sec): 60 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 354.0
Optimal Cycle: 98 Level Of Service: F

Street Name:	Amargosa Rd						Bear Valley Rd					
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			Ignore		
Min. Green:	0	20	0	0	20	0	10	20	0	10	20	0
Lanes:	1 0	1	0 1	1 1	0	1 0	1 0	4	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	187	228	337	303	168	46	17	1976	131	401	2752	540
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:	187	228	337	303	168	46	17	1976	131	401	2752	540
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	207	252	372	335	186	51	19	2184	145	443	3042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	252	372	335	186	51	19	2184	145	443	3042	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	207	252	372	335	186	51	19	2184	145	443	3042	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	0.97	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.78	0.96	0.26	1.00	4.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	1800	1800	3032	1681	460	1700	7200	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.21	0.11	0.11	0.11	0.01	0.30	0.08	0.26	0.56	0.00
Crit Moves:		****			****		****				****	
Green Time:	15.4	15.4	15.4	15.4	15.4	15.4	7.7	12.4	12.4	10.7	15.4	0.0
Volume/Cap:	0.47	0.55	0.81	0.43	0.43	0.43	0.09	1.47	0.39	1.47	2.20	0.00
Delay/Veh:	25.4	26.4	37.3	31.3	24.5	24.5	30.1	269	27.4	259.3	596	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:	25.4	26.4	37.3	31.3	24.5	24.5	30.1	269	27.4	259.3	596	0.0
LOS by Move:	C	C	D	C	C	C	C	F	C	F	F	A
HCM2kAvgQ:	5	6	11	4	4	4	0	36	3	32	93	0

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #52 Baldy Mesa/Bear Valley

Cycle (sec): 100 Critical Vol./Cap.(X): 1.956
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 277.4
Optimal Cycle: 0 Level Of Service: F

Street Name:	Baldy Mesa Rd						Bear Valley Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	104	423	177	55	264	127	78	225	53	251	217	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	423	177	55	264	127	78	225	53	251	217	75
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	115	468	196	61	292	140	86	249	59	277	240	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	468	196	61	292	140	86	249	59	277	240	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	468	196	61	292	140	86	249	59	277	240	83
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.60	0.25	0.12	0.60	0.28	0.22	0.63	0.15	0.46	0.40	0.14
Final Sat.:	59	239	100	49	236	114	86	249	59	181	157	54
Capacity Analysis Module:												
Vol/Sat:	1.96	1.96	1.96	1.24	1.24	1.24	1.00	1.00	1.00	1.53	1.53	1.53
Crit Moves:			****	****			****				****	
Delay/Veh:	459.8	460	459.8	153.5	153	153.5	75.6	75.6	75.6	274.8	275	274.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	459.8	460	459.8	153.5	153	153.5	75.6	75.6	75.6	274.8	275	274.8
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	459.8			153.5			75.6			274.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	459.8			153.5			75.6			274.8		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	49.5	49.5	49.5	15.7	15.7	15.7	7.0	7.0	7.0	28.6	28.6	28.6

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #53 I-15 NB Ramps/SR-138

Cycle (sec): 100 Critical Vol./Cap.(X): 3.172
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 861.7
Optimal Cycle: 0 Level Of Service: F

Street Name:	I-15 Northbound Ramps						SR-138					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1! 0	0	0 0	0 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	1972	0	1105	0	0	0	54	63	0	0	452	63
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:	1972	0	1105	0	0	0	54	63	0	0	452	63
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	2180	0	1221	0	0	0	60	70	0	0	500	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2180	0	1221	0	0	0	60	70	0	0	500	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2180	0	1221	0	0	0	60	70	0	0	500	70
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.28	0.00	0.72	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.76	0.24
Final Sat.:	1196	-536	385	0	0	0	390	825	0	0	864	122
Capacity Analysis Module:												
Vol/Sat:	1.82	0.00	3.17	xxxx	xxxx	xxxx	0.15	0.08	xxxx	xxxx	0.58	0.57
Crit Moves:			****				****				****	
Delay/Veh:	1030	997	996.6	0.0	0.0	0.0	13.5	12.1	0.0	0.0	19.5	19.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1030	997	996.6	0.0	0.0	0.0	13.5	12.1	0.0	0.0	19.5	19.0
LOS by Move:	F	F	F	*	*	*	B	B	*	*	C	C
ApproachDel:	1034.9			xxxxxx			12.7			19.4		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	1034.9			xxxxxx			12.7			19.4		
LOS by Appr:	F			*			B			C		
AllWayAvgQ:	147	147	147.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	1.3	1.3

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #54 I-15 SB Ramps/SR-138

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: D[25.4]

Street Name:	I-15 Southbound Ramps									SR-138		
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			Ignore		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 0 1 0 1			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	24	0	96	0	93	1130	0	854	396
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	24	0	96	0	93	1130	0	854	396
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	0	0	0	27	0	106	0	103	1249	0	944	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	27	0	106	0	103	1249	0	944	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1671	2296	472	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	105	39	590	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	105	39	590	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.25	0.00	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	306	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	25.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				25.4		xxxxxx			xxxxxx		
ApproachLOS:	*				D		*			*		

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #57 I-15 SB Ramps/Main St

Cycle (sec): 110 Critical Vol./Cap.(X): 2.117
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 436.7
Optimal Cycle: 130 Level Of Service: F

Street Name:	I-15 Southbound Ramps									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			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	10	0	20	0	20	0	0	20	0
Lanes:	0 0 0 0 0			1 0 0 1 0			0 0 1 0 1			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	628	0	331	0	2141	36	0	2595	326
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	628	0	331	0	2141	36	0	2595	326
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	0.00	1.05	1.05	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.00
PHF Volume:	0	0	0	694	0	366	0	2366	0	0	2868	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	694	0	366	0	2366	0	0	2868	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	694	0	366	0	2366	0	0	2868	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1700	0	1800	0	1800	1800	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.41	0.00	0.20	0.00	1.31	0.00	0.00	1.59	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	21.2	0.0	21.2	0.0	82.8	0.0	0.0	82.8	0.0
Volume/Cap:	0.00	0.00	0.00	2.12	0.00	1.05	0.00	1.75	0.00	0.00	2.12	0.00
Delay/Veh:	0.0	0.0	0.0	557.3	0.0	107.6	0.0	353	0.0	0.0	519	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	557.3	0.0	107.6	0.0	353	0.0	0.0	519	0.0
LOS by Move:	A	A	A	F	A	F	A	F	A	A	F	A
HCM2kAvgQ:	0	0	0	73	0	19	0	201	0	0	279	0

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #58 I-15 NB Ramps/Main St

Cycle (sec): 130 Critical Vol./Cap.(X): 2.258
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 551.5
Optimal Cycle: 130 Level Of Service: F

Street Name:	I-15 Northbound Ramps						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			Permitted		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	10	0	20	0	0	0	0	20	0	0	20	0
Lanes:	0 1	0 0	1	0 0	0 0	0	0 0	1 0	1	0 0	0 1	0
Volume Module:												
Base Vol:	1042	0	1679	0	0	0	0	2125	283	0	1764	641
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:	1042	0	1679	0	0	0	0	2125	283	0	1764	641
User Adj:	1.05	1.05	0.00	1.05	1.05	1.05	1.05	1.05	0.00	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	1152	0	0	0	0	0	0	2349	0	0	1950	708
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1152	0	0	0	0	0	0	2349	0	0	1950	708
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1152	0	0	0	0	0	0	2349	0	0	1950	708
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.73	0.27
Final Sat.:	1700	0	1800	0	0	0	0	1800	1800	0	1320	480
Capacity Analysis Module:												
Vol/Sat:	0.68	0.00	0.00	0.00	0.00	0.00	0.00	1.30	0.00	0.00	1.48	1.48
Crit Moves:	****						****				****	
Green Time:	39.0	0.0	0.0	0.0	0.0	0.0	0.0	85.0	0.0	0.0	85.0	85.0
Volume/Cap:	2.26	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.26	2.26
Delay/Veh:	618.1	0.0	0.0	0.0	0.0	0.0	0.0	474	0.0	0.0	592	591.5
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:	618.1	0.0	0.0	0.0	0.0	0.0	0.0	474	0.0	0.0	592	591.5
LOS by Move:	F	A	A	A	A	A	A	F	A	A	F	F
HCM2kAvgQ:	131	0	0	0	0	0	0	233	0	0	283	283

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

Victor Valley Area Transportation Study (VVATS)
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #63 I-15 NB Ramps/Bear Valley

Cycle (sec): 60 Critical Vol./Cap.(X): 1.434
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 217.8
Optimal Cycle: 130 Level Of Service: F

Street Name:	I-15 Northbound Ramps						Bear Valley Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	0	0	0	0	10	20	0	0	20	0
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	687	5	914	0	0	0	99	2945	0	0	3063	188
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:	687	5	914	0	0	0	99	2945	0	0	3063	188
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	759	6	1010	0	0	0	109	3255	0	0	3385	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	759	6	1010	0	0	0	109	3255	0	0	3385	208
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:	759	6	1010	0	0	0	109	3255	0	0	3385	208
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.99	0.01	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.83	0.17
Final Sat.:	1688	12	1800	0	0	0	1700	5400	0	0	5088	312
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.56	0.00	0.00	0.00	0.06	0.60	0.00	0.00	0.67	0.67
Crit Moves:			****				****				****	
Green Time:	20.1	20.1	20.1	0.0	0.0	0.0	10.0	33.9	0.0	0.0	23.9	23.9
Volume/Cap:	1.34	1.34	1.67	0.00	0.00	0.00	0.39	1.07	0.00	0.00	1.67	1.67
Delay/Veh:	184.9	185	329.9	0.0	0.0	0.0	54.9	62.9	0.0	0.0	340	322.8
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:	184.9	185	329.9	0.0	0.0	0.0	54.9	62.9	0.0	0.0	340	322.8
LOS by Move:	F	F	F	A	A	A	D	E	A	A	F	F
HCM2kAvgQ:	43	43	70	0	0	0	2	35	0	0	83	83

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

Victor Valley Area Transportation Study (VVATS)
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #64 I-15 SB Ramps/Bear Valley

Cycle (sec): 90 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 69 Level Of Service: C

Street Name:	I-15 Southbound Ramps						Bear Valley Rd					
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	10	0	20	0	20	0	0	20	0
Lanes:	0 0	0 0	0	2 0	0 0	2	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	466	0	363	0	2618	385	0	3520	356
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	466	0	363	0	2618	385	0	3520	356
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	0.00	1.05	1.05	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.00
PHF Volume:	0	0	0	515	0	401	0	2894	0	0	3891	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	515	0	401	0	2894	0	0	3891	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	515	0	401	0	2894	0	0	3891	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	3600	0	5400	1800	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.11	0.00	0.54	0.00	0.00	0.72	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	20.0	0.0	20.0	0.0	66.0	0.0	0.0	66.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.50	0.00	0.73	0.00	0.00	0.98	0.00
Delay/Veh:	0.0	0.0	0.0	36.2	0.0	31.1	0.0	12.2	0.0	0.0	26.6	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	36.2	0.0	31.1	0.0	12.2	0.0	0.0	26.6	0.0
LOS by Move:	A	A	A	D	A	C	A	B	A	A	C	A
HCM2kAvgQ:	0	0	0	9	0	5	0	16	0	0	42	0

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

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

Intersection #67 I-15 NB Ramps/Palmdale

Cycle (sec): 90 Critical Vol./Cap.(X): 1.285
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 105.2
Optimal Cycle: 130 Level Of Service: F

Street Name:	I-15 Northbound Ramps						Palmdale Rd					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	0	0	0	10	20	0	10	20	0
Lanes:	1 1	0 0	1	0 0	0 0	0	0 1	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	1024	306	474	0	0	0	27	1721	704	330	1453	95
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:	1024	306	474	0	0	0	27	1721	704	330	1453	95
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	1132	338	524	0	0	0	30	1902	778	365	1606	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1132	338	524	0	0	0	30	1902	778	365	1606	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:	1132	338	524	0	0	0	30	1902	778	365	1606	105
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	1.00	0.94	1.00	1.00	0.94	0.97	1.00	0.94	1.00	1.00
Lanes:	1.54	0.46	1.00	0.00	0.00	0.00	0.03	1.97	1.00	1.00	1.88	0.12
Final Sat.:	2618	782	1800	0	0	0	54	3446	1800	1700	3379	221
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.29	0.00	0.00	0.00	0.55	0.55	0.43	0.21	0.48	0.48
Crit Moves:	****							****		****		
Green Time:	30.3	30.3	30.3	0.0	0.0	0.0	38.7	38.7	38.7	15.0	53.7	53.7
Volume/Cap:	1.28	1.28	0.86	0.00	0.00	0.00	1.28	1.28	1.01	1.28	0.80	0.80
Delay/Veh:	164.6	165	40.3	0.0	0.0	0.0	158.9	159	59.5	189.6	16.1	16.1
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:	164.6	165	40.3	0.0	0.0	0.0	158.9	159	59.5	189.6	16.1	16.1
LOS by Move:	F	F	D	A	A	A	F	F	E	F	B	B
HCM2kAvgQ:	45	45	17	0	0	0	56	56	30	24	20	20

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

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

Intersection #68 I-15 SB Ramps/Palmdale

Average Delay (sec/veh): 318.1 Worst Case Level Of Service: F[2168.2]

Street Name:	I-15 Southbound Ramps								Palmdale Rd							
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					Ignore					Ignore				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	0	2	0	1	0	0	2	0	1
Volume Module:																				
Base Vol:	0	0	0		37	0		705	0		1973	158	0		2342	124				
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		37	0		705	0		1973	158	0		2342	124				
User Adj:	1.05	1.05	1.05		1.05	1.05		1.05	1.05		1.05	0.00	1.05		1.05	0.00				
PHF Adj:	0.95	0.95	0.95		0.95	0.95		0.95	0.95		0.95	0.00	0.95		0.95	0.00				
PHF Volume:	0	0	0		41	0		779	0		2181	0	0		2589	0				
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0				
FinalVolume:	0	0	0		41	0		779	0		2181	0	0		2589	0				
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx		6.9	xxxx		7.0	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx		3679	xxxx		1294	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx		3	xxxx		152	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx		3	xxxx		152	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx		11.98	xxxx		5.13	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx		6.9	xxxx		82.0	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx		6965	xxxx		1916	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx				
LOS by Move:	*	*	*		F	*		F	*		*	*	*		*	*				
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		xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx				
Shared LOS:	*	*	*		*	*		*	*		*	*	*		*	*				
ApproachDel:	xxxxxx				2168.2				xxxxxx				xxxxxx							
ApproachLOS:	*				F				*				*							

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

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

Intersection #69 I-15 NB Ramps/Roy Rogers-La Paz

Cycle (sec): 90 Critical Vol./Cap.(X): 1.146
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 87.9
Optimal Cycle: 130 Level Of Service: F

Street Name:	I-15 Northbound Ramps								Roy Rogers/La Paz							
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				
Rights:	Include					Include					Include					Include				
Min. Green:	10	20		0		10	20		0		10	20		0		10	20		0	
Lanes:	0	1	0	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	717	26		81		295	35		13		199	1464	269		126	1299	189			
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:	717	26		81		295	35		13		199	1464	269		126	1299	189			
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05	1.05		1.05	1.05	1.05			
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:	792	29		90		326	39		14		220	1618	297		139	1436	209			
Reduct Vol:	0	0		0		0	0		0		0	0	0		0	0	0			
Reduced Vol:	792	29		90		326	39		14		220	1618	297		139	1436	209			
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:	792	29		90		326	39		14		220	1618	297		139	1436	209			
Saturation Flow Module:																				
Sat/Lane:	1800	1800		1800		1800	1800		1800		1800	1800	1800		1800	1800	1800			
Adjustment:	0.94	0.94		1.00		0.94	1.00		1.00		0.94	1.00	1.00		0.94	1.00	1.00			
Lanes:	0.97	0.03		1.00		1.00	1.00		1.00		1.00	2.00	1.00		1.00	1.75	0.25			
Final Sat.:	1641	59		1800		1700	1800		1800		1700	3600	1800		1700	3143	457			
Capacity Analysis Module:																				
Vol/Sat:	0.48	0.48		0.05		0.19	0.02		0.01		0.13	0.45	0.17		0.08	0.46	0.46			
Crit Moves:		****									****					****				
Green Time:	37.9	37.9		37.9		37.9	37.9		37.9		10.2	36.1	36.1		10.0	35.9	35.9			
Volume/Cap:	1.15	1.15		0.12		0.45	0.05		0.02		1.15	1.12	0.41		0.74	1.15	1.15			
Delay/Veh:	107.5	107		15.9		19.1	15.4		15.2		149.6	91.6	19.8		52.9	101	101.3			
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:	107.5	107		15.9		19.1	15.4		15.2		149.6	91.6	19.8		52.9	101	101.3			
LOS by Move:	F	F		B		B	B		B		F	F	B		D	F	F			
HCM2kAvgQ:	41	41		1		7	1		0		13	37	6		6	39	39			

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

Victor Valley Area Transportation Study (VVATS)
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #70 I-15 SB Ramps/Roy Rogers

Cycle (sec): 60 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 30.1
Optimal Cycle: 130 Level Of Service: C

Street Name:	I-15 Southbound Ramps						Roy Rogers					
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			Include			Include		
Min. Green:	10	0	0	0	0	0	0	20	0	10	20	0
Lanes:	1 0	1! 0	0	0 0	0 0	0 0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	412	0	267	0	0	0	0	1634	401	21	2080	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:	412	0	267	0	0	0	0	1634	401	21	2080	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	455	0	295	0	0	0	0	1806	443	23	2299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	0	295	0	0	0	0	1806	443	23	2299	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:	455	0	295	0	0	0	0	1806	443	23	2299	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.94	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.44	0.00	0.56	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2440	0	960	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.31	0.00	0.00	0.00	0.00	0.50	0.25	0.01	0.64	0.00
Crit Moves:			****								****	
Green Time:	17.6	0.0	17.6	0.0	0.0	0.0	0.0	36.4	36.4	36.4	36.4	0.0
Volume/Cap:	0.64	0.00	1.05	0.00	0.00	0.00	0.00	0.83	0.41	0.02	1.05	0.00
Delay/Veh:	19.6	0.0	69.2	0.0	0.0	0.0	0.0	12.0	6.4	4.7	46.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	0.0	69.2	0.0	0.0	0.0	0.0	12.0	6.4	4.7	46.2	0.0
LOS by Move:	B	A	E	A	A	A	A	B	A	A	D	A
HCM2kAvgQ:	7	0	19	0	0	0	0	16	5	0	35	0

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #71 I-15 NB Ramps/Mojave Dr

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	I-15 Northbound Ramps						Mojave 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:	1 0	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	934	0	210	0	0	0	592	1405	0	0	1776	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:	934	0	210	0	0	0	592	1405	0	0	1776	70
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	1032	0	232	0	0	0	654	1553	0	0	1963	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1032	0	232	0	0	0	654	1553	0	0	1963	77
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	4863	xxxx	1553	xxxx	xxxx	xxxxx	2040	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1	xxxx	139	xxxx	xxxx	xxxxx	274	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	0	xxxx	139	xxxx	xxxx	xxxxx	274	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	1.67	xxxx	xxxx	xxxx	2.39	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	16.8	xxxx	xxxx	xxxxx	52.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	388.6	xxxxx	xxxx	xxxxx	664.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	F	*	*	*	F	*	*	*	*	*
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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #72 I-15 SB Ramps/Mojave Dr

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	I-15 Southbound Ramps									Mojave Dr							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	1	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0		110	3		560	0	1895		427	394	2309		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		110	3		560	0	1895		427	394	2309		0				
User Adj:	1.05	1.05	1.05		1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05				
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		122	3		619	0	2094		472	435	2552		0				
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0				
FinalVolume:	0	0	0		122	3		619	0	2094		472	435	2552		0				
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	6.5		6.2	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0		3.3	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx				
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx		5753	5989		2552	xxxx	xxxx		xxxxx	2566	xxxx		xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx		0	0		34	xxxx	xxxx		xxxxx	170	xxxx		xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx		0	0		34	xxxx	xxxx		xxxxx	170	xxxx		xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx		18.18	xxxx	xxxx		xxxx	2.56	xxxx		xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	37.6	xxxx		xxxxx				
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	763.4	xxxx		xxxxx				
LOS by Move:	*	*	*		*	*		*	*	*		*	F	*		*				
Movement:	LT -	LTR -	RT		LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT				
Shared Cap.:	xxxx	xxxx	xxxxx		0	xxxx		0	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx				
Shared LOS:	*	*	*		*	*		*	*	*		*	*	*		*				
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							
ApproachLOS:	*				F				*				*							

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #73 I-15 NB Ramps/D Street

Cycle (sec): 60 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 60 Level Of Service: C

Street Name:	I-15 Northbound Ramps									D Street							
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					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	10	20		0		10	20		0		10	20		0		10	20		0	
Lanes:	1	0	0	0	2	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	204	0	844			0	0		0		0	850		55		69	1306		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:	204	0	844			0	0		0		0	850		55		69	1306		0	
User Adj:	1.05	1.05	1.05			1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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:	225	0	933			0	0		0		0	939		61		76	1443		0	
Reduct Vol:	0	0	0			0	0		0		0	0		0		0	0		0	
Reduced Vol:	225	0	933			0	0		0		0	939		61		76	1443		0	
PCE Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	225	0	933			0	0		0		0	939		61		76	1443		0	
Saturation Flow Module:																				
Sat/Lane:	1800	1800	1800			1800	1800		1800		1800	1800		1800		1800	1800		1800	
Adjustment:	0.94	1.00	1.00			0.94	1.00		1.00		0.94	1.00		1.00		0.94	1.00		1.00	
Lanes:	1.00	0.00	2.00			0.00	0.00		0.00		0.00	1.88		0.12		1.00	2.00		0.00	
Final Sat.:	1700	0	3600			0	0		0		0	3381		219		1700	3600		0	
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.00	0.26			0.00	0.00		0.00		0.00	0.28		0.28		0.04	0.40		0.00	
Crit Moves:			****									****				****				
Green Time:	21.2	0.0	21.2			0.0	0.0		0.0		0.0	22.8		22.8		10.0	32.8		0.0	
Volume/Cap:	0.37	0.00	0.73			0.00	0.00		0.00		0.00	0.73		0.73		0.27	0.73		0.00	
Delay/Veh:	29.8	0.0	26.2			0.0	0.0		0.0		0.0	31.2		18.1		54.1	20.9		0.0	
User DelAdj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	29.8	0.0	26.2			0.0	0.0		0.0		0.0	31.2		18.1		54.1	20.9		0.0	
LOS by Move:	C	A	C			A	A		A		A	C		B		D	C		A	
HCM2kAvgQ:	4	0	9			0	0		0		0	10		10		2	12		0	

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

Victor Valley Area Transportation Study (VVATS)
Future Baseline Conditions
PM Peak Hour

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

Intersection #74 I-15 SB Ramps/D Street

Cycle (sec): 60 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 61.0
Optimal Cycle: 130 Level Of Service: E

Street Name:	I-15 Southbound Ramps						D Street					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	0	0	0	0	0	20	0	10	20	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	288	0	27	0	0	0	0	971	344	546	626	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:	288	0	27	0	0	0	0	971	344	546	626	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	318	0	30	0	0	0	0	1073	380	603	692	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	0	30	0	0	0	0	1073	380	603	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	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:	318	0	30	0	0	0	0	1073	380	603	692	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.48	0.52	1.00	1.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	2658	942	1700	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.02	0.00	0.00	0.00	0.00	0.40	0.40	0.35	0.38	0.00
Crit Moves:	****							****		****		
Green Time:	10.7	0.0	10.7	0.0	0.0	0.0	0.0	23.0	23.0	20.3	43.3	0.0
Volume/Cap:	1.05	0.00	0.09	0.00	0.00	0.00	0.00	1.05	1.05	1.05	0.53	0.00
Delay/Veh:	90.4	0.0	20.7	0.0	0.0	0.0	0.0	70.3	57.3	90.4	11.1	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:	90.4	0.0	20.7	0.0	0.0	0.0	0.0	70.3	57.3	90.4	11.1	0.0
LOS by Move:	F	A	C	A	A	A	A	E	E	F	B	A
HCM2kAvgQ:	13	0	1	0	0	0	0	24	24	22	6	0

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

Appendix H

- Traffix Analysis Worksheets
2035 Recommended Plan

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in D/V
# 1 Koala/Air Expressway	C	22.1	0.153	C	22.1	0.153	+ 0.000
# 2 Bellflower/Air Expressway	D	43.1	0.670	D	43.1	0.670	+ 0.000
# 3 US-395/Air Expressway	F	219.7	1.180	F	219.7	1.180	+ 0.000
# 5 Koala/El Mirage	C	27.9	0.473	C	27.9	0.473	+ 0.000
# 6 US-395/El Mirage	F	121.2	1.367	F	121.2	1.367	+ 0.000
# 7 Bellflower/Mojave	C	27.1	0.328	C	27.1	0.328	+ 0.000
# 8 Aster/Palmdale	B	19.1	0.131	B	19.1	0.131	+ 0.000
# 9 Bellflower/Palmdale	C	28.3	0.464	C	28.3	0.464	+ 0.000
# 10 US-395/Palmdale Rd	D	40.6	0.877	D	40.6	0.877	+ 0.000
# 11 Koala/Rancho	C	24.8	0.105	C	24.8	0.105	+ 0.000
# 12 Bellflower/Rancho	C	30.5	0.457	C	30.5	0.457	+ 0.000
# 13 US-395/Rancho	C	32.3	0.690	C	32.3	0.690	+ 0.000
# 14 Apple Valley/Hwy 18	E	74.9	1.067	E	74.9	1.067	+ 0.000
# 16 Corwin/Hwy 18	D	35.7	0.738	D	35.7	0.738	+ 0.000
# 17 Tao/Hwy 18	C	21.6	0.387	C	21.6	0.387	+ 0.000
# 18 Rancherias/Hwy 18	D	54.2	0.910	D	54.2	0.910	+ 0.000
# 19 Kiowa/Hwy 18	C	29.0	0.384	C	29.0	0.384	+ 0.000
# 20 Navajo/Hwy 18	C	28.2	0.544	C	28.2	0.544	+ 0.000
# 21 Central/Hwy 18	C	25.1	0.313	C	25.1	0.313	+ 0.000
# 22 Apple Valley/Bear Valley	C	34.5	0.581	C	34.5	0.581	+ 0.000
# 23 Deep Creek/Bear Valley	B	18.6	0.491	B	18.6	0.491	+ 0.000
# 24 Kiowa/Bear Valley	C	27.6	0.538	C	27.6	0.538	+ 0.000
# 25 Navajo/Bear Valley	C	30.6	0.570	C	30.6	0.570	+ 0.000

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in D/V
# 26 Central/Bear Valley Road	D	35.8	0.660	D	35.8	0.660	+ 0.000
# 27 Bear Valley Cutoff/Hwy 18	C	23.9	0.228	C	23.9	0.228	+ 0.000
# 28 Beekley/SR-138	D	38.2	0.597	D	38.2	0.597	+ 0.000
# 29 Deep Creek/Rock Springs	B	12.1	0.299	B	12.1	0.299	+ 0.000
# 30 Vista/National Trails Hw	C	21.2	0.322	C	21.2	0.322	+ 0.000
# 31 US-395/Phelan	E	63.1	1.087	E	63.1	1.087	+ 0.000
# 32 Sheep Creek/Hwy 18	C	32.7	0.174	C	32.7	0.174	+ 0.000
# 33 SR-138/Summit Valley	B	13.6	0.420	B	13.6	0.420	+ 0.000
# 34 Escondido/Main	D	35.5	0.753	D	35.5	0.753	+ 0.000
# 35 Maple Main	C	31.7	0.499	C	31.7	0.499	+ 0.000
# 36 Cottonwood/Main	C	33.4	0.865	C	33.4	0.865	+ 0.000
# 37 Seventh/Main	C	31.0	0.616	C	31.0	0.616	+ 0.000
# 38 I Ave/Main	C	30.5	0.626	C	30.5	0.626	+ 0.000
# 39 Seventh/Bear Valley	C	29.4	0.790	C	29.4	0.790	+ 0.000
# 40 Hesperia/Bear Valley	D	51.7	0.903	D	51.7	0.903	+ 0.000
# 41 I Ave/Bear Valley	D	48.7	0.845	D	48.7	0.845	+ 0.000
# 42 Mariposa/Ranchero	C	32.9	0.739	C	32.9	0.739	+ 0.000
# 43 US-395/Eucalyptus	C	21.4	0.527	C	21.4	0.527	+ 0.000
# 44 US-395/Bear Valley	D	35.1	0.785	D	35.1	0.785	+ 0.000
# 45 US-395/La Mesa	C	23.2	0.720	C	23.2	0.720	+ 0.000
# 46 US-395/Mojave Dr	C	33.2	0.696	C	33.2	0.696	+ 0.000
# 47 US-395/Hopland	B	18.0	0.266	B	18.0	0.266	+ 0.000
# 48 Amethyst/Palmdale	C	26.0	0.561	C	26.0	0.561	+ 0.000
# 49 Baldy Mesa/Palmdale	C	29.0	0.438	C	29.0	0.438	+ 0.000
# 50 Mariposa/Bear Valley	D	47.4	0.875	D	47.4	0.875	+ 0.000

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/ C
# 51 Amargosa/Bear Valley	F	98.2	0.579	F	98.2	0.579	+ 0.000
# 52 Baldy Mesa/Bear Valley	C	31.8	0.494	C	31.8	0.494	+ 0.000
# 53 I-15 NB Ramps/SR-138	F	120.1	1.132	F	120.1	1.132	+ 0.000
# 54 I-15 SB Ramps/SR-138	C	22.0	0.725	C	22.0	0.725	+ 0.000
# 55 I-15 NB Ramps/Ranchero	C	29.9	0.730	C	29.9	0.730	+ 0.000
# 56 I-15 SB Ramps/Ranchero	C	31.0	0.480	C	31.0	0.480	+ 0.000
# 57 I-15 SB Ramps/Main St	B	19.1	0.533	B	19.1	0.533	+ 0.000
# 58 I-15 NB Ramps/Main St	C	31.6	0.790	C	31.6	0.790	+ 0.000
# 59 I-15 SB Ramps/Mojave St	D	39.5	0.591	D	39.5	0.591	+ 0.000
# 60 I-15 NB Ramps/Mojave St	D	35.6	0.901	D	35.6	0.901	+ 0.000
# 61 I-15 NB Ramps/Eucalyptus St	C	23.6	0.670	C	23.6	0.670	+ 0.000
# 62 I-15 SB Ramps/Eucalyptus	C	25.4	0.739	C	25.4	0.739	+ 0.000
# 63 I-15 NB Ramps/Bear Valley	D	49.2	1.044	D	49.2	1.044	+ 0.000
# 64 I-15 SB Ramps/Bear Valley	B	15.7	0.472	B	15.7	0.472	+ 0.000
# 65 I-15 NB Ramps/La Mesa-Nisquall	D	52.1	1.010	D	52.1	1.010	+ 0.000
# 66 I-15 SB Ramps/La Mesa-Nisquall	C	22.7	0.707	C	22.7	0.707	+ 0.000
# 67 I-15 NB Ramps/Palmdale	C	30.2	0.931	C	30.2	0.931	+ 0.000
# 68 I-15 SB Ramps/Palmdale	C	22.6	0.606	C	22.6	0.606	+ 0.000
# 69 I-15 NB Ramps/Roy Rogers-La Pa	C	25.1	0.867	C	25.1	0.867	+ 0.000
# 70 I-15 SB Ramps/Roy Rogers	B	12.2	0.694	B	12.2	0.694	+ 0.000
# 71 I-15 NB Ramps/Mojave Dr	D	50.5	1.019	D	50.5	1.019	+ 0.000
# 72 I-15 SB Ramps/Mojave Dr	C	25.1	0.790	C	25.1	0.790	+ 0.000
# 73 I-15 NB Ramps/D Street	C	25.6	0.492	C	25.6	0.492	+ 0.000
# 74 I-15 SB Ramps/D Street	C	22.8	0.655	C	22.8	0.655	+ 0.000

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/ C

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #1 Koala/Air Expressway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.153
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 60 Level Of Service: C

Street Name:	Koala Rd						Air Expressway Blvd					
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	20	0	10	20	0	0	0	0	10	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	378	18	7	389	0	0	0	0	39	0	7
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	378	18	7	389	0	0	0	0	39	0	7
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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	418	20	8	430	0	0	0	0	43	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	418	20	8	430	0	0	0	0	43	0	8
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 Vol.:	0	418	20	8	430	0	0	0	0	43	0	8
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	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3627	173	1800	3800	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.00	0.11	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:			****		****						****	
Green Time:	0.0	69.5	69.5	10.0	20.0	0.0	0.0	0.0	0.0	14.5	0.0	14.5
Volume/Cap:	0.00	0.17	0.17	0.04	0.57	0.00	0.00	0.00	0.00	0.17	0.00	0.03
Delay/Veh:	0.0	5.3	5.3	40.8	37.1	0.0	0.0	0.0	0.0	37.8	0.0	36.8
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	5.3	5.3	40.8	37.1	0.0	0.0	0.0	0.0	37.8	0.0	36.8
HCM2kAvg:	0	2	2	0	7	0	0	0	0	1	0	0

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

Intersection #2 Bellflower/Air Expressway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.670
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 43.1
Optimal Cycle: 68 Level Of Service: D

Street Name:	Bellflower St						Air Expressway Blvd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	273	119	245	21	142	16	8	143	170	521	289	24
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:	273	119	245	21	142	16	8	143	170	521	289	24
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	302	132	271	23	157	18	9	158	188	576	319	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	132	271	23	157	18	9	158	188	576	319	27
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 Vol.:	302	132	271	23	157	18	9	158	188	576	319	27
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	1.80	0.20	1.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	1800	1900	1900	1800	3415	385	1800	1900	1900	1800	3509	291
Capacity Analysis Module:												
Vol/Sat:	0.17	0.07	0.14	0.01	0.05	0.05	0.00	0.08	0.10	0.32	0.09	0.09
Crit Moves:	****					****			****		****	
Green Time:	17.9	25.3	25.3	12.6	20.0	20.0	18.0	20.0	20.0	34.1	36.1	36.1
Volume/Cap:	0.94	0.27	0.56	0.10	0.23	0.23	0.03	0.42	0.49	0.94	0.25	0.25
Delay/Veh:	74.6	30.1	33.6	38.9	33.7	33.7	33.8	35.2	36.1	54.1	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.6	30.1	33.6	38.9	33.7	33.7	33.8	35.2	36.1	54.1	22.6	22.6
HCM2kAvg:	13	3	8	1	2	2	0	5	6	22	4	4

Victor Valley Area Transportation Study (VVATS)
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 US-395/Air Expressway

Cycle (sec):	90	Critical Vol./Cap. (X):	1.180
Loss Time (sec):	8 (Y+R = 0 sec)	Average Delay (sec/veh):	219.7
Optimal Cycle:	130	Level Of Service:	F

Street Name:	US-395						Air Expressway Blvd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	379	3804	106	174	1606	207	193	154	32	117	225	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	3804	106	174	1606	207	193	154	32	117	225	57
User Adj:	1.05	1.10	1.05	1.05	1.10	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	419	4415	117	192	1864	229	213	170	35	129	249	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	4415	117	192	1864	229	213	170	35	129	249	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	419	4415	117	192	1864	229	213	170	35	129	249	63
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	2.92	0.08	1.00	2.67	0.33	1.00	1.66	0.34	1.00	2.39	0.61
Final Sat.:	1800	5553	147	1800	5077	623	1800	3146	654	1800	4548	1152
Capacity Analysis Module:												
Vol/Sat:	0.23	0.80	0.80	0.11	0.37	0.37	0.12	0.05	0.05	0.07	0.05	0.05
Crit Moves:		****			****			****			****	
Green Time:	20.2	42.0	42.0	10.0	31.8	31.8	10.0	20.0	20.0	10.0	20.0	20.0
Volume/Cap:	1.04	1.70	1.70	0.96	1.04	1.04	1.07	0.24	0.24	0.65	0.25	0.25
Delay/Veh:	90.0	342	342.3	92.2	59.8	59.8	122.4	28.9	28.9	45.5	28.9	28.9
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:	90.0	342	342.3	92.2	59.8	59.8	122.4	28.9	28.9	45.5	28.9	28.9
HCM2kAvg:	19	118	118	9	29	29	11	2	2	5	2	2

Victor Valley Area Transportation Study (VVATS)
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Koala/El Mirage

Cycle (sec):	100	Critical Vol./Cap. (X):	0.473
Loss Time (sec):	6 (Y+R = 0 sec)	Average Delay (sec/veh):	27.9
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Koala Rd						El Mirage Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	254	75	45	54	80	36	31	541	324	31	1130	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	75	45	54	80	36	31	541	324	31	1130	87
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	281	83	50	60	88	40	34	598	358	34	1249	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	83	50	60	88	40	34	598	358	34	1249	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	281	83	50	60	88	40	34	598	358	34	1249	96
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	1.25	0.75	1.00	1.38	0.62	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	1800	2375	1425	1800	2621	1179	1800	3800	1900	1800	5293	407
Capacity Analysis Module:												
Vol/Sat:	0.16	0.03	0.03	0.03	0.03	0.03	0.02	0.16	0.19	0.02	0.24	0.24
Crit Moves:	****				****		****				****	
Green Time:	25.5	30.3	30.3	15.2	20.0	20.0	10.0	32.4	32.4	16.2	38.5	38.5
Volume/Cap:	0.61	0.12	0.12	0.22	0.17	0.17	0.19	0.49	0.58	0.12	0.61	0.61
Delay/Veh:	35.4	25.2	25.2	37.6	33.2	33.2	41.8	27.3	28.7	36.0	25.2	25.2
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:	35.4	25.2	25.2	37.6	33.2	33.2	41.8	27.3	28.7	36.0	25.2	25.2
HCM2kAvg:	8	1	1	2	2	2	1	8	10	1	12	12

Victor Valley Area Transportation Study (VVATS)
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 US-395/El Mirage

Cycle (sec):	100	Critical Vol./Cap. (X):	1.367
Loss Time (sec):	8 (Y+R = 0 sec)	Average Delay (sec/veh):	121.2
Optimal Cycle:	130	Level Of Service:	F

Street Name:	US-395									El Mirage Rd								
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		20		0	10		20		0	0		20		0	0		20		0
Lanes:	1	0	2	1	0	1	0	2	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	960	1885		122		34	1251		0		0		56		459	61		85		63
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:	960	1885		122		34	1251		0		0		56		459	61		85		63
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05		1.05		1.05	1.05		1.05		1.05
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:	1061	2083		135		38	1383		0		0		62		507	67		94		70
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	1061	2083		135		38	1383		0		0		62		507	67		94		70
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	1061	2083		135		38	1383		0		0		62		507	67		94		70
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	2.82		0.18		1.00	2.00		1.00		1.00		2.00		1.00	1.00		2.00		1.00
Final Sat.:	1800	5354		346		1800	3800		1900		1800		3800		1900	1800		3800		1900
Capacity Analysis Module:																				
Vol/Sat:	0.59	0.39		0.39		0.02	0.36		0.00		0.00		0.02		0.27	0.04		0.02		0.04
Crit Moves:	****						****								****			****		
Green Time:	43.1	59.7		59.7		10.0	26.6		0.0		0.0		20.0		20.0	2.7		20.0		20.0
Volume/Cap:	1.37	0.65		0.65		0.21	1.37		0.00		0.00		0.08		1.34	1.37		0.12		0.18
Delay/Veh:	201.9	13.7		13.7		41.9	208		0.0		0.0		32.5		206.0	302.4		32.9		33.3
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:	201.9	13.7		13.7		41.9	208		0.0		0.0		32.5		206.0	302.4		32.9		33.3
HCM2kAvg:	68	15		15		1	46		0		0		1		33	6		1		2

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

Intersection #7 Bellflower/Mojave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.328
Loss Time (sec):	8 (Y+R = 0 sec)	Average Delay (sec/veh):	27.1
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Bellflower St									Mojave Dr								
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:	6		6		0	6		6		0	6		6		0	6		6		0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	114	196		186		1	139		78		20		207		125	202		386		1
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:	114	196		186		1	139		78		20		207		125	202		386		1
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05		1.05		1.05	1.05		1.05		1.05
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:	126	217		206		1	154		86		22		229		138	223		427		1
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	126	217		206		1	154		86		22		229		138	223		427		1
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 Vol.:	126	217		206		1	154		86		22		229		138	223		427		1
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900		1900		1900	1900		1900		1900
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00	1.03		0.97		1.00	1.28		0.72		1.00		2.00		1.00	1.00		2.99		0.01
Final Sat.:	1900	1950		1850		1900	2434		1366		1900		3800		1900	1900		5685		15
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.11		0.11		0.00	0.06		0.06		0.01		0.06		0.07	0.12		0.08		0.08
Crit Moves:				****			****									****		****		
Green Time:	19.3	31.7		31.7		6.0	18.4		18.4		6.0		20.8		20.8	33.5		48.3		48.3
Volume/Cap:	0.34	0.35		0.35		0.01	0.34		0.34		0.19		0.29		0.35	0.35		0.16		0.16
Delay/Veh:	35.4	26.4		26.4		44.2	35.8		35.8		45.5		33.5		34.1	25.4		14.5		14.5
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:	35.4	26.4		26.4		44.2	35.8		35.8		45.5		33.5		34.1	25.4		14.5		14.5
HCM2kAvg:	4	5		5		0	3		3		1		3		4	5		2		2

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #8 Aster/Palmdale

Cycle (sec): 100 Critical Vol./Cap. (X): 0.131
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 60 Level Of Service: B

Street Name:	Aster Rd								Palmdale Rd							
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	20	0			0	20	0		
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	0	0	0			2	0	0			2	624	0			0	615	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			2	0	0			2	624	0			0	615	0		
User Adj:	1.05	1.05	1.05			1.05	1.05	1.05			1.05	1.05	1.05			1.05	1.05	1.05		
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			2	0	0			2	690	0			0	680	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			2	0	0			2	690	0			0	680	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 Vol.:	0	0	0			2	0	0			2	690	0			0	680	0		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	1.00	1.00	0.00			1.00	1.00	0.00			1.00	3.00	0.00			1.00	3.00	0.00		
Final Sat.:	1900	1900	0			1900	1900	0			1900	5700	0			1900	5700	0		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.12	0.00			0.00	0.12	0.00		
Crit Moves:								****			****						****			
Green Time:	0.0	0.0	0.0			0.0	0.0	0.0			0.9	20.0	0.0			0.0	91.1	0.0		
Volume/Cap:	0.00	0.00	0.00			xxxx	0.00	0.00			0.13	0.60	0.00			0.00	0.13	0.00		
Delay/Veh:	0.0	0.0	0.0			0.0	0.0	0.0			52.7	37.3	0.0			0.0	0.5	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			0.0	0.0	0.0			52.7	37.3	0.0			0.0	0.5	0.0		
HCM2kAvg:	0	0	0			1	0	0			0	7	0			0	1	0		

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #9 Bellflower/Palmdale

Cycle (sec): 100 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 28.3
Optimal Cycle: 60 Level Of Service: C

Street Name:	Bellflower St								Palmdale Rd							
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			10	0	0			10	20	0			0	20	0		
Lanes:	0	0	0	0		1	0	1	1	0	1	0	3	0	0	0	0	2	1	0
Volume Module:																				
Base Vol:	0	0	0			52	0	209			176	719	0			0	1056	37		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			52	0	209			176	719	0			0	1056	37		
User Adj:	1.05	1.05	1.05			1.05	1.05	1.05			1.05	1.05	1.05			1.05	1.05	1.05		
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			57	0	231			195	795	0			0	1167	41		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			57	0	231			195	795	0			0	1167	41		
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 Vol.:	0	0	0			57	0	231			195	795	0			0	1167	41		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00			1.00	1.00	1.00			1.00	3.00	0.00			0.00	2.90	0.10		
Final Sat.:	0	0	0			1900	1900	1900			1900	5700	0			0	5507	193		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.03	0.00	0.12			0.10	0.14	0.00			0.00	0.21	0.21		
Crit Moves:											****	****						****		
Green Time:	0.0	0.0	0.0			10.0	0.0	26.2			22.1	20.0	0.0			0.0	45.7	45.7		
Volume/Cap:	0.00	0.00	0.00			0.30	0.00	0.46			0.46	0.70	0.00			0.00	0.46	0.46		
Delay/Veh:	0.0	0.0	0.0			42.7	0.0	31.7			34.6	39.1	0.0			0.0	18.8	18.8		
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	0.0	0.0			42.7	0.0	31.7			34.6	39.1	0.0			0.0	18.8	18.8		
HCM2kAvg:	0	0	0			2	0	6			6	9	0			0	9	9		

Victor Valley Area Transportation Study (VVATS)
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PM Peak Hour

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

Intersection #10 US-395/Palmdale Rd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.877
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: 86 Level Of Service: D

Street Name:	US-395						Palmdale Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	352	1147	87	460	1127	49	79	412	242	174	553	374
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:	352	1147	87	460	1127	49	79	412	242	174	553	374
User Adj:	1.05	1.10	1.05	1.05	1.10	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	389	1331	96	508	1308	54	87	455	267	192	611	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	1331	96	508	1308	54	87	455	267	192	611	413
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 Vol.:	389	1331	96	508	1308	54	87	455	267	192	611	413
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	2.80	0.20	1.00	2.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	5316	384	1800	5473	227	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.22	0.25	0.25	0.28	0.24	0.24	0.05	0.12	0.14	0.11	0.16	0.22
Crit Moves:		****		****			****					****
Green Time:	24.3	24.0	24.0	27.1	26.8	26.8	10.0	20.6	20.6	10.3	20.9	20.9
Volume/Cap:	0.80	0.94	0.94	0.94	0.80	0.80	0.44	0.52	0.62	0.93	0.69	0.94
Delay/Veh:	39.8	43.7	43.7	54.9	31.9	31.9	38.9	30.8	32.1	84.0	33.1	48.6
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:	39.8	43.7	43.7	54.9	31.9	31.9	38.9	30.8	32.1	84.0	33.1	48.6
HCM2kAvg:	12	18	18	19	14	14	3	6	7	9	9	16

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #11 Koala/Rancho

Cycle (sec): 100 Critical Vol./Cap. (X): 0.105
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 68 Level Of Service: C

Street Name:	Koala Rd						Rancho Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	27	84	19	9	9	21	144	0	45	185	1
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	27	84	19	9	9	21	144	0	45	185	1
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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	30	93	21	10	10	23	159	0	50	204	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	93	21	10	10	23	159	0	50	204	1
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 Vol.:	0	30	93	21	10	10	23	159	0	50	204	1
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	1.00	1.00	1.00	2.00	0.00	1.00	1.99	0.01
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3800	0	1800	3780	20
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.05	0.01	0.01	0.01	0.01	0.04	0.00	0.03	0.05	0.05
Crit Moves:		****		****					****		****	
Green Time:	0.0	20.0	20.0	10.3	20.0	20.0	20.6	37.1	0.0	24.5	41.1	41.1
Volume/Cap:	0.00	0.08	0.24	0.11	0.03	0.03	0.06	0.11	0.00	0.11	0.13	0.13
Delay/Veh:	0.0	32.5	33.9	40.9	32.2	32.2	32.0	20.7	0.0	29.4	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.5	33.9	40.9	32.2	32.2	32.0	20.7	0.0	29.4	18.4	18.4
HCM2kAvg:	0	1	2	1	0	0	1	2	0	1	2	2

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #12 Bellflower/Rancho

Cycle (sec): 100 Critical Vol./Cap. (X): 0.457
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 30.5
Optimal Cycle: 68 Level Of Service: C

Street Name:	Bellflower St									Rancho Rd								
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	20			0	10	20			0	10	20			0	10	20			0
Lanes:	1	0	1	1	0	1	0	1	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	1	357		122		197	455		165		48	407		7		57	183		242	
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:	1	357		122		197	455		165		48	407		7		57	183		242	
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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:	1	395		135		218	503		182		53	450		8		63	202		267	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	1	395		135		218	503		182		53	450		8		63	202		267	
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 Vol.:	1	395		135		218	503		182		53	450		8		63	202		267	
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	1.49		0.51		1.00	1.00		1.00		1.00	1.97		0.03		1.00	1.00		1.00	
Final Sat.:	1800	2832		968		1800	1900		1900		1800	3736		64		1800	1900		1900	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.14		0.14		0.12	0.26		0.10		0.03	0.12		0.12		0.04	0.11		0.14	
Crit Moves:		****							****					****					****	
Green Time:	10.0	20.0		20.0		39.5	49.5		49.5		10.8	22.5		22.5		10.0	21.7		21.7	
Volume/Cap:	0.01	0.70		0.70		0.31	0.53		0.19		0.27	0.53		0.53		0.35	0.49		0.65	
Delay/Veh:	40.5	40.0		40.0		21.1	18.0		14.2		41.7	34.8		34.8		43.1	34.7		37.8	
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:	40.5	40.0		40.0		21.1	18.0		14.2		41.7	34.8		34.8		43.1	34.7		37.8	
HCM2kAvg:	0	9		9		5	11		3		2	7		7		2	6		8	

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #13 US-395/Rancho

Cycle (sec): 90 Critical Vol./Cap. (X): 0.690
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 32.3
Optimal Cycle: 68 Level Of Service: C

Street Name:	US-395									Rancho Rd								
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	20			0	10	20			0	10	20			0	10	20			0
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	264	804		6		1	402		6		284	102		499		152	189		46	
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:	264	804		6		1	402		6		284	102		499		152	189		46	
User Adj:	1.05	1.10		1.05		1.05	1.10		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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:	292	933		7		1	467		7		314	113		552		168	209		51	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	292	933		7		1	467		7		314	113		552		168	209		51	
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 Vol.:	292	933		7		1	467		7		314	113		552		168	209		51	
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	2.98		0.02		1.00	2.96		0.04		1.00	1.00		1.00		1.00	1.61		0.39	
Final Sat.:	1800	5660		40		1800	5620		80		1800	1900		1900		1800	3056		744	
Capacity Analysis Module:																				
Vol/Sat:	0.16	0.16		0.16		0.00	0.08		0.08		0.17	0.06		0.29		0.09	0.07		0.07	
Crit Moves:		****							****							****	****			
Green Time:	18.4	25.6		25.6		12.8	20.0		20.0		23.6	33.0		33.0		10.6	20.0		20.0	
Volume/Cap:	0.79	0.58		0.58		0.00	0.37		0.37		0.67	0.16		0.79		0.79	0.31		0.31	
Delay/Veh:	45.1	28.1		28.1		33.1	29.9		29.9		33.3	19.2		30.6		56.8	29.4		29.4	
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:	45.1	28.1		28.1		33.1	29.9		29.9		33.3	19.2		30.6		56.8	29.4		29.4	
HCM2kAvg:	10	8		8		0	4		4		9	2		16		7	3		3	

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #14 Apple Valley/Hwy 18

Cycle (sec):	130	Critical Vol./Cap. (X):	1.067
Loss Time (sec):	8 (Y+R = 0 sec)	Average Delay (sec/veh):	74.9
Optimal Cycle:	130	Level Of Service:	E

Street Name:	Apple Valley Rd									Highway 18							
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:	10	20			0	10	20			0	10	20			0	10	20			0
Lanes:	2	0	1	1	0	1	0	2	1	0	2	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	327	582		184		112	598		406		218	1270		546		310	747		73	
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:	327	582		184		112	598		406		218	1270		546		310	747		73	
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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:	361	643		203		124	661		449		241	1404		603		343	826		81	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	361	643		203		124	661		449		241	1404		603		343	826		81	
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 Vol.:	361	643		203		124	661		449		241	1404		603		343	826		81	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.89	1.00		1.00		0.95	1.00		1.00		0.89	1.00		1.00		0.95	1.00		1.00	
Lanes:	2.00	1.52		0.48		1.00	2.00		1.00		2.00	2.10		0.90		1.00	2.73		0.27	
Final Sat.:	3400	2887		913		1800	3800		1900		3400	3986		1714		1800	5193		507	
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.22		0.22		0.07	0.17		0.24		0.07	0.35		0.35		0.19	0.16		0.16	
Crit Moves:				****							****			****			****			
Green Time:	27.1	27.1		27.1		28.8	28.8		28.8		10.0	42.9		42.9		23.2	56.1		56.1	
Volume/Cap:	0.51	1.07		1.07		0.31	0.79		1.07		0.92	1.07		1.07		1.07	0.37		0.37	
Delay/Veh:	46.1	103		102.8		42.8	50.7		98.3		94.9	84.9		84.9		122.5	25.1		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:	46.1	103		102.8		42.8	50.7		98.3		94.9	84.9		84.9		122.5	25.1		25.1	
HCM2kAvg:	7	24		24		4	14		26		8	36		36		20	8		8	

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #16 Corwin/Hwy 18

Cycle (sec):	120	Critical Vol./Cap. (X):	0.738
Loss Time (sec):	6 (Y+R = 0 sec)	Average Delay (sec/veh):	35.7
Optimal Cycle:	60	Level Of Service:	D

Street Name:	Corwin Rd									Highway 18							
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				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0			0	20	0			20	10	20			0	0	20			0
Lanes:	0	1	0	0	0	1	0	2	0	2	1	0	3	0	1	1	0	2	1	0
Volume Module:																				
Base Vol:	60	523		0		62	130		806		268	1267		90		0	699		24	
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:	60	523		0		62	130		806		268	1267		90		0	699		24	
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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:	66	578		0		69	144		891		296	1400		99		0	773		27	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	66	578		0		69	144		891		296	1400		99		0	773		27	
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 Vol.:	66	578		0		69	144		891		296	1400		99		0	773		27	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.95	0.95		1.00		0.95	1.00		0.95		0.95	1.00		1.00		0.95	1.00		1.00	
Lanes:	0.10	0.90		0.00		1.00	2.00		2.00		1.00	3.00		1.00		1.00	2.90		0.10	
Final Sat.:	185	1615		0		1800	3800		3600		1800	5700		1900		1800	5511		189	
Capacity Analysis Module:																				
Vol/Sat:	0.36	0.36		0.00		0.04	0.04		0.25		0.16	0.25		0.05		0.00	0.14		0.14	
Crit Moves:		****				****					****								****	
Green Time:	50.7	50.7		0.0		20.0	70.7		70.7		23.3	43.3		43.3		0.0	20.0		20.0	
Volume/Cap:	0.85	0.85		0.00		0.23	0.06		0.42		0.85	0.68		0.15		0.00	0.84		0.84	
Delay/Veh:	40.0	40.0		0.0		43.7	10.5		13.6		63.9	33.4		26.0		0.0	55.3		55.3	
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:	40.0	40.0		0.0		43.7	10.5		13.6		63.9	33.4		26.0		0.0	55.3		55.3	
HCM2kAvg:	24	24		0		2	1		9		13	15		2		0	12		12	

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #17 Tao/Hwy 18

Cycle (sec):	110	Critical Vol./Cap. (X):	0.387
Loss Time (sec):	6 (Y+R = 0 sec)	Average Delay (sec/veh):	21.6
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Tao Road									Highway 18							
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				
Rights:	Include					Include					Include					Include				
Min. Green:	10	20			0	10	20			0	10	20			0	10	20			0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	168	128		69		54	29		70		73	834		179		131	1048		17	
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:	168	128		69		54	29		70		73	834		179		131	1048		17	
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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:	186	141		76		60	32		77		81	922		198		145	1158		19	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	186	141		76		60	32		77		81	922		198		145	1158		19	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	186	141		76		60	32		77		81	922		198		145	1158		19	
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	0.97		1.00		0.95	1.00		1.00		0.95	1.00		1.00	
Lanes:	1.00	0.65		0.35		0.73	0.38		0.89		1.00	2.47		0.53		1.00	2.95		0.05	
Final Sat.:	1800	1235		665		1309	703		1697		1800	4693		1007		1800	5609		91	
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.11		0.11		0.05	0.05		0.05		0.04	0.20		0.20		0.08	0.21		0.21	
Crit Moves:		****										****							****	
Green Time:	32.6	32.6		32.6		32.6	32.6		32.6		12.7	61.4		61.4		10.0	58.7		58.7	
Volume/Cap:	0.35	0.39		0.39		0.15	0.15		0.15		0.39	0.35		0.35		0.88	0.39		0.39	
Delay/Veh:	30.8	31.2		31.2		28.6	28.6		28.6		46.2	13.4		13.4		88.7	15.2		15.2	
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:	30.8	31.2		31.2		28.6	28.6		28.6		46.2	13.4		13.4		88.7	15.2		15.2	
HCM2kAvg:	5	6		6		2	2		2		3	7		7		8	8		8	

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #18 Rancherias/Hwy 18

Cycle (sec):	100	Critical Vol./Cap. (X):	0.910
Loss Time (sec):	8 (Y+R = 0 sec)	Average Delay (sec/veh):	54.2
Optimal Cycle:	106	Level Of Service:	D

Street Name:	Rancherias Rd									Highway 18							
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	20			0	10	20			0	10	20			0	10	20			0
Lanes:	1	0	0	1	0	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	46	491		110		187	819		233		297	1123		163		156	590		184	
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:	46	491		110		187	819		233		297	1123		163		156	590		184	
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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:	51	543		122		207	905		258		328	1241		180		172	652		203	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	51	543		122		207	905		258		328	1241		180		172	652		203	
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 Vol.:	51	543		122		207	905		258		328	1241		180		172	652		203	
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	0.82		0.18		1.00	1.00		1.00		1.00	2.62		0.38		1.00	2.29		0.71	
Final Sat.:	1800	1552		348		1800	1900		1900		1800	4978		722		1800	4345		1355	
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.35		0.35		0.11	0.48		0.14		0.18	0.25		0.25		0.10	0.15		0.15	
Crit Moves:	****							****			****							****		
Green Time:	10.0	41.3		41.3		13.6	44.8		44.8		17.2	27.2		27.2		10.0	20.0		20.0	
Volume/Cap:	0.28	0.85		0.85		0.85	1.06		0.30		1.06	0.92		0.92		0.96	0.75		0.75	
Delay/Veh:	42.5	35.0		35.0		65.3	76.4		17.8		110.1	44.4		44.4		99.4	40.5		40.5	
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:	42.5	35.0		35.0		65.3	76.4		17.8		110.1	44.4		44.4		99.4	40.5		40.5	
HCM2kAvg:	2	21		21		9	40		5		17	18		18		9	10		10	

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #19 Kiowa/Hwy 18

Cycle (sec): 120 Critical Vol./Cap. (X): 0.384
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 68 Level Of Service: C

Street Name:	Kiowa Rd									Highway 18								
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	20			0	10	20			0	10	20			0	10	20			0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	113	245			76	7	305			12	45	761			251	1	460			8
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:	113	245			76	7	305			12	45	761			251	1	460			8
User Adj:	1.05	1.05			1.05	1.05	1.05			1.05	1.05	1.05			1.05	1.05	1.05			1.05
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:	125	271			84	8	337			13	50	841			277	1	508			9
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
Reduced Vol:	125	271			84	8	337			13	50	841			277	1	508			9
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 Vol.:	125	271			84	8	337			13	50	841			277	1	508			9
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	1.53			0.47	1.00	1.92			0.08	1.00	2.26			0.74	1.00	2.95			0.05
Final Sat.:	1800	2900			900	1800	3656			144	1800	4286			1414	1800	5603			97
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.09			0.09	0.00	0.09			0.09	0.03	0.20			0.20	0.00	0.09			0.09
Crit Moves:	****						****						****				****			
Green Time:	19.8	30.7			30.7	15.4	26.3			26.3	22.0	55.9			55.9	10.0	44.0			44.0
Volume/Cap:	0.42	0.36			0.36	0.03	0.42			0.42	0.15	0.42			0.42	0.01	0.25			0.25
Delay/Veh:	45.9	36.9			36.9	45.9	40.7			40.7	41.4	21.4			21.4	50.5	26.6			26.6
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:	45.9	36.9			36.9	45.9	40.7			40.7	41.4	21.4			21.4	50.5	26.6			26.6
HCM2kAvg:	4	5			5	0	6			6	2	9			9	0	4			4

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #20 Navajo/Hwy 18

Cycle (sec): 90 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 68 Level Of Service: C

Street Name:	Navajo Rd									Highway 18								
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	20			0	10	20			0	10	20			0	10	20			0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	162	30			101	37	494			29	66	552			242	146	506			34
Growth Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Initial Bse:	162	30			101	37	494			29	66	552			242	146	506			34
User Adj:	1.05	1.05			1.05	1.05	1.05			1.05	1.05	1.05			1.05	1.05	1.05			1.05
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	33			112	41	546			32	73	610			267	161	559			38
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
Reduced Vol:	179	33			112	41	546			32	73	610			267	161	559			38
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 Vol.:	179	33			112	41	546			32	73	610			267	161	559			38
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	1.89			0.11	1.00	2.09			0.91	1.00	2.81			0.19
Final Sat.:	1800	1900			1900	1800	3589			211	1800	3963			1737	1800	5341			359
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.02			0.06	0.02	0.15			0.15	0.04	0.15			0.15	0.09	0.10			0.10
Crit Moves:	****						****						****				****			
Green Time:	16.5	27.8			27.8	13.9	25.2			25.2	13.4	25.5			25.5	14.8	26.9			26.9
Volume/Cap:	0.54	0.06			0.19	0.15	0.54			0.54	0.27	0.54			0.54	0.54	0.35			0.35
Delay/Veh:	35.2	21.9			23.0	33.2	28.1			28.1	34.5	27.7			27.7	36.5	24.8			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:	35.2	21.9			23.0	33.2	28.1			28.1	34.5	27.7			27.7	36.5	24.8			24.8
HCM2kAvg:	5	1			2	1	7			7	2	7			7	5	4			4

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #21 Central/Hwy 18

Cycle (sec): 90 Critical Vol./Cap. (X): 0.313
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 66 Level Of Service: C

Street Name:	Central Rd						Highway 18					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	102	418	62	40	445	151	116	259	114	29	186	35
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:	102	418	62	40	445	151	116	259	114	29	186	35
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	113	462	69	44	492	167	128	286	126	32	206	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	462	69	44	492	167	128	286	126	32	206	39
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 Vol.:	113	462	69	44	492	167	128	286	126	32	206	39
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	2.61	0.39	1.00	2.24	0.76	1.00	2.08	0.92	1.00	2.52	0.48
Final Sat.:	1800	4964	736	1800	4256	1444	1800	3958	1742	1800	4797	903
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.02	0.12	0.12	0.07	0.07	0.07	0.02	0.04	0.04
Crit Moves:	****				****		****				****	
Green Time:	16.1	30.5	30.5	15.2	29.7	29.7	18.3	25.5	25.5	12.8	20.0	20.0
Volume/Cap:	0.35	0.27	0.27	0.15	0.35	0.35	0.35	0.26	0.26	0.13	0.19	0.19
Delay/Veh:	33.1	21.8	21.8	32.1	23.0	23.0	31.4	25.0	25.0	34.0	28.5	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	1.00
AdjDel/Veh:	33.1	21.8	21.8	32.1	23.0	23.0	31.4	25.0	25.0	34.0	28.5	28.5
HCM2kAvg:	3	4	4	1	5	5	3	3	3	1	2	2

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #22 Apple Valley/Bear Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 68 Level Of Service: C

Street Name:	Apple Valley Rd						Bear Valley Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	2	1 0	1 0	2	0 2	2 0	2	1 0	1 0	2	1 1
Volume Module:												
Base Vol:	181	120	22	159	174	550	527	1430	447	14	917	104
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:	181	120	22	159	174	550	527	1430	447	14	917	104
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	200	133	24	176	192	608	582	1581	494	15	1014	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	133	24	176	192	608	582	1581	494	15	1014	115
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 Vol.:	200	133	24	176	192	608	582	1581	494	15	1014	115
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	0.95	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.54	0.46	1.00	2.00	2.00	2.00	2.29	0.71	1.00	3.00	1.00
Final Sat.:	1800	4817	883	1800	3800	3600	3400	4343	1357	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.03	0.03	0.10	0.05	0.17	0.17	0.36	0.36	0.01	0.18	0.06
Crit Moves:	****					****			****		****	
Green Time:	14.5	23.0	23.0	11.5	20.0	20.0	37.5	47.5	47.5	10.0	20.0	20.0
Volume/Cap:	0.77	0.12	0.12	0.85	0.25	0.84	0.46	0.77	0.77	0.09	0.89	0.30
Delay/Veh:	53.9	30.5	30.5	70.0	33.9	47.5	23.8	23.0	23.0	41.1	47.0	34.1
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:	53.9	30.5	30.5	70.0	33.9	47.5	23.8	23.0	23.0	41.1	47.0	34.1
HCM2kAvg:	8	1	1	8	3	12	7	19	19	0	14	3

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #23 Deep Creek/Bear Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 60 Level Of Service: B

Street Name:	Deep Creek Rd								Bear Valley Rd							
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	0	0	0	0	0	0	0	20	0	10	20	0			
Lanes:	1	0	1	1 0	0	1	1	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	0	214	57	0	285	80	267	1699	0	84	1231	1				
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	214	57	0	285	80	267	1699	0	84	1231	1				
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05				
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	237	63	0	315	88	295	1878	0	93	1361	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	237	63	0	315	88	295	1878	0	93	1361	1				
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 Vol.:	0	237	63	0	315	88	295	1878	0	93	1361	1				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.58	0.42	0.00	2.00	1.00	1.00	3.00	0.00	1.00	2.99	0.01				
Final Sat.:	1900	3001	799	0	3800	1900	1900	5700	0	1900	5695	5				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.08	0.00	0.08	0.05	0.16	0.33	0.00	0.05	0.24	0.24				
Crit Moves:	****					****			****		****					
Green Time:	0.0	16.9	16.9	0.0	16.9	16.9	30.4	67.1	0.0	10.0	46.7	46.7				
Volume/Cap:	0.00	0.47	0.47	0.00	0.49	0.28	0.51	0.49	0.00	0.49	0.51	0.51				
Delay/Veh:	0.0	38.0	38.0	0.0	38.3	36.7	29.5	8.2	0.0	44.6	18.8	18.8				
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	38.0	38.0	0.0	38.3	36.7	29.5	8.2	0.0	44.6	18.8	18.8				
HCM2kAvg:	0	5	5	0	5	3	8	9	0	3	10	10				

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #24 Kiowa/Bear Valley

Cycle (sec): 90 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: 68 Level Of Service: C

Street Name:	Kiowa Rd								Bear Valley Rd							
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	20	0	10	20	0	10	20	0	10	20	0				
Lanes:	1	0	2	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	116	394	183	55	403	83	151	821	42	180	686	116				
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:	116	394	183	55	403	83	151	821	42	180	686	116				
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05				
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:	128	435	202	61	445	92	167	907	46	199	758	128				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	128	435	202	61	445	92	167	907	46	199	758	128				
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 Vol.:	128	435	202	61	445	92	167	907	46	199	758	128				
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	2.05	0.95	1.00	1.66	0.34	1.00	2.85	0.15	1.00	2.57	0.43				
Final Sat.:	1800	3892	1808	1800	3151	649	1800	5423	277	1800	4876	824				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.11	0.11	0.03	0.14	0.14	0.09	0.17	0.17	0.11	0.16	0.16				
Crit Moves:	****					****			****		****					
Green Time:	11.9	23.7	23.7	11.8	23.6	23.6	15.5	28.0	28.0	18.5	31.0	31.0				
Volume/Cap:	0.54	0.42	0.42	0.26	0.54	0.54	0.54	0.54	0.54	0.54	0.45	0.45				
Delay/Veh:	38.9	27.7	27.7	35.7	29.1	29.1	35.9	26.0	26.0	33.5	23.1	23.1				
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:	38.9	27.7	27.7	35.7	29.1	29.1	35.9	26.0	26.0	33.5	23.1	23.1				
HCM2kAvg:	4	5	5	2	7	7	5	8	8	6	7	7				

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #25 Navajo/Bear Valley

Cycle (sec): 90 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 68 Level Of Service: C

Street Name:	Navajo Rd						Bear Valley Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	51	99	114	276	233	253	239	794	99	141	613	136
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:	51	99	114	276	233	253	239	794	99	141	613	136
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	56	109	126	305	258	280	264	878	109	156	678	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	109	126	305	258	280	264	878	109	156	678	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	109	126	305	258	280	264	878	109	156	678	150
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	2.00	1.00	1.00	2.67	0.33	1.00	2.46	0.54
Final Sat.:	1800	1900	1900	1800	3800	1900	1800	5068	632	1800	4665	1035
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.07	0.17	0.07	0.15	0.15	0.17	0.17	0.09	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	14.2	20.0	20.0	22.5	28.3	28.3	19.5	26.3	26.3	13.2	20.0	20.0
Volume/Cap:	0.20	0.26	0.30	0.68	0.22	0.47	0.68	0.59	0.59	0.59	0.65	0.65
Delay/Veh:	33.3	29.0	29.4	34.6	22.7	25.3	37.1	27.8	27.8	39.5	33.1	33.1
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:	33.3	29.0	29.4	34.6	22.7	25.3	37.1	27.8	27.8	39.5	33.1	33.1
HCM2kAvg:	1	3	3	9	3	6	8	8	8	5	8	8

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #26 Central/Bear Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 20 (Y+R = 0 sec) Average Delay (sec/veh): 35.8
Optimal Cycle: 72 Level Of Service: D

Street Name:	Central Rd						Bear Valley Road					
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:	6	6	0	6	6	0	6	6	0	6	6	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	79	131	92	32	105	254	429	423	158	99	434	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	131	92	32	105	254	429	423	158	99	434	4
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	87	145	102	35	116	281	474	468	175	109	480	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	145	102	35	116	281	474	468	175	109	480	4
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 Vol.:	87	145	102	35	116	281	474	468	175	109	480	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.18	0.82	1.00	2.97	0.03
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	4150	1550	1900	5648	52
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.05	0.02	0.03	0.15	0.25	0.11	0.11	0.06	0.08	0.08
Crit Moves:	****						****	****				****
Green Time:	7.0	14.7	14.7	14.7	22.4	22.4	37.8	44.7	44.7	6.0	12.9	12.9
Volume/Cap:	0.66	0.26	0.36	0.13	0.14	0.66	0.66	0.25	0.25	0.96	0.66	0.66
Delay/Veh:	57.1	38.0	38.8	37.3	31.1	38.1	28.1	17.3	17.3	118.2	43.7	43.7
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:	57.1	38.0	38.8	37.3	31.1	38.1	28.1	17.3	17.3	118.2	43.7	43.7
HCM2kAvg:	4	2	3	1	1	9	13	4	4	6	6	6

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #27 Bear Valley Cutoff/Hwy 18

Cycle (sec):	100	Critical Vol./Cap. (X):	0.228
Loss Time (sec):	6 (Y+R = 0 sec)	Average Delay (sec/veh):	23.9
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Highway 18									Bear Valley Cutoff							
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					Permitted					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	10	20		0		10	20		0		10	20		0		10	20		0	
Lanes:	1	0	2	0	0	0	0	2	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	220	521		0		0	365		46		5		0		232		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 Bse:	220	521		0		0	365		46		5		0		232		0		0	
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05		1.05		1.05		1.05		1.05	
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:	243	576		0		0	403		51		6		0		256		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
Reduced Vol:	243	576		0		0	403		51		6		0		256		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 Vol.:	243	576		0		0	403		51		6		0		256		0		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:	1.00	2.00		0.00		0.00	2.66		0.34		1.00		0.00		1.00		0.00		0.00	
Final Sat.:	1800	3800		0		0	5062		638		1800		0		1900		0		0	
Capacity Analysis Module:																				
Vol/Sat:	0.14	0.15		0.00		0.00	0.08		0.08		0.00		0.00		0.13		0.00		0.00	
Crit Moves:		****										****					****			
Green Time:	46.5	49.3		0.0		0.0	27.5		27.5		20.0		0.0		20.0		0.0		0.0	
Volume/Cap:	0.29	0.31		0.00		0.00	0.29		0.29		0.02		0.00		0.67		0.00		0.00	
Delay/Veh:	16.7	15.2		0.0		0.0	28.7		28.7		32.1		0.0		41.7		0.0		0.0	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	16.7	15.2		0.0		0.0	28.7		28.7		32.1		0.0		41.7		0.0		0.0	
HCM2kAvg:	5	5		0		0	4		4		0		0		8		0		0	

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #28 Beekley/SR-138

Cycle (sec):	110	Critical Vol./Cap. (X):	0.597
Loss Time (sec):	8 (Y+R = 0 sec)	Average Delay (sec/veh):	38.2
Optimal Cycle:	68	Level Of Service:	D

Street Name:	Beekley Rd									SR-138							
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	20		0		10	20		0		10	20		0		10	20		0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	656	388		11		270	29		32		28	362		274		16	352		41	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	656	388		11		270	29		32		28	362		274		16	352		41	
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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:	725	429		12		298	32		35		31	400		303		18	389		45	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	725	429		12		298	32		35		31	400		303		18	389		45	
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 Vol.:	725	429		12		298	32		35		31	400		303		18	389		45	
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	0.97		0.03		1.00	0.48		0.52		1.00	2.00		1.00		1.00	2.69		0.31	
Final Sat.:	1800	1848		52		1800	903		997		1800	3800		1900		1800	5105		595	
Capacity Analysis Module:																				
Vol/Sat:	0.40	0.23		0.23		0.17	0.04		0.04		0.02	0.11		0.16		0.01	0.08		0.08	
Crit Moves:		****							****					****			****			
Green Time:	52.0	42.0		42.0		30.0	20.0		20.0		10.0	20.0		20.0		10.0	20.0		20.0	
Volume/Cap:	0.85	0.61		0.61		0.61	0.20		0.20		0.19	0.58		0.88		0.11	0.42		0.42	
Delay/Veh:	33.9	28.9		28.9		37.1	38.5		38.5		46.8	41.9		54.5		46.2	40.1		40.1	
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:	33.9	28.9		28.9		37.1	38.5		38.5		46.8	41.9		54.5		46.2	40.1		40.1	
HCM2kAvg:	24	12		12		9	2		2		1	7		13		1	5		5	

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #29 Deep Creek/Rock Springs

Cycle (sec): 90 Critical Vol./Cap. (X): 0.299
Loss Time (sec): 4 (Y+R = 0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 60 Level Of Service: B

Street Name:	Deep Creek Rd									Rock Springs Rd							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	10	20		0		10	20		0		10	20		0		10	20		0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	144	48		10		11	93		230		127	631		165		10	313		11	
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:	144	48		10		11	93		230		127	631		165		10	313		11	
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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:	159	53		11		12	103		254		140	697		182		11	346		12	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	159	53		11		12	103		254		140	697		182		11	346		12	
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 Vol.:	159	53		11		12	103		254		140	697		182		11	346		12	
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	1.66		0.34		1.00	1.00		1.00		1.00	1.59		0.41		1.00	1.93		0.07	
Final Sat.:	1800	3145		655		1800	1900		1900		1800	3012		788		1800	3671		129	
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.02		0.02		0.01	0.05		0.13		0.08	0.23		0.23		0.01	0.09		0.09	
Crit Moves:											****			****						
Green Time:	20.0	20.0		20.0		20.0	20.0		20.0		66.0	66.0		66.0		66.0	66.0		66.0	
Volume/Cap:	0.40	0.08		0.08		0.03	0.24		0.60		0.11	0.32		0.32		0.01	0.13		0.13	
Delay/Veh:	30.5	27.7		27.7		27.4	28.9		33.2		3.5	4.2		4.2		3.2	3.6		3.6	
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:	30.5	27.7		27.7		27.4	28.9		33.2		3.5	4.2		4.2		3.2	3.6		3.6	
HCM2kAvg:	4	1		1		0	2		7		1	4		4		0	1		1	

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #30 Vista/National Trails Hw

Cycle (sec): 100 Critical Vol./Cap. (X): 0.322
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 68 Level Of Service: C

Street Name:	Vista Rd									National Trails Highway							
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					Permitted					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	10	20		0		10	20		0		10	20		0		10	20		0	
Lanes:	1	0	3	0	0	0	0	2	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	100	53		0		0	54		404		56	0		118		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:	100	53		0		0	54		404		56	0		118		0	0		0	
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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:	111	59		0		0	60		447		62	0		130		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	111	59		0		0	60		447		62	0		130		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 Vol.:	111	59		0		0	60		447		62	0		130		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	0.95		0.95		0.95	1.00		1.00	
Lanes:	1.00	3.00		0.00		0.00	2.00		1.00		0.32	0.00		0.68		0.00	0.00		0.00	
Final Sat.:	1800	5700		0		0	3800		1900		579	0		1221		0	0		0	
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.01		0.00		0.00	0.02		0.24		0.11	0.00		0.11		0.00	0.00		0.00	
Crit Moves:				****										****			****			
Green Time:	14.9	48.0		0.0		0.0	57.1		57.1		20.0	0.0		20.0		0.0	0.0		0.0	
Volume/Cap:	0.41	0.02		0.00		0.00	0.03		0.41		0.53	0.00		0.53		0.00	0.00		0.00	
Delay/Veh:	39.6	13.7		0.0		0.0	9.4		12.3		37.4	0.0		37.4		0.0	0.0		0.0	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	39.6	13.7		0.0		0.0	9.4		12.3		37.4	0.0		37.4		0.0	0.0		0.0	
HCM2kAvg:	3	0		0		0	0		8		6	0		6		0	0		0	

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #31 US-395/Phelan

Cycle (sec):	90	Critical Vol./Cap. (X):	1.087
Loss Time (sec):	8 (Y+R = 0 sec)	Average Delay (sec/veh):	63.1
Optimal Cycle:	130	Level Of Service:	E

Street Name:	US-395						Phelan Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	605	1595	22	252	1047	113	170	675	233	11	921	481
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:	605	1595	22	252	1047	113	170	675	233	11	921	481
User Adj:	1.05	1.10	1.05	1.05	1.10	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	669	1851	24	279	1215	125	188	746	258	12	1018	532
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	669	1851	24	279	1215	125	188	746	258	12	1018	532
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 Vol.:	669	1851	24	279	1215	125	188	746	258	12	1018	532
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	2.96	0.04	1.00	2.72	0.28	1.00	2.23	0.77	1.00	2.00	1.00
Final Sat.:	1800	5626	74	1800	5169	531	1800	4237	1463	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.37	0.33	0.33	0.15	0.24	0.24	0.10	0.18	0.18	0.01	0.27	0.28
Crit Moves:	****				****		****					****
Green Time:	29.7	33.8	33.8	15.9	20.0	20.0	10.0	21.6	21.6	10.8	22.3	22.3
Volume/Cap:	1.13	0.88	0.88	0.88	1.06	1.06	0.94	0.73	0.73	0.06	1.08	1.13
Delay/Veh:	107.4	30.6	30.6	59.0	77.1	77.1	86.3	33.7	33.7	35.2	82.1	101.0
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:	107.4	30.6	30.6	59.0	77.1	77.1	86.3	33.7	33.7	35.2	82.1	101.0
HCM2kAvg:	32	19	19	11	20	20	9	10	10	0	23	26

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #32 Sheep Creek/Hwy 18

Cycle (sec):	100	Critical Vol./Cap. (X):	0.174
Loss Time (sec):	8 (Y+R = 0 sec)	Average Delay (sec/veh):	32.7
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Sheep Creek						Highway 18					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	10	0	58	159	0	67	9	295	0	48	293	240
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:	10	0	58	159	0	67	9	295	0	48	293	240
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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	0	64	176	0	74	10	326	0	53	324	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	64	176	0	74	10	326	0	53	324	265
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 Vol.:	11	0	64	176	0	74	10	326	0	53	324	265
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	1.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3800	0	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.10	0.00	0.04	0.01	0.09	0.00	0.03	0.09	0.14
Crit Moves:	****						****		****		****	
Green Time:	10.0	0.0	20.7	10.0	0.0	20.7	20.4	45.6	0.0	15.7	40.9	40.9
Volume/Cap:	0.06	0.00	0.16	0.98	0.00	0.19	0.03	0.19	0.00	0.19	0.21	0.34
Delay/Veh:	40.9	0.0	32.7	104.8	0.0	32.9	31.9	16.2	0.0	37.0	19.2	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	0.0	32.7	104.8	0.0	32.9	31.9	16.2	0.0	37.0	19.2	20.4
HCM2kAvg:	0	0	2	9	0	2	0	3	0	2	3	6

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #33 SR-138/Summit Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 60 Level Of Service: B

Street Name:	Summit Valley Rd									SH-138			
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	10		0		0	10		20		0	0		20		0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0		0		0	35		0		27	174		1286		0	0		457		51
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	1.00
Initial Bse:	0		0		0	35		0		27	174		1286		0	0		457		51
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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	0.95
PHF Volume:	0		0		0	39		0		30	192		1421		0	0		505		56
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	39		0		30	192		1421		0	0		505		56
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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0		0		0	39		0		30	192		1421		0	0		505		56
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.80	0.20								
Final Sat.:	0		0		0	1900		0		1900	1900		3800		0	0		3419		381
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.10	0.37	0.00	0.00	0.15	0.15								
Crit Moves:					****				****			****								
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	64.0	84.0	0.0	0.0	20.0	20.0								
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.16	0.16	0.45	0.00	0.00	0.74	0.74								
Delay/Veh:	0.0	0.0	0.0	41.9	0.0	41.5	7.3	2.1	0.0	0.0	41.4	41.4								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	0.0	0.0	0.0	41.9	0.0	41.5	7.3	2.1	0.0	0.0	41.4	41.4								
HCM2kAvg:	0		0		0	1		0		2	6		0		0	10		10		

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #34 Escondido/Main

Cycle (sec): 90 Critical Vol./Cap. (X): 0.753
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 35.5
Optimal Cycle: 68 Level Of Service: D

Street Name:	Escondido									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		20		0	10		20		0	10		20		0	10		20		0
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	310	390	202	102	311	2		3	1170	326	236	922	91							
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:	310	390	202	102	311	2		3	1170	326	236	922	91							
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05							
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:	343	431	223	113	344	2		3	1293	360	261	1019	101							
Reduct Vol:	0	0	0	0	0	0		0	0	0	0	0	0							
Reduced Vol:	343	431	223	113	344	2		3	1293	360	261	1019	101							
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00							
Final Vol.:	343	431	223	113	344	2		3	1293	360	261	1019	101							
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								
Lanes:	1.00	2.00	1.00	1.00	2.98	0.02	1.00	2.35	0.65	1.00	2.73	0.27								
Final Sat.:	1800	3800	1900	1800	5664	36	1800	4458	1242	1800	5188	512								
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.11	0.12	0.06	0.06	0.06	0.00	0.29	0.29	0.14	0.20	0.20								
Crit Moves:	****					****			****		****									
Green Time:	18.9	25.9	25.9	13.0	20.0	20.0	14.4	28.8	28.8	14.4	28.8	28.8								
Volume/Cap:	0.91	0.39	0.41	0.44	0.27	0.27	0.01	0.91	0.91	0.91	0.61	0.61								
Delay/Veh:	59.7	25.9	26.0	36.3	29.1	29.1	31.8	36.4	36.4	67.5	26.6	26.6								
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:	59.7	25.9	26.0	36.3	29.1	29.1	31.8	36.4	36.4	67.5	26.6	26.6								
HCM2kAvg:	13		5		5	3		3		0	19		19		11		9		9	

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #35 Maple Main

Cycle (sec): 130 Critical Vol./Cap. (X): 0.499
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: 68 Level Of Service: C

Street Name:	Maple Ave									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	20	0	10	20	0	10	20	0	10	20	0			
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0			
Volume Module:															
Base Vol:	156	443	93	201	506	36	3	1154	188	99	1246	138			
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:	156	443	93	201	506	36	3	1154	188	99	1246	138			
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05			
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:	172	490	103	222	559	40	3	1275	208	109	1377	153			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	172	490	103	222	559	40	3	1275	208	109	1377	153			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	172	490	103	222	559	40	3	1275	208	109	1377	153			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.58	0.42	1.00	2.70	0.30			
Final Sat.:	3400	3800	1900	3400	3800	1900	1800	4901	799	1800	5132	568			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.13	0.05	0.07	0.15	0.02	0.00	0.26	0.26	0.06	0.27	0.27			
Crit Moves:	****				****		****				****				
Green Time:	12.2	31.7	31.7	15.8	35.4	35.4	10.0	64.5	64.5	10.0	64.5	64.5			
Volume/Cap:	0.54	0.53	0.22	0.54	0.54	0.08	0.02	0.52	0.52	0.79	0.54	0.54			
Delay/Veh:	58.1	43.2	39.5	55.0	41.0	35.3	55.6	22.5	22.5	84.6	22.8	22.8			
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:	58.1	43.2	39.5	55.0	41.0	35.3	55.6	22.5	22.5	84.6	22.8	22.8			
HCM2kAvg:	4	9	3	5	10	1	0	13	13	6	14	14			

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #36 Cottonwood/Main

Cycle (sec): 120 Critical Vol./Cap. (X): 0.865
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 33.4
Optimal Cycle: 81 Level Of Service: C

Street Name:	Cottonwood Ave									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			Permitted			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0			
Lanes:	1 0	0 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0			
Volume Module:															
Base Vol:	32	263	72	525	279	102	236	1542	15	49	1564	265			
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:	32	263	72	525	279	102	236	1542	15	49	1564	265			
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05			
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:	35	291	80	580	308	113	261	1704	17	54	1729	293			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	35	291	80	580	308	113	261	1704	17	54	1729	293			
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 Vol.:	35	291	80	580	308	113	261	1704	17	54	1729	293			
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	0.79	0.21	1.00	1.46	0.54	1.00	2.97	0.03	1.00	2.57	0.43			
Final Sat.:	1800	1492	408	1800	2783	1017	1800	5645	55	1800	4874	826			
Capacity Analysis Module:															
Vol/Sat:	0.02	0.19	0.19	0.32	0.11	0.11	0.14	0.30	0.30	0.03	0.35	0.35			
Crit Moves:				****			****				****				
Green Time:	44.7	44.7	44.7	44.7	44.7	44.7	20.1	59.3	59.3	10.0	49.2	49.2			
Volume/Cap:	0.05	0.52	0.52	0.87	0.30	0.30	0.87	0.61	0.61	0.36	0.87	0.87			
Delay/Veh:	24.1	30.0	30.0	46.2	26.7	26.7	70.7	22.4	22.4	53.5	36.0	36.0			
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:	24.1	30.0	30.0	46.2	26.7	26.7	70.7	22.4	22.4	53.5	36.0	36.0			
HCM2kAvg:	1	11	11	22	5	5	12	15	15	2	25	25			

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #37 Seventh/Main

Cycle (sec): 130 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 68 Level Of Service: C

Street Name:	Seventh									Main St					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected				
Rights:	Include					Include					Include				
Min. Green:	10		20		0	10		20		0	10		20		0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0
Volume Module:															
Base Vol:	120		266		43	155		303		167	159		1743		196	28		1532		131
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:	120		266		43	155		303		167	159		1743		196	28		1532		131
User Adj:	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05
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:	133		294		48	171		335		185	176		1926		217	31		1693		145
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	133		294		48	171		335		185	176		1926		217	31		1693		145
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	133		294		48	171		335		185	176		1926		217	31		1693		145
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		1.72		0.28	1.00		1.29		0.71	1.00		2.70		0.30	1.00		2.76		0.24
Final Sat.:	1800		3271		529	1800		2450		1350	1800		5124		576	1800		5251		449
Capacity Analysis Module:																				
Vol/Sat:	0.07		0.09		0.09	0.10		0.14		0.14	0.10		0.38		0.38	0.02		0.32		0.32
Crit Moves:			****					****							****			****		
Green Time:	12.9		20.0		20.0	18.6		25.7		25.7	19.4		73.4		73.4	10.0		64.0		64.0
Volume/Cap:	0.74		0.58		0.58	0.67		0.69		0.69	0.65		0.67		0.67	0.22		0.65		0.65
Delay/Veh:	72.6		52.7		52.7	59.2		51.2		51.2	57.9		20.3		20.3	57.2		25.3		25.3
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:	72.6		52.7		52.7	59.2		51.2		51.2	57.9		20.3		20.3	57.2		25.3		25.3
HCM2kAvg:	7		7		7	8		11		11	8		20		20	1		18		18

Victor Valley Area Transportation Study (VVATS)
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PM Peak Hour

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

Intersection #38 I Ave/Main

Cycle (sec): 90 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 30.5
Optimal Cycle: 68 Level Of Service: C

Street Name:	I Avenue									Main St					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected				
Rights:	Include					Ovl					Include				
Min. Green:	10		20		0	10		20		0	10		20		0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	1	0
Volume Module:															
Base Vol:	364		236		26	146		454		168	212		758		307	25		432		65
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:	364		236		26	146		454		168	212		758		307	25		432		65
User Adj:	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05
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:	402		261		29	161		502		186	234		838		339	28		477		72
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	402		261		29	161		502		186	234		838		339	28		477		72
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 Vol.:	402		261		29	161		502		186	234		838		339	28		477		72
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	0.89		1.00		1.00	0.89		1.00		1.00
Lanes:	1.00		2.00		1.00	1.00		2.00		1.00	2.00		2.14		0.86	2.00		2.61		0.39
Final Sat.:	1800		3800		1900	1800		3800		1900	3400		4057		1643	3400		4955		745
Capacity Analysis Module:																				
Vol/Sat:	0.22		0.07		0.02	0.09		0.13		0.10	0.07		0.21		0.21	0.01		0.10		0.10
Crit Moves:	****									****					****			****		
Green Time:	27.0		31.4		31.4	15.7		20.0		31.7	11.7		25.0		25.0	10.0		23.3		23.3
Volume/Cap:	0.74		0.20		0.04	0.51		0.59		0.28	0.53		0.74		0.74	0.07		0.37		0.37
Delay/Veh:	33.9		20.6		19.4	35.2		32.5		21.2	37.9		31.6		31.6	35.9		27.5		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:	33.9		20.6		19.4	35.2		32.5		21.2	37.9		31.6		31.6	35.9		27.5		27.5
HCM2kAvg:	12		3		1	5		7		4	4		11		11	0		4		4

Victor Valley Area Transportation Study (VVATS)
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PM Peak Hour

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

Intersection #39 Seventh/Bear Valley

Cycle (sec): 90 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 29.4
Optimal Cycle: 68 Level Of Service: C

Street Name:	Seventh									Bear Valley Rd							
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	20			0	10	20			0	10	20			0	10	20			0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	3	0	1	1	0	3	0	1
Volume Module:																				
Base Vol:	127	316		161		85	333		90		73	1797		137		277	1757		85	
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:	127	316		161		85	333		90		73	1797		137		277	1757		85	
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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:	140	349		178		94	368		99		81	1986		151		306	1942		94	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	140	349		178		94	368		99		81	1986		151		306	1942		94	
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 Vol.:	140	349		178		94	368		99		81	1986		151		306	1942		94	
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	1.32		0.68		1.00	1.57		0.43		1.00	3.00		1.00		1.00	3.00		1.00	
Final Sat.:	1800	2517		1283		1800	2991		809		1800	5700		1900		1800	5700		1900	
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.14		0.14		0.05	0.12		0.12		0.04	0.35		0.08		0.17	0.34		0.05	
Crit Moves:	****								****					****					****	
Green Time:	10.0	20.0		20.0		10.0	20.0		20.0		10.0	34.9		34.9		17.1	42.0		42.0	
Volume/Cap:	0.70	0.62		0.62		0.47	0.55		0.55		0.40	0.90		0.21		0.90	0.73		0.11	
Delay/Veh:	49.2	33.1		33.1		39.3	31.8		31.8		38.6	31.2		18.4		60.6	20.5		13.5	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	49.2	33.1		33.1		39.3	31.8		31.8		38.6	31.2		18.4		60.6	20.5		13.5	
HCM2kAvg:	5	7		7		3	6		6		3	21		3		12	16		1	

Victor Valley Area Transportation Study (VVATS)
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Hesperia/Bear Valley

Cycle (sec): 120 Critical Vol./Cap. (X): 0.903
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 51.7
Optimal Cycle: 109 Level Of Service: D

Street Name:	Hesperia Rd									Bear Valley Rd							
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	20			0	10	20			0	10	20			0	10	20			0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	190	546		216		392	630		110		209	1541		172		291	1518		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 Bse:	190	546		216		392	630		110		209	1541		172		291	1518		50	
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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:	210	603		239		433	696		122		231	1703		190		322	1678		55	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	210	603		239		433	696		122		231	1703		190		322	1678		55	
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 Vol.:	210	603		239		433	696		122		231	1703		190		322	1678		55	
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:	1.00	2.00		1.00		2.00	1.70		0.30		1.00	2.70		0.30		1.00	2.90		0.10	
Final Sat.:	1800	3800		1900		3400	3235		565		1800	5128		572		1800	5518		182	
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.16		0.13		0.13	0.22		0.22		0.13	0.33		0.33		0.18	0.30		0.30	
Crit Moves:	****								****					****					****	
Green Time:	15.5	20.0		20.0		24.1	28.6		28.6		20.2	44.1		44.1		23.7	47.7		47.7	
Volume/Cap:	0.90	0.95		0.75		0.63	0.90		0.90		0.76	0.90		0.90		0.90	0.76		0.76	
Delay/Veh:	85.6	74.1		57.5		45.9	56.6		56.6		58.7	47.8		41.8		72.2	38.4		32.9	
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:	85.6	74.1		57.5		45.9	56.6		56.6		58.7	47.8		41.8		72.2	38.4		32.9	
HCM2kAvg:	11	15		10		8	18		18		10	26		26		15	20		20	

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #41 I Ave/Bear Valley

Cycle (sec): 130 Critical Vol./Cap. (X): 0.845
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 48.7
Optimal Cycle:OPTIMIZED Level Of Service: D

Street Name:	I Avenue								Bear Valley Rd							
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:	10	20	0		10	20	0		10	20	0		10	20	0	
Lanes:	1 0	1	1	0	1 0	1	1	0	1 0	3	0	1	2 0	2	1	0
Volume Module:																
Base Vol:	406	47	328		37	28	41		47	2410	338		185	1802	8	
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:	406	47	328		37	28	41		47	2410	338		185	1802	8	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
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:	449	52	363		41	31	45		52	2664	374		204	1992	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	449	52	363		41	31	45		52	2664	374		204	1992	9	
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 Vol.:	449	52	363		41	31	45		52	2664	374		204	1992	9	
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		0.89	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	3.00	1.00		2.00	2.99	0.01	
Final Sat.:	1800	1900	1900		1800	1900	1900		1800	5700	1900		3400	5675	25	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.03	0.19		0.02	0.02	0.02		0.03	0.47	0.20		0.06	0.35	0.35	
Crit Moves:	****						****				****			****		
Green Time:	32.0	32.0	32.0		20.0	20.0	20.0		10.0	60.0	60.0		10.0	60.0	60.0	
Volume/Cap:	1.01	0.11	0.78		0.15	0.11	0.16		0.38	1.01	0.43		0.78	0.76	0.76	
Delay/Veh:	94.9	38.0	52.6		47.9	47.4	47.8		58.7	55.7	23.8		73.0	30.4	30.4	
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:	94.9	38.0	52.6		47.9	47.4	47.8		58.7	55.7	23.8		73.0	30.4	30.4	
HCM2kAvg:	24	2	15		1	1	2		2	43	10		6	23	23	

Victor Valley Area Transportation Study (VVATS)
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PM Peak Hour

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

Intersection #42 Mariposa/Ranchero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: 68 Level Of Service: C

Street Name:	Mariposa Rd								Ranchero Rd							
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	20	0		10	20	0		10	20	0		10	20	0	
Lanes:	1 0	1	1	0	1 0	1	1	0	1 0	2	1	0	1 0	2	1	0
Volume Module:																
Base Vol:	18	346	523		80	38	29		226	1301	20		114	462	73	
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:	18	346	523		80	38	29		226	1301	20		114	462	73	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
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:	20	382	578		88	42	32		250	1438	22		126	511	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	382	578		88	42	32		250	1438	22		126	511	81	
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 Vol.:	20	382	578		88	42	32		250	1438	22		126	511	81	
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	1.13	0.87		1.00	2.95	0.05		1.00	2.59	0.41	
Final Sat.:	1800	1900	1900		1800	2155	1645		1800	5614	86		1800	4922	778	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.20	0.30		0.05	0.02	0.02		0.14	0.26	0.26		0.07	0.10	0.10	
Crit Moves:					****	****					****			****		
Green Time:	16.4	39.1	39.1		10.0	32.7	32.7		22.9	32.9	32.9		10.0	20.0	20.0	
Volume/Cap:	0.07	0.51	0.78		0.49	0.06	0.06		0.61	0.78	0.78		0.70	0.52	0.52	
Delay/Veh:	35.5	23.5	29.9		44.7	23.1	23.1		37.1	32.4	32.4		55.2	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:	35.5	23.5	29.9		44.7	23.1	23.1		37.1	32.4	32.4		55.2	36.1	36.1	
HCM2kAvg:	1	9	17		3	1	1		8	15	15		5	6	6	

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #43 US-395/Eucalyptus

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 68 Level Of Service: C

Street Name:	US-395									Eucalyptus 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	20			0	0	20			0	10	20			0	10	20			0
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	304	1839			28	0	1224			9	2		57		102	23		153		39
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:	304	1839			28	0	1224			9	2		57		102	23		153		39
User Adj:	1.05	1.10			1.05	1.05	1.10			1.05	1.05		1.05		1.05	1.05		1.05		1.05
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:	336	2134			31	0	1420			10	2		63		113	25		169		43
Reduct Vol:	0	0			0	0	0			0	0		0		0	0		0		0
Reduced Vol:	336	2134			31	0	1420			10	2		63		113	25		169		43
PCE Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	336	2134			31	0	1420			10	2		63		113	25		169		43
Saturation Flow Module:																				
Sat/Lane:	1900	1900			1900	1900	1900			1900	1900		1900		1900	1900		1900		1900
Adjustment:	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00	2.96			0.04	1.00	2.98			0.02	1.00		1.00		1.00	1.00		1.59		0.41
Final Sat.:	1900	5619			81	1900	5660			40	1900		1900		1900	1900		3028		772
Capacity Analysis Module:																				
Vol/Sat:	0.18	0.38			0.38	0.00	0.25			0.25	0.00		0.03		0.06	0.01		0.06		0.06
Crit Moves:	****						****				****							****		
Green Time:	25.6	62.0			62.0	0.0	36.4			36.4	10.0		20.0		20.0	10.0		20.0		20.0
Volume/Cap:	0.69	0.61			0.61	0.00	0.69			0.69	0.01		0.17		0.30	0.13		0.28		0.28
Delay/Veh:	37.8	12.0			12.0	0.0	28.0			28.0	40.6		33.2		34.3	41.4		34.1		34.1
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:	37.8	12.0			12.0	0.0	28.0			28.0	40.6		33.2		34.3	41.4		34.1		34.1
HCM2kAvg:	10	14			14	0	13			13	0		2		3	1		3		3

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #44 US-395/Bear Valley

Cycle (sec): 90 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 68 Level Of Service: D

Street Name:	US-395									Bear Valley Rd							
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	20			0	10	20			0	10	20			0	10	20			0
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	248	1121			191	270	845			140	96		697		169	102		855		306
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:	248	1121			191	270	845			140	96		697		169	102		855		306
User Adj:	1.05	1.10			1.05	1.05	1.10			1.05	1.05		1.05		1.05	1.05		1.05		1.05
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:	274	1301			211	298	981			155	106		770		187	113		945		338
Reduct Vol:	0	0			0	0	0			0	0		0		0	0		0		0
Reduced Vol:	274	1301			211	298	981			155	106		770		187	113		945		338
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 Vol.:	274	1301			211	298	981			155	106		770		187	113		945		338
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	2.58			0.42	1.00	2.59			0.41	1.00		2.41		0.59	1.00		2.21		0.79
Final Sat.:	1800	4904			796	1800	4923			777	1800		4588		1112	1800		4198		1502
Capacity Analysis Module:																				
Vol/Sat:	0.15	0.27			0.27	0.17	0.20			0.20	0.06		0.17		0.17	0.06		0.23		0.23
Crit Moves:	****					****					****							****		
Green Time:	27.3	29.1			29.1	18.2	20.0			20.0	10.0		23.1		23.1	11.6		24.7		24.7
Volume/Cap:	0.50	0.82			0.82	0.82	0.90			0.90	0.53		0.65		0.65	0.49		0.82		0.82
Delay/Veh:	26.5	31.1			31.1	48.1	42.6			42.6	40.5		30.9		30.9	38.1		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:	26.5	31.1			31.1	48.1	42.6			42.6	40.5		30.9		30.9	38.1		34.2		34.2
HCM2kAvg:	7	15			15	10	14			14	4		9		9	4		14		14

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #45 US-395/La Mesa

Cycle (sec): 100 Critical Vol./Cap. (X): 0.720
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 60 Level Of Service: C

Street Name:	US-395									La Mesa Rd		
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:	6	6	0	6	6	0	6	6	0	6	6	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	44	1767	4	153	1412	82	93	223	25	5	322	224
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:	44	1767	4	153	1412	82	93	223	25	5	322	224
User Adj:	1.05	1.10	1.05	1.05	1.10	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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	2051	4	169	1639	91	103	246	28	6	356	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2051	4	169	1639	91	103	246	28	6	356	248
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 Vol.:	49	2051	4	169	1639	91	103	246	28	6	356	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.84	0.16	1.00	1.80	0.20	1.00	1.18	0.82
Final Sat.:	1900	5688	12	1900	5401	299	1900	3417	383	1900	2241	1559
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.09	0.30	0.30	0.05	0.07	0.07	0.00	0.16	0.16
Crit Moves:		****			****			****			****	
Green Time:	6.0	50.1	50.1	12.4	56.4	56.4	7.5	23.6	23.6	6.0	22.1	22.1
Volume/Cap:	0.43	0.72	0.72	0.72	0.54	0.54	0.72	0.31	0.31	0.05	0.72	0.72
Delay/Veh:	47.9	20.4	20.4	52.5	13.8	13.8	61.5	31.7	31.7	44.5	39.2	39.2
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:	47.9	20.4	20.4	52.5	13.8	13.8	61.5	31.7	31.7	44.5	39.2	39.2
HCM2kAvg:	2	17	17	7	11	11	5	4	4	0	10	10

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #46 US-395/Mojave Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 33.2
Optimal Cycle: 68 Level Of Service: C

Street Name:	US-395									Mojave Dr		
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	202	912	50	323	1113	202	105	467	188	60	626	328
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:	202	912	50	323	1113	202	105	467	188	60	626	328
User Adj:	1.05	1.10	1.05	1.05	1.10	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	223	1058	55	357	1292	223	116	516	208	66	692	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	1058	55	357	1292	223	116	516	208	66	692	363
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 Vol.:	223	1058	55	357	1292	223	116	516	208	66	692	363
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	2.85	0.15	1.00	2.56	0.44	1.00	2.14	0.86	1.00	2.00	1.00
Final Sat.:	1800	5417	283	1800	4860	840	1800	4064	1636	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.20	0.27	0.27	0.06	0.13	0.13	0.04	0.18	0.19
Crit Moves:		****			****			****			****	
Green Time:	17.8	27.8	27.8	28.2	38.2	38.2	10.0	24.0	24.0	12.0	25.9	25.9
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.70	0.64	0.53	0.53	0.31	0.70	0.74
Delay/Veh:	45.0	33.8	33.8	36.5	27.0	27.0	51.1	33.5	33.5	41.0	35.1	35.9
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:	45.0	33.8	33.8	36.5	27.0	27.0	51.1	33.5	33.5	41.0	35.1	35.9
HCM2kAvg:	8	11	11	11	14	14	5	7	7	2	11	12

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #47 US-395/Hopland

Cycle (sec):	100	Critical Vol./Cap. (X):	0.266
Loss Time (sec):	8 (Y+R = 0 sec)	Average Delay (sec/veh):	18.0
Optimal Cycle:	68	Level Of Service:	B

Street Name:	US-395								Hopland Rd			
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	20	0		10	20	0		10	20	0		10	20	0	
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	14	609	0		0	969	2		2	2	0		33	63	0	1
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:	14	609	0		0	969	2		2	2	0		33	63	0	1
User Adj:	1.05	1.10	1.05		1.05	1.10	1.05		1.05	1.05	1.05		1.05	1.05	1.05	1.05
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:	15	707	0		0	1125	2		2	2	0		36	70	0	1
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	0
Reduced Vol:	15	707	0		0	1125	2		2	2	0		36	70	0	1
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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Final Vol.:	15	707	0		0	1125	2		2	2	0		36	70	0	1
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:	1.00	3.00	0.00		1.00	2.99	0.01		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Final Sat.:	1800	5700	0		1800	5689	11		1800	1900	1900		1800	1900	1900	1900
Capacity Analysis Module:																
Vol/Sat:	0.01	0.12	0.00		0.00	0.20	0.20		0.00	0.00	0.02		0.04	0.00	0.00	0.00
Crit Moves:	****						****				****			****		
Green Time:	10.0	41.2	0.0		0.0	51.9	51.9		10.0	0.0	20.0		10.1	0.0	20.1	
Volume/Cap:	0.09	0.30	0.00		0.00	0.38	0.38		0.01	0.00	0.10		0.38	0.00	0.00	
Delay/Veh:	41.1	19.8	0.0		0.0	14.5	14.5		40.5	0.0	32.7		43.3	0.0	31.9	
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:	41.1	19.8	0.0		0.0	14.5	14.5		40.5	0.0	32.7		43.3	0.0	31.9	
HCM2kAvg:	0	5	0		0	7	7		0	0	1		2	0	0	

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #48 Amethyst/Palmdale

Cycle (sec):	100	Critical Vol./Cap. (X):	0.561
Loss Time (sec):	8 (Y+R = 0 sec)	Average Delay (sec/veh):	26.0
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Amethyst Rd								Palmdale Rd (SR-18)			
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:	6	6	0		6	6	0		6	6	0		6	6	0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	3	8	179		7	13	226		189	1120	38		251	1379	31	
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:	3	8	179		7	13	226		189	1120	38		251	1379	31	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
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:	3	9	198		8	14	250		209	1238	42		277	1524	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	9	198		8	14	250		209	1238	42		277	1524	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	3	9	198		8	14	250		209	1238	42		277	1524	34	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.90	0.10		1.00	2.93	0.07	
Final Sat.:	1900	1900	1900		1900	1900	1900		1900	5513	187		1900	5575	125	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.10		0.00	0.01	0.13		0.11	0.22	0.22		0.15	0.27	0.27	
Crit Moves:	****						****		****	****				****		
Green Time:	6.0	22.0	22.0		6.0	22.0	22.0		18.4	38.8	38.8		25.2	45.7	45.7	
Volume/Cap:	0.03	0.02	0.47		0.07	0.03	0.60		0.60	0.58	0.58		0.58	0.60	0.60	
Delay/Veh:	44.4	30.6	34.8		44.6	30.7	37.3		40.3	24.5	24.5		34.5	20.7	20.7	
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:	44.4	30.6	34.8		44.6	30.7	37.3		40.3	24.5	24.5		34.5	20.7	20.7	
HCM2kAvg:	0	0	6		0	0	8		7	11	11		8	12	12	

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #49 Baldy Mesa/Palmdale

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 68 Level Of Service: C

Street Name:	Baldy Mesa Rd						Palmdale Rd (SR-18)					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	193	366	74	0	418	20	12	537	176	30	369	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:	193	366	74	0	418	20	12	537	176	30	369	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	213	405	82	0	462	22	13	594	195	33	408	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	405	82	0	462	22	13	594	195	33	408	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 Vol.:	213	405	82	0	462	22	13	594	195	33	408	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	1.66	0.34	1.00	1.91	0.09	1.00	2.26	0.74	1.00	3.00	0.00
Final Sat.:	1800	3161	639	1800	3626	174	1800	4293	1407	1800	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.13	0.00	0.13	0.13	0.01	0.14	0.14	0.02	0.07	0.00
Crit Moves:	****					****			****		****	
Green Time:	25.3	35.0	35.0	0.0	27.2	27.2	13.2	29.5	29.5	10.0	26.3	0.0
Volume/Cap:	0.47	0.37	0.37	0.00	0.47	0.47	0.06	0.47	0.47	0.18	0.27	0.00
Delay/Veh:	32.4	24.4	24.4	0.0	30.7	30.7	38.1	29.0	29.0	41.8	29.3	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:	32.4	24.4	24.4	0.0	30.7	30.7	38.1	29.0	29.0	41.8	29.3	0.0
HCM2kAvg:	6	6	6	0	6	6	0	7	7	1	3	0

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2035 Future Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Mariposa/Bear Valley

Cycle (sec): 120 Critical Vol./Cap. (X): 0.875
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 47.4
Optimal Cycle: 94 Level Of Service: D

Street Name:	Mariposa Rd						Bear Valley Rd					
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:	10	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	147	146	206	88	233	294	287	1709	161	104	1912	69
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:	147	146	206	88	233	294	287	1709	161	104	1912	69
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	162	161	228	97	258	325	317	1889	178	115	2113	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	161	228	97	258	325	317	1889	178	115	2113	76
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 Vol.:	162	161	228	97	258	325	317	1889	178	115	2113	76
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	1.00	1.00	1.00	2.74	0.26	1.00	2.90	0.10
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	5209	491	1800	5501	199
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.12	0.05	0.14	0.17	0.18	0.36	0.36	0.06	0.38	0.38
Crit Moves:	****					****	****					****
Green Time:	20.0	20.0	20.0	21.5	21.5	21.5	22.2	60.5	60.5	10.0	48.3	48.3
Volume/Cap:	0.54	0.51	0.72	0.30	0.76	0.95	0.95	0.72	0.72	0.77	0.95	0.95
Delay/Veh:	47.8	46.1	52.0	43.3	51.1	74.2	85.6	30.3	24.1	74.6	52.7	44.9
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:	47.8	46.1	52.0	43.3	51.1	74.2	85.6	30.3	24.1	74.6	52.7	44.9
HCM2kAvg:	6	6	9	3	11	16	16	20	20	6	31	31

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #51 Amargosa/Bear Valley

Cycle (sec): 60 Critical Vol./Cap. (X): 0.579
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 98.2
Optimal Cycle: 78 Level Of Service: F

Street Name:	Amargosa Rd						Bear Valley Rd					
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			Ignore		
Min. Green:	0	20	0	0	20	0	10	20	0	10	20	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	4 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	147	158	219	60	160	2	28	1154	120	346	1526	137
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:	147	158	219	60	160	2	28	1154	120	346	1526	137
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	162	175	242	66	177	2	31	1275	133	382	1687	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	175	242	66	177	2	31	1275	133	382	1687	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	162	175	242	66	177	2	31	1275	133	382	1687	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	1.00	1.00	1.00	1.98	0.02	1.00	4.00	1.00	1.00	3.00	1.00
Final Sat.:	1800	1900	1900	1800	3753	47	1800	7600	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.13	0.04	0.05	0.05	0.02	0.17	0.07	0.21	0.30	0.00
Crit Moves:			****			****			****		****	
Green Time:	15.4	15.4	15.4	15.4	15.4	15.4	7.7	15.4	15.4	7.7	15.4	0.0
Volume/Cap:	0.35	0.36	0.50	0.14	0.18	0.18	0.13	0.65	0.27	1.66	1.15	0.00
Delay/Veh:	24.2	23.9	25.2	42.0	22.7	22.7	30.4	36.0	23.5	348.2	131	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:	24.2	23.9	25.2	42.0	22.7	22.7	30.4	36.0	23.5	348.2	131	0.0
HCM2kAvg:	3	4	5	1	2	2	1	8	3	29	26	0

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2035 Future Conditions
PM Peak Hour

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

Intersection #52 Baldy Mesa/Bear Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 8 (Y+R = 0 sec) Average Delay (sec/veh): 31.8
Optimal Cycle: 68 Level Of Service: C

Street Name:	Baldy Mesa Rd						Bear Valley Rd					
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	20	0	10	20	0	10	20	0	10	20	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	235	383	148	74	292	106	96	283	122	188	336	124
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:	235	383	148	74	292	106	96	283	122	188	336	124
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	260	423	164	82	323	117	106	313	135	208	371	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	423	164	82	323	117	106	313	135	208	371	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	260	423	164	82	323	117	106	313	135	208	371	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	1.44	0.56	1.00	1.47	0.53	1.00	2.10	0.90	1.00	2.19	0.81
Final Sat.:	1800	2741	1059	1800	2788	1012	1800	3983	1717	1800	4163	1537
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.15	0.05	0.12	0.12	0.06	0.08	0.08	0.12	0.09	0.09
Crit Moves:	****					****			****		****	
Green Time:	27.7	33.2	33.2	16.6	22.2	22.2	14.0	20.0	20.0	22.1	28.1	28.1
Volume/Cap:	0.52	0.46	0.46	0.27	0.52	0.52	0.42	0.39	0.39	0.52	0.32	0.32
Delay/Veh:	31.6	26.6	26.6	36.9	34.8	34.8	40.4	35.0	35.0	35.5	28.5	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	1.00
AdjDel/Veh:	31.6	26.6	26.6	36.9	34.8	34.8	40.4	35.0	35.0	35.5	28.5	28.5
HCM2kAvg:	7	7	7	2	6	6	3	4	4	6	4	4

Victor Valley Area Transportation Study (VVATS)
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 I-15 NB Ramps/SR-138

Cycle (sec): 100 Critical Vol./Cap. (X): 1.132
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 120.1
Optimal Cycle: 130 Level Of Service: F

Street Name:	I-15 Northbound Ramps									SR-138		
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	0	0	0	0	0	10	20	0	0	20	0
Lanes:	2 0	0	0 1	0 0	0	0 0	1 0	3	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	2198	0	1572	0	0	0	62	45	0	0	524	49
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:	2198	0	1572	0	0	0	62	45	0	0	524	49
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
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:	2429	0	1737	0	0	0	69	50	0	0	579	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2429	0	1737	0	0	0	69	50	0	0	579	54
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 Vol.:	2429	0	1737	0	0	0	69	50	0	0	579	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.74	0.26
Final Sat.:	3400	0	1900	0	0	0	1800	5700	0	0	5213	487
Capacity Analysis Module:												
Vol/Sat:	0.71	0.00	0.91	0.00	0.00	0.00	0.04	0.01	0.00	0.00	0.11	0.11
Crit Moves:			****				****				****	
Green Time:	64.0	0.0	64.0	0.0	0.0	0.0	10.0	20.0	0.0	0.0	20.0	20.0
Volume/Cap:	1.12	0.00	1.43	0.00	0.00	0.00	0.38	0.04	0.00	0.00	0.56	0.56
Delay/Veh:	77.4	0.0	215.8	0.0	0.0	0.0	43.4	32.3	0.0	0.0	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:	77.4	0.0	215.8	0.0	0.0	0.0	43.4	32.3	0.0	0.0	36.6	36.6
HCM2kAvg:	56	0	117	0	0	0	2	0	0	0	6	6

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

Intersection #54 I-15 SB Ramps/SR-138

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 4 (Y+R = 0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 60 Level Of Service: C

Street Name:	I-15 Southbound Ramps									SR-138		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	10	0	0	0	20	0	0	20	0
Lanes:	0 0	0	0 1	1 0	0	0 1	0 0	2	1 0	0 0	2	1 1
Volume Module:												
Base Vol:	0	0	0	24	0	96	0	93	1171	0	854	472
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	24	0	96	0	93	1171	0	854	472
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	0	0	0	27	0	106	0	103	1294	0	944	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	0	106	0	103	1294	0	944	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	27	0	106	0	103	1294	0	944	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	1.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1800	0	1900	0	3800	1900	0	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.06	0.00	0.03	0.68	0.00	0.17	0.00
Crit Moves:					****					****	****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	86.0	86.0	0.0	20.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.15	0.00	0.56	0.00	0.03	0.79	0.00	0.83	0.00
Delay/Veh:	0.0	0.0	0.0	41.5	0.0	46.6	0.0	1.0	5.6	0.0	43.5	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	41.5	0.0	46.6	0.0	1.0	5.6	0.0	43.5	0.0
HCM2kAvg:	0	0	0	1	0	4	0	0	19	0	12	0

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

Intersection #55 I-15 NB Ramps/Ranchero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 29.9
Optimal Cycle: 60 Level Of Service: C

Street Name:	I-15 Northbound Ramps									Ranchero Rd								
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		0		0	0		0		0	10		20		0	0		20		0
Lanes:	1	0	0	1	1	0	0	0	0	0	1	0	3	0	0	0	0	2	1	0
Volume Module:																				
Base Vol:	95		0		1388	0		0		0	297		185		0	0		499		15
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	95		0		1388	0		0		0	297		185		0	0		499		15
User Adj:	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05
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:	105		0		1534	0		0		0	328		204		0	0		552		17
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	105		0		1534	0		0		0	328		204		0	0		552		17
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		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 Vol.:	105		0		1534	0		0		0	328		204		0	0		552		17
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		2.00	0.00		0.00		0.00	1.00		3.00		0.00	0.00		2.91		0.09
Final Sat.:	1800		0		3800	0		0		0	1800		5700		0	0		5534		166
Capacity Analysis Module:																				
Vol/Sat:	0.06		0.00		0.40	0.00		0.00		0.00	0.18		0.04		0.00	0.00		0.10		0.10
Crit Moves:					****								****							****
Green Time:	10.0		0.0		51.0	0.0		0.0		0.0	23.0		20.0		0.0	0.0		20.0		20.0
Volume/Cap:	0.58		0.00		0.79	0.00		0.00		0.00	0.79		0.18		0.00	0.00		0.50		0.50
Delay/Veh:	47.8		0.0		22.5	0.0		0.0		0.0	46.2		33.3		0.0	0.0		35.9		35.9
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:	47.8		0.0		22.5	0.0		0.0		0.0	46.2		33.3		0.0	0.0		35.9		35.9
HCM2kAvg:	4		0		21	0		0		0	12		2		0	0		6		6

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

Intersection #56 I-15 SB Ramps/Ranchero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 4 (Y+R = 0 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 60 Level Of Service: C

Street Name:	I-15 Southbound Ramps									Ranchero Rd								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	10		0		0	0		20		0	10		20		0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	2	1	0	1	0	3	0	1
Volume Module:																				
Base Vol:	0		0		0	21		93		212	0		463		53	387		554		39
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	21		93		212	0		463		53	387		554		39
User Adj:	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05
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	23		103		234	0		512		59	428		612		43
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	23		103		234	0		512		59	428		612		43
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	0		0		0	23		103		234	0		512		59	428		612		43
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		0.95		1.00	0.95		1.00		1.00	0.95		1.00		1.00
Lanes:	0.00		0.00		0.00	0.18		0.82		1.00	0.00		2.69		0.31	1.00		3.00		1.00
Final Sat.:	0		0		0	332		1468		1900	0		5115		585	1800		5700		1900
Capacity Analysis Module:																				
Vol/Sat:	0.00		0.00		0.00	0.07		0.07		0.12	0.00		0.10		0.10	0.24		0.11		0.02
Crit Moves:													****		****			****		
Green Time:	0.0		0.0		0.0	25.7		25.7		25.7	0.0		20.8		20.8	49.5		20.0		20.0
Volume/Cap:	0.00		0.00		0.00	0.27		0.27		0.48	0.00		0.48		0.48	0.48		0.54		0.11
Delay/Veh:	0.0		0.0		0.0	30.0		30.0		32.2	0.0		35.1		35.1	17.1		36.4		32.9
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		0.0		0.0	30.0		30.0		32.2	0.0		35.1		35.1	17.1		36.4		32.9
HCM2kAvg:	0		0		0	3		3		6	0		6		6	9		6		1

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

Intersection #57 I-15 SB Ramps/Main St

Cycle (sec): 110 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 60 Level Of Service: B

Street Name:	I-15 Southbound Ramps									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					Permitted				
Rights:	Include					Include					Ignore					Ignore				
Min. Green:	0	0	0			10	0	20			0	20	0			0	20	0		
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	1	0	0	3	0	1
Volume Module:																				
Base Vol:	0	0	0			319	0	377			22	1256	36			0	1396	68		
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			319	0	377			22	1256	36			0	1396	68		
User Adj:	1.05	1.05	1.05			1.05	1.05	1.05			1.05	1.05	0.00			1.05	1.05	0.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.00			0.95	0.95	0.00		
PHF Volume:	0	0	0			353	0	417			24	1388	0			0	1543	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			353	0	417			24	1388	0			0	1543	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	0.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	0.00		
Final Vol.:	0	0	0			353	0	417			24	1388	0			0	1543	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			1.00	0.00	1.00			1.00	3.00	1.00			0.00	3.00	1.00		
Final Sat.:	0	0	0			1800	0	1900			1800	5700	1900			0	5700	1900		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.20	0.00	0.22			0.01	0.24	0.00			0.00	0.27	0.00		
Crit Moves:								****			****						****			
Green Time:	0.0	0.0	0.0			45.3	0.0	45.3			2.8	58.7	0.0			0.0	55.9	0.0		
Volume/Cap:	0.00	0.00	0.00			0.48	0.00	0.53			0.53	0.46	0.00			0.00	0.53	0.00		
Delay/Veh:	0.0	0.0	0.0			24.1	0.0	25.1			64.5	15.9	0.0			0.0	18.4	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			24.1	0.0	25.1			64.5	15.9	0.0			0.0	18.4	0.0		
HCM2kAvg:	0	0	0			9	0	11			2	10	0			0	12	0		

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

Intersection #58 I-15 NB Ramps/Main St

Cycle (sec): 130 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 31.6
Optimal Cycle: 60 Level Of Service: C

Street Name:	I-15 Northbound Ramps									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					Permitted				
Rights:	Ignore					Include					Ignore					Include				
Min. Green:	10	0	20			0	0	0			0	20	0			0	20	0		
Lanes:	1	0	0	1		0	0	0	0	0	1	0	3	0	0	0	0	2	1	0
Volume Module:																				
Base Vol:	340	0	957			0	0	0			510	1179	0			0	1009	187		
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:	340	0	957			0	0	0			510	1179	0			0	1009	187		
User Adj:	1.05	1.05	0.00			1.05	1.05	1.05			1.05	1.05	0.00			1.05	1.05	1.05		
PHF Adj:	0.95	0.95	0.00			0.95	0.95	0.95			0.95	0.95	0.00			0.95	0.95	0.95		
PHF Volume:	376	0	0			0	0	0			564	1303	0			0	1115	207		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	376	0	0			0	0	0			564	1303	0			0	1115	207		
PCE Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
Final Vol.:	376	0	0			0	0	0			564	1303	0			0	1115	207		
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	3.00	0.00			0.00	2.53	0.47		
Final Sat.:	1800	0	1900			0	0	0			1800	5700	0			0	4809	891		
Capacity Analysis Module:																				
Vol/Sat:	0.21	0.00	0.00			0.00	0.00	0.00			0.31	0.23	0.00			0.00	0.23	0.23		
Crit Moves:	****										****						****			
Green Time:	34.3	0.0	0.0			0.0	0.0	0.0			51.5	89.7	0.0			0.0	38.1	38.1		
Volume/Cap:	0.79	0.00	0.00			0.00	0.00	0.00			0.79	0.33	0.00			0.00	0.79	0.79		
Delay/Veh:	53.2	0.0	0.0			0.0	0.0	0.0			40.5	8.2	0.0			0.0	44.9	44.9		
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:	53.2	0.0	0.0			0.0	0.0	0.0			40.5	8.2	0.0			0.0	44.9	44.9		
HCM2kAvg:	16	0	0			0	0	0			21	7	0			0	18	18		

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

Intersection #59 I-15 SB Ramps/Mojave St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 39.5
Optimal Cycle: 60 Level Of Service: D

Street Name:	I-15 Southbound Ramps									Mojave 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	20	0		0	0	20	0		
Lanes:	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0			328	0	255			0	437	116			315	653	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			328	0	255			0	437	116			315	653	0		
User Adj:	1.05	1.05	1.05			1.05	1.05	1.05			1.05	1.05	1.05			1.05	1.05	1.05		
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			363	0	282			0	483	128			348	722	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			363	0	282			0	483	128			348	722	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 Vol.:	0	0	0			363	0	282			0	483	128			348	722	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			1.00	0.00	1.00			0.00	1.58	0.42			1.00	2.00	0.00		
Final Sat.:	0	0	0			1800	0	1900			0	3003	797			1800	3800	0		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.20	0.00	0.15			0.00	0.16	0.16			0.19	0.19	0.00		
Crit Moves:							****						****				****			
Green Time:	0.0	0.0	0.0			34.1	0.0	34.1			0.0	27.2	27.2			32.7	20.0	0.0		
Volume/Cap:	0.00	0.00	0.00			0.59	0.00	0.44			0.00	0.59	0.59			0.59	0.95	0.00		
Delay/Veh:	0.0	0.0	0.0			28.8	0.0	26.0			0.0	32.5	32.5			29.7	60.7	0.0		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	0.0	0.0	0.0			28.8	0.0	26.0			0.0	32.5	32.5			29.7	60.7	0.0		
HCM2kAvg:	0	0	0			10	0	7			0	9	9			9	16	0		

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

Intersection #60 I-15 NB Ramps/Mojave St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.901
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 35.6
Optimal Cycle: 94 Level Of Service: D

Street Name:	I-15 Northbound Ramps									Mojave 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	20	0		0	0	20	0		
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	2	1	0
Volume Module:																				
Base Vol:	388	0	867			0	0	0			220	545	0			0	580	356		
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:	388	0	867			0	0	0			220	545	0			0	580	356		
User Adj:	1.05	1.05	1.05			1.05	1.05	1.05			1.05	1.05	1.05			1.05	1.05	1.05		
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:	429	0	958			0	0	0			243	602	0			0	641	393		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	429	0	958			0	0	0			243	602	0			0	641	393		
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 Vol.:	429	0	958			0	0	0			243	602	0			0	641	393		
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	3.00	0.00			0.00	2.00	1.00		
Final Sat.:	1800	0	1900			0	0	0			1800	5700	0			0	3800	1900		
Capacity Analysis Module:																				
Vol/Sat:	0.24	0.00	0.50			0.00	0.00	0.00			0.14	0.11	0.00			0.00	0.17	0.21		
Crit Moves:			****								****							****		
Green Time:	56.0	0.0	56.0			0.0	0.0	0.0			15.0	20.0	0.0			0.0	23.0	23.0		
Volume/Cap:	0.43	0.00	0.90			0.00	0.00	0.00			0.90	0.53	0.00			0.00	0.73	0.90		
Delay/Veh:	13.0	0.0	30.0			0.0	0.0	0.0			72.0	36.2	0.0			0.0	37.7	47.2		
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:	13.0	0.0	30.0			0.0	0.0	0.0			72.0	36.2	0.0			0.0	37.7	47.2		
HCM2kAvg:	8	0	30			0	0	0			11	6	0			0	11	15		

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

Intersection #61 I-15 NB Ramps/Eucalyptus St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.670
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 60 Level Of Service: C

Street Name:	I-15 Northbound Ramps									Eucalyptus 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		0		0	0		0		0	10		20		0	0		20		0
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	2	1	0
Volume Module:																				
Base Vol:	517		0		378	0		0		0	116		1204		0	0		951		292
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:	517		0		378	0		0		0	116		1204		0	0		951		292
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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:	571		0		418	0		0		0	128		1331		0	0		1051		323
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	571		0		418	0		0		0	128		1331		0	0		1051		323
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 Vol.:	571		0		418	0		0		0	128		1331		0	0		1051		323
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	3.00		0.00		0.00	2.30		0.70	
Final Sat.:	1800		0		1900	0		0		0	1800		5700		0	0		4361		1339
Capacity Analysis Module:																				
Vol/Sat:	0.32	0.00		0.22		0.00	0.00		0.00		0.07	0.23		0.00		0.00	0.24		0.24	
Crit Moves:	****											****						****		
Green Time:	47.4	0.0		47.4		0.0	0.0		0.0		10.6	46.6		0.0		0.0	36.0		36.0	
Volume/Cap:	0.67	0.00		0.46		0.00	0.00		0.00		0.67	0.50		0.00		0.00	0.67		0.67	
Delay/Veh:	22.4	0.0		18.1		0.0	0.0		0.0		51.9	18.7		0.0		0.0	27.9		27.9	
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:	22.4	0.0		18.1		0.0	0.0		0.0		51.9	18.7		0.0		0.0	27.9		27.9	
HCM2kAvg:	14		0		9	0		0		0	5		10		0	0		13		13

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

Intersection #62 I-15 SB Ramps/Eucalyptus

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 60 Level Of Service: C

Street Name:	I-15 Southbound Ramps									Eucalyptus 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	10		0		0	0		20		0	10		20		0
Lanes:	0	0	0	0	1	1	0	0	0	1	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0		0		0	502		0		283	0		817		171	162		1305		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	502		0		283	0		817		171	162		1305		0
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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	555		0		313	0		903		189	179		1442		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	555		0		313	0		903		189	179		1442		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 Vol.:	0		0		0	555		0		313	0		903		189	179		1442		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		1.00	0.00		1.00		0.00	1.65		0.35		1.00	2.00		0.00	
Final Sat.:	0		0		0	1800		0		1900	0		3142		658	1800		3800		0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00		0.00		0.31	0.00		0.16		0.00	0.29		0.29		0.10	0.38		0.00	
Crit Moves:							****							****			****			
Green Time:	0.0	0.0		0.0		41.7	0.0		41.7		0.0	38.9		38.9		13.5	52.3		0.0	
Volume/Cap:	0.00	0.00		0.00		0.74	0.00		0.39		0.00	0.74		0.74		0.74	0.73		0.00	
Delay/Veh:	0.0	0.0		0.0		28.5	0.0		20.7		0.0	28.2		28.2		53.0	19.7		0.0	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	0.0	0.0		0.0		28.5	0.0		20.7		0.0	28.2		28.2		53.0	19.7		0.0	
HCM2kAvg:	0		0		0	16		0		7	0		16		16	7		18		0

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #63 I-15 NB Ramps/Bear Valley

Cycle (sec):	60	Critical Vol./Cap. (X):	1.044
Loss Time (sec):	6 (Y+R = 0 sec)	Average Delay (sec/veh):	49.2
Optimal Cycle:	130	Level Of Service:	D

Street Name:	I-15 Northbound Ramps									Bear Valley Rd								
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					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	10		0		0	0		0		0	10		20		0	0		20		0
Lanes:	0	1	0	1	0	0	0	0	0	0	1	0	3	0	0	0	0	2	1	0
Volume Module:																				
Base Vol:	144		5		597	0		0		0	288		1978		0	0		2137		6
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	144		5		597	0		0		0	288		1978		0	0		2137		6
User Adj:	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05
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:	159		6		660	0		0		0	318		2186		0	0		2362		7
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	159		6		660	0		0		0	318		2186		0	0		2362		7
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 Vol.:	159		6		660	0		0		0	318		2186		0	0		2362		7
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.95		0.97		1.00	0.95		1.00		1.00	0.95		1.00		1.00	0.95		1.00		1.00
Lanes:	0.97		0.03		1.00	0.00		0.00		0.00	1.00		3.00		0.00	0.00		2.99		0.01
Final Sat.:	1741		60		1900	0		0		0	1800		5700		0	0		5684		16
Capacity Analysis Module:																				
Vol/Sat:	0.09		0.09		0.35	0.00		0.00		0.00	0.18		0.38		0.00	0.00		0.42		0.42
Crit Moves:					****								****					****		
Green Time:	20.0		20.0		20.0	0.0		0.0		0.0	10.2		34.0		0.0	0.0		23.9		23.9
Volume/Cap:	0.27		0.27		1.04	0.00		0.00		0.00	1.04		0.68		0.00	0.00		1.04		1.04
Delay/Veh:	14.8		14.8		64.1	0.0		0.0		0.0	147.5		15.3		0.0	0.0		65.6		49.7
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:	14.8		14.8		64.1	0.0		0.0		0.0	147.5		15.3		0.0	0.0		65.6		49.7
HCM2kAvg:	2		2		22	0		0		0	13		11		0	0		25		25

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

Intersection #64 I-15 SB Ramps/Bear Valley

Cycle (sec):	90	Critical Vol./Cap. (X):	0.472
Loss Time (sec):	4 (Y+R = 0 sec)	Average Delay (sec/veh):	15.7
Optimal Cycle:	60	Level Of Service:	B

Street Name:	I-15 Southbound Ramps									Bear Valley Rd								
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	10		0		20	0		20		0	0		20		0
Lanes:	0	0	0	0	0	2	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:																				
Base Vol:	0		0		0	547		0		220	0		1759		63	0		1979		339
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	547		0		220	0		1759		63	0		1979		339
User Adj:	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		0.00	1.05		1.05		0.00
PHF Adj:	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.00	0.95		0.95		0.00
PHF Volume:	0		0		0	605		0		243	0		1944		0	0		2187		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	605		0		243	0		1944		0	0		2187		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		0.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		0.00
Final Vol.:	0		0		0	605		0		243	0		1944		0	0		2187		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		0.95	0.95		1.00		1.00	0.95		1.00		1.00
Lanes:	0.00		0.00		0.00	2.00		0.00		2.00	0.00		3.00		1.00	0.00		3.00		1.00
Final Sat.:	0		0		0	3400		0		3600	0		5700		1900	0		5700		1900
Capacity Analysis Module:																				
Vol/Sat:	0.00		0.00		0.00	0.18		0.00		0.07	0.00		0.34		0.00	0.00		0.38		0.00
Crit Moves:										****								****		
Green Time:	0.0		0.0		0.0	27.2		0.0		27.2	0.0		58.8		0.0	0.0		58.8		0.0
Volume/Cap:	0.00		0.00		0.00	0.59		0.00		0.22	0.00		0.52		0.00	0.00		0.59		0.00
Delay/Veh:	0.0		0.0		0.0	27.5		0.0		23.6	0.0		13.2		0.0	0.0		13.9		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		0.0		0.0	27.5		0.0		23.6	0.0		13.2		0.0	0.0		13.9		0.0
HCM2kAvg:	0		0		0	8		0		3	0		10		0	0		12		0

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

Intersection #65 I-15 NB Ramps/La Mesa-Nisqualli

Cycle (sec): 100 Critical Vol./Cap. (X): 1.010
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 52.1
Optimal Cycle: 130 Level Of Service: D

Street Name:	I-15 Northbound Ramps									La Mesa-Nisqualli								
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		0		0	0		0		0	10		20		0	0		20		0
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	277		0		655	0		0		0	82		1135		0	0		1050		731
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:	277		0		655	0		0		0	82		1135		0	0		1050		731
User Adj:	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05
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:	306		0		724	0		0		0	91		1254		0	0		1161		808
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	306		0		724	0		0		0	91		1254		0	0		1161		808
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 Vol.:	306		0		724	0		0		0	91		1254		0	0		1161		808
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		1.18		0.82
Final Sat.:	1800		0		1900	0		0		0	1800		3800		0	0		2240		1560
Capacity Analysis Module:																				
Vol/Sat:	0.17		0.00		0.38	0.00		0.00		0.00	0.05		0.33		0.00	0.00		0.52		0.52
Crit Moves:					****								****							****
Green Time:	35.6		0.0		35.6	0.0		0.0		0.0	10.0		58.4		0.0	0.0		48.4		48.4
Volume/Cap:	0.48		0.00		1.07	0.00		0.00		0.00	0.50		0.57		0.00	0.00		1.07		1.07
Delay/Veh:	25.6		0.0		87.2	0.0		0.0		0.0	44.9		13.3		0.0	0.0		68.5		68.5
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:	25.6		0.0		87.2	0.0		0.0		0.0	44.9		13.3		0.0	0.0		68.5		68.5
HCM2kAvg:	7		0		33	0		0		0	3		12		0	0		43		43

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #66 I-15 SB Ramps/La Mesa-Nisqualli

Cycle (sec): 100 Critical Vol./Cap. (X): 0.707
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: 60 Level Of Service: C

Street Name:	I-15 Southbound Ramps									La Mesa-Nisqualli								
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	10		0		0	0		20		0	10		20		0
Lanes:	0	0	0	0	1	1	0	0	0	1	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0		0		0	296		0		420	0		921		142	181		1146		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	296		0		420	0		921		142	181		1146		0
User Adj:	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05
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	327		0		464	0		1018		157	200		1267		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	327		0		464	0		1018		157	200		1267		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 Vol.:	0		0		0	327		0		464	0		1018		157	200		1267		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	1.00		0.00		1.00	0.00		1.73		0.27	1.00		2.00		0.00
Final Sat.:	0		0		0	1800		0		1900	0		3292		508	1800		3800		0
Capacity Analysis Module:																				
Vol/Sat:	0.00		0.00		0.00	0.18		0.00		0.24	0.00		0.31		0.31	0.11		0.33		0.00
Crit Moves:											****				****			****		
Green Time:	0.0		0.0		0.0	34.6		0.0		34.6	0.0		43.7		43.7	15.7		59.4		0.0
Volume/Cap:	0.00		0.00		0.00	0.53		0.00		0.71	0.00		0.71		0.71	0.71		0.56		0.00
Delay/Veh:	0.0		0.0		0.0	27.0		0.0		31.9	0.0		24.3		24.3	47.9		12.7		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		0.0		0.0	27.0		0.0		31.9	0.0		24.3		24.3	47.9		12.7		0.0
HCM2kAvg:	0		0		0	8		0		13	0		16		16	7		12		0

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Intersection #67 I-15 NB Ramps/Palmdale

Cycle (sec):	90	Critical Vol./Cap. (X):	0.931
Loss Time (sec):	6 (Y+R = 0 sec)	Average Delay (sec/veh):	30.2
Optimal Cycle:	110	Level Of Service:	C

Street Name:	I-15 Northbound Ramps									Palmdale Rd								
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:	10	20	0			0	0	0			0	20	0			10	20	0		
Lanes:	1	1	0	0	1	0	0	0	0	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	742	198	554			0	0	0			25	1515	576			230	1068	310		
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:	742	198	554			0	0	0			25	1515	576			230	1068	310		
User Adj:	1.05	1.05	1.05			1.05	1.05	1.05			1.05	1.05	1.05			1.05	1.05	1.05		
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:	820	219	612			0	0	0			28	1674	637			254	1180	343		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	820	219	612			0	0	0			28	1674	637			254	1180	343		
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 Vol.:	820	219	612			0	0	0			28	1674	637			254	1180	343		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.95	0.95	1.00			0.95	1.00	1.00			0.95	1.00	1.00			0.95	1.00	1.00		
Lanes:	1.58	0.42	1.00			0.00	0.00	0.00			1.00	2.17	0.83			1.00	2.33	0.67		
Final Sat.:	2842	758	1900			0	0	0			1800	4130	1570			1800	4418	1282		
Capacity Analysis Module:																				
Vol/Sat:	0.29	0.29	0.32			0.00	0.00	0.00			0.02	0.41	0.41			0.14	0.27	0.27		
Crit Moves:						****							****				****			
Green Time:	31.2	31.2	31.2			0.0	0.0	0.0			2.9	39.2	39.2			13.7	50.0	50.0		
Volume/Cap:	0.83	0.83	0.93			0.00	0.00	0.00			0.48	0.93	0.93			0.93	0.48	0.48		
Delay/Veh:	32.0	32.0	48.4			0.0	0.0	0.0			49.1	31.2	31.2			74.1	12.3	12.3		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	32.0	32.0	48.4			0.0	0.0	0.0			49.1	31.2	31.2			74.1	12.3	12.3		
HCM2kAvg:	16	16	21			0	0	0			1	25	25			11	9	9		

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Intersection #68 I-15 SB Ramps/Palmdale

Cycle (sec):	100	Critical Vol./Cap. (X):	0.606
Loss Time (sec):	4 (Y+R = 0 sec)	Average Delay (sec/veh):	22.6
Optimal Cycle:	60	Level Of Service:	C

Street Name:	I-15 Southbound Ramps									Palmdale Rd								
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					Ignore				
Min. Green:	0	0	0			10	0	0			0	20	0			0	20	0		
Lanes:	0	0	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	2	1	0
Volume Module:																				
Base Vol:	0	0	0			159	0	501			0	1450	159			0	1495	124		
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			159	0	501			0	1450	159			0	1495	124		
User Adj:	1.05	1.05	1.05			1.05	1.05	1.05			1.05	1.05	0.00			1.05	1.05	0.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.00			0.95	0.95	0.00		
PHF Volume:	0	0	0			176	0	554			0	1603	0			0	1652	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			176	0	554			0	1603	0			0	1652	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	0.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	0.00		
Final Vol.:	0	0	0			176	0	554			0	1603	0			0	1652	0		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00			1.00	0.00	1.00			0.00	3.00	0.00			0.00	3.00	0.00		
Final Sat.:	0	0	0			1900	0	1900			0	5700	0			0	5700	0		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.09	0.00	0.29			0.00	0.28	0.00			0.00	0.29	0.00		
Crit Moves:											****	****					****			
Green Time:	0.0	0.0	0.0			10.0	0.0	48.1			0.0	47.9	0.0			0.0	47.9	0.0		
Volume/Cap:	0.00	0.00	0.00			0.92	0.00	0.61			0.00	0.59	0.00			0.00	0.61	0.00		
Delay/Veh:	0.0	0.0	0.0			89.0	0.0	20.2			0.0	19.2	0.0			0.0	19.5	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			89.0	0.0	20.2			0.0	19.2	0.0			0.0	19.5	0.0		
HCM2kAvg:	0	0	0			9	0	13			0	12	0			0	13	0		

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #69 I-15 NB Ramps/Roy Rogers-La Paz

Cycle (sec): 90 Critical Vol./Cap. (X): 0.867
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 76 Level Of Service: C

Street Name:	I-15 Northbound Ramps									Roy Rogers/La Paz								
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				
Rights:	Include					Include					Include					Include				
Min. Green:	10		20		0	10		20		0	0		20		0	10		20		0
Lanes:	0	1	0	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	318		25		112	254		35		4	0		1312		246	354		948		175
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:	318		25		112	254		35		4	0		1312		246	354		948		175
User Adj:	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05
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		28		124	281		39		4	0		1450		272	391		1048		193
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	351		28		124	281		39		4	0		1450		272	391		1048		193
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 Vol.:	351		28		124	281		39		4	0		1450		272	391		1048		193
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.95		0.95		1.00	0.95		1.00		1.00	0.95		1.00		1.00	0.95		1.00		1.00
Lanes:	0.93		0.07		1.00	1.00		1.00		1.00	1.00		2.00		1.00	1.00		1.69		0.31
Final Sat.:	1669		131		1900	1800		1900		1900	1800		3800		1900	1800		3208		592
Capacity Analysis Module:																				
Vol/Sat:	0.21		0.21		0.07	0.16		0.02		0.00	0.00		0.38		0.14	0.22		0.33		0.33
Crit Moves:					****										****			****		
Green Time:	21.9		21.9		21.9	21.9		21.9		21.9	0.0		39.6		39.6	22.6		62.1		62.1
Volume/Cap:	0.87		0.87		0.27	0.64		0.08		0.01	0.00		0.87		0.33	0.87		0.47		0.47
Delay/Veh:	49.3		49.3		27.9	33.8		26.4		25.9	0.0		27.9		16.7	48.5		6.5		6.5
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:	49.3		49.3		27.9	33.8		26.4		25.9	0.0		27.9		16.7	48.5		6.5		6.5
HCM2kAvg:	13		13		3	8		1		0	0		21		5	14		8		8

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #70 I-15 SB Ramps/Roy Rogers

Cycle (sec): 60 Critical Vol./Cap. (X): 0.694
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 60 Level Of Service: B

Street Name:	I-15 Southbound Ramps									Roy Rogers								
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					Include					Include				
Min. Green:	10		0		0	0		0		0	0		20		0	10		20		0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	391		0		380	0		0		0	0		1277		248	20		1321		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:	391		0		380	0		0		0	0		1277		248	20		1321		0
User Adj:	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05
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		0		420	0		0		0	0		1411		274	22		1460		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	432		0		420	0		0		0	0		1411		274	22		1460		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 Vol.:	432		0		420	0		0		0	0		1411		274	22		1460		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	0.00		2.00		1.00	1.00		2.00		0.00
Final Sat.:	1800		0		1900	0		0		0	0		3800		1900	1800		3800		0
Capacity Analysis Module:																				
Vol/Sat:	0.24		0.00		0.22	0.00		0.00		0.00	0.00		0.37		0.14	0.01		0.38		0.00
Crit Moves:	****																	****		
Green Time:	20.8		0.0		20.8	0.0		0.0		0.0	0.0		33.2		33.2	33.2		33.2		0.0
Volume/Cap:	0.69		0.00		0.64	0.00		0.00		0.00	0.00		0.67		0.26	0.02		0.69		0.00
Delay/Veh:	20.3		0.0		18.6	0.0		0.0		0.0	0.0		10.4		7.1	6.1		10.7		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	20.3		0.0		18.6	0.0		0.0		0.0	0.0		10.4		7.1	6.1		10.7		0.0
HCM2kAvg:	8		0		8	0		0		0	0		10		3	0		11		0

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #71 I-15 NB Ramps/Mojave Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	1.019
Loss Time (sec):	6 (Y+R = 0 sec)	Average Delay (sec/veh):	50.5
Optimal Cycle:	130	Level Of Service:	D

Street Name:	I-15 Northbound Ramps									Mojave Dr								
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		0		0	0		0		0	10		20		0	0		20		0
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	642		0		209	0		0		0	327		863		0	0		1215		141
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:	642		0		209	0		0		0	327		863		0	0		1215		141
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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:	710		0		231	0		0		0	361		954		0	0		1343		156
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	710		0		231	0		0		0	361		954		0	0		1343		156
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	710		0		231	0		0		0	361		954		0	0		1343		156
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	0.00		1.00		0.00	0.00		0.00		1.00	2.00		0.00		0.00	1.79		0.21	
Final Sat.:	1900		0		1900	0		0		0	1900		3800		0	0		3405		395
Capacity Analysis Module:																				
Vol/Sat:	0.37	0.00		0.12		0.00	0.00		0.00		0.19	0.25		0.00		0.00	0.39		0.39	
Crit Moves:	****										****						****			
Green Time:	36.6	0.0		36.6		0.0	0.0		0.0		18.7	57.4		0.0		0.0	38.7		38.7	
Volume/Cap:	1.02	0.00		0.33		0.00	0.00		0.00		1.02	0.44		0.00		0.00	1.02		1.02	
Delay/Veh:	70.7	0.0		23.1		0.0	0.0		0.0		93.4	12.3		0.0		0.0	59.1		59.1	
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:	70.7	0.0		23.1		0.0	0.0		0.0		93.4	12.3		0.0		0.0	59.1		59.1	
HCM2kAvg:	30		0		5	0		0		0	17		8		0	0		31		31

Victor Valley Area Transportation Study (VVATS)
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #72 I-15 SB Ramps/Mojave Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.790
Loss Time (sec):	6 (Y+R = 0 sec)	Average Delay (sec/veh):	25.1
Optimal Cycle:	60	Level Of Service:	C

Street Name:	I-15 Southbound Ramps									Mojave Dr								
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	10		0		0	0		20		0	10		20		0
Lanes:	0	0	0	0	1	1	0	0	0	1	0	0	2	1	0	1	0	3	0	0
Volume Module:																				
Base Vol:	0		0		0	111		0		436	0		1087		410	341		1511		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	111		0		436	0		1087		410	341		1511		0
User Adj:	1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05		1.05	1.05		1.05	
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	123		0		482	0		1201		453	377		1670		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	123		0		482	0		1201		453	377		1670		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 Vol.:	0		0		0	123		0		482	0		1201		453	377		1670		0
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.00	0.00		0.00		1.00	0.00		1.00		0.00	2.18		0.82		1.00	3.00		0.00	
Final Sat.:	0		0		0	1900		0		1900	0		4139		1561	1900		5700		0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00		0.00		0.06	0.00		0.25		0.00	0.29		0.29		0.20	0.29		0.00	
Crit Moves:											****			****			****			
Green Time:	0.0	0.0		0.0		10.0	0.0		32.1		0.0	36.8		36.8		25.1	61.9		0.0	
Volume/Cap:	0.00	0.00		0.00		0.65	0.00		0.79		0.00	0.79		0.79		0.79	0.47		0.00	
Delay/Veh:	0.0	0.0		0.0		50.8	0.0		37.7		0.0	30.3		30.3		43.6	10.4		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		50.8	0.0		37.7		0.0	30.3		30.3		43.6	10.4		0.0	
HCM2kAvg:	0		0		0	5		0		15	0		17		17	13		9		0

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #73 I-15 NB Ramps/D Street

Cycle (sec): 60 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 60 Level Of Service: C

Street Name:	I-15 Northbound Ramps									D Street			
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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	0	0	0	0	0	0	20	0	0	0	20	0	0	0
Lanes:	1	0	0	0 2	0	0	0	0 0	0	1	1	0 0	1	0	2	0 0
Volume Module:																
Base Vol:	204	0	844	0	0	0	0	0	430	55	69	1436	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:	204	0	844	0	0	0	0	430	55	69	1436	0				
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05				
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:	225	0	933	0	0	0	0	475	61	76	1587	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	225	0	933	0	0	0	0	475	61	76	1587	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 Vol.:	225	0	933	0	0	0	0	475	61	76	1587	0				
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00				
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.77	0.23	1.00	2.00	0.00				
Final Sat.:	1800	0	3600	0	0	0	0	3369	431	1800	3800	0				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.26	0.00	0.00	0.00	0.00	0.14	0.14	0.04	0.42	0.00				
Crit Moves:				****					****		****					
Green Time:	24.0	0.0	24.0	0.0	0.0	0.0	0.0	20.0	20.0	10.0	30.0	0.0				
Volume/Cap:	0.31	0.00	0.65	0.00	0.00	0.00	0.00	0.42	0.42	0.25	0.84	0.00				
Delay/Veh:	25.1	0.0	21.9	0.0	0.0	0.0	0.0	30.0	15.8	52.2	25.7	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	25.1	0.0	21.9	0.0	0.0	0.0	0.0	30.0	15.8	52.2	25.7	0.0				
HCM2kAvg:	3	0	8	0	0	0	0	4	4	1	16	0				

Victor Valley Area Transportation Study (VVATS)
2035 Future Conditions
PM Peak Hour

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

Intersection #74 I-15 SB Ramps/D Street

Cycle (sec): 60 Critical Vol./Cap. (X): 0.655
Loss Time (sec): 6 (Y+R = 0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 60 Level Of Service: C

Street Name:	I-15 Southbound Ramps									D Street			
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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	0	0	0	0	0	0	20	0	0	0	20	0	0	0
Lanes:	1	0	0	0 1	0	0	0	0 0	0	1	1	0 0	1	0	2	0 0
Volume Module:																
Base Vol:	33	0	46	0	0	0	0	333	441	611	756	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:	33	0	46	0	0	0	0	333	441	611	756	0				
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05				
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:	36	0	51	0	0	0	0	368	487	675	836	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	36	0	51	0	0	0	0	368	487	675	836	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 Vol.:	36	0	51	0	0	0	0	368	487	675	836	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	0.00	1.00	1.00	1.00	2.00	0.00				
Final Sat.:	1800	0	1900	0	0	0	0	1900	1900	1800	3800	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.19	0.26	0.38	0.22	0.00				
Crit Moves:	****								****		****					
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	20.0	20.0	24.0	44.0	0.0				
Volume/Cap:	0.12	0.00	0.16	0.00	0.00	0.00	0.00	0.58	0.77	0.94	0.30	0.00				
Delay/Veh:	21.4	0.0	21.6	0.0	0.0	0.0	0.0	23.2	21.3	44.7	6.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	21.4	0.0	21.6	0.0	0.0	0.0	0.0	23.2	21.3	44.7	6.0	0.0				
HCM2kAvg:	1	0	1	0	0	0	0	6	10	18	3	0				

Appendix I

- Traffic Model Forecasts for Ten Alternatives (Average Daily Traffic Volumes in Thousands) Not Post-Processed

Victor Valley Area Transportation Study
ADT from PM Peak Volumes
Alternative 1

viper
Licensed to Kimley-Horn and Associates, Inc.

Victor Valley Area Transportation Study
ADT from PM Peak Period
Alternative 2

viper
Licensed to Kimley-Horn and Associates, Inc.

Victor Valley Area Transportation Study
ADT from PM Peak Period
Alternative 3

Viper
Licensed to Kimley-Horn and Associates, Inc.

Victor Valley Area Transportation Study
ADT from PM Peak Period
Alternative 4

Viper
Licensed to Kimley-Horn and Associates, Inc.

Victor Valley Area Tranportation Study
ADT from PM Peak Period
Alternative 5

Licensed to Kimley-Horn and Associates, Inc.

Victor Valley Area Transportation Study
ADT Volume from PM Peak Period
Alternative 6

Licensed to Kimley-Horn and Associates, Inc.

Victor Valley Area Transportation Study
ADT Volume from PM Peak Period
Alternative 7

Viper
Licensed to Kimley-Horn and Associates, Inc.

Victor Valley Area Transportation Study
ADT Volume from PM Peak Period
Alternative 8

Licensed to Kimley-Horn and Associates, Inc.

Victor Valley Area Transportation Study
ADT from PM Peak Period
Alternative 9

Licensed to Kimley-Horn and Associates, Inc.

Victor Valley Area Transportation Study
ADT Volume from PM Peak Period
Alternative 10

Licensed to Kimley-Horn and Associates, Inc.

Appendix J

- Cost Worksheets for High, Moderate and Low End Financial Scenarios

VICTOR VALLEY AREA TRANSPORTATION STUDY
COST SUMMARY OF RECOMMENDED SYSTEM
HIGH END IMPROVEMENT SCENARIO

NEW CORRIDORS		**Millions of Dollars**
High Desert Corridor		
e/o 395	Construction	$761
	Interchanges	115
	Right-of-Way	95
w/o 395	Construction	375
	Interchanges	0
	Right-of-Way	47
US-395		
	Construction	715
	Interchanges	495
	Right-of-Way	89
Southeast Beltway		
	Construction	453
	Interchanges	225
	Right-of-Way	53
I-15 Widening (SR-138 to Mojave River)		
	Mojave River to Oak Hills (Construction + ROW)	400
INTERCHANGES, OVERCROSSINGS AND BRIDGES		
	I-15 Interchanges and Overcrossings	334
	River Crossings	80
	Railroad Crossings	115
ARTERIAL STREET IMPROVEMENTS		
	Construction -- curb lane only	563
	Right-of-way	419
	Construction -- interior lanes	496
	Intersection widening: construction	40
	Intersection widening: right-of-way	4
	Total	$5,874

ASSUMPTIONS

High Desert Corridor
- cost from LA County line to eastern terminus
- fully grade separated
- full freeway-to-freeway interchange at I-15

US-395
- fully grade separated
- direct connector ramps at I-15

Southeast Beltway
- I-15 to east side of Mojave River
- fully grade separated
- direct connector ramps at I-15

I-15 Interchanges and Overcrossings

I-15/Ranchero: new interchange
I-15/Muscatel: new interchange, Joshua overcrossing remains
I-15/Mojave: new interchange
I-15/Eucalyptus: new interchange
I-15/LaMesa/Nisqualli: new interchange

VICTOR VALLEY AREA TRANSPORTATION STUDY
COST SUMMARY OF RECOMMENDED SYSTEM
MODERATE IMPROVEMENT SCENARIO

NEW CORRIDORS		**Millions of Dollars**
High Desert Corridor		
e/o 395	Construction	$612
	Interchanges	55
	Right-of-Way	95
w/o 395	Construction	250
	Interchanges	0
	Right-of-Way	47
US-395		
	Construction	531
	Interchanges	65
	Right-of-Way	89
Southeast Beltway		
	Construction	453
	Interchanges	58
	Right-of-Way	53
I-15 Widening (SR-138 to Mojave River)		
	Mojave River to Oak Hills (Construction + ROW)	400
INTERCHANGES, OVERCROSSINGS AND BRIDGES		
	I-15 Interchanges and Overcrossings	334
	River Crossings	80
	Railroad Crossings	115
ARTERIAL STREET IMPROVEMENTS		
	Construction -- curb lane only	563
	Right-of-way	419
	Construction -- interior lanes	496
	Intersection widening: construction	45
	Intersection widening: right-of-way	4
	Total	$4,764

ASSUMPTIONS

High Desert Corridor
- cost from LA County line to eastern terminus
- expressway with at-grade intersections
- conventional interchange at I-15 with loop ramps

US-395
- expressway with at-grade intersections
- direct connector ramps at I-15 (same as High)

Southeast Beltway
- I-15 to east side of Mojave River
- expressway with at-grade intersections
- direct connector ramps at I-15 (same as High)

I-15 Interchanges and Overcrossings

I-15/Ranchero: new interchange
I-15/Muscatel: new interchange, Joshua overcrossing remains
I-15/Mojave: new interchange
I-15/Eucalyptus: new interchange
I-15/LaMesa/Nisqualli: new interchange

VICTOR VALLEY AREA TRANSPORTATION STUDY
COST SUMMARY OF RECOMMENDED SYSTEM
LOW LEVEL IMPROVEMENT SCENARIO

NEW CORRIDORS		**Millions of Dollars**
High Desert Corridor		
e/o 395	Construction	$118
	Interchanges	49
	Right-of-Way	31
w/o 395	Construction	0
	Interchanges	0
	Right-of-Way	0
US-395		
	Construction	68
	Interchanges	0
	Right-of-Way	27
Southeast Beltway		
	Construction	98
	Interchanges	40
	Right-of-Way	15
I-15 Widening (SR-138 to Mojave River)		
	Mojave River to Oak Hills (Construction + ROW)	400
INTERCHANGES, OVERCROSSINGS AND BRIDGES		
	I-15 Interchanges and Overcrossings	334
	River Crossings	80
	Railroad Crossings	115
ARTERIAL STREET IMPROVEMENTS		
	Construction -- curb lane only	563
	Right-of-way	419
	Construction -- interior lanes	496
	Intersection widening: construction	45
	Intersection widening: right-of-way	4
	Total	$2,902

ASSUMPTIONS

High Desert Corridor
- cost from new US-395 to eastern terminus
- standard four-lane arterial with at-grade intersections
- conventional interchange at I-15

US-395
- standard four-lane arterial in the new US-395 alignment

Southeast Beltway
- widen existing SR-138 and Summit Valley Road to 4 lanes
- improve I-15/SR-138 interchange
- new 4-lane arterial to Mojave River, bridge across Mojave River

I-15 Interchanges and Overcrossings

I-15/Ranchero: new interchange
I-15/Muscatel: new interchange, Joshua overcrossing remains
I-15/Mojave: new overcrossing only
I-15/Eucalyptus: new interchange
I-15/LaMesa/Nisqualli: new interchange

Victor Valley Area Transportation System
Cost Estimate

High End Improvement Scenario
Construction

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
New Highway	US 395 - Alignment 1*	Ranchero Rd.	High Desert Corridor	0	6	6	77414	87.97	$6,291,527	$553,468,490
		High Desert Corridor	N/O Desert Flower @ 395	0	4	4	33914	25.69	$6,291,527	$161,644,581
New Highway	High Desert Corridor	LA County Line	New US-395	0	6	6	52503	59.66	$6,291,527	$375,368,230
		New US-395	I-15	0	6	6	62547	71.08	$6,291,527	$447,177,431
		I-15	E/O Dale Evans Parkway	0	4	4	11588	8.78	$6,291,527	$55,231,981
New Expressway	High Desert Corridor	E/O Dale Evans Parkway	South East Beltway	0	4	4	54281	41.12	$6,291,527	$258,719,983
New Highway	South East Beltway - Alignment 1	I-15	SR 138	0	4	4	20837	15.79	$7,864,409	$124,144,458
New Highway	South East Beltway - Alignment 1	SR 138	Mojave River	0	4	4	68923	52.21	$6,291,527	$328,508,269
									Subtotal	$2,304,263,423

Right-Of-Way

New Highway	US 395 - Alignment 1	Ranchero Rd.	High Desert Corridor	0	6	6	77414	87.97	$785,766	$69,124,213
		High Desert Corridor	N/O Desert Flower @ 395	0	4	4	33914	25.69	$785,766	$20,188,239
New Highway	High Desert Corridor	LA County Line	New US-395	0	6	6	52503	59.66	$785,766	$46,880,764
		New US-395	I-15	0	6	6	62547	71.08	$785,766	$55,849,228
		I-15	E/O Dale Evans Parkway	0	4	4	11588	8.78	$785,766	$6,898,075
New Expressway	High Desert Corridor	E/O Dale Evans Parkway	South East Beltway	0	4	4	54281	41.12	$785,766	$32,312,255
New Highway	South East Beltway - Alignment 1	I-15	High Desert Corridor	0	4	4	89760	68.00	$785,766	$53,432,104
									Subtotal	$284,684,878

Victor Valley Area Transportation System
Cost Estimate

High End Improvement Scenario
Construction - Curb Lane Only

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	11th Street	Nisqualli Rd.	Eucalyptus St.	2	4	2	5800	2.20	$800,000	$1,757,576
Roadway Expansion	3rd Avenue/Rodeo Drive	Green Tree Blvd.	Nisqualli Rd.	2	4	2	5309	2.01	$800,000	$1,608,788
		Silica Dr.	Lemon St.	2	4	2	12070	4.57	$800,000	$3,657,576
Roadway Expansion	7th Avenue	Bear Valley Rd.	Smoketree St.	2	4	2	15899	6.02	$800,000	$4,817,879
		Main St.	Ranchero Rd.	2	4	2	14801	5.61	$800,000	$4,485,152
Roadway Expansion	Air Expressway Boulevard	Aster Rd.	US 395	2	4	2	7976	3.02	$800,000	$2,416,970
Roadway Expansion	Amargosa Road	Mojave Dr.	Phelan Rd.	2	4	2	43153	16.35	$800,000	$13,076,667
Roadway Expansion	Amethyst Road	Hopland St.	Palmdale Rd.	2	4	2	13251	5.02	$800,000	$4,015,455
Roadway Expansion	Apple Valley Road	SR 18	Yucca Loma Rd.	2	4	2	18247	6.91	$800,000	$5,529,394
Roadway Expansion	Arrowhead Lake Road	Danbury Ave.	Ranchero Rd.	2	4	2	3132	1.19	$800,000	$949,091
Roadway Expansion	Aster Road	1290' N/O Auburn Ave.	Auburn Ave.	2	4	2	1290	0.49	$800,000	$390,909
		Chamberlaine Way	Air Exp.	2	4	2	5342	2.02	$800,000	$1,618,788
		Mountain View Rd.	Rancho Rd.	2	4	2	1008	0.38	$800,000	$305,455
Roadway Expansion	Bellflower Street	Chamberlaine Way	Palmdale Rd.	2	4	2	29205	11.06	$800,000	$8,850,000
Roadway Expansion	Caughlin Road	Palmdale Rd.	Phelan Rd.	2	4	2	29422	11.14	$800,000	$8,915,758
Roadway Expansion	Central Road	Stoddard Wells Rd.	Johnson Rd.	2	4	2	10849	4.11	$800,000	$3,287,576
		Tussing Ranch Rd.	Round Up Way	2	4	2	7924	3.00	$800,000	$2,401,212
Roadway Expansion	Corwin Road	Dale Evans Parkway	SR 18	2	4	2	19305	7.31	$800,000	$5,850,000
Roadway Expansion	Cottonwood Avenue	Pahute Ave.	Main St.	2	4	2	18585	7.04	$800,000	$5,631,818
Roadway Expansion	Del Oro Road	Deep Creek Rd.	Japatul Rd.	2	4	2	26365	9.99	$800,000	$7,989,394
Roadway Expansion	Duncan Road/Bear Valley Road	Buckwheat Rd.	Johnson Rd.	2	4	2	15907	6.03	$800,000	$4,820,303
Roadway Expansion	E Avenue/Jacaranda Ave	I Ave.	Main St.	2	4	2	12610	4.78	$800,000	$3,821,212
Roadway Expansion	El Evado Road	Hopland St.	Rancho Rd.	2	4	2	5200	1.97	$800,000	$1,575,758
Roadway Expansion	El Mirage Road	Caughlin Rd.	US 395	4	6	2	21113	8.00	$800,000	$6,397,879
		US 395	Adelanto Rd.	2	4	2	5639	2.14	$800,000	$1,708,788
Roadway Expansion	Goss Road/Eucalyptus	E Ave.	11th Ave.	2	4	2	17158	6.50	$800,000	$5,199,394
		Amargosa Rd.	Caughlin Rd.	2	4	2	38723	14.67	$800,000	$11,734,242
Roadway Expansion	Happy Trails Hwy (SR-18)	Stoddard Wells Rd.	Central Rd.	4	6	2	39646	15.02	$800,000	$12,013,939
Roadway Expansion	Hesperia Road	Green Tree Blvd.	Nisqualli Rd.	4	6	2	5635	2.13	$800,000	$1,707,576
		Eucalyptus St.	Main St.	2	4	2	12729	4.82	$800,000	$3,857,273
Roadway Expansion	Holly Road/Hopland Street	Koala Rd.	US 395	2	4	2	16257	6.16	$800,000	$4,926,364
		Amethyst Rd.	El Evado Rd.	2	4	2	5513	2.09	$800,000	$1,670,606
Roadway Expansion	Hook Blvd/Roy Rogers Dr	Amethyst Rd.	El Evado Rd.	2	4	2	5386	2.04	$800,000	$1,632,121
Roadway Expansion	I Avenue	Bear Valley Rd.	Ranchero Rd.	2	4	2	33601	12.73	$800,000	$10,182,121
Roadway Expansion	Johnson Road	Stoddard Wells Rd.	Central Rd.	2	4	2	18296	6.93	$800,000	$5,544,242
Roadway Expansion	Johnson Road	Palmdale Rd.	Phelan Rd.	2	4	2	29269	11.09	$800,000	$8,869,394
Roadway Expansion	Joshua Road	Waalew Rd.	Tussing Ranch Rd.	2	4	2	41619	15.76	$800,000	$12,611,818
Roadway Expansion	Kiowa Road	Yucca Loma Rd.	Bear Valley Rd.	2	4	2	10726	4.06	$800,000	$3,250,303
Roadway Expansion	Koala Road/Baldy Mesa Road	El Mirage Rd.	Holly Rd.	2	4	2	21462	8.13	$800,000	$6,503,636
		Mojave Dr.	Phelan Rd.	2	4	2	37176	14.08	$800,000	$11,265,455
Roadway Expansion	La Mesa Road	Baldy Mesa Rd.	Mesa Linda Ave.	2	4	2	18150	6.88	$800,000	$5,500,000
Roadway Expansion	Lemon/Tussing Ranch/Desert View	I Ave.	Apple Valley Rd.	2	4	2	13315	5.04	$800,000	$4,034,848
		Central Rd.	Joshua Rd.	2	4	2	36654	13.88	$800,000	$11,107,273
Roadway Expansion	Maple Avenue	Mariposa Rd.	Live Oak St.	2	4	2	12576	4.76	$800,000	$3,810,909
		Main St.	Ranchero Rd.	2	4	2	15938	6.04	$800,000	$4,829,697
Roadway Expansion	Mariposa Road	7th St.	Eucalyptus St.	2	4	2	22012	8.34	$800,000	$6,670,303
		Main St.	Oak Hill Rd.	2	4	2	29481	11.17	$800,000	$8,933,636
Roadway Expansion	Mesquite Road	SR 18	Bear Valley Rd.	2	4	2	10613	4.02	$800,000	$3,216,061

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	Mesquite Street	Mariposa Rd.	Fuente Ave.	2	4	2	10994	4.16	$800,000	$3,331,515
		Maple Ave.	3rd Ave.	2	4	2	10752	4.07	$800,000	$3,258,182
Roadway Expansion	Milpas Drive	Desert View Rd.	Ottawa Rd.	2	4	2	17215	6.52	$800,000	$5,216,667
Roadway Expansion	Mojave Drive	Caughlin Rd.	US 395	2	4	2	26151	9.91	$800,000	$7,924,545
		US 395	I-15 SB Interchange	4	6	2	24864	9.42	$800,000	$7,534,545
Roadway Expansion	Muscatel Street	Mariposa Rd.	Aquaduct Rd.	2	4	2	9886	3.74	$800,000	$2,995,758
		Topaz Ave.	Hickory Ave.	2	4	2	7604	2.88	$800,000	$2,304,242
		10th Ave.	4th Ave.	2	4	2	4256	1.61	$800,000	$1,289,697
Roadway Expansion	National Trails Highway	Bryman Rd.	I-15 SB Interchange	2	4	2	51672	19.57	$800,000	$15,658,182
Roadway Expansion	Navajo Road (Cholla Rd)	Sandia Rd.	Round Up Way	2	4	2	15912	6.03	$800,000	$4,821,818
Roadway Expansion	Nisqualli Road/Sitting Bull Road	Apple Valley Rd.	SR 18	2	4	2	32172	12.19	$800,000	$9,749,091
Roadway Expansion	Oasis Road	SR 138	Palmdale Rd.	2	4	2	21531	8.16	$800,000	$6,524,545
Roadway Expansion	Ocotillo Way	Kiowa Rd.	Pioneer Rd.	2	4	2	7873	2.98	$800,000	$2,385,758
		Central Rd.	Laguna Seca Rd.	2	4	2	15751	5.97	$800,000	$4,773,030
Roadway Expansion	Otoe Road/Cahuilla Road	Rancherias Rd.	Cheyenne Rd.	2	4	2	7578	2.87	$800,000	$2,296,364
		Navajo Rd.	Quinnault Rd.	2	4	2	1884	0.71	$800,000	$570,909
		Central Rd.	Ocotilla Rd.	2	4	2	2584	0.98	$800,000	$783,030
Roadway Expansion	Ottawa Street	Rincon Rd.	Kiowa Rd.	2	4	2	5155	1.95	$800,000	$1,562,121
		Mohawk Rd.	Central Rd.	2	4	2	7673	2.91	$800,000	$2,325,152
Roadway Expansion	Palmdale Road (SR-18)	SR 138	Sheep Creek Rd.	2	4	2	51449	19.49	$800,000	$15,590,606
		Baldy Mesa Rd.	I-15 SB Interchange	4	6	2	37856	14.34	$800,000	$11,471,515
Roadway Expansion	Peach Avenue	Ranchero Rd.	Bear Valley Rd.	2	4	2	32424	12.28	$800,000	$9,825,455
Roadway Expansion	Phelan Road/Main Street	SR 138	Sheep Creek Rd.	2	4	2	14047	5.32	$800,000	$4,256,667
		Baldy Mesa Rd.	Rock Springs Rd.	4	6	2	59846	22.67	$800,000	$18,135,152
Roadway Expansion	Quarry Road	Dale Evans Parkway	Central Rd.	2	4	2	10577	4.01	$800,000	$3,205,152
Roadway Expansion	Rancherias Road	Otoe Rd.	Rincon Rd.	2	4	2	9789	3.71	$800,000	$2,966,364
Roadway Expansion	Rancho Road	Caughlin Rd.	Aster Rd.	2	4	2	15554	5.89	$800,000	$4,713,333
Roadway Expansion	Richardson Road	El Mirage Rd.	Bartlett Ave.	2	4	2	7866	2.98	$800,000	$2,383,636
Roadway Expansion	Rincon Rd/Deep Creek Rd/Juniper Dr.	Rancherias Rd.	Sitting Bull Rd.	2	4	2	12804	4.85	$800,000	$3,880,000
		Bear Valley Rd.	Sparrow Rd.	2	4	2	26509	10.04	$800,000	$8,033,030
Roadway Expansion	Rock Springs Road/Roundup Way	Main St.	Kiowa Rd.	2	4	2	14871	5.63	$800,000	$4,506,364
Roadway Expansion	Santa Fe Avenue	Sultana St.	Ranchero Rd.	2	4	2	11528	4.37	$800,000	$3,493,333
Roadway Expansion	Seneca Road	Hesperia Rd.	Lorene Dr.	2	4	2	2324	0.88	$800,000	$704,242
Roadway Expansion	Sheep Creek Road	Holly Rd.	SR 138	2	4	2	52574	19.91	$800,000	$15,931,515
Roadway Expansion	Smoke Tree Road	SR 138	US 395	2	4	2	73324	27.77	$800,000	$22,219,394
Roadway Expansion	SR-18	Bear Valley Rd.	Joshua Rd.	2	4	2	24919	9.44	$800,000	$7,551,212
Roadway Expansion	Stoddard Wells Road	Happy Trails Hwy	Frontage Rd.	2	4	2	7097	2.69	$800,000	$2,150,606
		Dante St.	Victorville Quarry Rd.	2	4	2	13764	5.21	$800,000	$4,170,909
		Victorville Quarry Rd.	Sorrel Trail	2	4	2	64021	24.25	$800,000	$19,400,303
Roadway Expansion	Sultana Street	Maple Ave.	Hesperia Rd.	2	4	2	13043	4.94	$800,000	$3,952,424
		Santa Fe Ave.	I Ave.	2	4	2	5568	2.11	$800,000	$1,687,273
Roadway Expansion	Summit Valley Road	SR 138	Ranchero Rd.	2	4	2	40087	15.18	$800,000	$12,147,576
Roadway Expansion	Tao Road	Happy Trails Hwy	Kamana Rd.	2	4	2	6459	2.45	$800,000	$1,957,273
Roadway Expansion	Waalew Road	Corwin Rd.	Central Rd.	2	4	2	14350	5.44	$800,000	$4,348,485
Roadway Expansion	Yates Road/Yucca Loma	Ridgecrest Rd.	Fortuna Ln.	2	4	2	6559	2.48	$800,000	$1,987,576
		West End @ River	SR 18	2	4	2	19095	7.23	$800,000	$5,786,364
New Roadway	Mojave Street/Lemon Avenue	3rd Ave.	C Ave.	0	2	2	4452	1.69	$800,000	$1,349,091
		10th Ave.	11th Ave.	0	2	2	1147	0.43	$800,000	$347,576
		6th Ave.	8th Ave.	0	2	2	1562	0.59	$800,000	$473,333
		4th Ave.	3rd Ave.	0	2	2	724	0.27	$800,000	$219,394
New Roadway	Richardson Road	Bartlett Rd.	Rancho Rd.	0	2	2	8247	3.12	$800,000	$2,499,091
New Roadway	Topaz Road	Sycamore Rd.	Bear Valley Rd.	0	2	2	2688	1.02	$800,000	$814,545
New Roadway	Goss Road/Eucalyptus	Cobalt Rd.	Jade Rd.	0	2	2	2108	0.80	$800,000	$638,788
		Caughlin Rd.	White Rd.	0	2	2	5298	2.01	$800,000	$1,605,455
New Roadway	Tao Road	Kamana St.	Stoddard Wells Rd.	0	2	2	14075	5.33	$800,000	$4,265,152

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
New Roadway	Seneca Road	Seneca Rd.	Bear Valley Rd.	0	2	2	16383	6.21	$800,000	$4,964,545
New Roadway	Green Tree Boulevard	Hesperia Rd.	Ridgecrest Rd.	0	2	2	4944	1.87	$800,000	$1,498,182
New Roadway	Ottawa Street	Kiowa Rd.	Mowhawk Rd.	0	2	2	2868	1.09	$800,000	$869,091
New Roadway	Smoke Tree Road	Ex. US-395	Amargosa Rd.	0	2	2	9087	3.44	$800,000	$2,753,636
New Roadway	Rancho Road	Gasline Rd.	I-15	0	2	2	13926	5.28	$800,000	$4,220,000
									Subtotal	$563,229,394

Construction - Interior Lanes

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	Air Expressway Boulevard	US 395	Village Dr.	2	6	4	21361	16.18	$800,000	$12,946,061
Roadway Expansion	Apple Valley Road	Falchion Rd.	SR 18	2	6	4	12175	9.22	$800,000	$7,378,788
		Yucca Loma Rd.	Tussing Ranch Rd.	2	6	4	22169	16.79	$800,000	$13,435,758
Roadway Expansion	Arrowhead Lake Road	Ranchero Rd.	SR 173	2	6	4	22728	17.22	$800,000	$13,774,545
Roadway Expansion	Central Road	Johnson Rd.	Tussing Ranch Rd.	2	6	4	57914	43.87	$800,000	$35,099,394
Roadway Expansion	Dale Evans Parkway	I-15	Waalew Rd.	2	6	4	33561	25.43	$800,000	$20,340,000
Roadway Expansion	Duncan Road/Bear Valley Road	Johnson Rd.	SR 18	2	6	4	129667	98.23	$800,000	$78,586,061
Roadway Expansion	Goss Road/Eucalyptus	11th Ave.	Amargosa Rd.	2	6	4	11257	8.53	$800,000	$6,822,424
Roadway Expansion	Happy Trails Hwy (SR-18)	Central Rd.	Bear Valley Rd. Cutoff	2	6	4	18863	14.29	$800,000	$11,432,121
Roadway Expansion	Kiowa Road	Bear Valley Rd.	Rock Springs Rd.	2	6	4	18471	13.99	$800,000	$11,194,545
Roadway Expansion	Lemon/Tussing Ranch/Desert View	Santa Fe Ave.	I Ave.	2	6	4	5614	4.25	$800,000	$3,402,424
		Apple Valley Rd.	Central Rd.	2	6	4	18770	14.22	$800,000	$11,375,758
Roadway Expansion	Mariposa Road	Eucalyptus St.	Main St.	2	6	4	13344	10.11	$800,000	$8,087,273
Roadway Expansion	Mojave Street	Mariposa Rd.	11th Ave.	2	6	4	14120	10.70	$800,000	$8,557,576
		10th Ave.	8th Ave.	2	6	4	1404	1.06	$800,000	$850,909
		6th Ave.	4th Ave.	2	6	4	1311	0.99	$800,000	$794,545
		3rd Ave.	Hesperia Rd.	2	6	4	1406	1.07	$800,000	$852,121
Roadway Expansion	Phelan Road/Main Street	Sheep Creek Rd.	Baldy Mesa Rd.	2	6	4	36619	27.74	$800,000	$22,193,333
Roadway Expansion	Palmdale Road (SR-18)	Sheep Creek Rd.	Baldy Mesa Rd.	2	6	4	36691	27.80	$800,000	$22,236,970
Roadway Expansion	Ranchero Road	Mariposa Rd.	7th Ave.	2	6	4	28572	21.65	$800,000	$17,316,364
		Santa Fe Ave.	Calpella Ave.	2	6	4	20871	15.81	$800,000	$12,649,091
Roadway Expansion	SR-138	Oasis Rd.	SR 173	2	6	4	117947	89.35	$800,000	$71,483,030
Roadway Expansion	SR-173	SR 138	Arrowhead Lake Rd.	2	6	4	36889	27.95	$800,000	$22,356,970
Roadway Expansion	US 395	Torosa Rd.	I-15 On/Off Ramps	2	6	4	92337	69.95	$800,000	$55,961,818
New Roadway	Mojave Street/Lemon Avenue	3rd Ave.	C Ave.	0	4	4	4452	3.37	$800,000	$2,698,182
		10th Ave.	11th Ave.	0	4	4	1147	0.87	$800,000	$695,152
		6th Ave.	8th Ave.	0	4	4	1562	1.18	$800,000	$946,667
		4th Ave.	3rd Ave.	0	4	4	724	0.55	$800,000	$438,788
New Roadway	Richardson Road	Bartlett Rd.	Rancho Rd.	0	2	2	8247	3.12	$800,000	$2,499,091
New Roadway	Topaz Road	Sycamore Rd.	Bear Valley Rd.	0	2	2	2688	1.02	$800,000	$814,545
New Roadway	Tao Road	Kamana St.	Stoddard Wells Rd.	0	2	2	14075	5.33	$800,000	$4,265,152
New Roadway	Seneca Road	Seneca Rd.	Bear Valley Rd.	0	2	2	16383	6.21	$800,000	$4,964,545
New Roadway	Green Tree Boulevard	Hesperia Rd.	Ridgecrest Rd.	0	2	2	4944	1.87	$800,000	$1,498,182
New Roadway	Ottawa Street	Kiowa Rd.	Mowhawk Rd.	0	2	2	2868	1.09	$800,000	$869,091
New Roadway	Smoke Tree Road	Ex. US-395	Amargosa Rd.	0	2	2	9087	3.44	$800,000	$2,753,636
New Roadway	Rancho Road	Gasline Rd.	I-15	0	2	2	13926	5.28	$800,000	$4,220,000
										$495,790,909

Total ROW

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	11th Street	Nisqualli Rd.	Eucalyptus St.	2	4	2	5800	2.20	$316,800	$696,000
Roadway Expansion	3rd Avenue/Rodeo Drive	Green Tree Blvd.	Nisqualli Rd.	2	4	2	5309	2.01	$316,800	$637,080
		Silica Dr.	Lemon St.	2	4	2	12070	4.57	$316,800	$1,448,400
Roadway Expansion	7th Avenue	Bear Valley Rd.	Smoketree St.	2	4	2	15899	6.02	$316,800	$1,907,880

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	7th Avenue	Main St.	Ranchero Rd.	2	4	2	14801	5.61	$316,800	$1,776,120
Roadway Expansion	Air Expressway Boulevard	Aster Rd.	US 395	2	4	2	7976	3.02	$316,800	$957,120
		US 395	Village Dr.	2	6	4	21361	16.18	$316,800	$5,126,640
Roadway Expansion	Amargosa Road	Mojave Dr.	Phelan Rd.	2	4	2	43153	16.35	$316,800	$5,178,360
Roadway Expansion	Amethyst Road	Hopland St.	Palmdale Rd.	2	4	2	13251	5.02	$316,800	$1,590,120
Roadway Expansion	Apple Valley Road	Falchion Rd.	SR 18	2	6	4	12175	9.22	$316,800	$2,922,000
		SR 18	Yucca Loma Rd.	2	4	2	18247	6.91	$316,800	$2,189,640
		Yucca Loma Rd.	Tussing Ranch Rd.	2	6	4	22169	16.79	$316,800	$5,320,560
Roadway Expansion	Arrowhead Lake Road	Danbury Ave.	Ranchero Rd.	2	4	2	3132	1.19	$316,800	$375,840
		Ranchero Rd.	SR 173	2	6	4	22728	17.22	$316,800	$5,454,720
Roadway Expansion	Aster Road	1290' N/O Auburn Ave.	Auburn Ave.	2	4	2	1290	0.49	$316,800	$154,800
		Chamberlaine Way	Air Exp.	2	4	2	5342	2.02	$316,800	$641,040
		Mountain View Rd.	Rancho Rd.	2	4	2	1008	0.38	$316,800	$120,960
Roadway Expansion	Bellflower Street	Chamberlaine Way	Palmdale Rd.	2	4	2	29205	11.06	$316,800	$3,504,600
Roadway Expansion	Caughlin Road	Palmdale Rd.	Phelan Rd.	2	4	2	29422	11.14	$316,800	$3,530,640
Roadway Expansion	Central Road	Stoddard Wells Rd.	Johnson Rd.	2	4	2	10849	4.11	$316,800	$1,301,880
		Johnson Rd.	Tussing Ranch Rd.	2	6	4	57914	43.87	$316,800	$13,899,360
		Tussing Ranch Rd.	Round Up Way	2	4	2	7924	3.00	$316,800	$950,880
Roadway Expansion	Corwin Road	Dale Evans Parkway	SR 18	2	4	2	19305	7.31	$316,800	$2,316,600
Roadway Expansion	Cottonwood Avenue	Pahute Ave.	Main St.	2	4	2	18585	7.04	$316,800	$2,230,200
Roadway Expansion	Dale Evans Parkway	I-15	Waalew Rd.	2	6	4	33561	25.43	$316,800	$8,054,640
Roadway Expansion	Del Oro Road	Deep Creek Rd.	Japatul Rd.	2	4	2	26365	9.99	$316,800	$3,163,800
Roadway Expansion	Duncan Road/Bear Valley Road	Buckwheat Rd.	Johnson Rd.	2	4	2	15907	6.03	$316,800	$1,908,840
		Johnson Rd.	SR 18	2	6	4	129667	98.23	$316,800	$31,120,080
Roadway Expansion	E Avenue/Jacaranda Ave	I Ave.	Main St.	2	4	2	12610	4.78	$316,800	$1,513,200
Roadway Expansion	El Evado Road	Hopland St.	Rancho Rd.	2	4	2	5200	1.97	$316,800	$624,000
Roadway Expansion	El Mirage Road	Caughlin Rd.	US 395	4	6	2	21113	8.00	$316,800	$2,533,560
		US 395	Adelanto Rd.	2	4	2	5639	2.14	$316,800	$676,680
Roadway Expansion	Goss Road/Eucalyptus	E Ave.	11th Ave.	2	4	2	17158	6.50	$316,800	$2,058,960
		11th Ave.	Amargosa Rd.	2	6	4	11257	8.53	$316,800	$2,701,680
		Amargosa Rd.	Caughlin Rd.	2	4	2	38723	14.67	$316,800	$4,646,760
Roadway Expansion	Happy Trails Hwy (SR-18)	Stoddard Wells Rd.	Central Rd.	4	6	2	39646	15.02	$316,800	$4,757,520
		Central Rd.	Bear Valley Rd. Cutoff	2	6	4	18863	14.29	$316,800	$4,527,120
Roadway Expansion	Hesperia Road	Green Tree Blvd.	Nisqualli Rd.	4	6	2	5635	2.13	$316,800	$676,200
		Eucalyptus St.	Main St.	2	4	2	12729	4.82	$316,800	$1,527,480
Roadway Expansion	Holly Road/Hopland Street	Koala Rd.	US 395	2	4	2	16257	6.16	$316,800	$1,950,840
		Amethyst Rd.	El Evado Rd.	2	4	2	5513	2.09	$316,800	$661,560
Roadway Expansion	Hook Blvd/Roy Rogers Dr	Amethyst Rd.	El Evado Rd.	2	4	2	5386	2.04	$316,800	$646,320
Roadway Expansion	I Avenue	Bear Valley Rd.	Ranchero Rd.	2	4	2	33601	12.73	$316,800	$4,032,120
Roadway Expansion	Johnson Road	Stoddard Wells Rd.	Central Rd.	2	4	2	18296	6.93	$316,800	$2,195,520
Roadway Expansion	Johnson Road	Palmdale Rd.	Phelan Rd.	2	4	2	29269	11.09	$316,800	$3,512,280
Roadway Expansion	Joshua Road	Waalew Rd.	Tussing Ranch Rd.	2	4	2	41619	15.76	$316,800	$4,994,280
Roadway Expansion	Kiowa Road	Yucca Loma Rd.	Bear Valley Rd.	2	4	2	10726	4.06	$316,800	$1,287,120
		Bear Valley Rd.	Rock Springs Rd.	2	6	4	18471	13.99	$316,800	$4,433,040
Roadway Expansion	Koala Road/Baldy Mesa Road	El Mirage Rd.	Holly Rd.	2	4	2	21462	8.13	$316,800	$2,575,440
		Mojave Dr.	Phelan Rd.	2	4	2	37176	14.08	$316,800	$4,461,120
Roadway Expansion	La Mesa Road	Baldy Mesa Rd.	Mesa Linda Ave.	2	4	2	18150	6.88	$316,800	$2,178,000
Roadway Expansion	Lemon/Tussing Ranch/Desert View	Santa Fe Ave.	I Ave.	2	6	4	5614	4.25	$316,800	$1,347,360
		I Ave.	Apple Valley Rd.	2	4	2	13315	5.04	$316,800	$1,597,800
		Apple Valley Rd.	Central Rd.	2	6	4	18770	14.22	$316,800	$4,504,800
		Central Rd.	Joshua Rd.	2	4	2	36654	13.88	$316,800	$4,398,480
Roadway Expansion	Maple Avenue	Mariposa Rd.	Live Oak St.	2	4	2	12576	4.76	$316,800	$1,509,120
		Main St.	Ranchero Rd.	2	4	2	15938	6.04	$316,800	$1,912,560
Roadway Expansion	Mariposa Road	7th St.	Eucalyptus St.	2	4	2	22012	8.34	$316,800	$2,641,440
		Eucalyptus St.	Main St.	2	6	4	13344	10.11	$316,800	$3,202,560
		Main St.	Oak Hill Rd.	2	4	2	29481	11.17	$316,800	$3,537,720

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	Mesquite Road	SR 18	Bear Valley Rd.	2	4	2	10613	4.02	$316,800	$1,273,560
Roadway Expansion	Mesquite Street	Mariposa Rd.	Fuente Ave.	2	4	2	10994	4.16	$316,800	$1,319,280
		Maple Ave.	3rd Ave.	2	4	2	10752	4.07	$316,800	$1,290,240
Roadway Expansion	Milpas Drive	Desert View Rd.	Ottawa Rd.	2	4	2	17215	6.52	$316,800	$2,065,800
Roadway Expansion	Mojave Street	Mariposa Rd.	11th Ave.	2	6	4	14120	10.70	$316,800	$3,388,800
		10th Ave.	8th Ave.	2	6	4	1404	1.06	$316,800	$336,960
		6th Ave.	4th Ave.	2	6	4	1311	0.99	$316,800	$314,640
		3rd Ave.	Hesperia Rd.	2	6	4	1406	1.07	$316,800	$337,440
Roadway Expansion	Mojave Drive	Caughlin Rd.	US 395	2	4	2	26151	9.91	$316,800	$3,138,120
		US 395	I-15 SB Interchange	4	6	2	24864	9.42	$316,800	$2,983,680
Roadway Expansion	Muscatel Street	Mariposa Rd.	Aquaduct Rd.	2	4	2	9886	3.74	$316,800	$1,186,320
		Topaz Ave.	Hickory Ave.	2	4	2	7604	2.88	$316,800	$912,480
		10th Ave.	4th Ave.	2	4	2	4256	1.61	$316,800	$510,720
Roadway Expansion	National Trails Highway	Bryman Rd.	I-15 SB Interchange	2	4	2	51672	19.57	$316,800	$6,200,640
Roadway Expansion	Navajo Road (Cholla Rd)	Sandia Rd.	Round Up Way	2	4	2	15912	6.03	$316,800	$1,909,440
Roadway Expansion	Nisqualli Road/Sitting Bull Road	Apple Valley Rd.	SR 18	2	4	2	32172	12.19	$316,800	$3,860,640
Roadway Expansion	Oasis Road	SR 138	Palmdale Rd.	2	4	2	21531	8.16	$316,800	$2,583,720
Roadway Expansion	Ocotillo Way	Kiowa Rd.	Pioneer Rd.	2	4	2	7873	2.98	$316,800	$944,760
		Central Rd.	Laguna Seca Rd.	2	4	2	15751	5.97	$316,800	$1,890,120
Roadway Expansion	Otoe Road/Cahuilla Road	Rancherias Rd.	Cheyenne Rd.	2	4	2	7578	2.87	$316,800	$909,360
		Navajo Rd.	Quinnault Rd.	2	4	2	1884	0.71	$316,800	$226,080
		Central Rd.	Ocotilla Rd.	2	4	2	2584	0.98	$316,800	$310,080
Roadway Expansion	Ottawa Street	Rincon Rd.	Kiowa Rd.	2	4	2	5155	1.95	$316,800	$618,600
		Mohawk Rd.	Central Rd.	2	4	2	7673	2.91	$316,800	$920,760
Roadway Expansion	Palmdale Road (SR-18)	SR 138	Sheep Creek Rd.	2	4	2	51449	19.49	$316,800	$6,173,880
		Sheep Creek Rd.	Baldy Mesa Rd.	2	6	4	36691	27.80	$316,800	$8,805,840
		Baldy Mesa Rd.	I-15 SB Interchange	4	6	2	37856	14.34	$316,800	$4,542,720
Roadway Expansion	Peach Avenue	Ranchero Rd.	Bear Valley Rd.	2	4	2	32424	12.28	$316,800	$3,890,880
Roadway Expansion	Phelan Road/Main Street	SR 138	Sheep Creek Rd.	2	4	2	14047	5.32	$316,800	$1,685,640
		Sheep Creek Rd.	Baldy Mesa Rd.	2	6	4	36619	27.74	$316,800	$8,788,560
		Baldy Mesa Rd.	Rock Springs Rd.	4	6	2	59846	22.67	$316,800	$7,181,520
Roadway Expansion	Quarry Road	Dale Evans Parkway	Central Rd.	2	4	2	10577	4.01	$316,800	$1,269,240
Roadway Expansion	Rancherias Road	Otoe Rd.	Rincon Rd.	2	4	2	9789	3.71	$316,800	$1,174,680
Roadway Expansion	Ranchero Road	Mariposa Rd.	7th Ave.	2	6	4	28572	21.65	$316,800	$6,857,280
		Santa Fe Ave.	Calpella Ave.	2	6	4	20871	15.81	$316,800	$5,009,040
Roadway Expansion	Rancho Road	Caughlin Rd.	Aster Rd.	2	4	2	15554	5.89	$316,800	$1,866,480
Roadway Expansion	Richardson Road	El Mirage Rd.	Bartlett Ave.	2	4	2	7866	2.98	$316,800	$943,920
Roadway Expansion	Rincon Rd/Deep Creek Rd/Juniper Dr.	Rancherias Rd.	Sitting Bull Rd.	2	4	2	12804	4.85	$316,800	$1,536,480
		Bear Valley Rd.	Sparrow Rd.	2	4	2	26509	10.04	$316,800	$3,181,080
Roadway Expansion	Rock Springs Road/Roundup Way	Main St.	Kiowa Rd.	2	4	2	14871	5.63	$316,800	$1,784,520
Roadway Expansion	Santa Fe Avenue	Sultana St.	Ranchero Rd.	2	4	2	11528	4.37	$316,800	$1,383,360
Roadway Expansion	Seneca Road	Hesperia Rd.	Lorene Dr.	2	4	2	2324	0.88	$316,800	$278,880
Roadway Expansion	Sheep Creek Road	Holly Rd.	SR 138	2	4	2	52574	19.91	$316,800	$6,308,880
Roadway Expansion	Smoke Tree Road	SR 138	US 395	2	4	2	73324	27.77	$316,800	$8,798,880
Roadway Expansion	SR-138	Oasis Rd.	SR 173	2	6	4	117947	89.35	$316,800	$28,307,280
Roadway Expansion	SR-173	SR 138	Arrowhead Lake Rd.	2	6	4	36889	27.95	$316,800	$8,853,360
Roadway Expansion	SR-18	Bear Valley Rd.	Joshua Rd.	2	4	2	24919	9.44	$316,800	$2,990,280
Roadway Expansion	Stoddard Wells Road	Happy Trails Hwy	Frontage Rd.	2	4	2	7097	2.69	$316,800	$851,640
		Dante St.	Victorville Quarry Rd.	2	4	2	13764	5.21	$316,800	$1,651,680
		Victorville Quarry Rd.	Sorrel Trail	2	4	2	64021	24.25	$316,800	$7,682,520
Roadway Expansion	Sultana Street	Maple Ave.	Hesperia Rd.	2	4	2	13043	4.94	$316,800	$1,565,160
		Santa Fe Ave.	I Ave.	2	4	2	5568	2.11	$316,800	$668,160
Roadway Expansion	Summit Valley Road	SR 138	Ranchero Rd.	2	4	2	40087	15.18	$316,800	$4,810,440
Roadway Expansion	Tao Road	Happy Trails Hwy	Kamana Rd.	2	4	2	6459	2.45	$316,800	$775,080
Roadway Expansion	US 395	Torosa Rd.	I-15 On/Off Ramps	2	6	4	92337	69.95	$316,800	$22,160,880

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	Waalew Road	Corwin Rd.	Central Rd.	2	4	2	14350	5.44	$316,800	$1,722,000
Roadway Expansion	Yates Road/Yucca Loma	Ridgecrest Rd.	Fortuna Ln.	2	4	2	6559	2.48	$316,800	$787,080
		West End @ River	SR 18	2	4	2	19095	7.23	$316,800	$2,291,400
New Roadway	Richardson Road	Bartlett Rd.	Rancho Rd.	0	4	4	8247	6.25	$316,800	$1,979,280
New Roadway	Topaz Road	Sycamore Rd.	Bear Valley Rd.	0	4	4	2688	2.04	$316,800	$645,120
New Roadway	Goss Road/Eucalyptus	Cobalt Rd.	Jade Rd.	0	2	2	2108	0.80	$316,800	$252,960
		Caughlin Rd.	White Rd.	0	2	2	5298	2.01	$316,800	$635,760
New Roadway	Tao Road	Kamana St.	Stoddard Wells Rd.	0	4	4	14075	10.66	$316,800	$3,378,000
New Roadway	Seneca Road	Seneca Rd.	Bear Valley Rd.	0	4	4	16383	12.41	$316,800	$3,931,920
New Roadway	Mojave Street/Lemon Avenue	3rd Ave.	C Ave.	0	6	6	4452	5.06	$316,800	$1,602,720
		10th Ave.	11th Ave.	0	6	6	1147	1.30	$316,800	$412,920
		6th Ave.	8th Ave.	0	6	6	1562	1.78	$316,800	$562,320
		4th Ave.	3rd Ave.	0	6	6	724	0.82	$316,800	$260,640
New Roadway	Green Tree Boulevard	Hesperia Rd.	Ridgecrest Rd.	0	4	4	4944	3.75	$316,800	$1,186,560
New Roadway	Ottawa Street	Kiowa Rd.	Mowhawk Rd.	0	4	4	2868	2.17	$316,800	$688,320
New Roadway	Smoke Tree Road	Ex. US-395	Amargosa Rd.	0	4	4	9087	6.88	$316,800	$2,180,880
New Roadway	Rancho Road	Gasline Rd.	I-15	0	4	4	13926	10.55	$316,800	$3,342,240
									Subtotal	$419,372,040
									Total	$1,478,392,343

Victor Valley Area Transportation System
Cost Estimate

High End Improvement Scenario
Total Costs including ROW
Lump Sum Items

Items	Intersection	Cost
Interchange	Ranchero and I-15[1]	$60,000,000
Interchange	Mojave St. and I-15[1]	$62,000,000
Interchange	Eucalyptus/Goss and I-15[1]	$65,000,000
Interchange	La Mesa/Nisqualli and I-15[2]	$67,000,000
Interchange	Muscatel and I-15[1]	$80,000,000
Hwy Overcrossing	Joshua and I-15[1]	
Railroad Overcrossing	Ranchero[1]	$35,000,000
Railroad Overcrossing	Sultana	$20,000,000
Railroad Overcrossing	Mojave/Lemon	$20,000,000
Railroad Overcrossing	Eucalyptus	$20,000,000
Railroad Overcrossing	Green Tree	$20,000,000
Bridge	Yucca Loma and Yates[5]	$40,000,000
Bridge	Lemon and Tussing Ranch[5]	$40,000,000
	Subtotal	$529,000,000

Items	Intersection	Cost
Connector/Interchange	Ranchero/I-15 and New US-395[3]	$50,000,000
Interchange	Baldy Mesa and New US-395	$40,000,000
Interchange	Smoke Tree and New US-395	$45,000,000
Interchange	Bear Valley and New US-395	$45,000,000
Interchange	Palmdale (SR-18) and New US-395	$45,000,000
Interchange	Mojave Dr. and New US-395	$45,000,000
Interchange	Rancho and New US-395	$45,000,000
Interchange	El Mirage and New US-395	$40,000,000
Connector	High Desert Corridor and New US-395	$50,000,000
Interchange	Colusa and New US-395	$40,000,000
Interchange	Ex. US-395 and New US-395	$50,000,000
Interchange	Ex. US-395 and High Desert Corridor[4]	$7,300,000
Interchange	Phantom West and High Desert Corridor[4]	$9,000,000
Interchange	Phantom East and High Desert Corridor[4]	$10,100,000
Connector	I-15 and High Desert Corridor	$80,000,000
Interchange	Dale Evans Parkway and High Desert Corridor[4]	$9,000,000
Connector	I-15 and South East Beltway	$25,000,000
Interchange	SR-138 and South East Beltway	$25,000,000
Interchange	SR-138 and South East Beltway	$25,000,000
Interchange	Maple and South East Beltway	$25,000,000
Interchange	Arrowhead Lake and South East Beltway	$25,000,000
Interchange	Kiowa and South East Beltway	$25,000,000
Interchange	Central and South East Beltway	$25,000,000
Interchange	Tussing Ranch and South East Beltway	$25,000,000
Interchange	Bear Valley and South East Beltway	$25,000,000
	Total	$835,400,000

Shaded values are assumed costs based off of other given costs.

1. From Scott Priester of the City of Hesperia.
2. From Brian Gengler of the City of Victorville.
3. From Ryan Graham of SANBAG. A range of approximate costs were given for all US-395 interchanges.
4. From Jim Balcom of San Bernardino County.
5. From Richard Pederson of the Town of Apple Valley.

Victor Valley Area Transportation System
Cost Estimate

Moderate Improvement Scenario
Construction

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
New Expressway	US 395 - Alignment 1*	Ranchero Rd.	High Desert Corridor	0	4	4	77414	58.65	$6,291,527	$368,978,993
		High Desert Corridor	N/O Desert Flower @ 395	0	4	4	33914	25.69	$6,291,527	$161,644,581
New Expressway	High Desert Corridor	LA County Line	New US-395	0	4	4	52503	39.78	$6,291,527	$250,245,487
		New US-395	I-15	0	4	4	62547	47.38	$6,291,527	$298,118,287
		I-15	E/O Dale Evans Parkway	0	4	4	11588	8.78	$6,291,527	$55,231,981
		E/O Dale Evans Parkway	South East Beltway	0	4	4	54281	41.12	$6,291,527	$258,719,983
New Highway	South East Beltway - Alignment 1	I-15	SR 138	0	4	4	20837	15.79	$7,864,409	$124,144,458
New Highway	South East Beltway - Alignment 1	SR 138	Mojave River	0	4	4	68923	52.21	$6,291,527	$328,508,269
									Subtotal	$1,845,592,040

Right-Of-Way

New Highway	US 395 - Alignment 1	Ranchero Rd.	High Desert Corridor	0	6	6	77414	87.97	$785,766	$69,124,213
		High Desert Corridor	N/O Desert Flower @ 395	0	4	4	33914	25.69	$785,766	$20,188,239
New Expressway	High Desert Corridor	LA County Line	New US-395	0	6	6	52503	59.66	$785,766	$46,880,778
		New US-395	I-15	0	6	6	62547	71.08	$785,766	$55,849,228
		I-15	E/O Dale Evans Parkway	0	4	4	11588	8.78	$785,766	$6,898,075
		E/O Dale Evans Parkway	South East Beltway	0	4	4	54281	41.12	$785,766	$32,312,255
New Highway	South East Beltway - Alignment 1	I-15	Mojave River	0	4	4	89760	68.00	$785,766	$53,432,104
									Subtotal	$284,684,892

Victor Valley Area Transportation System
Cost Estimate

Moderate Improvement Scenario
Construction - Curb Lane Only

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	11th Street	Nisqualli Rd.	Eucalyptus St.	2	4	2	5800	2.20	$800,000	$1,757,576
Roadway Expansion	3rd Avenue/Rodeo Drive	Green Tree Blvd.	Nisqualli Rd.	2	4	2	5309	2.01	$800,000	$1,608,788
		Silica Dr.	Lemon St.	2	4	2	12070	4.57	$800,000	$3,657,576
Roadway Expansion	7th Avenue	Bear Valley Rd.	Smoketree St.	2	4	2	15899	6.02	$800,000	$4,817,879
		Main St.	Ranchero Rd.	2	4	2	14801	5.61	$800,000	$4,485,152
Roadway Expansion	Air Expressway Boulevard	Aster Rd.	US 395	2	4	2	7976	3.02	$800,000	$2,416,970
Roadway Expansion	Amargosa Road	Mojave Dr.	Phelan Rd.	2	4	2	43153	16.35	$800,000	$13,076,667
Roadway Expansion	Amethyst Road	Hopland St.	Palmdale Rd.	2	4	2	13251	5.02	$800,000	$4,015,455
Roadway Expansion	Apple Valley Road	SR 18	Yucca Loma Rd.	2	4	2	18247	6.91	$800,000	$5,529,394
Roadway Expansion	Arrowhead Lake Road	Danbury Ave.	Ranchero Rd.	2	4	2	3132	1.19	$800,000	$949,091
Roadway Expansion	Aster Road	1290' N/O Auburn Ave.	Auburn Ave.	2	4	2	1290	0.49	$800,000	$390,909
		Chamberlaine Way	Air Exp.	2	4	2	5342	2.02	$800,000	$1,618,788
		Mountain View Rd.	Rancho Rd.	2	4	2	1008	0.38	$800,000	$305,455
Roadway Expansion	Bellflower Street	Chamberlaine Way	Palmdale Rd.	2	4	2	29205	11.06	$800,000	$8,850,000
Roadway Expansion	Caughlin Road	Palmdale Rd.	Phelan Rd.	2	4	2	29422	11.14	$800,000	$8,915,758
Roadway Expansion	Central Road	Stoddard Wells Rd.	Johnson Rd.	2	4	2	10849	4.11	$800,000	$3,287,576
		Tussing Ranch Rd.	Round Up Way	2	4	2	7924	3.00	$800,000	$2,401,212
Roadway Expansion	Corwin Road	Dale Evans Parkway	SR 18	2	4	2	19305	7.31	$800,000	$5,850,000
Roadway Expansion	Cottonwood Avenue	Pahute Ave.	Main St.	2	4	2	18585	7.04	$800,000	$5,631,818
Roadway Expansion	Del Oro Road	Deep Creek Rd.	Japatul Rd.	2	4	2	26365	9.99	$800,000	$7,989,394
Roadway Expansion	Duncan Road/Bear Valley Road	Buckwheat Rd.	Johnson Rd.	2	4	2	15907	6.03	$800,000	$4,820,303
Roadway Expansion	E Avenue/Jacaranda Ave	I Ave.	Main St.	2	4	2	12610	4.78	$800,000	$3,821,212
Roadway Expansion	El Evado Road	Hopland St.	Rancho Rd.	2	4	2	5200	1.97	$800,000	$1,575,758
Roadway Expansion	El Mirage Road	Caughlin Rd.	US 395	4	6	2	21113	8.00	$800,000	$6,397,879
		US 395	Adelanto Rd.	2	4	2	5639	2.14	$800,000	$1,708,788
Roadway Expansion	Goss Road/Eucalyptus	E Ave.	11th Ave.	2	4	2	17158	6.50	$800,000	$5,199,394
		Amargosa Rd.	Caughlin Rd.	2	4	2	38723	14.67	$800,000	$11,734,242
Roadway Expansion	Happy Trails Hwy (SR-18)	Stoddard Wells Rd.	Central Rd.	4	6	2	39646	15.02	$800,000	$12,013,939
Roadway Expansion	Hesperia Road	Green Tree Blvd.	Nisqualli Rd.	4	6	2	5635	2.13	$800,000	$1,707,576
		Eucalyptus St.	Main St.	2	4	2	12729	4.82	$800,000	$3,857,273
Roadway Expansion	Holly Road/Hopland Street	Koala Rd.	US 395	2	4	2	16257	6.16	$800,000	$4,926,364
		Amethyst Rd.	El Evado Rd.	2	4	2	5513	2.09	$800,000	$1,670,606
Roadway Expansion	Hook Blvd/Roy Rogers Dr	Amethyst Rd.	El Evado Rd.	2	4	2	5386	2.04	$800,000	$1,632,121
Roadway Expansion	I Avenue	Bear Valley Rd.	Ranchero Rd.	2	4	2	33601	12.73	$800,000	$10,182,121
Roadway Expansion	Johnson Road	Stoddard Wells Rd.	Central Rd.	2	4	2	18296	6.93	$800,000	$5,544,242
Roadway Expansion	Johnson Road	Palmdale Rd.	Phelan Rd.	2	4	2	29269	11.09	$800,000	$8,869,394
Roadway Expansion	Joshua Road	Waalew Rd.	Tussing Ranch Rd.	2	4	2	41619	15.76	$800,000	$12,611,818
Roadway Expansion	Kiowa Road	Yucca Loma Rd.	Bear Valley Rd.	2	4	2	10726	4.06	$800,000	$3,250,303
Roadway Expansion	Koala Road/Baldy Mesa Road	El Mirage Rd.	Holly Rd.	2	4	2	21462	8.13	$800,000	$6,503,636
		Mojave Dr.	Phelan Rd.	2	4	2	37176	14.08	$800,000	$11,265,455
Roadway Expansion	La Mesa Road	Baldy Mesa Rd.	Mesa Linda Ave.	2	4	2	18150	6.88	$800,000	$5,500,000
Roadway Expansion	Lemon/Tussing Ranch/Desert View	I Ave.	Apple Valley Rd.	2	4	2	13315	5.04	$800,000	$4,034,848
		Central Rd.	Joshua Rd.	2	4	2	36654	13.88	$800,000	$11,107,273
Roadway Expansion	Maple Avenue	Mariposa Rd.	Live Oak St.	2	4	2	12576	4.76	$800,000	$3,810,909
		Main St.	Ranchero Rd.	2	4	2	15938	6.04	$800,000	$4,829,697
Roadway Expansion	Mariposa Road	7th St.	Eucalyptus St.	2	4	2	22012	8.34	$800,000	$6,670,303
		Main St.	Oak Hill Rd.	2	4	2	29481	11.17	$800,000	$8,933,636
Roadway Expansion	Mesquite Road	SR 18	Bear Valley Rd.	2	4	2	10613	4.02	$800,000	$3,216,061

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	Mesquite Street	Mariposa Rd.	Fuente Ave.	2	4	2	10994	4.16	$800,000	$3,331,515
		Maple Ave.	3rd Ave.	2	4	2	10752	4.07	$800,000	$3,258,182
Roadway Expansion	Milpas Drive	Desert View Rd.	Ottawa Rd.	2	4	2	17215	6.52	$800,000	$5,216,667
Roadway Expansion	Mojave Drive	Caughlin Rd.	US 395	2	4	2	26151	9.91	$800,000	$7,924,545
		US 395	I-15 SB Interchange	4	6	2	24864	9.42	$800,000	$7,534,545
Roadway Expansion	Muscatel Street	Mariposa Rd.	Aquaduct Rd.	2	4	2	9886	3.74	$800,000	$2,995,758
		Topaz Ave.	Hickory Ave.	2	4	2	7604	2.88	$800,000	$2,304,242
		10th Ave.	4th Ave.	2	4	2	4256	1.61	$800,000	$1,289,697
Roadway Expansion	National Trails Highway	Bryman Rd.	I-15 SB Interchange	2	4	2	51672	19.57	$800,000	$15,658,182
Roadway Expansion	Navajo Road (Cholla Rd)	Sandia Rd.	Round Up Way	2	4	2	15912	6.03	$800,000	$4,821,818
Roadway Expansion	Nisqualli Road/Sitting Bull Road	Apple Valley Rd.	SR 18	2	4	2	32172	12.19	$800,000	$9,749,091
Roadway Expansion	Oasis Road	SR 138	Palmdale Rd.	2	4	2	21531	8.16	$800,000	$6,524,545
Roadway Expansion	Ocotillo Way	Kiowa Rd.	Pioneer Rd.	2	4	2	7873	2.98	$800,000	$2,385,758
		Central Rd.	Laguna Seca Rd.	2	4	2	15751	5.97	$800,000	$4,773,030
Roadway Expansion	Otoe Road/Cahuilla Road	Rancherias Rd.	Cheyenne Rd.	2	4	2	7578	2.87	$800,000	$2,296,364
		Navajo Rd.	Quinnault Rd.	2	4	2	1884	0.71	$800,000	$570,909
		Central Rd.	Ocotilla Rd.	2	4	2	2584	0.98	$800,000	$783,030
Roadway Expansion	Ottawa Street	Rincon Rd.	Kiowa Rd.	2	4	2	5155	1.95	$800,000	$1,562,121
		Mohawk Rd.	Central Rd.	2	4	2	7673	2.91	$800,000	$2,325,152
Roadway Expansion	Palmdale Road (SR-18)	SR 138	Sheep Creek Rd.	2	4	2	51449	19.49	$800,000	$15,590,606
		Baldy Mesa Rd.	I-15 SB Interchange	4	6	2	37856	14.34	$800,000	$11,471,515
Roadway Expansion	Peach Avenue	Ranchero Rd.	Bear Valley Rd.	2	4	2	32424	12.28	$800,000	$9,825,455
Roadway Expansion	Phelan Road/Main Street	SR 138	Sheep Creek Rd.	2	4	2	14047	5.32	$800,000	$4,256,667
		Baldy Mesa Rd.	Rock Springs Rd.	4	6	2	59846	22.67	$800,000	$18,135,152
Roadway Expansion	Quarry Road	Dale Evans Parkway	Central Rd.	2	4	2	10577	4.01	$800,000	$3,205,152
Roadway Expansion	Rancherias Road	Otoe Rd.	Rincon Rd.	2	4	2	9789	3.71	$800,000	$2,966,364
Roadway Expansion	Rancho Road	Caughlin Rd.	Aster Rd.	2	4	2	15554	5.89	$800,000	$4,713,333
Roadway Expansion	Richardson Road	El Mirage Rd.	Bartlett Ave.	2	4	2	7866	2.98	$800,000	$2,383,636
Roadway Expansion	Rincon Rd/Deep Creek Rd/Juniper Dr.	Rancherias Rd.	Sitting Bull Rd.	2	4	2	12804	4.85	$800,000	$3,880,000
		Bear Valley Rd.	Sparrow Rd.	2	4	2	26509	10.04	$800,000	$8,033,030
Roadway Expansion	Rock Springs Road/Roundup Way	Main St.	Kiowa Rd.	2	4	2	14871	5.63	$800,000	$4,506,364
Roadway Expansion	Santa Fe Avenue	Sultana St.	Ranchero Rd.	2	4	2	11528	4.37	$800,000	$3,493,333
Roadway Expansion	Seneca Road	Hesperia Rd.	Lorene Dr.	2	4	2	2324	0.88	$800,000	$704,242
Roadway Expansion	Sheep Creek Road	Holly Rd.	SR 138	2	4	2	52574	19.91	$800,000	$15,931,515
Roadway Expansion	Smoke Tree Road	SR 138	US 395	2	4	2	73324	27.77	$800,000	$22,219,394
Roadway Expansion	SR-18	Bear Valley Rd.	Joshua Rd.	2	4	2	24919	9.44	$800,000	$7,551,212
Roadway Expansion	Stoddard Wells Road	Happy Trails Hwy	Frontage Rd.	2	4	2	7097	2.69	$800,000	$2,150,606
		Dante St.	Victorville Quarry Rd.	2	4	2	13764	5.21	$800,000	$4,170,909
		Victorville Quarry Rd.	Sorrel Trail	2	4	2	64021	24.25	$800,000	$19,400,303
Roadway Expansion	Sultana Street	Maple Ave.	Hesperia Rd.	2	4	2	13043	4.94	$800,000	$3,952,424
		Santa Fe Ave.	I Ave.	2	4	2	5568	2.11	$800,000	$1,687,273
Roadway Expansion	Summit Valley Road	SR 138	Ranchero Rd.	2	4	2	40087	15.18	$800,000	$12,147,576
Roadway Expansion	Tao Road	Happy Trails Hwy	Kamana Rd.	2	4	2	6459	2.45	$800,000	$1,957,273
Roadway Expansion	Waalew Road	Corwin Rd.	Central Rd.	2	4	2	14350	5.44	$800,000	$4,348,485
Roadway Expansion	Yates Road/Yucca Loma	Ridgecrest Rd.	Fortuna Ln.	2	4	2	6559	2.48	$800,000	$1,987,576
		West End @ River	SR 18	2	4	2	19095	7.23	$800,000	$5,786,364
New Roadway	Mojave Street/Lemon Avenue	3rd Ave.	C Ave.	0	2	2	4452	1.69	$800,000	$1,349,091
		10th Ave.	11th Ave.	0	2	2	1147	0.43	$800,000	$347,576
		6th Ave.	8th Ave.	0	2	2	1562	0.59	$800,000	$473,333
		4th Ave.	3rd Ave.	0	2	2	724	0.27	$800,000	$219,394
New Roadway	Richardson Road	Bartlett Rd.	Rancho Rd.	0	2	2	8247	3.12	$800,000	$2,499,091
New Roadway	Topaz Road	Sycamore Rd.	Bear Valley Rd.	0	2	2	2688	1.02	$800,000	$814,545
New Roadway	Goss Road/Eucalyptus	Cobalt Rd.	Jade Rd.	0	2	2	2108	0.80	$800,000	$638,788
		Caughlin Rd.	White Rd.	0	2	2	5298	2.01	$800,000	$1,605,455
New Roadway	Tao Road	Kamana St.	Stoddard Wells Rd.	0	2	2	14075	5.33	$800,000	$4,265,152

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
New Roadway	Seneca Road	Seneca Rd.	Bear Valley Rd.	0	2	2	16383	6.21	$800,000	$4,964,545
New Roadway	Green Tree Boulevard	Hesperia Rd.	Ridgecrest Rd.	0	2	2	4944	1.87	$800,000	$1,498,182
New Roadway	Ottawa Street	Kiowa Rd.	Mowhawk Rd.	0	2	2	2868	1.09	$800,000	$869,091
New Roadway	Smoke Tree Road	Ex. US-395	Amargosa Rd.	0	2	2	9087	3.44	$800,000	$2,753,636
New Roadway	Rancho Road	Gasline Rd.	I-15	0	2	2	13926	5.28	$800,000	$4,220,000
									Subtotal	$563,229,394

Construction - Interior Lanes

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	Air Expressway Boulevard	US 395	Village Dr.	2	6	4	21361	16.18	$800,000	$12,946,061
Roadway Expansion	Apple Valley Road	Falchion Rd.	SR 18	2	6	4	12175	9.22	$800,000	$7,378,788
		Yucca Loma Rd.	Tussing Ranch Rd.	2	6	4	22169	16.79	$800,000	$13,435,758
Roadway Expansion	Arrowhead Lake Road	Ranchero Rd.	SR 173	2	6	4	22728	17.22	$800,000	$13,774,545
Roadway Expansion	Central Road	Johnson Rd.	Tussing Ranch Rd.	2	6	4	57914	43.87	$800,000	$35,099,394
Roadway Expansion	Dale Evans Parkway	I-15	Waalew Rd.	2	6	4	33561	25.43	$800,000	$20,340,000
Roadway Expansion	Duncan Road/Bear Valley Road	Johnson Rd.	SR 18	2	6	4	129667	98.23	$800,000	$78,586,061
Roadway Expansion	Goss Road/Eucalyptus	11th Ave.	Amargosa Rd.	2	6	4	11257	8.53	$800,000	$6,822,424
Roadway Expansion	Happy Trails Hwy (SR-18)	Central Rd.	Bear Valley Rd. Cutoff	2	6	4	18863	14.29	$800,000	$11,432,121
Roadway Expansion	Kiowa Road	Bear Valley Rd.	Rock Springs Rd.	2	6	4	18471	13.99	$800,000	$11,194,545
Roadway Expansion	Lemon/Tussing Ranch/Desert View	Santa Fe Ave.	I Ave.	2	6	4	5614	4.25	$800,000	$3,402,424
		Apple Valley Rd.	Central Rd.	2	6	4	18770	14.22	$800,000	$11,375,758
Roadway Expansion	Mariposa Road	Eucalyptus St.	Main St.	2	6	4	13344	10.11	$800,000	$8,087,273
Roadway Expansion	Mojave Street	Mariposa Rd.	11th Ave.	2	6	4	14120	10.70	$800,000	$8,557,576
		10th Ave.	8th Ave.	2	6	4	1404	1.06	$800,000	$850,909
		6th Ave.	4th Ave.	2	6	4	1311	0.99	$800,000	$794,545
		3rd Ave.	Hesperia Rd.	2	6	4	1406	1.07	$800,000	$852,121
Roadway Expansion	Phelan Road/Main Street	Sheep Creek Rd.	Baldy Mesa Rd.	2	6	4	36619	27.74	$800,000	$22,193,333
Roadway Expansion	Palmdale Road (SR-18)	Sheep Creek Rd.	Baldy Mesa Rd.	2	6	4	36691	27.80	$800,000	$22,236,970
Roadway Expansion	Ranchero Road	Mariposa Rd.	7th Ave.	2	6	4	28572	21.65	$800,000	$17,316,364
		Santa Fe Ave.	Calpella Ave.	2	6	4	20871	15.81	$800,000	$12,649,091
Roadway Expansion	SR-138	Oasis Rd.	SR 173	2	6	4	117947	89.35	$800,000	$71,483,030
Roadway Expansion	SR-173	SR 138	Arrowhead Lake Rd.	2	6	4	36889	27.95	$800,000	$22,356,970
Roadway Expansion	US 395	Torosa Rd.	I-15 On/Off Ramps	2	6	4	92337	69.95	$800,000	$55,961,818
New Roadway	Mojave Street/Lemon Avenue	3rd Ave.	C Ave.	0	4	4	4452	3.37	$800,000	$2,698,182
		10th Ave.	11th Ave.	0	4	4	1147	0.87	$800,000	$695,152
		6th Ave.	8th Ave.	0	4	4	1562	1.18	$800,000	$946,667
		4th Ave.	3rd Ave.	0	4	4	724	0.55	$800,000	$438,788
New Roadway	Richardson Road	Bartlett Rd.	Rancho Rd.	0	2	2	8247	3.12	$800,000	$2,499,091
New Roadway	Topaz Road	Sycamore Rd.	Bear Valley Rd.	0	2	2	2688	1.02	$800,000	$814,545
New Roadway	Tao Road	Kamana St.	Stoddard Wells Rd.	0	2	2	14075	5.33	$800,000	$4,265,152
New Roadway	Seneca Road	Seneca Rd.	Bear Valley Rd.	0	2	2	16383	6.21	$800,000	$4,964,545
New Roadway	Green Tree Boulevard	Hesperia Rd.	Ridgecrest Rd.	0	2	2	4944	1.87	$800,000	$1,498,182
New Roadway	Ottawa Street	Kiowa Rd.	Mowhawk Rd.	0	2	2	2868	1.09	$800,000	$869,091
New Roadway	Smoke Tree Road	Ex. US-395	Amargosa Rd.	0	2	2	9087	3.44	$800,000	$2,753,636
New Roadway	Rancho Road	Gasline Rd.	I-15	0	2	2	13926	5.28	$800,000	$4,220,000
										$495,790,909

Total ROW

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	11th Street	Nisqualli Rd.	Eucalyptus St.	2	4	2	5800	2.20	$316,800	$696,000
Roadway Expansion	3rd Avenue/Rodeo Drive	Green Tree Blvd.	Nisqualli Rd.	2	4	2	5309	2.01	$316,800	$637,080
		Silica Dr.	Lemon St.	2	4	2	12070	4.57	$316,800	$1,448,400
Roadway Expansion	7th Avenue	Bear Valley Rd.	Smoketree St.	2	4	2	15899	6.02	$316,800	$1,907,880

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	7th Avenue	Main St.	Ranchero Rd.	2	4	2	14801	5.61	$316,800	$1,776,120
Roadway Expansion	Air Expressway Boulevard	Aster Rd.	US 395	2	4	2	7976	3.02	$316,800	$957,120
		US 395	Village Dr.	2	6	4	21361	16.18	$316,800	$5,126,640
Roadway Expansion	Amargosa Road	Mojave Dr.	Phelan Rd.	2	4	2	43153	16.35	$316,800	$5,178,360
Roadway Expansion	Amethyst Road	Hopland St.	Palmdale Rd.	2	4	2	13251	5.02	$316,800	$1,590,120
Roadway Expansion	Apple Valley Road	Falchion Rd.	SR 18	2	6	4	12175	9.22	$316,800	$2,922,000
		SR 18	Yucca Loma Rd.	2	4	2	18247	6.91	$316,800	$2,189,640
		Yucca Loma Rd.	Tussing Ranch Rd.	2	6	4	22169	16.79	$316,800	$5,320,560
Roadway Expansion	Arrowhead Lake Road	Danbury Ave.	Ranchero Rd.	2	4	2	3132	1.19	$316,800	$375,840
		Ranchero Rd.	SR 173	2	6	4	22728	17.22	$316,800	$5,454,720
Roadway Expansion	Aster Road	1290' N/O Auburn Ave.	Auburn Ave.	2	4	2	1290	0.49	$316,800	$154,800
		Chamberlaine Way	Air Exp.	2	4	2	5342	2.02	$316,800	$641,040
		Mountain View Rd.	Rancho Rd.	2	4	2	1008	0.38	$316,800	$120,960
Roadway Expansion	Bellflower Street	Chamberlaine Way	Palmdale Rd.	2	4	2	29205	11.06	$316,800	$3,504,600
Roadway Expansion	Caughlin Road	Palmdale Rd.	Phelan Rd.	2	4	2	29422	11.14	$316,800	$3,530,640
Roadway Expansion	Central Road	Stoddard Wells Rd.	Johnson Rd.	2	4	2	10849	4.11	$316,800	$1,301,880
		Johnson Rd.	Tussing Ranch Rd.	2	6	4	57914	43.87	$316,800	$13,899,360
		Tussing Ranch Rd.	Round Up Way	2	4	2	7924	3.00	$316,800	$950,880
Roadway Expansion	Corwin Road	Dale Evans Parkway	SR 18	2	4	2	19305	7.31	$316,800	$2,316,600
Roadway Expansion	Cottonwood Avenue	Pahute Ave.	Main St.	2	4	2	18585	7.04	$316,800	$2,230,200
Roadway Expansion	Dale Evans Parkway	I-15	Waalew Rd.	2	6	4	33561	25.43	$316,800	$8,054,640
Roadway Expansion	Del Oro Road	Deep Creek Rd.	Japatul Rd.	2	4	2	26365	9.99	$316,800	$3,163,800
Roadway Expansion	Duncan Road/Bear Valley Road	Buckwheat Rd.	Johnson Rd.	2	4	2	15907	6.03	$316,800	$1,908,840
		Johnson Rd.	SR 18	2	6	4	129667	98.23	$316,800	$31,120,080
Roadway Expansion	E Avenue/Jacaranda Ave	I Ave.	Main St.	2	4	2	12610	4.78	$316,800	$1,513,200
Roadway Expansion	El Evado Road	Hopland St.	Rancho Rd.	2	4	2	5200	1.97	$316,800	$624,000
Roadway Expansion	El Mirage Road	Caughlin Rd.	US 395	4	6	2	21113	8.00	$316,800	$2,533,560
		US 395	Adelanto Rd.	2	4	2	5639	2.14	$316,800	$676,680
Roadway Expansion	Goss Road/Eucalyptus	E Ave.	11th Ave.	2	4	2	17158	6.50	$316,800	$2,058,960
		11th Ave.	Amargosa Rd.	2	6	4	11257	8.53	$316,800	$2,701,680
		Amargosa Rd.	Caughlin Rd.	2	4	2	38723	14.67	$316,800	$4,646,760
Roadway Expansion	Happy Trails Hwy (SR-18)	Stoddard Wells Rd.	Central Rd.	4	6	2	39646	15.02	$316,800	$4,757,520
		Central Rd.	Bear Valley Rd. Cutoff	2	6	4	18863	14.29	$316,800	$4,527,120
Roadway Expansion	Hesperia Road	Green Tree Blvd.	Nisqualli Rd.	4	6	2	5635	2.13	$316,800	$676,200
		Eucalyptus St.	Main St.	2	4	2	12729	4.82	$316,800	$1,527,480
Roadway Expansion	Holly Road/Hopland Street	Koala Rd.	US 395	2	4	2	16257	6.16	$316,800	$1,950,840
		Amethyst Rd.	El Evado Rd.	2	4	2	5513	2.09	$316,800	$661,560
Roadway Expansion	Hook Blvd/Roy Rogers Dr	Amethyst Rd.	El Evado Rd.	2	4	2	5386	2.04	$316,800	$646,320
Roadway Expansion	I Avenue	Bear Valley Rd.	Ranchero Rd.	2	4	2	33601	12.73	$316,800	$4,032,120
Roadway Expansion	Johnson Road	Stoddard Wells Rd.	Central Rd.	2	4	2	18296	6.93	$316,800	$2,195,520
Roadway Expansion	Johnson Road	Palmdale Rd.	Phelan Rd.	2	4	2	29269	11.09	$316,800	$3,512,280
Roadway Expansion	Joshua Road	Waalew Rd.	Tussing Ranch Rd.	2	4	2	41619	15.76	$316,800	$4,994,280
Roadway Expansion	Kiowa Road	Yucca Loma Rd.	Bear Valley Rd.	2	4	2	10726	4.06	$316,800	$1,287,120
		Bear Valley Rd.	Rock Springs Rd.	2	6	4	18471	13.99	$316,800	$4,433,040
Roadway Expansion	Koala Road/Baldy Mesa Road	El Mirage Rd.	Holly Rd.	2	4	2	21462	8.13	$316,800	$2,575,440
		Mojave Dr.	Phelan Rd.	2	4	2	37176	14.08	$316,800	$4,461,120
Roadway Expansion	La Mesa Road	Baldy Mesa Rd.	Mesa Linda Ave.	2	4	2	18150	6.88	$316,800	$2,178,000
Roadway Expansion	Lemon/Tussing Ranch/Desert View	Santa Fe Ave.	I Ave.	2	6	4	5614	4.25	$316,800	$1,347,360
		I Ave.	Apple Valley Rd.	2	4	2	13315	5.04	$316,800	$1,597,800
		Apple Valley Rd.	Central Rd.	2	6	4	18770	14.22	$316,800	$4,504,800
		Central Rd.	Joshua Rd.	2	4	2	36654	13.88	$316,800	$4,398,480
Roadway Expansion	Maple Avenue	Mariposa Rd.	Live Oak St.	2	4	2	12576	4.76	$316,800	$1,509,120
		Main St.	Ranchero Rd.	2	4	2	15938	6.04	$316,800	$1,912,560
Roadway Expansion	Mariposa Road	7th St.	Eucalyptus St.	2	4	2	22012	8.34	$316,800	$2,641,440
		Eucalyptus St.	Main St.	2	6	4	13344	10.11	$316,800	$3,202,560
		Main St.	Oak Hill Rd.	2	4	2	29481	11.17	$316,800	$3,537,720

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	Mesquite Road	SR 18	Bear Valley Rd.	2	4	2	10613	4.02	$316,800	$1,273,560
Roadway Expansion	Mesquite Street	Mariposa Rd.	Fuente Ave.	2	4	2	10994	4.16	$316,800	$1,319,280
		Maple Ave.	3rd Ave.	2	4	2	10752	4.07	$316,800	$1,290,240
Roadway Expansion	Milpas Drive	Desert View Rd.	Ottawa Rd.	2	4	2	17215	6.52	$316,800	$2,065,800
Roadway Expansion	Mojave Street	Mariposa Rd.	11th Ave.	2	6	4	14120	10.70	$316,800	$3,388,800
		10th Ave.	8th Ave.	2	6	4	1404	1.06	$316,800	$336,960
		6th Ave.	4th Ave.	2	6	4	1311	0.99	$316,800	$314,640
		3rd Ave.	Hesperia Rd.	2	6	4	1406	1.07	$316,800	$337,440
Roadway Expansion	Mojave Drive	Caughlin Rd.	US 395	2	4	2	26151	9.91	$316,800	$3,138,120
		US 395	I-15 SB Interchange	4	6	2	24864	9.42	$316,800	$2,983,680
Roadway Expansion	Muscatel Street	Mariposa Rd.	Aquaduct Rd.	2	4	2	9886	3.74	$316,800	$1,186,320
		Topaz Ave.	Hickory Ave.	2	4	2	7604	2.88	$316,800	$912,480
		10th Ave.	4th Ave.	2	4	2	4256	1.61	$316,800	$510,720
Roadway Expansion	National Trails Highway	Bryman Rd.	I-15 SB Interchange	2	4	2	51672	19.57	$316,800	$6,200,640
Roadway Expansion	Navajo Road (Cholla Rd)	Sandia Rd.	Round Up Way	2	4	2	15912	6.03	$316,800	$1,909,440
Roadway Expansion	Nisqualli Road/Sitting Bull Road	Apple Valley Rd.	SR 18	2	4	2	32172	12.19	$316,800	$3,860,640
Roadway Expansion	Oasis Road	SR 138	Palmdale Rd.	2	4	2	21531	8.16	$316,800	$2,583,720
Roadway Expansion	Ocotillo Way	Kiowa Rd.	Pioneer Rd.	2	4	2	7873	2.98	$316,800	$944,760
		Central Rd.	Laguna Seca Rd.	2	4	2	15751	5.97	$316,800	$1,890,120
Roadway Expansion	Otoe Road/Cahuilla Road	Rancherias Rd.	Cheyenne Rd.	2	4	2	7578	2.87	$316,800	$909,360
		Navajo Rd.	Quinnault Rd.	2	4	2	1884	0.71	$316,800	$226,080
		Central Rd.	Ocotilla Rd.	2	4	2	2584	0.98	$316,800	$310,080
Roadway Expansion	Ottawa Street	Rincon Rd.	Kiowa Rd.	2	4	2	5155	1.95	$316,800	$618,600
		Mohawk Rd.	Central Rd.	2	4	2	7673	2.91	$316,800	$920,760
Roadway Expansion	Palmdale Road (SR-18)	SR 138	Sheep Creek Rd.	2	4	2	51449	19.49	$316,800	$6,173,880
		Sheep Creek Rd.	Baldy Mesa Rd.	2	6	4	36691	27.80	$316,800	$8,805,840
		Baldy Mesa Rd.	I-15 SB Interchange	4	6	2	37856	14.34	$316,800	$4,542,720
Roadway Expansion	Peach Avenue	Ranchero Rd.	Bear Valley Rd.	2	4	2	32424	12.28	$316,800	$3,890,880
Roadway Expansion	Phelan Road/Main Street	SR 138	Sheep Creek Rd.	2	4	2	14047	5.32	$316,800	$1,685,640
		Sheep Creek Rd.	Baldy Mesa Rd.	2	6	4	36619	27.74	$316,800	$8,788,560
		Baldy Mesa Rd.	Rock Springs Rd.	4	6	2	59846	22.67	$316,800	$7,181,520
Roadway Expansion	Quarry Road	Dale Evans Parkway	Central Rd.	2	4	2	10577	4.01	$316,800	$1,269,240
Roadway Expansion	Rancherias Road	Otoe Rd.	Rincon Rd.	2	4	2	9789	3.71	$316,800	$1,174,680
Roadway Expansion	Ranchero Road	Mariposa Rd.	7th Ave.	2	6	4	28572	21.65	$316,800	$6,857,280
		Santa Fe Ave.	Calpella Ave.	2	6	4	20871	15.81	$316,800	$5,009,040
Roadway Expansion	Rancho Road	Caughlin Rd.	Aster Rd.	2	4	2	15554	5.89	$316,800	$1,866,480
Roadway Expansion	Richardson Road	El Mirage Rd.	Bartlett Ave.	2	4	2	7866	2.98	$316,800	$943,920
Roadway Expansion	Rincon Rd/Deep Creek Rd/Juniper Dr.	Rancherias Rd.	Sitting Bull Rd.	2	4	2	12804	4.85	$316,800	$1,536,480
		Bear Valley Rd.	Sparrow Rd.	2	4	2	26509	10.04	$316,800	$3,181,080
Roadway Expansion	Rock Springs Road/Roundup Way	Main St.	Kiowa Rd.	2	4	2	14871	5.63	$316,800	$1,784,520
Roadway Expansion	Santa Fe Avenue	Sultana St.	Ranchero Rd.	2	4	2	11528	4.37	$316,800	$1,383,360
Roadway Expansion	Seneca Road	Hesperia Rd.	Lorene Dr.	2	4	2	2324	0.88	$316,800	$278,880
Roadway Expansion	Sheep Creek Road	Holly Rd.	SR 138	2	4	2	52574	19.91	$316,800	$6,308,880
Roadway Expansion	Smoke Tree Road	SR 138	US 395	2	4	2	73324	27.77	$316,800	$8,798,880
Roadway Expansion	SR-138	Oasis Rd.	SR 173	2	6	4	117947	89.35	$316,800	$28,307,280
Roadway Expansion	SR-173	SR 138	Arrowhead Lake Rd.	2	6	4	36889	27.95	$316,800	$8,853,360
Roadway Expansion	SR-18	Bear Valley Rd.	Joshua Rd.	2	4	2	24919	9.44	$316,800	$2,990,280
Roadway Expansion	Stoddard Wells Road	Happy Trails Hwy	Frontage Rd.	2	4	2	7097	2.69	$316,800	$851,640
		Dante St.	Victorville Quarry Rd.	2	4	2	13764	5.21	$316,800	$1,651,680
		Victorville Quarry Rd.	Sorrel Trail	2	4	2	64021	24.25	$316,800	$7,682,520
Roadway Expansion	Sultana Street	Maple Ave.	Hesperia Rd.	2	4	2	13043	4.94	$316,800	$1,565,160
		Santa Fe Ave.	I Ave.	2	4	2	5568	2.11	$316,800	$668,160
Roadway Expansion	Summit Valley Road	SR 138	Ranchero Rd.	2	4	2	40087	15.18	$316,800	$4,810,440
Roadway Expansion	Tao Road	Happy Trails Hwy	Kamana Rd.	2	4	2	6459	2.45	$316,800	$775,080
Roadway Expansion	US 395	Torosa Rd.	I-15 On/Off Ramps	2	6	4	92337	69.95	$316,800	$22,160,880

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	Waalew Road	Corwin Rd.	Central Rd.	2	4	2	14350	5.44	$316,800	$1,722,000
Roadway Expansion	Yates Road/Yucca Loma	Ridgecrest Rd.	Fortuna Ln.	2	4	2	6559	2.48	$316,800	$787,080
		West End @ River	SR 18	2	4	2	19095	7.23	$316,800	$2,291,400
New Roadway	Richardson Road	Bartlett Rd.	Rancho Rd.	0	4	4	8247	6.25	$316,800	$1,979,280
New Roadway	Topaz Road	Sycamore Rd.	Bear Valley Rd.	0	4	4	2688	2.04	$316,800	$645,120
New Roadway	Goss Road/Eucalyptus	Cobalt Rd.	Jade Rd.	0	2	2	2108	0.80	$316,800	$252,960
		Caughlin Rd.	White Rd.	0	2	2	5298	2.01	$316,800	$635,760
New Roadway	Tao Road	Kamana St.	Stoddard Wells Rd.	0	4	4	14075	10.66	$316,800	$3,378,000
New Roadway	Seneca Road	Seneca Rd.	Bear Valley Rd.	0	4	4	16383	12.41	$316,800	$3,931,920
New Roadway	Mojave Street/Lemon Avenue	3rd Ave.	C Ave.	0	6	6	4452	5.06	$316,800	$1,602,720
		10th Ave.	11th Ave.	0	6	6	1147	1.30	$316,800	$412,920
		6th Ave.	8th Ave.	0	6	6	1562	1.78	$316,800	$562,320
		4th Ave.	3rd Ave.	0	6	6	724	0.82	$316,800	$260,640
New Roadway	Green Tree Boulevard	Hesperia Rd.	Ridgecrest Rd.	0	4	4	4944	3.75	$316,800	$1,186,560
New Roadway	Ottawa Street	Kiowa Rd.	Mowhawk Rd.	0	4	4	2868	2.17	$316,800	$688,320
New Roadway	Smoke Tree Road	Ex. US-395	Amargosa Rd.	0	4	4	9087	6.88	$316,800	$2,180,880
New Roadway	Rancho Road	Gasline Rd.	I-15	0	4	4	13926	10.55	$316,800	$3,342,240
									Subtotal	$419,372,040
									Total	$1,478,392,343

Victor Valley Area Transportation System
Cost Estimate

Moderate Improvement Scenario
Total Costs including ROW
Lump Sum Items

Items	Intersection	Cost
Interchange	Ranchero and I-15[1]	$60,000,000
Interchange	Mojave St. and I-15[1]	$62,000,000
Interchange	Eucalyptus/Goss and I-15[1]	$65,000,000
Interchange	La Mesa/Nisqualli and I-15[2]	$67,000,000
Interchange	Muscatel and I-15[1]	$80,000,000
Hwy Overcrossing	Joshua and I-15[1]	
Railroad Overcrossing	Ranchero[1]	$35,000,000
Railroad Overcrossing	Sultana	$20,000,000
Railroad Overcrossing	Mojave/Lemon	$20,000,000
Railroad Overcrossing	Eucalyptus	$20,000,000
Railroad Overcrossing	Green Tree	$20,000,000
Bridge	Yucca Loma and Yates[5]	$40,000,000
Bridge	Lemon and Tussing Ranch[5]	$40,000,000
	Subtotal	$529,000,000

Items	Intersection	Cost
Connector/Interchange	Ranchero/I-15 and New US-395[3]	$50,000,000
Interchange	Baldy Mesa and New US-395	$1,500,000
Interchange	Smoke Tree and New US-395	$1,500,000
Interchange	Bear Valley and New US-395	$1,500,000
Interchange	Palmdale (SR-18) and New US-395	$1,500,000
Interchange	Mojave Dr. and New US-395	$1,500,000
Interchange	Rancho and New US-395	$1,500,000
Interchange	El Mirage and New US-395	$1,500,000
Connector	High Desert Corridor and New US-395	$1,000,000
Interchange	Colusa and New US-395	$1,500,000
Interchange	Ex. US-395 and New US-395	$1,500,000
Interchange	Ex. US-395 and High Desert Corridor[4]	$1,000,000
Interchange	Phantom West and High Desert Corridor[4]	$1,500,000
Interchange	Phantom East and High Desert Corridor[4]	$1,500,000
Connector	I-15 and High Desert Corridor	$50,000,000
Interchange	Dale Evans Parkway and High Desert Corridor[4]	$1,000,000
Connector	I-15 and South East Beltway	$50,000,000
Interchange	SR-138 and South East Beltway	$1,500,000
Interchange	SR-138 and South East Beltway	$1,500,000
Interchange	Maple and South East Beltway	$1,500,000
Interchange	Arrowhead Lake and South East Beltway	$1,500,000
Interchange	Kiowa and South East Beltway	$1,500,000
Interchange	Central and South East Beltway	$0
Interchange	Tussing Ranch and South East Beltway	$0
Interchange	Bear Valley and South East Beltway	$0
	Total	$177,000,000

Shaded values are assumed costs based off of other given costs.

1. From Scott Priester of the City of Hesperia.
2. From Brian Gengler of the City of Victorville.
3. From Ryan Graham of SANBAG. A range of approximate costs were given for all US-395 interchanges.
4. From Jim Balcom of San Bernardino County.
5. From Richard Pederson of the Town of Apple Valley.

Victor Valley Area Transportation System
Cost Estimate

Low End Improvement Scenario

Construction

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
New Expressway	US 395 - Alignment 1*	Ranchero Rd.	High Desert Corridor	0	4	4	77414	58.65	$800,000	$46,917,576
		High Desert Corridor	N/O Desert Flower @ 395	0	4	4	33914	25.69	$800,000	$20,553,939
New Arterial	High Desert Corridor	LA County Line	New US-395	0	0	0	52503	0.00	$800,000	$0
		New US-395	I-15	0	4	4	62547	47.38	$800,000	$37,907,273
		I-15	E/O Dale Evans Parkway	0	4	4	11588	8.78	$800,000	$7,023,030
		bridge across Mojave River								$40,000,000
		E/O Dale Evans Parkway	South East Beltway	0	4	4	54281	41.12	$800,000	$32,897,576
Widen SR-138	SR-138	I-15	Summit Valley	0	4	4	20837	15.79	$1,000,000	$15,785,606
Widen SR-138	Summit Valley Road	SR 138	Aquaduct	0	4	4	34462	26.11	$800,000	$20,885,758
Widen SR-138	new road	Summit Valley Road	Mojave River	0	4	4	34462	26.11	$800,000	$20,885,758
Widen SR-138	new bridge	across Mojave River		0	4	4				$40,000,000
									Subtotal	$117,827,879

Right-Of-Way

New Highway	US 395 - Alignment 1	Ranchero Rd.	High Desert Corridor	0	4	4	77414	58.65	$316,800	$18,579,360
		High Desert Corridor	N/O Desert Flower @ 395	0	4	4	33914	25.69	$316,800	$8,139,360
New Expressway	High Desert Corridor	LA County Line	New US-395	0	0	0	52503	0.00	$316,800	$0
		New US-395	I-15	0	4	4	62547	47.38	$316,800	$15,011,280
		I-15	E/O Dale Evans Parkway	0	4	4	11588	8.78	$316,800	$2,781,120
		E/O Dale Evans Parkway	South East Beltway	0	4	4	54281	41.12	$316,800	$13,027,440
Widen SR-138	SR-138/Summit Valley Rd	I-15	Aqueduct	2	4	2	55299	20.95	$316,800	$6,635,820
New Arterial	South East Beltway - Alignment 1	Aqueduct	Mojave River	0	4	4	34462	26.11	$316,800	$8,270,760
									Subtotal	$30,819,840

Victor Valley Area Transportation System
Cost Estimate

Low End Improvement Scenario
Construction - Curb Lane Only

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	11th Street	Nisqualli Rd.	Eucalyptus St.	2	4	2	5800	2.20	$800,000	$1,757,576
Roadway Expansion	3rd Avenue/Rodeo Drive	Green Tree Blvd.	Nisqualli Rd.	2	4	2	5309	2.01	$800,000	$1,608,788
		Silica Dr.	Lemon St.	2	4	2	12070	4.57	$800,000	$3,657,576
Roadway Expansion	7th Avenue	Bear Valley Rd.	Smoketree St.	2	4	2	15899	6.02	$800,000	$4,817,879
		Main St.	Ranchero Rd.	2	4	2	14801	5.61	$800,000	$4,485,152
Roadway Expansion	Air Expressway Boulevard	Aster Rd.	US 395	2	4	2	7976	3.02	$800,000	$2,416,970
Roadway Expansion	Amargosa Road	Mojave Dr.	Phelan Rd.	2	4	2	43153	16.35	$800,000	$13,076,667
Roadway Expansion	Amethyst Road	Hopland St.	Palmdale Rd.	2	4	2	13251	5.02	$800,000	$4,015,455
Roadway Expansion	Apple Valley Road	SR 18	Yucca Loma Rd.	2	4	2	18247	6.91	$800,000	$5,529,394
Roadway Expansion	Arrowhead Lake Road	Danbury Ave.	Ranchero Rd.	2	4	2	3132	1.19	$800,000	$949,091
Roadway Expansion	Aster Road	1290' N/O Auburn Ave.	Auburn Ave.	2	4	2	1290	0.49	$800,000	$390,909
		Chamberlaine Way	Air Exp.	2	4	2	5342	2.02	$800,000	$1,618,788
		Mountain View Rd.	Rancho Rd.	2	4	2	1008	0.38	$800,000	$305,455
Roadway Expansion	Bellflower Street	Chamberlaine Way	Palmdale Rd.	2	4	2	29205	11.06	$800,000	$8,850,000
Roadway Expansion	Caughlin Road	Palmdale Rd.	Phelan Rd.	2	4	2	29422	11.14	$800,000	$8,915,758
Roadway Expansion	Central Road	Stoddard Wells Rd.	Johnson Rd.	2	4	2	10849	4.11	$800,000	$3,287,576
		Tussing Ranch Rd.	Round Up Way	2	4	2	7924	3.00	$800,000	$2,401,212
Roadway Expansion	Corwin Road	Dale Evans Parkway	SR 18	2	4	2	19305	7.31	$800,000	$5,850,000
Roadway Expansion	Cottonwood Avenue	Pahute Ave.	Main St.	2	4	2	18585	7.04	$800,000	$5,631,818
Roadway Expansion	Del Oro Road	Deep Creek Rd.	Japatul Rd.	2	4	2	26365	9.99	$800,000	$7,989,394
Roadway Expansion	Duncan Road/Bear Valley Road	Buckwheat Rd.	Johnson Rd.	2	4	2	15907	6.03	$800,000	$4,820,303
Roadway Expansion	E Avenue/Jacaranda Ave	I Ave.	Main St.	2	4	2	12610	4.78	$800,000	$3,821,212
Roadway Expansion	El Evado Road	Hopland St.	Rancho Rd.	2	4	2	5200	1.97	$800,000	$1,575,758
Roadway Expansion	El Mirage Road	Caughlin Rd.	US 395	4	6	2	21113	8.00	$800,000	$6,397,879
		US 395	Adelanto Rd.	2	4	2	5639	2.14	$800,000	$1,708,788
Roadway Expansion	Goss Road/Eucalyptus	E Ave.	11th Ave.	2	4	2	17158	6.50	$800,000	$5,199,394
		Amargosa Rd.	Caughlin Rd.	2	4	2	38723	14.67	$800,000	$11,734,242
Roadway Expansion	Happy Trails Hwy (SR-18)	Stoddard Wells Rd.	Central Rd.	4	6	2	39646	15.02	$800,000	$12,013,939
Roadway Expansion	Hesperia Road	Green Tree Blvd.	Nisqualli Rd.	4	6	2	5635	2.13	$800,000	$1,707,576
		Eucalyptus St.	Main St.	2	4	2	12729	4.82	$800,000	$3,857,273
Roadway Expansion	Holly Road/Hopland Street	Koala Rd.	US 395	2	4	2	16257	6.16	$800,000	$4,926,364
		Amethyst Rd.	El Evado Rd.	2	4	2	5513	2.09	$800,000	$1,670,606
Roadway Expansion	Hook Blvd/Roy Rogers Dr	Amethyst Rd.	El Evado Rd.	2	4	2	5386	2.04	$800,000	$1,632,121
Roadway Expansion	I Avenue	Bear Valley Rd.	Ranchero Rd.	2	4	2	33601	12.73	$800,000	$10,182,121
Roadway Expansion	Johnson Road	Stoddard Wells Rd.	Central Rd.	2	4	2	18296	6.93	$800,000	$5,544,242
Roadway Expansion	Johnson Road	Palmdale Rd.	Phelan Rd.	2	4	2	29269	11.09	$800,000	$8,869,394
Roadway Expansion	Joshua Road	Waalew Rd.	Tussing Ranch Rd.	2	4	2	41619	15.76	$800,000	$12,611,818
Roadway Expansion	Kiowa Road	Yucca Loma Rd.	Bear Valley Rd.	2	4	2	10726	4.06	$800,000	$3,250,303
Roadway Expansion	Koala Road/Baldy Mesa Road	El Mirage Rd.	Holly Rd.	2	4	2	21462	8.13	$800,000	$6,503,636
		Mojave Dr.	Phelan Rd.	2	4	2	37176	14.08	$800,000	$11,265,455
Roadway Expansion	La Mesa Road	Baldy Mesa Rd.	Mesa Linda Ave.	2	4	2	18150	6.88	$800,000	$5,500,000
Roadway Expansion	Lemon/Tussing Ranch/Desert View	I Ave.	Apple Valley Rd.	2	4	2	13315	5.04	$800,000	$4,034,848
		Central Rd.	Joshua Rd.	2	4	2	36654	13.88	$800,000	$11,107,273
Roadway Expansion	Maple Avenue	Mariposa Rd.	Live Oak St.	2	4	2	12576	4.76	$800,000	$3,810,909
		Main St.	Ranchero Rd.	2	4	2	15938	6.04	$800,000	$4,829,697
Roadway Expansion	Mariposa Road	7th St.	Eucalyptus St.	2	4	2	22012	8.34	$800,000	$6,670,303
		Main St.	Oak Hill Rd.	2	4	2	29481	11.17	$800,000	$8,933,636
Roadway Expansion	Mesquite Road	SR 18	Bear Valley Rd.	2	4	2	10613	4.02	$800,000	$3,216,061

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	Mesquite Street	Mariposa Rd.	Fuente Ave.	2	4	2	10994	4.16	$800,000	$3,331,515
		Maple Ave.	3rd Ave.	2	4	2	10752	4.07	$800,000	$3,258,182
Roadway Expansion	Milpas Drive	Desert View Rd.	Ottawa Rd.	2	4	2	17215	6.52	$800,000	$5,216,667
Roadway Expansion	Mojave Drive	Caughlin Rd.	US 395	2	4	2	26151	9.91	$800,000	$7,924,545
		US 395	I-15 SB Interchange	4	6	2	24864	9.42	$800,000	$7,534,545
Roadway Expansion	Muscatel Street	Mariposa Rd.	Aquaduct Rd.	2	4	2	9886	3.74	$800,000	$2,995,758
		Topaz Ave.	Hickory Ave.	2	4	2	7604	2.88	$800,000	$2,304,242
		10th Ave.	4th Ave.	2	4	2	4256	1.61	$800,000	$1,289,697
Roadway Expansion	National Trails Highway	Bryman Rd.	I-15 SB Interchange	2	4	2	51672	19.57	$800,000	$15,658,182
Roadway Expansion	Navajo Road (Cholla Rd)	Sandia Rd.	Round Up Way	2	4	2	15912	6.03	$800,000	$4,821,818
Roadway Expansion	Nisqualli Road/Sitting Bull Road	Apple Valley Rd.	SR 18	2	4	2	32172	12.19	$800,000	$9,749,091
Roadway Expansion	Oasis Road	SR 138	Palmdale Rd.	2	4	2	21531	8.16	$800,000	$6,524,545
Roadway Expansion	Ocotillo Way	Kiowa Rd.	Pioneer Rd.	2	4	2	7873	2.98	$800,000	$2,385,758
		Central Rd.	Laguna Seca Rd.	2	4	2	15751	5.97	$800,000	$4,773,030
Roadway Expansion	Otoe Road/Cahuilla Road	Rancherias Rd.	Cheyenne Rd.	2	4	2	7578	2.87	$800,000	$2,296,364
		Navajo Rd.	Quinnault Rd.	2	4	2	1884	0.71	$800,000	$570,909
		Central Rd.	Ocotilla Rd.	2	4	2	2584	0.98	$800,000	$783,030
Roadway Expansion	Ottawa Street	Rincon Rd.	Kiowa Rd.	2	4	2	5155	1.95	$800,000	$1,562,121
		Mohawk Rd.	Central Rd.	2	4	2	7673	2.91	$800,000	$2,325,152
Roadway Expansion	Palmdale Road (SR-18)	SR 138	Sheep Creek Rd.	2	4	2	51449	19.49	$800,000	$15,590,606
		Baldy Mesa Rd.	I-15 SB Interchange	4	6	2	37856	14.34	$800,000	$11,471,515
Roadway Expansion	Peach Avenue	Ranchero Rd.	Bear Valley Rd.	2	4	2	32424	12.28	$800,000	$9,825,455
Roadway Expansion	Phelan Road/Main Street	SR 138	Sheep Creek Rd.	2	4	2	14047	5.32	$800,000	$4,256,667
		Baldy Mesa Rd.	Rock Springs Rd.	4	6	2	59846	22.67	$800,000	$18,135,152
Roadway Expansion	Quarry Road	Dale Evans Parkway	Central Rd.	2	4	2	10577	4.01	$800,000	$3,205,152
Roadway Expansion	Rancherias Road	Otoe Rd.	Rincon Rd.	2	4	2	9789	3.71	$800,000	$2,966,364
Roadway Expansion	Rancho Road	Caughlin Rd.	Aster Rd.	2	4	2	15554	5.89	$800,000	$4,713,333
Roadway Expansion	Richardson Road	El Mirage Rd.	Bartlett Ave.	2	4	2	7866	2.98	$800,000	$2,383,636
Roadway Expansion	Rincon Rd/Deep Creek Rd/Juniper Dr.	Rancherias Rd.	Sitting Bull Rd.	2	4	2	12804	4.85	$800,000	$3,880,000
		Bear Valley Rd.	Sparrow Rd.	2	4	2	26509	10.04	$800,000	$8,033,030
Roadway Expansion	Rock Springs Road/Roundup Way	Main St.	Kiowa Rd.	2	4	2	14871	5.63	$800,000	$4,506,364
Roadway Expansion	Santa Fe Avenue	Sultana St.	Ranchero Rd.	2	4	2	11528	4.37	$800,000	$3,493,333
Roadway Expansion	Seneca Road	Hesperia Rd.	Lorene Dr.	2	4	2	2324	0.88	$800,000	$704,242
Roadway Expansion	Sheep Creek Road	Holly Rd.	SR 138	2	4	2	52574	19.91	$800,000	$15,931,515
Roadway Expansion	Smoke Tree Road	SR 138	US 395	2	4	2	73324	27.77	$800,000	$22,219,394
Roadway Expansion	SR-18	Bear Valley Rd.	Joshua Rd.	2	4	2	24919	9.44	$800,000	$7,551,212
Roadway Expansion	Stoddard Wells Road	Happy Trails Hwy	Frontage Rd.	2	4	2	7097	2.69	$800,000	$2,150,606
		Dante St.	Victorville Quarry Rd.	2	4	2	13764	5.21	$800,000	$4,170,909
		Victorville Quarry Rd.	Sorrel Trail	2	4	2	64021	24.25	$800,000	$19,400,303
Roadway Expansion	Sultana Street	Maple Ave.	Hesperia Rd.	2	4	2	13043	4.94	$800,000	$3,952,424
		Santa Fe Ave.	I Ave.	2	4	2	5568	2.11	$800,000	$1,687,273
Roadway Expansion	Summit Valley Road	SR 138	Ranchero Rd.	2	4	2	40087	15.18	$800,000	$12,147,576
Roadway Expansion	Tao Road	Happy Trails Hwy	Kamana Rd.	2	4	2	6459	2.45	$800,000	$1,957,273
Roadway Expansion	Waalew Road	Corwin Rd.	Central Rd.	2	4	2	14350	5.44	$800,000	$4,348,485
Roadway Expansion	Yates Road/Yucca Loma	Ridgecrest Rd.	Fortuna Ln.	2	4	2	6559	2.48	$800,000	$1,987,576
		West End @ River	SR 18	2	4	2	19095	7.23	$800,000	$5,786,364
New Roadway	Mojave Street/Lemon Avenue	3rd Ave.	C Ave.	0	2	2	4452	1.69	$800,000	$1,349,091
		10th Ave.	11th Ave.	0	2	2	1147	0.43	$800,000	$347,576
		6th Ave.	8th Ave.	0	2	2	1562	0.59	$800,000	$473,333
		4th Ave.	3rd Ave.	0	2	2	724	0.27	$800,000	$219,394
New Roadway	Richardson Road	Bartlett Rd.	Rancho Rd.	0	2	2	8247	3.12	$800,000	$2,499,091
New Roadway	Topaz Road	Sycamore Rd.	Bear Valley Rd.	0	2	2	2688	1.02	$800,000	$814,545
New Roadway	Goss Road/Eucalyptus	Cobalt Rd.	Jade Rd.	0	2	2	2108	0.80	$800,000	$638,788
		Caughlin Rd.	White Rd.	0	2	2	5298	2.01	$800,000	$1,605,455
New Roadway	Tao Road	Kamana St.	Stoddard Wells Rd.	0	2	2	14075	5.33	$800,000	$4,265,152

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
New Roadway	Seneca Road	Seneca Rd.	Bear Valley Rd.	0	2	2	16383	6.21	$800,000	$4,964,545
New Roadway	Green Tree Boulevard	Hesperia Rd.	Ridgecrest Rd.	0	2	2	4944	1.87	$800,000	$1,498,182
New Roadway	Ottawa Street	Kiowa Rd.	Mowhawk Rd.	0	2	2	2868	1.09	$800,000	$869,091
New Roadway	Smoke Tree Road	Ex. US-395	Amargosa Rd.	0	2	2	9087	3.44	$800,000	$2,753,636
New Roadway	Rancho Road	Gasline Rd.	I-15	0	2	2	13926	5.28	$800,000	$4,220,000
									Subtotal	$563,229,394

Construction - Interior Lanes

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	Air Expressway Boulevard	US 395	Village Dr.	2	6	4	21361	16.18	$800,000	$12,946,061
Roadway Expansion	Apple Valley Road	Falchion Rd.	SR 18	2	6	4	12175	9.22	$800,000	$7,378,788
		Yucca Loma Rd.	Tussing Ranch Rd.	2	6	4	22169	16.79	$800,000	$13,435,758
Roadway Expansion	Arrowhead Lake Road	Ranchero Rd.	SR 173	2	6	4	22728	17.22	$800,000	$13,774,545
Roadway Expansion	Central Road	Johnson Rd.	Tussing Ranch Rd.	2	6	4	57914	43.87	$800,000	$35,099,394
Roadway Expansion	Dale Evans Parkway	I-15	Waalew Rd.	2	6	4	33561	25.43	$800,000	$20,340,000
Roadway Expansion	Duncan Road/Bear Valley Road	Johnson Rd.	SR 18	2	6	4	129667	98.23	$800,000	$78,586,061
Roadway Expansion	Goss Road/Eucalyptus	11th Ave.	Amargosa Rd.	2	6	4	11257	8.53	$800,000	$6,822,424
Roadway Expansion	Happy Trails Hwy (SR-18)	Central Rd.	Bear Valley Rd. Cutoff	2	6	4	18863	14.29	$800,000	$11,432,121
Roadway Expansion	Kiowa Road	Bear Valley Rd.	Rock Springs Rd.	2	6	4	18471	13.99	$800,000	$11,194,545
Roadway Expansion	Lemon/Tussing Ranch/Desert View	Santa Fe Ave.	I Ave.	2	6	4	5614	4.25	$800,000	$3,402,424
		Apple Valley Rd.	Central Rd.	2	6	4	18770	14.22	$800,000	$11,375,758
Roadway Expansion	Mariposa Road	Eucalyptus St.	Main St.	2	6	4	13344	10.11	$800,000	$8,087,273
Roadway Expansion	Mojave Street	Mariposa Rd.	11th Ave.	2	6	4	14120	10.70	$800,000	$8,557,576
		10th Ave.	8th Ave.	2	6	4	1404	1.06	$800,000	$850,909
		6th Ave.	4th Ave.	2	6	4	1311	0.99	$800,000	$794,545
		3rd Ave.	Hesperia Rd.	2	6	4	1406	1.07	$800,000	$852,121
Roadway Expansion	Phelan Road/Main Street	Sheep Creek Rd.	Baldy Mesa Rd.	2	6	4	36619	27.74	$800,000	$22,193,333
Roadway Expansion	Palmdale Road (SR-18)	Sheep Creek Rd.	Baldy Mesa Rd.	2	6	4	36691	27.80	$800,000	$22,236,970
Roadway Expansion	Ranchero Road	Mariposa Rd.	7th Ave.	2	6	4	28572	21.65	$800,000	$17,316,364
		Santa Fe Ave.	Calpella Ave.	2	6	4	20871	15.81	$800,000	$12,649,091
Roadway Expansion	SR-138	Oasis Rd.	SR 173	2	6	4	117947	89.35	$800,000	$71,483,030
Roadway Expansion	SR-173	SR 138	Arrowhead Lake Rd.	2	6	4	36889	27.95	$800,000	$22,356,970
Roadway Expansion	US 395	Torosa Rd.	I-15 On/Off Ramps	2	6	4	92337	69.95	$800,000	$55,961,818
New Roadway	Mojave Street/Lemon Avenue	3rd Ave.	C Ave.	0	4	4	4452	3.37	$800,000	$2,698,182
		10th Ave.	11th Ave.	0	4	4	1147	0.87	$800,000	$695,152
		6th Ave.	8th Ave.	0	4	4	1562	1.18	$800,000	$946,667
		4th Ave.	3rd Ave.	0	4	4	724	0.55	$800,000	$438,788
New Roadway	Richardson Road	Bartlett Rd.	Rancho Rd.	0	2	2	8247	3.12	$800,000	$2,499,091
New Roadway	Topaz Road	Sycamore Rd.	Bear Valley Rd.	0	2	2	2688	1.02	$800,000	$814,545
New Roadway	Tao Road	Kamana St.	Stoddard Wells Rd.	0	2	2	14075	5.33	$800,000	$4,265,152
New Roadway	Seneca Road	Seneca Rd.	Bear Valley Rd.	0	2	2	16383	6.21	$800,000	$4,964,545
New Roadway	Green Tree Boulevard	Hesperia Rd.	Ridgecrest Rd.	0	2	2	4944	1.87	$800,000	$1,498,182
New Roadway	Ottawa Street	Kiowa Rd.	Mowhawk Rd.	0	2	2	2868	1.09	$800,000	$869,091
New Roadway	Smoke Tree Road	Ex. US-395	Amargosa Rd.	0	2	2	9087	3.44	$800,000	$2,753,636
New Roadway	Rancho Road	Gasline Rd.	I-15	0	2	2	13926	5.28	$800,000	$4,220,000
										$495,790,909

Total ROW

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	11th Street	Nisqualli Rd.	Eucalyptus St.	2	4	2	5800	2.20	$316,800	$696,000
Roadway Expansion	3rd Avenue/Rodeo Drive	Green Tree Blvd.	Nisqualli Rd.	2	4	2	5309	2.01	$316,800	$637,080
		Silica Dr.	Lemon St.	2	4	2	12070	4.57	$316,800	$1,448,400
Roadway Expansion	7th Avenue	Bear Valley Rd.	Smoketree St.	2	4	2	15899	6.02	$316,800	$1,907,880

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	7th Avenue	Main St.	Ranchero Rd.	2	4	2	14801	5.61	$316,800	$1,776,120
Roadway Expansion	Air Expressway Boulevard	Aster Rd.	US 395	2	4	2	7976	3.02	$316,800	$957,120
		US 395	Village Dr.	2	6	4	21361	16.18	$316,800	$5,126,640
Roadway Expansion	Amargosa Road	Mojave Dr.	Phelan Rd.	2	4	2	43153	16.35	$316,800	$5,178,360
Roadway Expansion	Amethyst Road	Hopland St.	Palmdale Rd.	2	4	2	13251	5.02	$316,800	$1,590,120
Roadway Expansion	Apple Valley Road	Falchion Rd.	SR 18	2	6	4	12175	9.22	$316,800	$2,922,000
		SR 18	Yucca Loma Rd.	2	4	2	18247	6.91	$316,800	$2,189,640
		Yucca Loma Rd.	Tussing Ranch Rd.	2	6	4	22169	16.79	$316,800	$5,320,560
Roadway Expansion	Arrowhead Lake Road	Danbury Ave.	Ranchero Rd.	2	4	2	3132	1.19	$316,800	$375,840
		Ranchero Rd.	SR 173	2	6	4	22728	17.22	$316,800	$5,454,720
Roadway Expansion	Aster Road	1290' N/O Auburn Ave.	Auburn Ave.	2	4	2	1290	0.49	$316,800	$154,800
		Chamberlaine Way	Air Exp.	2	4	2	5342	2.02	$316,800	$641,040
		Mountain View Rd.	Rancho Rd.	2	4	2	1008	0.38	$316,800	$120,960
Roadway Expansion	Bellflower Street	Chamberlaine Way	Palmdale Rd.	2	4	2	29205	11.06	$316,800	$3,504,600
Roadway Expansion	Caughlin Road	Palmdale Rd.	Phelan Rd.	2	4	2	29422	11.14	$316,800	$3,530,640
Roadway Expansion	Central Road	Stoddard Wells Rd.	Johnson Rd.	2	4	2	10849	4.11	$316,800	$1,301,880
		Johnson Rd.	Tussing Ranch Rd.	2	6	4	57914	43.87	$316,800	$13,899,360
		Tussing Ranch Rd.	Round Up Way	2	4	2	7924	3.00	$316,800	$950,880
Roadway Expansion	Corwin Road	Dale Evans Parkway	SR 18	2	4	2	19305	7.31	$316,800	$2,316,600
Roadway Expansion	Cottonwood Avenue	Pahute Ave.	Main St.	2	4	2	18585	7.04	$316,800	$2,230,200
Roadway Expansion	Dale Evans Parkway	I-15	Waalew Rd.	2	6	4	33561	25.43	$316,800	$8,054,640
Roadway Expansion	Del Oro Road	Deep Creek Rd.	Japatul Rd.	2	4	2	26365	9.99	$316,800	$3,163,800
Roadway Expansion	Duncan Road/Bear Valley Road	Buckwheat Rd.	Johnson Rd.	2	4	2	15907	6.03	$316,800	$1,908,840
		Johnson Rd.	SR 18	2	6	4	129667	98.23	$316,800	$31,120,080
Roadway Expansion	E Avenue/Jacaranda Ave	I Ave.	Main St.	2	4	2	12610	4.78	$316,800	$1,513,200
Roadway Expansion	El Evado Road	Hopland St.	Rancho Rd.	2	4	2	5200	1.97	$316,800	$624,000
Roadway Expansion	El Mirage Road	Caughlin Rd.	US 395	4	6	2	21113	8.00	$316,800	$2,533,560
		US 395	Adelanto Rd.	2	4	2	5639	2.14	$316,800	$676,680
Roadway Expansion	Goss Road/Eucalyptus	E Ave.	11th Ave.	2	4	2	17158	6.50	$316,800	$2,058,960
		11th Ave.	Amargosa Rd.	2	6	4	11257	8.53	$316,800	$2,701,680
		Amargosa Rd.	Caughlin Rd.	2	4	2	38723	14.67	$316,800	$4,646,760
Roadway Expansion	Happy Trails Hwy (SR-18)	Stoddard Wells Rd.	Central Rd.	4	6	2	39646	15.02	$316,800	$4,757,520
		Central Rd.	Bear Valley Rd. Cutoff	2	6	4	18863	14.29	$316,800	$4,527,120
Roadway Expansion	Hesperia Road	Green Tree Blvd.	Nisqualli Rd.	4	6	2	5635	2.13	$316,800	$676,200
		Eucalyptus St.	Main St.	2	4	2	12729	4.82	$316,800	$1,527,480
Roadway Expansion	Holly Road/Hopland Street	Koala Rd.	US 395	2	4	2	16257	6.16	$316,800	$1,950,840
		Amethyst Rd.	El Evado Rd.	2	4	2	5513	2.09	$316,800	$661,560
Roadway Expansion	Hook Blvd/Roy Rogers Dr	Amethyst Rd.	El Evado Rd.	2	4	2	5386	2.04	$316,800	$646,320
Roadway Expansion	I Avenue	Bear Valley Rd.	Ranchero Rd.	2	4	2	33601	12.73	$316,800	$4,032,120
Roadway Expansion	Johnson Road	Stoddard Wells Rd.	Central Rd.	2	4	2	18296	6.93	$316,800	$2,195,520
Roadway Expansion	Johnson Road	Palmdale Rd.	Phelan Rd.	2	4	2	29269	11.09	$316,800	$3,512,280
Roadway Expansion	Joshua Road	Waalew Rd.	Tussing Ranch Rd.	2	4	2	41619	15.76	$316,800	$4,994,280
Roadway Expansion	Kiowa Road	Yucca Loma Rd.	Bear Valley Rd.	2	4	2	10726	4.06	$316,800	$1,287,120
		Bear Valley Rd.	Rock Springs Rd.	2	6	4	18471	13.99	$316,800	$4,433,040
Roadway Expansion	Koala Road/Baldy Mesa Road	El Mirage Rd.	Holly Rd.	2	4	2	21462	8.13	$316,800	$2,575,440
		Mojave Dr.	Phelan Rd.	2	4	2	37176	14.08	$316,800	$4,461,120
Roadway Expansion	La Mesa Road	Baldy Mesa Rd.	Mesa Linda Ave.	2	4	2	18150	6.88	$316,800	$2,178,000
Roadway Expansion	Lemon/Tussing Ranch/Desert View	Santa Fe Ave.	I Ave.	2	6	4	5614	4.25	$316,800	$1,347,360
		I Ave.	Apple Valley Rd.	2	4	2	13315	5.04	$316,800	$1,597,800
		Apple Valley Rd.	Central Rd.	2	6	4	18770	14.22	$316,800	$4,504,800
		Central Rd.	Joshua Rd.	2	4	2	36654	13.88	$316,800	$4,398,480
Roadway Expansion	Maple Avenue	Mariposa Rd.	Live Oak St.	2	4	2	12576	4.76	$316,800	$1,509,120
		Main St.	Ranchero Rd.	2	4	2	15938	6.04	$316,800	$1,912,560
Roadway Expansion	Mariposa Road	7th St.	Eucalyptus St.	2	4	2	22012	8.34	$316,800	$2,641,440
		Eucalyptus St.	Main St.	2	6	4	13344	10.11	$316,800	$3,202,560
		Main St.	Oak Hill Rd.	2	4	2	29481	11.17	$316,800	$3,537,720

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	Mesquite Road	SR 18	Bear Valley Rd.	2	4	2	10613	4.02	$316,800	$1,273,560
Roadway Expansion	Mesquite Street	Mariposa Rd.	Fuente Ave.	2	4	2	10994	4.16	$316,800	$1,319,280
		Maple Ave.	3rd Ave.	2	4	2	10752	4.07	$316,800	$1,290,240
Roadway Expansion	Milpas Drive	Desert View Rd.	Ottawa Rd.	2	4	2	17215	6.52	$316,800	$2,065,800
Roadway Expansion	Mojave Street	Mariposa Rd.	11th Ave.	2	6	4	14120	10.70	$316,800	$3,388,800
		10th Ave.	8th Ave.	2	6	4	1404	1.06	$316,800	$336,960
		6th Ave.	4th Ave.	2	6	4	1311	0.99	$316,800	$314,640
		3rd Ave.	Hesperia Rd.	2	6	4	1406	1.07	$316,800	$337,440
Roadway Expansion	Mojave Drive	Caughlin Rd.	US 395	2	4	2	26151	9.91	$316,800	$3,138,120
		US 395	I-15 SB Interchange	4	6	2	24864	9.42	$316,800	$2,983,680
Roadway Expansion	Muscatel Street	Mariposa Rd.	Aquaduct Rd.	2	4	2	9886	3.74	$316,800	$1,186,320
		Topaz Ave.	Hickory Ave.	2	4	2	7604	2.88	$316,800	$912,480
		10th Ave.	4th Ave.	2	4	2	4256	1.61	$316,800	$510,720
Roadway Expansion	National Trails Highway	Bryman Rd.	I-15 SB Interchange	2	4	2	51672	19.57	$316,800	$6,200,640
Roadway Expansion	Navajo Road (Cholla Rd)	Sandia Rd.	Round Up Way	2	4	2	15912	6.03	$316,800	$1,909,440
Roadway Expansion	Nisqualli Road/Sitting Bull Road	Apple Valley Rd.	SR 18	2	4	2	32172	12.19	$316,800	$3,860,640
Roadway Expansion	Oasis Road	SR 138	Palmdale Rd.	2	4	2	21531	8.16	$316,800	$2,583,720
Roadway Expansion	Ocotillo Way	Kiowa Rd.	Pioneer Rd.	2	4	2	7873	2.98	$316,800	$944,760
		Central Rd.	Laguna Seca Rd.	2	4	2	15751	5.97	$316,800	$1,890,120
Roadway Expansion	Otoe Road/Cahuilla Road	Rancherias Rd.	Cheyenne Rd.	2	4	2	7578	2.87	$316,800	$909,360
		Navajo Rd.	Quinnault Rd.	2	4	2	1884	0.71	$316,800	$226,080
		Central Rd.	Ocotilla Rd.	2	4	2	2584	0.98	$316,800	$310,080
Roadway Expansion	Ottawa Street	Rincon Rd.	Kiowa Rd.	2	4	2	5155	1.95	$316,800	$618,600
		Mohawk Rd.	Central Rd.	2	4	2	7673	2.91	$316,800	$920,760
Roadway Expansion	Palmdale Road (SR-18)	SR 138	Sheep Creek Rd.	2	4	2	51449	19.49	$316,800	$6,173,880
		Sheep Creek Rd.	Baldy Mesa Rd.	2	6	4	36691	27.80	$316,800	$8,805,840
		Baldy Mesa Rd.	I-15 SB Interchange	4	6	2	37856	14.34	$316,800	$4,542,720
Roadway Expansion	Peach Avenue	Ranchero Rd.	Bear Valley Rd.	2	4	2	32424	12.28	$316,800	$3,890,880
Roadway Expansion	Phelan Road/Main Street	SR 138	Sheep Creek Rd.	2	4	2	14047	5.32	$316,800	$1,685,640
		Sheep Creek Rd.	Baldy Mesa Rd.	2	6	4	36619	27.74	$316,800	$8,788,560
		Baldy Mesa Rd.	Rock Springs Rd.	4	6	2	59846	22.67	$316,800	$7,181,520
Roadway Expansion	Quarry Road	Dale Evans Parkway	Central Rd.	2	4	2	10577	4.01	$316,800	$1,269,240
Roadway Expansion	Rancherias Road	Otoe Rd.	Rincon Rd.	2	4	2	9789	3.71	$316,800	$1,174,680
Roadway Expansion	Ranchero Road	Mariposa Rd.	7th Ave.	2	6	4	28572	21.65	$316,800	$6,857,280
		Santa Fe Ave.	Calpella Ave.	2	6	4	20871	15.81	$316,800	$5,009,040
Roadway Expansion	Rancho Road	Caughlin Rd.	Aster Rd.	2	4	2	15554	5.89	$316,800	$1,866,480
Roadway Expansion	Richardson Road	El Mirage Rd.	Bartlett Ave.	2	4	2	7866	2.98	$316,800	$943,920
Roadway Expansion	Rincon Rd/Deep Creek Rd/Juniper Dr.	Rancherias Rd.	Sitting Bull Rd.	2	4	2	12804	4.85	$316,800	$1,536,480
		Bear Valley Rd.	Sparrow Rd.	2	4	2	26509	10.04	$316,800	$3,181,080
Roadway Expansion	Rock Springs Road/Roundup Way	Main St.	Kiowa Rd.	2	4	2	14871	5.63	$316,800	$1,784,520
Roadway Expansion	Santa Fe Avenue	Sultana St.	Ranchero Rd.	2	4	2	11528	4.37	$316,800	$1,383,360
Roadway Expansion	Seneca Road	Hesperia Rd.	Lorene Dr.	2	4	2	2324	0.88	$316,800	$278,880
Roadway Expansion	Sheep Creek Road	Holly Rd.	SR 138	2	4	2	52574	19.91	$316,800	$6,308,880
Roadway Expansion	Smoke Tree Road	SR 138	US 395	2	4	2	73324	27.77	$316,800	$8,798,880
Roadway Expansion	SR-138	Oasis Rd.	SR 173	2	6	4	117947	89.35	$316,800	$28,307,280
Roadway Expansion	SR-173	SR 138	Arrowhead Lake Rd.	2	6	4	36889	27.95	$316,800	$8,853,360
Roadway Expansion	SR-18	Bear Valley Rd.	Joshua Rd.	2	4	2	24919	9.44	$316,800	$2,990,280
Roadway Expansion	Stoddard Wells Road	Happy Trails Hwy	Frontage Rd.	2	4	2	7097	2.69	$316,800	$851,640
		Dante St.	Victorville Quarry Rd.	2	4	2	13764	5.21	$316,800	$1,651,680
		Victorville Quarry Rd.	Sorrel Trail	2	4	2	64021	24.25	$316,800	$7,682,520
Roadway Expansion	Sultana Street	Maple Ave.	Hesperia Rd.	2	4	2	13043	4.94	$316,800	$1,565,160
		Santa Fe Ave.	I Ave.	2	4	2	5568	2.11	$316,800	$668,160
Roadway Expansion	Summit Valley Road	SR 138	Ranchero Rd.	2	4	2	40087	15.18	$316,800	$4,810,440
Roadway Expansion	Tao Road	Happy Trails Hwy	Kamana Rd.	2	4	2	6459	2.45	$316,800	$775,080
Roadway Expansion	US 395	Torosa Rd.	I-15 On/Off Ramps	2	6	4	92337	69.95	$316,800	$22,160,880

Item	Street	Limits		Existing # of Lanes	Future # of Lanes	Difference	Distance (ft.)	Lane-Miles	Cost per Lane Mile	Total Cost
		From Street	To Street							
Roadway Expansion	Waalew Road	Corwin Rd.	Central Rd.	2	4	2	14350	5.44	$316,800	$1,722,000
Roadway Expansion	Yates Road/Yucca Loma	Ridgecrest Rd.	Fortuna Ln.	2	4	2	6559	2.48	$316,800	$787,080
		West End @ River	SR 18	2	4	2	19095	7.23	$316,800	$2,291,400
New Roadway	Richardson Road	Bartlett Rd.	Rancho Rd.	0	4	4	8247	6.25	$316,800	$1,979,280
New Roadway	Topaz Road	Sycamore Rd.	Bear Valley Rd.	0	4	4	2688	2.04	$316,800	$645,120
New Roadway	Goss Road/Eucalyptus	Cobalt Rd.	Jade Rd.	0	2	2	2108	0.80	$316,800	$252,960
		Caughlin Rd.	White Rd.	0	2	2	5298	2.01	$316,800	$635,760
New Roadway	Tao Road	Kamana St.	Stoddard Wells Rd.	0	4	4	14075	10.66	$316,800	$3,378,000
New Roadway	Seneca Road	Seneca Rd.	Bear Valley Rd.	0	4	4	16383	12.41	$316,800	$3,931,920
New Roadway	Mojave Street/Lemon Avenue	3rd Ave.	C Ave.	0	6	6	4452	5.06	$316,800	$1,602,720
		10th Ave.	11th Ave.	0	6	6	1147	1.30	$316,800	$412,920
		6th Ave.	8th Ave.	0	6	6	1562	1.78	$316,800	$562,320
		4th Ave.	3rd Ave.	0	6	6	724	0.82	$316,800	$260,640
New Roadway	Green Tree Boulevard	Hesperia Rd.	Ridgecrest Rd.	0	4	4	4944	3.75	$316,800	$1,186,560
New Roadway	Ottawa Street	Kiowa Rd.	Mowhawk Rd.	0	4	4	2868	2.17	$316,800	$688,320
New Roadway	Smoke Tree Road	Ex. US-395	Amargosa Rd.	0	4	4	9087	6.88	$316,800	$2,180,880
New Roadway	Rancho Road	Gasline Rd.	I-15	0	4	4	13926	10.55	$316,800	$3,342,240
									Subtotal	$419,372,040
									Total	$1,478,392,343

Victor Valley Area Transportation System
Cost Estimate

Low End Improvement Scenario
Total Costs including ROW
Lump Sum Items

Items	Intersection	Cost
Interchange	Ranchero and I-15[1]	$60,000,000
Interchange	Mojave St. and I-15[1]	$62,000,000
Interchange	Eucalyptus/Goss and I-15[1]	$65,000,000
Interchange	La Mesa/Nisqualli and I-15[2]	$67,000,000
Interchange	Muscatel and I-15[1]	$80,000,000
Hwy Overcrossing	Joshua and I-15[1]	
Railroad Overcrossing	Ranchero[1]	$35,000,000
Railroad Overcrossing	Sultana	$20,000,000
Railroad Overcrossing	Mojave/Lemon	$20,000,000
Railroad Overcrossing	Eucalyptus	$20,000,000
Railroad Overcrossing	Green Tree	$20,000,000
Bridge	Ranchero	$40,000,000
Bridge	Lemon and Tussing Ranch[5]	$40,000,000
	Subtotal	$529,000,000

Items	Intersection	Cost
Connector/Interchange	Ranchero/I-15 and New US-395[3]	$0
Interchange	Baldy Mesa and New US-395	$0
Interchange	Smoke Tree and New US-395	$0
Interchange	Bear Valley and New US-395	$0
Interchange	Palmdale (SR-18) and New US-395	$0
Interchange	Mojave Dr. and New US-395	$0
Interchange	Rancho and New US-395	$0
Interchange	El Mirage and New US-395	$0
Connector	High Desert Corridor and New US-395	$0
Interchange	Colusa and New US-395	$0
Interchange	Ex. US-395 and New US-395	$0
Interchange	Ex. US-395 and High Desert Corridor[4]	$1,000,000
Interchange	Phantom West and High Desert Corridor[4]	$1,000,000
Interchange	Phantom East and High Desert Corridor[4]	$1,000,000
Interchange	I-15 and High Desert Corridor	$45,000,000
Interchange	Dale Evans Parkway and High Desert Corridor4	$1,000,000
Interchange	I-15 and SR-138	$40,000,000
	Total	$89,000,000

Shaded values are assumed costs based off of other given costs.

1. From Scott Priester of the City of Hesperia.
2. From Brian Gengler of the City of Victorville.
3. From Ryan Graham of SANBAG. A range of approximate costs were given for all US-395 interchanges.
4. From Jim Balcom of San Bernardino County.
5. From Richard Pederson of the Town of Apple Valley.

Appendix K

- Alignment Concepts for the Southeast Beltway

Victor Valley
HOLLY
MAYWOOD
KOALA
CAUGHLIN
PALMDALE
GREEN TREE
NISQUALLI
ELEVENTH
DUNCAN
BALDY MESA
EUCALYPTUS
BALSAM
COTTONWOOD
HESPERIA
MAIN
PHELAN
I-15
RANCHERO
MAPLE
SUMMIT VALLEY
SOUTHEAST BELTWAY
ROCK SPRINGS
DANBURY
YUCCA LOMA
APPLE VALLEY
KIOWA
BEAR VALLEY
NAVAJO
KIWANIS PARK
WREN
TUSSING RANCH
ATKINS
DESERT VIEW
CENTRAL
VALLEY VIEW
ROUNDUP
PARK WHEELCHAIR
Governments
SANBAG
Working Together
0 0.45 0.9 1.8 2.7
Miles

Appendix L

- Environmental Constraints Analysis for the Southeast Beltway

Memorandum

To: Steven Smith, SANBAG
Ryan Graham, SANBAG

From: J.D. Douglas, Kimley-Horn and Associates, Inc.

Date: May 30, 2007

Subject: Environmental Analysis of Southeastern Beltway

As part of the Victor Valley Area Transportation the consultant team and agency participants have defined transportation system alternatives to address the future deficiencies identified in the baseline forecasts. Alternatives include new or upgraded arterial roadways, freeway interchange or overcrossing improvements, and a potential new beltway of highway corridors around the Victor Valley. For the proposed Southeastern Beltway, engineering and environmental analysis is being undertaken to identify potential alignments. What follows below is a preliminary environmental review outlining potential issues associated with the Southeastern Beltway and recommended technical studies based on review of existing environmental data and a field reconnaissance of the general corridor area conducted by Danielle Stearns and Jennifer Kalena on May 15, 2007.

Project Description

The Southeastern Beltway is being designed as a four-lane expressway, approximately 17-miles long. It is anticipated to begin from Interstate 15 (I-15), at or near the Highway 138 interchange within unincorporated areas of San Bernardino County. The proposed corridor would follow a similar route east as Highway 138, and then would precede either parallel to or along Summit Valley Road. The beltway would follow Summit Valley Road into the City of Hesperia, turning easterly where Summit Valley Road turns north. The Southeastern Beltway would then continue easterly and cross the Mojave River south of Hesperia Lake Park and north of Mojave River Forks Regional Park. It is anticipated that after the crossing, the Beltway would connect to existing roads within unincorporated county land. For example, the proposed alignment may connect to Deep Creek Road or Kiowa Road.

Much of the area south of Summit Valley Road and the proposed beltway is undeveloped land and very low (rural) density residential. Residential density is significantly higher north of Summit Valley Road and the proposed beltway within the City of Hesperia. The area near the river appears to be used for agricultural purposes.

Environmental Technical Reports or Studies Required

The following represents a list of technical reports or studies that are anticipated to be required as this project moves forward. A description of each study and the potential environmental issues associated with the proposed project follows in the next section of this memo.

- Community Impact Study
- Farmland
- Section 4(f) Evaluation (if Federal funds are used)

- Visual Resources
- Hydrology and Water Quality
- Floodplain Evaluation
- Noise Study
- Air Quality Study
- Paleontology
- Cultural Resources
- Hazardous Waste
- Biological Resources
- Wetlands and Waters of the U.S.

Discussion of Technical Review

Community Impact Study. There are homes and businesses within the project vicinity that may be affected by construction of the proposed project. A community impacts assessment should be conducted to evaluate potential effects of the proposed project.

Farmland. It is possible that the construction of the beltway across the Mojave River may impact farmlands along the river.

Section 4(f) Evaluation. There are two parks within the vicinity, but we anticipate the corridor would not impact either one.

Visual Resources. A visual assessment will be required and should include potential project effects and any appropriate mitigation. The assessment should evaluate potential effects to the visual environment from the proposed design of the roadway, the bridge over the Mojave River, and any retaining walls.

Hydrology and Water Quality. The site should be evaluated for potential water quality impacts associated with the project. It is possible that the alignment will cross several unnamed drainages between Summit Valley Road and the Mojave River. Site access for construction must be included in any water quality analysis. A project's impacts may be deemed to significantly impact hydrology and/or water quality if:

- The proposed project causes substantial flooding, erosion, or siltation.
- The proposed project exposes people or structures to major hydrologic hazards such as flooding.
- The proposed project substantially degrades water quality
- The proposed project substantially interferes with groundwater recharge.

A hydrology study and water quality report should be completed; if it is determined that Treatment BMPs are appropriate and feasible, preliminary design should be performed to determine size and location. Costs and additional right-of-way for BMPs would also be considered at this time.

The proposed project would disturb more than 1.0 acre of soil. Therefore, a Storm Water Pollution Prevention Plan will be required.

A majority of the project area drains toward the Mojave River , with the western end of the project draining toward Cajon Creek Wash Neither the Mojave River or the Cajon Creek Wash

is listed as a Clean Water Act Section 303(d) Water Quality Limited Segment. There are no designated wild and scenic rivers within the project area.

Floodplain. The following Flood Insurance Rate Maps were reviewed:

- 06071C6505F – Town of Apple Valley, City of Hesperia; San Bernardino County, March 18, 1996
- 06071C5840F – Town of Apple Valley; San Bernardino County, March 18, 1996
- 06071C6495G – City of Hesperia; San Bernardino County, January 17, 1997
- 06071C6515G – Town of Apple Valley, City of Hesperia; San Bernardino County, January 17, 1997.

Portions of the project site are located within Zone X, and have been determined to be outside the flood plain. Other portions of the potential alignment are within Zone D, indicating that flood hazards are undetermined. The area around the Mojave River is classified as Zone A, meaning that no base flood elevations have been determined, but flooding is likely and would be contained within the river banks. During the field visit, signs indicating the possibility of flooding were observed along roadways near the River. The project drainage study should evaluate whether there are any areas of potential flooding within the project site that may need to be addressed during project design.

Noise. There are a number of potential sensitive receptors that may be affected by the proposed project, including residences located along portions of the proposed alignment for the Southeastern Beltway. A Noise Study will be needed to assess impacts and determine if abatement measures are needed.

Air Quality Study. The project is located within the Mojave Desert Air Quality Management District. An Air Quality Study would evaluate existing conditions, as well as impacts from both construction and operation of the beltway. A Mobile Source Air Toxics analysis will also need to be prepared.

Cultural Resources. An archeological survey will be required for the project. The proposed Area of Potential Effect (APE) must include all access roads, work areas and staging areas necessary for construction of the project. Coordination with the Native American Heritage Commission and local tribes would be required.

Paleontology. Paleontological resources may be present in soils that would be disturbed by the proposed project. Maximum depth of excavation is unknown at this time.

Hazardous Waste/Materials. A Phase I Site Assessment may be required to address the potential for hazardous waste within the project area and vicinity. There are some industrial uses scattered in or throughout the project area. For examples, a vehicle and heavy equipment storage area was observed near the potential alignment, off of Highway 138 and west of Summit Valley Road.

Biological Resources. Portions of the study area contain developed areas, disturbed habitat, and non-native grasslands; however the majority of the study area contains native habitat, including desert grasslands, woodlands, and shrublands. Dominant plants observed in these communities included creosote bush in the shrublands, Juniper trees in the woodlands, and Joshua trees in the desert grasslands.

The California Natural Diversity Data Base (CNDDB) indicates the following sensitive species may be found within the study area:

- desert tortoise
- bald eagle
- California red-legged frog
- Mojave tarplant
- Mohave ground squirrel.

Focused surveys for some of these species may be required as part of the biological resources technical study. If incidental take of endangered or threatened species is necessary to construct the project, a Biological Assessment will need to be submitted to the United State Fish and Wildlife Service (USFWS.) for consultation under Section 7 of the Federal Endangered Species Act. A letter of concurrence with the USFWS Biological Opinion would be sought from the California Department of Fish and Game (CDFG.)

Executive Order 13112 requires that any Federal action may not cause or promote the spread or introduction of invasive species. Areas disturbed by project construction would need to be revegetated with a planting plan that avoids the use of species listed in Lists A and B of CalIPC's List of Exotic Pest Plants of Greatest Ecological Concern in California (October 1999).

Wetlands and Waters of the U.S. The Southeastern Beltway corridor crosses the Mojave River and may cross other jurisdictional waters of the U.S. No wetlands are known to be present within the project corridor, however a jurisdictional delineation will need to be conducted to identify any jurisdictional waters or wetlands that may be affected by the proposed project. Executive Order 11990 requires an avoidance alternative analysis for wetland impacts unless there is no practicable alternative available. Impacts to waters of the U.S. and wetlands from the project and any temporary access roads will need to be quantified.

Anticipated Environmental Approval

The project is anticipated to create significant impacts to the surrounding area, therefore it is anticipated that an Environmental Impact Report (EIR) will be necessary. Should the Southeastern Beltway (SEB) be designed and constructed with federal funds, this project will be subject to the NEPA process, and an Environmental Impact Statement (EIS) would likely be required.

Permits

In addition to necessary construction permits, the following resource agency permits will be required for the proposed crossing of the Mojave River and other potential crossings of water of the U.S.

- 401 Permit Coordination
- 404 Permit Coordination
- 1602 Permit Coordination

Additionally, NPDES coordination will be required for storm water discharges. As discussed above, Section 7 consultation with the USWFS and concurrence from CDFG may be required if endangered or threatened species are adversely affected by the proposed project.

Appendix M

- Traffic Model Forecast for 2035 Recommended Plan (Average Daily Traffic Volumes in Thousands) Not Post-Processed

VVATS 2035 - Recommended Alternative
ADT (PM*3.5) posted on all links in thousands

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