

Appendix E

Traffic Impact Analysis Report



TRAFFIC IMPACT ANALYSIS REPORT

PG&E Topock Compressor Station

City of Needles, California

Prepared For:

Ms. Shannon Stewart
ESA | Community Development
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Prepared By:

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April 23, 2014

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April 23, 2014

Ms. Shannon Stewart
ESA | Community Development
626 Wilshire Blvd Suite 1100
Los Angeles, CA 90017

Subject: PG&E Topock Compressor Station - City of Needles, CA
Soils Investigation Work Plan, Traffic Impact Analysis Report

Dear Ms. Stewart:

LIN Consulting is pleased to submit the Traffic Impact Analysis Report for the proposed Soils Investigation Work Plan for the PG&E Topock Compressor Station, located in the City of Needles, California. The report addresses the impact of the proposed project on the intersections of Park Moabi Road with Eastbound and Westbound Needles (Interstate 40) Freeway On and Off Ramps and Park Moabi Roadway segment just north and south of Needles (Interstate 40) Freeway.

Based on our review the project has no significant impact for existing (year 2013) and project construction year (year 2014).

If further assistance or information is required, please feel free to contact us.

Sincerely,

LIN Consulting, Inc.

A California Corporation



Ray Kommidi, P.E., T.E.
Assistant Project Manager

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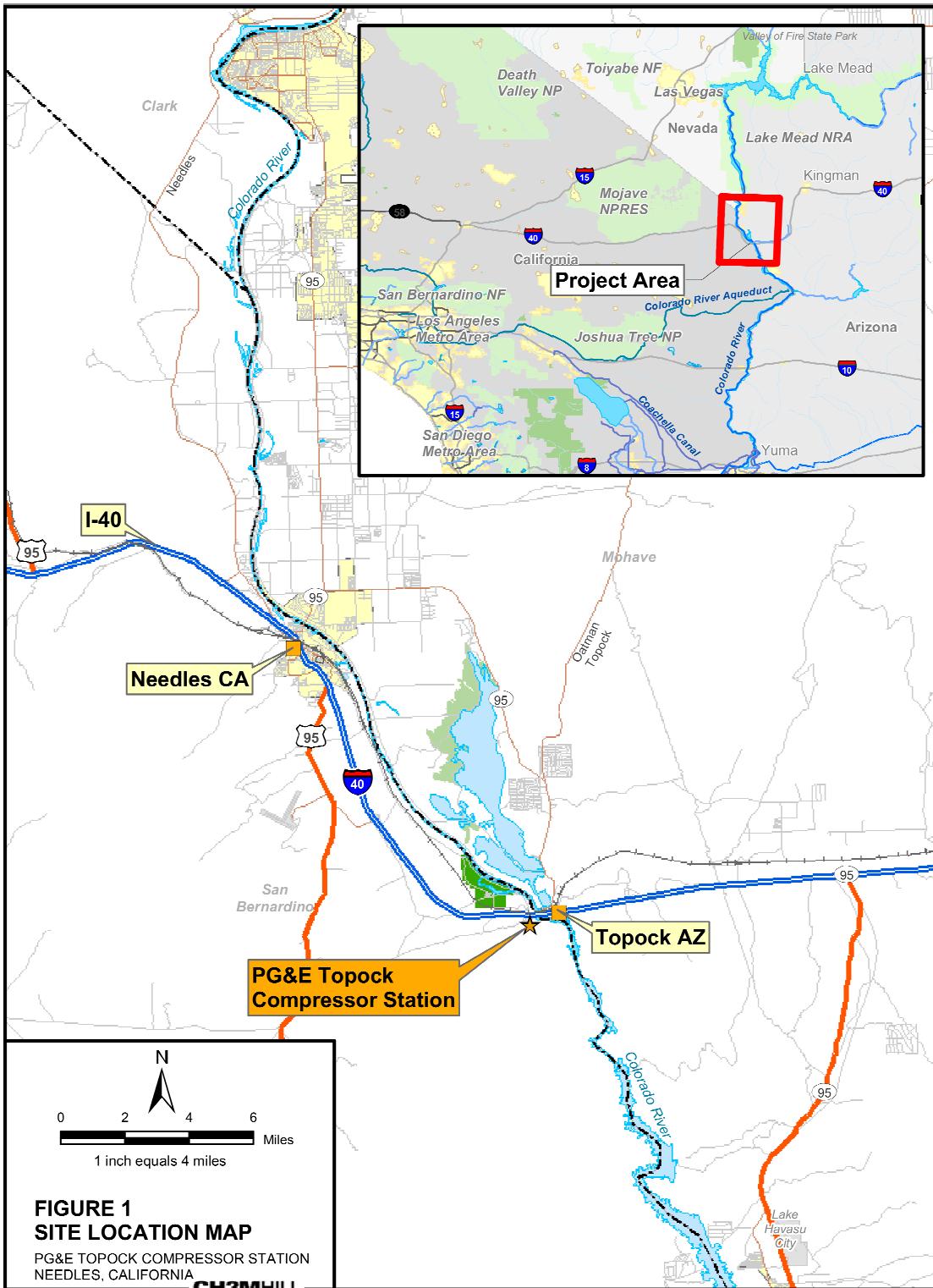
INTRODUCTION

The purpose of this traffic impact study is to identify potential traffic impacts of the proposed Soils Investigation Work Plan at the PG&E Topock Compressor Station located in the City of Needles, California. The traffic impact study will identify project traffic volumes at the study area intersections, perform intersection Level of Service (LOS) analysis, and recommend potential solutions as necessary, if required. This traffic impact study analyzes the study area for the following scenarios:

1. Existing (Year 2013) Traffic Conditions.
2. Existing (Year 2013) Plus Project Traffic Conditions.
3. Construction Year (Year 2014) Without Project Traffic Conditions.
4. Construction Year (Year 2014) Plus Project Traffic Conditions.

Pacific Gas and Electric Company (PG&E) is conducting investigative and remedial activities at the Topock Compressor Station in Needles, California. The purpose of the Soil Investigation Work Plan is to characterize the nature and extent of chemicals of potential concern and to identify the physical soil parameters to support design of future soil remediation. As part of the Soil Investigation Work Plan a total of 876 individual soil samples will be collected from the project site spread over 291 locations. Soil Investigation Work Plan is essentially a “construction” project with no long-term operational or infrastructure changes.

The Topock Compressor Station is located in San Bernardino County, approximately 15 miles to the southeast of City of Needles, California and one-half mile west of the community of Topock, Arizona (See Exhibit A).



Source: <http://www.dtsc-topock.com/>

EXHIBIT A

LIN Consulting, Inc.
Traffic, Civil, and Electrical Consulting Engineers

PG&E TOPOCK COMPRESSOR STATION
SOIL INVESTIGATION WORK PLAN
TRAFFIC IMPACT STUDY

PROJECT LOCATION MAP

EXISTING CONDITIONS

Study Area Street System

The project area is located in the Mojave Desert approximately 15 miles southeast of the City of Needles, California, and 1 mile southeast of the Moabi Regional Park in California. The compressor station is one-half mile west of the community of Topock, Arizona, which is situated directly across the Colorado River from the compressor station and 5 miles south of Golden Shores, Arizona.

Regional access to the project area is provided by the Park Moabi Road interchange with Needles (Interstate 40) Freeway. Paved road access is provided by Park Moabi Road and National Trails Highway.

Needles (Interstate 40) Freeway is a major east-west highway in the United States. Its western terminus is at its junction with Interstate 15 (I-15) in Barstow, California, and its eastern terminus is in Wilmington, North Carolina. Much of the western portion of I-40, from Oklahoma City to Barstow, parallels Historic Route 66. I-40 has two lanes in each direction in the project area, with a posted speed limit of 70 miles per hour (mph) for passenger vehicles and 55 mph for heavy vehicles or passenger vehicles with trailers.

National Trails Highway formerly known as both Historic Route 66 and California State Highway 58 has one lane in each direction in the project area. The pavement is in generally poor condition in the project area.

Park Moabi Road is a two-lane paved facility in the project area, with one travel lane in each direction.

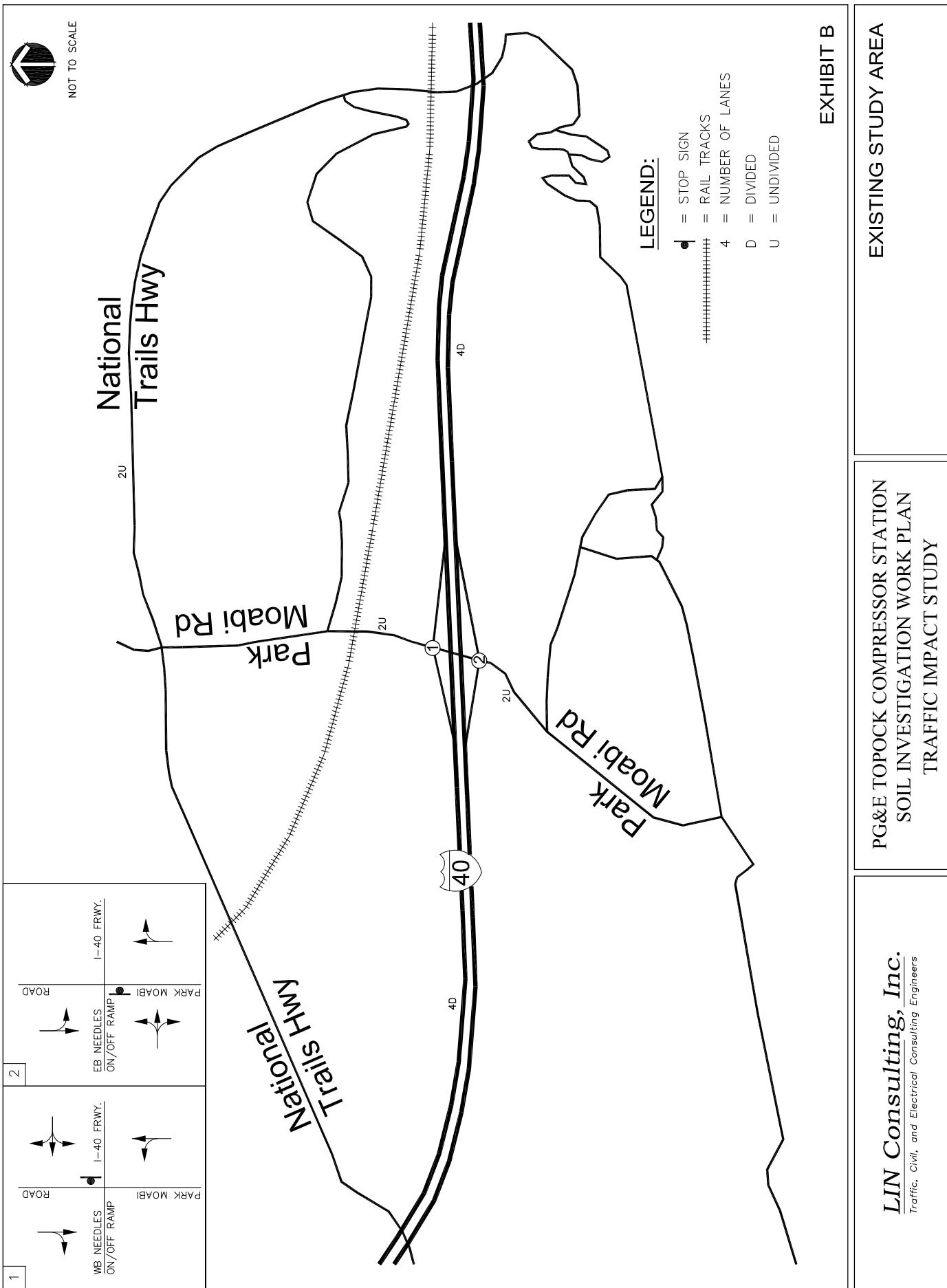
Intersection of Park Moabi Road and Westbound Needles (I-40) Freeway On and Off Ramps -

Park Moabi Road has one lane in the northbound and southbound direction. Westbound Needles (I-40) Freeway Off-Ramp has one approach lane. This is an un-signalized intersection with stop control on the off-ramp.

Intersection of Park Moabi Road and Eastbound Needles (I-40) Freeway On and Off Ramps -

Park Moabi Road has one lane in the northbound and southbound direction. Eastbound Needles (I-40) Freeway Off-Ramp has one approach lane. This is an un-signalized intersection with stop control on the off-ramp.

The existing number of travel lanes and intersections controls is shown on Exhibit B.



Existing Turning Movement Counts

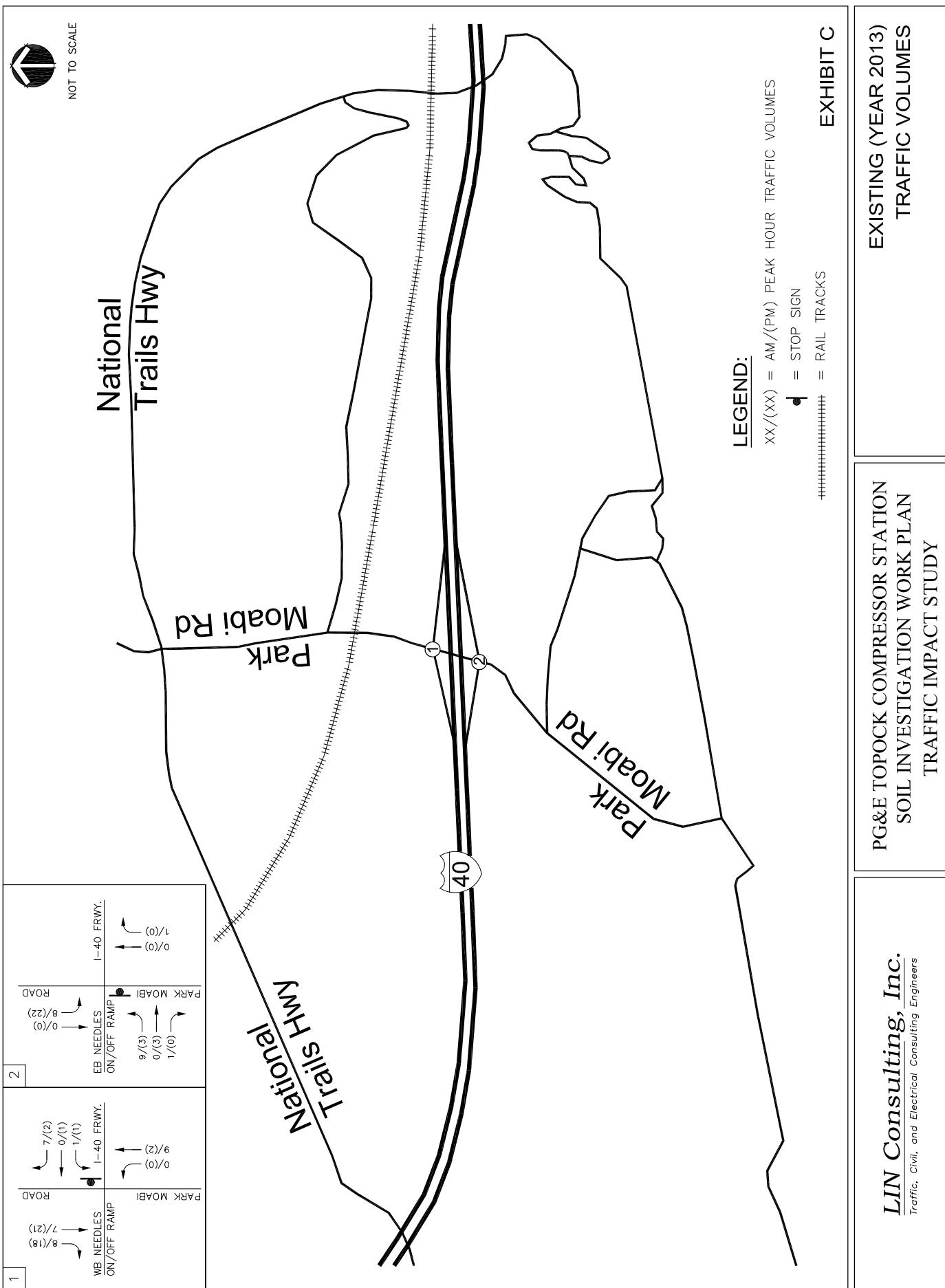
Turning movements were performed at the study area intersections during weekday AM (7 AM to 9 AM) and PM (4 PM to 6 PM) peak hours on Tuesday June 18th, 2013 (See Exhibit C). Traffic count data are provided in Appendix A.

Existing Average Daily Traffic (ADT)

A 24-hour tube count was performed on Park Moabi Road north and south of Needles (Interstate 40) Freeway on Tuesday, June 18th, 2013. Table 1 shows the summary of ADT counts for the two locations. Traffic count data in 15-minute increments for the 24-hour tube counts are provided in Appendix A.

Table 1. Summary of ADT Counts

Direction	North of Needles (I-40) Freeway	South of Needles (I-40) Freeway
Northbound	318	8
Southbound	334	8
Total	652	16



TRIP GENERATION

Trip generation represents the amount of traffic that is produced by or attracted to a development. The proposed Soil Investigation Work Plan includes soil sampling and analysis, bench scale tests, pilot studies, and geotechnical evaluations; and potential plant and biota sampling activities. Table 2 shows the number of trips generated by each phase of the Soil Investigation Work Plan estimated based on the information provided by Environmental Science Associates (ESA). The traffic generated by each phase of the Soil Investigation Work Plan is determined based on the following assumptions:

1. Each worker/investigator/inspector/engineer drives one vehicle to and from work.
2. All workers and heavy vehicles would arrive during morning (7-9 AM) peak period and depart during evening (4-6 PM) peak period.
3. A Passenger Car Equivalent (PCE) factor of 3.0 is applied to all heavy vehicles trips. The PCE factor is based on Topock Compressor Station Final Remedy FEIR prepared by AECOM.

Table 2. Trip Generation by Phase

Phase	Workers	Heavy Vehicles	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
Soil Sampling	23	7	44	0	0	44
Bench Scale Tests	2	0	2	0	0	2
Pilot Studies in Bat Cave Wash	3	6	21	0	0	21
Pilot Study in the Station	3	3	12	0	0	12
Geotechnical Evaluation	3	1	6	0	0	6
Plant and Biota Samples	2	0	2	0	0	2

A PCE factor of 3.0 is applied to all heavy vehicles trips

None of the phases listed in Table 2 are scheduled to occur concurrently, except Pilot Study in the Station, Geotechnical Evaluation and Plant and Biota Samples, which may occur at the same time. The Soil Sampling phase of the Soil Investigation Work Plan generates maximum number of trips during weekday AM and PM peak hours. In order to analyze the worst case scenario, 25% contingency trips are added to the estimated number of trips generated during the Soil Sampling phase.

Table 3 shows the number of trips generated by the proposed project during weekday AM and PM peak hours based on the above assumptions.

Table 3. Project Trip Generation

Trips Generated By	Quantity	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
Workers	23	23	0	0	23
Heavy Vehicles	7	21	0	0	21
Sub-Total		44	0	0	44
25% Contingency		11	0	0	11
Total		55	0	0	55

A PCE factor of 3.0 is applied to all heavy vehicles trips

The proposed development is projected to generate 55 inbound vehicle trip ends and zero (0) outbound vehicle trip ends during the weekday AM peak hour and zero (0) inbound vehicle trip ends and 55 outbound vehicle trip ends during the weekday PM peak hour.

TRIP DISTRIBUTION

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, commercial and recreational opportunities and the proximity to the regional freeway system. The trip distribution was estimated by reviewing the population centers near the project area, and the existing travel patterns in the project area. Based on review of this information, it is estimated that the following distributions would occur:

- To/from the west on Needles (Interstate 40) Freeway = 75%
- To/from the east on Needles (Interstate 40) Freeway = 25%

The trip distribution within the project area was estimated based on the location of investigation sites. As per the information provided by ESA, there are 29 investigation locations that are north of Needles (Interstate 40) Freeway and that 342 locations that are south of Needles (Interstate 40) Freeway (See Appendix B). The following trip distribution would occur at the project site:

- To/from north of Needles (Interstate 40) Freeway = 8%
- To/from south of Needles (Interstate 40) Freeway = 92%

The trip distribution pattern is graphically depicted on Exhibit D.



NOT TO SCALE

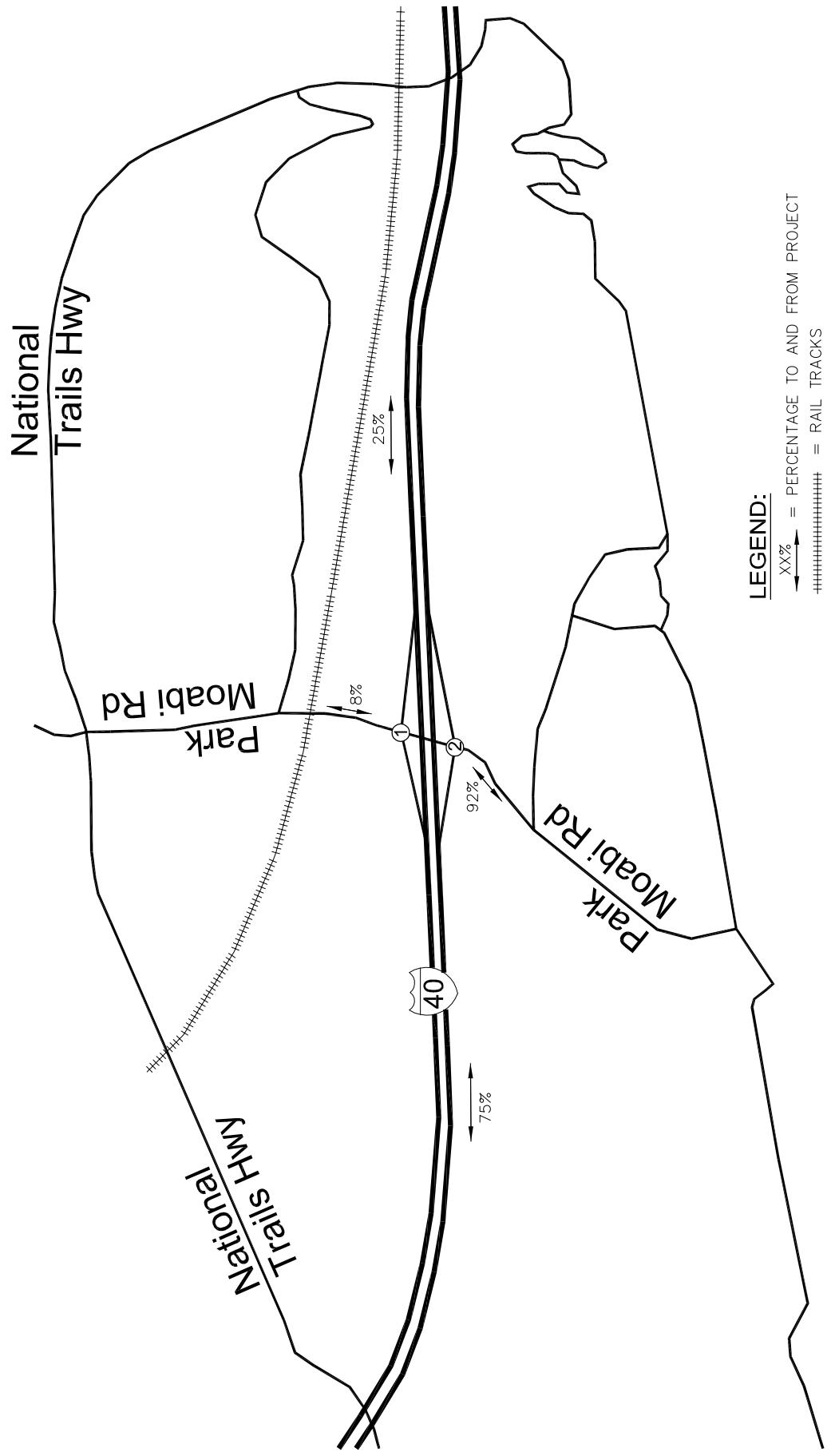


EXHIBIT D

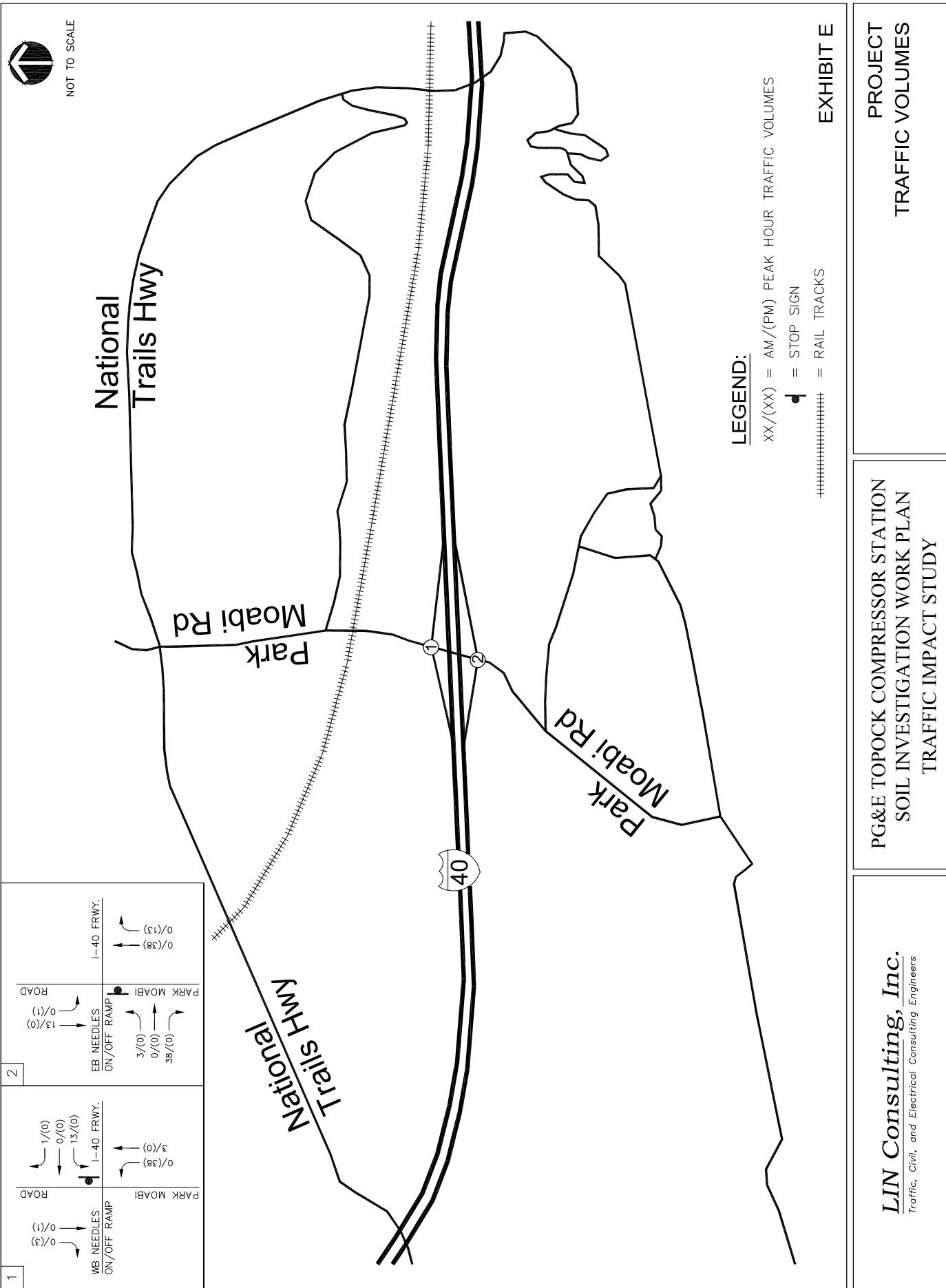
PROJECT
TRIP DISTRIBUTION

PG&E TOPOCK COMPRESSOR STATION
SOIL INVESTIGATION WORK PLAN
TRAFFIC IMPACT STUDY

LIN Consulting, Inc.
Traffic, Civil, and Electrical Consulting Engineers

TRAFFIC ASSIGNMENT

The assignment of traffic from the site to the adjoining roadway system is based upon the site's trip generation, trip distribution, existing arterial highway and local street systems. Based on the identified project trip generation and distribution, project related weekday AM and PM peak hour turning movement volumes are shown on Exhibit E.



LEVEL OF SERVICE CRITERIA

Level of Service for Un-Signalized Intersection

The study area intersection analysis is conducted in accordance with the methodologies prescribed in the Highway Capacity Manual (HCM) 2000. Level of Service (LOS) for a Two-Way-Stop-Control (TWSC) intersection is determined by the computed or overall intersection measured control delay and is defined for each minor movement. LOS is not defined for the intersection as a whole. Table 4 shows classification of LOS based on control delay for un-signalized intersections.

The LOS analysis at the existing un-signalized intersections was conducted using TRAFFIX software. TRAFFIX software program determines the LOS based on the Year 2000 Highway Capacity Manual (HCM) as listed in Table 4.

Table 4. Level of Service for TWSC Intersections

Level of Service (LOS)	Average Control Delay (Seconds/Vehicle)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Source – HCM 2000

Level of Service Criteria for Roadway Segments

The LOS of the roadway segments is performed using volume-to-capacity (V/C) ratios. For roadway segments, the existing roadway segment volumes were compared to roadway segment capacities identified in the San Bernardino County General Plan

based upon its functional classification. “Roadway Daily Volume Thresholds,” of the 2007 County General Plan, LOS C in the Desert Region of the county has a volume threshold of 7,000 Average Daily Traffic (ADT).

EXISTING (YEAR 2013) TRAFFIC CONDITIONS

Existing Intersection Level of Service

The LOS for the study area intersections under Existing (Year 2013) Traffic Conditions is shown in Table 5. All the study area intersections operate at a LOS "A" during the AM and PM peak hours for a weekday. The LOS analysis work sheets for Existing (Year 2013) Traffic Conditions are included in Appendix C.

Table 5. Existing (Year 2013) Traffic Conditions

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	LOS	Delay	LOS	Delay
Park Moabi Road and WB I-40 Fwy On/Off Ramps	A	8.4	A	8.6
Park Moabi Road and EB I-40 Fwy On/Off Ramps	A	8.6	A	9.1

LOS - Level of Service, Delay – Average Control Delay in Seconds per Vehicle

Existing Roadway Segment Analysis

As shown in Table 6, the ADT volumes on Park Moabi Road are well below the County's threshold of 7,000 ADT. Therefore, roadway segments in the project vicinity are assumed to operate well below the acceptable LOS C.

Table 6. Existing (Year 2013) Roadway Segment Analysis

Direction	North of Needles (I-40) Freeway	South of Needles (I-40) Freeway
Northbound	318	8
Southbound	334	8
Total ADT	652	16
LOS "C" Capacity	7,000	7,000

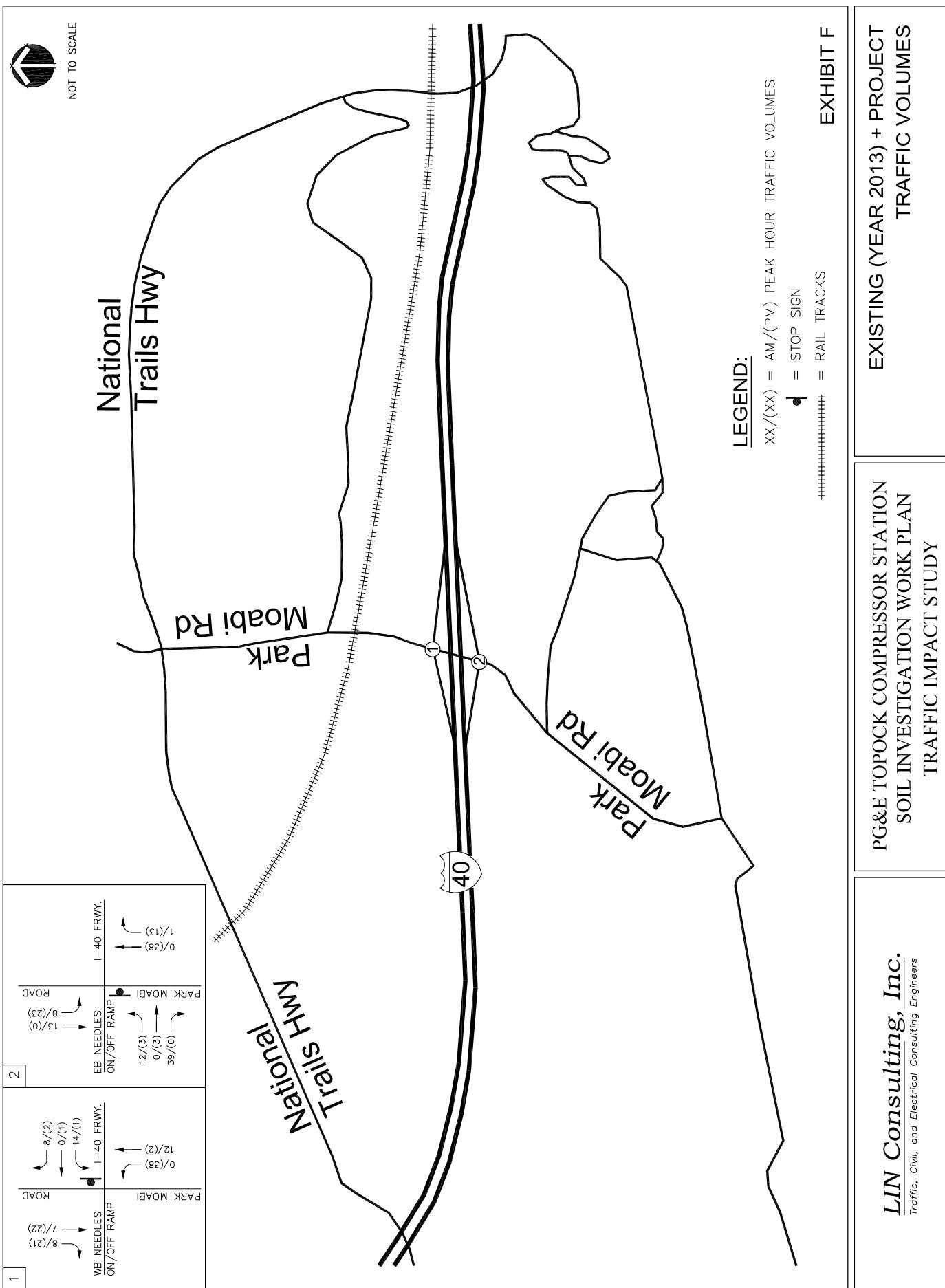
EXISTING (YEAR 2013) PLUS PROJECT TRAFFIC CONDITIONS

Intersection LOS for Existing (Year 2013) Plus Project Traffic Conditions have been calculated and shown in Table 7. The study area intersections operate at LOS "A" during weekday AM and PM peak hours. Existing (Year 2013) Plus Project Traffic Conditions LOS analysis calculation worksheets are included in Appendix D. Existing (Year 2013) Plus Project Traffic Conditions Weekday AM and PM peak hour turning movement volumes are shown on Exhibit F.

Table 7. Existing (Year 2013) Plus Project Traffic Conditions

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	LOS	Delay	LOS	Delay
Park Moabi Road and WB I-40 Fwy On/Off Ramps	A	8.6	A	8.9
Park Moabi Road and EB I-40 Fwy On/Off Ramps	A	8.6	A	9.4

LOS - Level of Service, Delay – Average Control Delay in Seconds per Vehicle



CONSTRUCTION YEAR (YEAR 2014) WITHOUT PROJECT TRAFFIC CONDITIONS

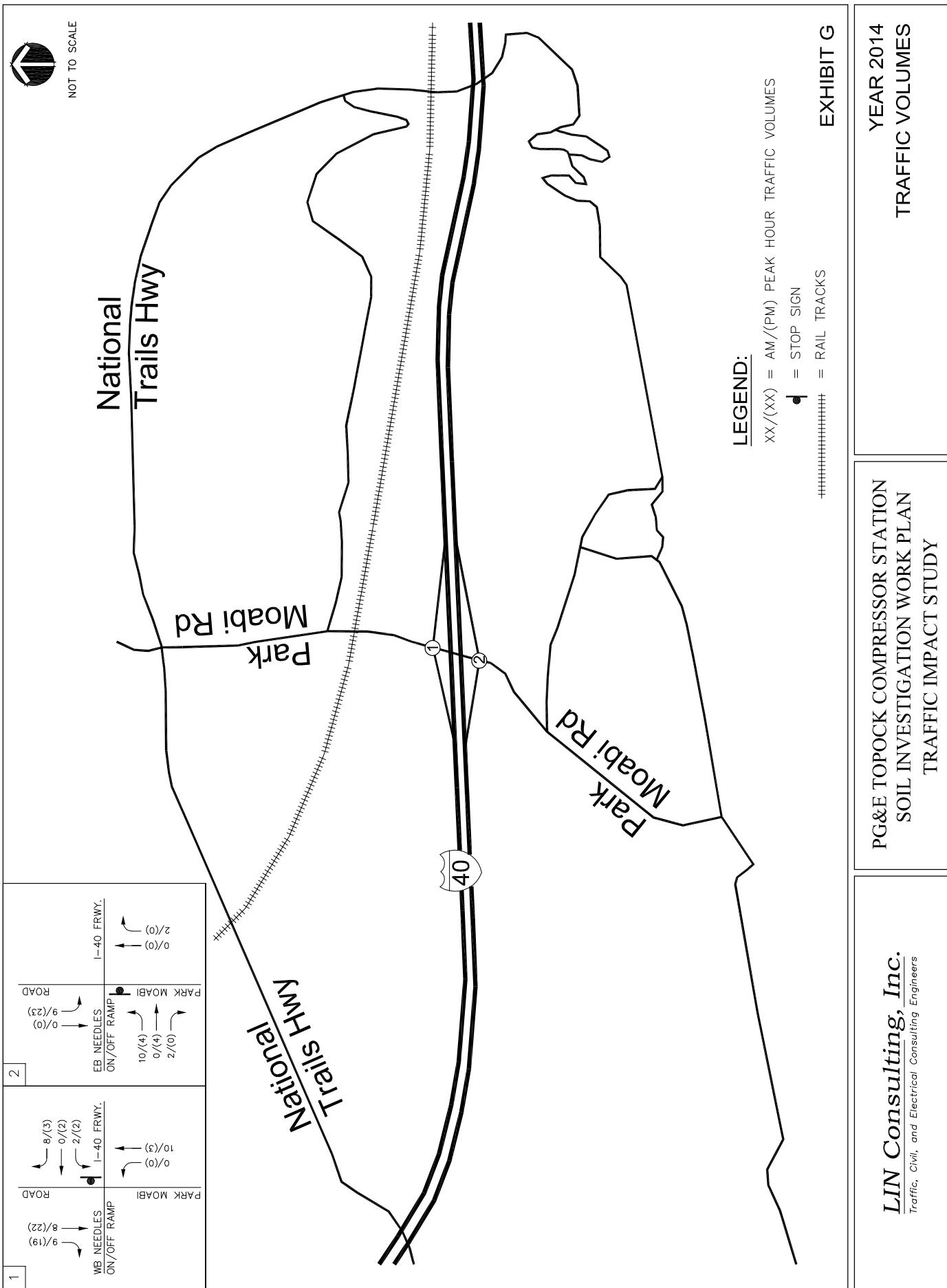
To assess future traffic conditions, existing traffic is combined with ambient growth. This traffic analysis contains estimated regional growth based upon the ambient growth rate of 1.7% per year for 1 year. The ambient growth rate of 1.7% is based upon the East Valley Average Traffic Volume Expansion Factors provided by the County of San Bernardino Traffic Planning and Research Section. The intersection turning movement volumes for Construction Year (Year 2014) Without Project Traffic Conditions during weekday AM and PM peak hours are shown on Exhibit G.

Table 8 shows the Intersection LOS for Construction Year (Year 2014) Without Project Traffic Conditions. The study area intersections operate LOS "A" during weekday AM and PM peak hours. Construction Year (Year 2014) Without Project Traffic Conditions LOS analysis calculation worksheets are included in Appendix E.

Table 8. Construction Year (Year 2014) Without Project Traffic Conditions

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	LOS	Delay	LOS	Delay
Park Moabi Road and WB I-40 Fwy On/Off Ramps	A	8.4	A	8.7
Park Moabi Road and EB I-40 Fwy On/Off Ramps	A	8.6	A	9.1

LOS - Level of Service, Delay – Average Control Delay in Seconds per Vehicle



CONSTRUCTION YEAR (YEAR 2014) PLUS PROJECT TRAFFIC CONDITIONS

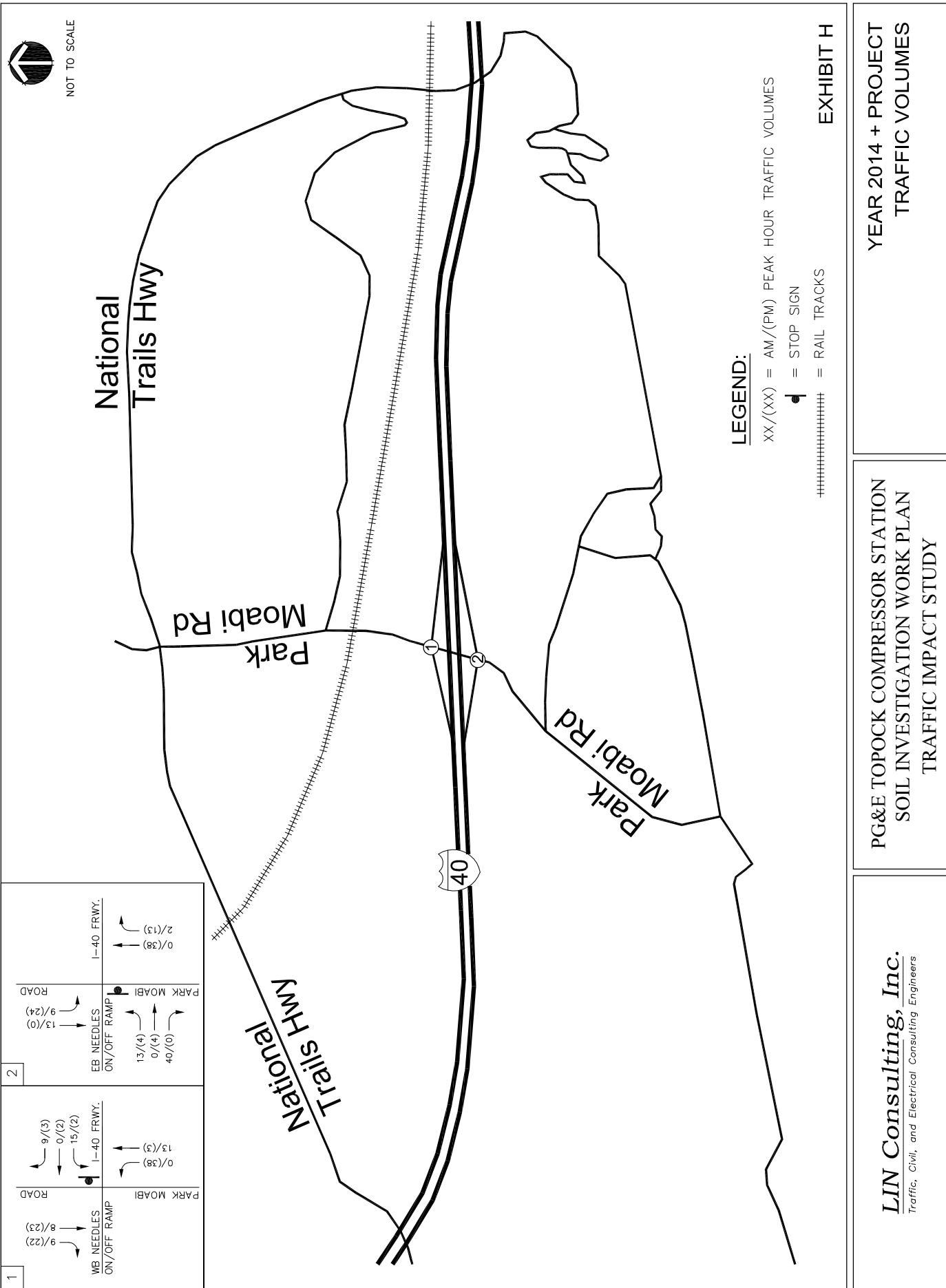
The intersection turning movement volumes for Construction Year (Year 2014) Plus Project Traffic Conditions during weekday AM and PM peak hours are shown on Exhibit H.

Table 9 shows the Intersection LOS for Construction Year (Year 2014) Plus Project Traffic Conditions. The study area intersections operate LOS "A" during weekday AM and PM peak hours. Construction Year (Year 2014) Plus Project Traffic Conditions LOS analysis calculation worksheets are included in Appendix F.

Table 9. Construction Year (Year 2014) Plus Project Traffic Conditions

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	LOS	Delay	LOS	Delay
Park Moabi Road and WB I-40 Fwy On/Off Ramps	A	8.6	A	9.0
Park Moabi Road and EB I-40 Fwy On/Off Ramps	A	8.6	A	9.4

LOS - Level of Service, Delay – Average Control Delay in Seconds per Vehicle



SIGNIFICANT TRANSPORTATION IMPACT

Based on Appendix G of The California Environmental Quality Act (CEQA) Guidelines, the proposed project would have a significant impact related to transportation if it would:

1. Degrade a roadway segment currently operating at an acceptable LOS C or better to LOS D, E, or F or add traffic to a roadway segment operating at an unacceptable level;
2. Degrade an un-signalized intersection currently operating at an unacceptable LOS C or better to LOS D, E, or F or add traffic to a roadway segment operating at an unacceptable level;
3. Substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; or
4. Conflict with adopted policies, plans, or programs supporting alternative transportation.

Table 10 and 11 show the change in LOS and Average Control delay due to project traffic in year 2013 and 2014, respectively. There is no change in the LOS.

Table 10. Change in LOS and Avg Control Delay – Year 2013

Intersection	Year 2013 Without Project LOS/Avg Control Delay		Year 2013 With Project LOS/Avg Control Delay	
	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday AM Peak Hour	Weekday PM Peak Hour
Park Moabi Road and WB I-40 Fwy On/Off Ramps	A/8.4	A/8.6	A/8.6	A/8.9
Park Moabi Road and EB I-40 Fwy On/Off Ramps	A/8.6	A/9.1	A/8.6	A/9.4

LOS – Level of Service

Table 11. Change in LOS and Avg Control Delay – Year 2014

Intersection	Year 2014 Without Project LOS/Avg Control Delay		Year 2014 With Project LOS/Avg Control Delay	
	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday AM Peak Hour	Weekday PM Peak Hour
Park Moabi Road and WB I-40 Fwy On/Off Ramps	A/8.4	A/8.7	A/8.6	A/9.0
Park Moabi Road and EB I-40 Fwy On/Off Ramps	A/8.6	A/9.1	A/8.6	A/9.4

LOS – Level of Service

MITIGATION MEASURES

The study revealed that the proposed project traffic for the existing (year 2013) and construction year (Year 2014) will not have any significant impacts on the study area intersections and the Park Moabi roadway segment, therefore no mitigation is necessary.

APPENDICES

APPENDIX A
TRAFFIC COUNT DATA

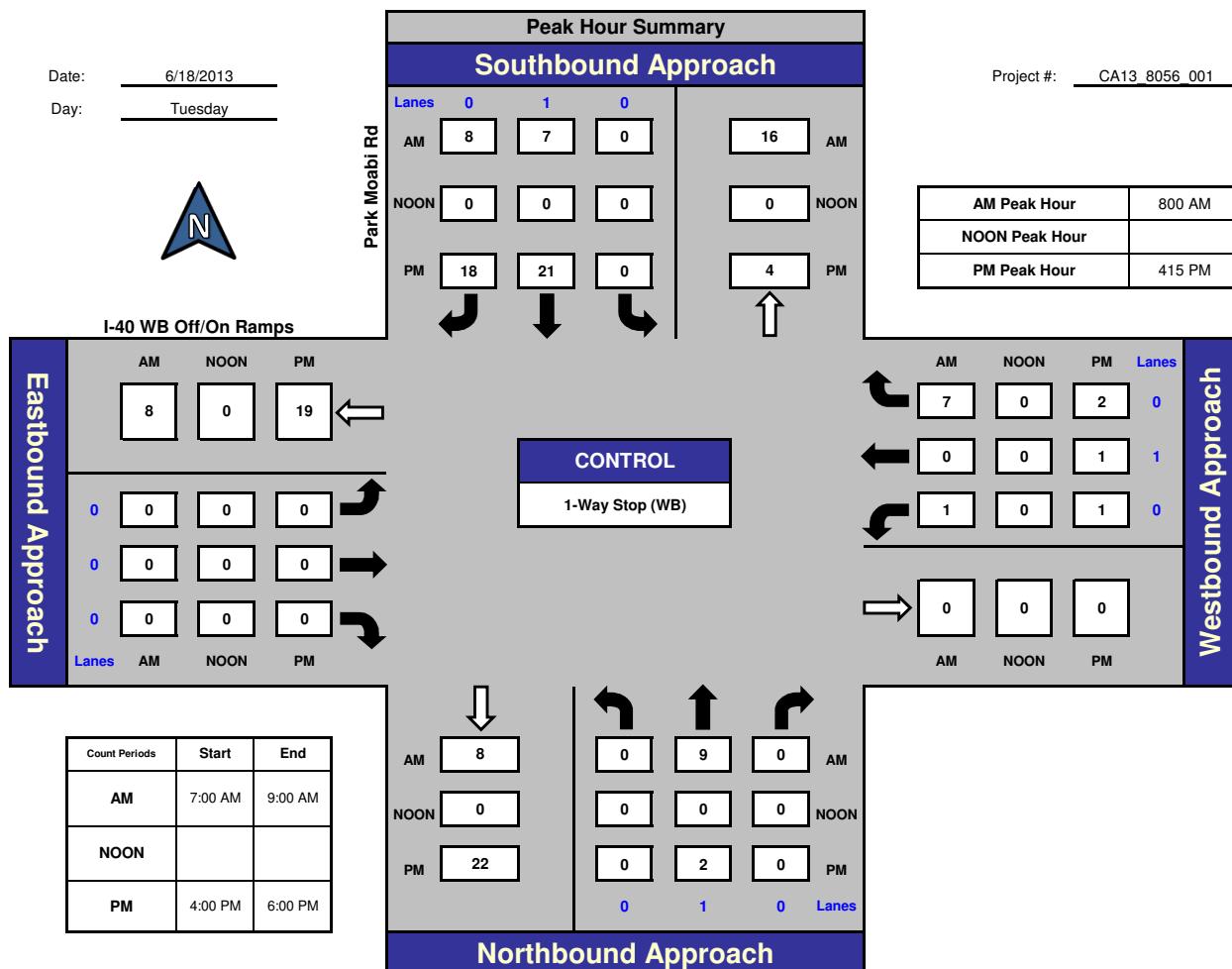
ITM Peak Hour Summary

Prepared by:

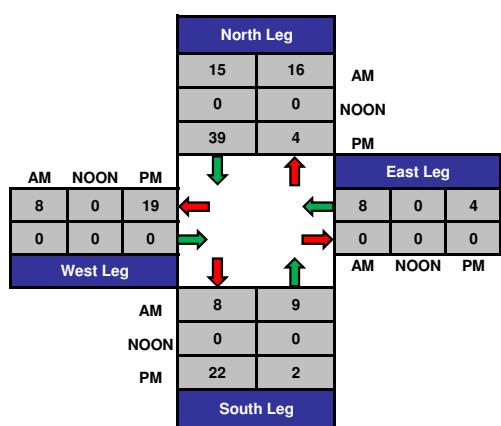


National Data & Surveying Services

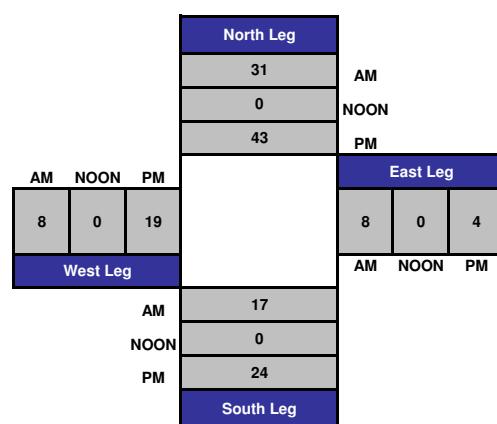
Park Moabi Rd and I-40 WB Off/On Ramps , City of Needles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_8056_001

Day: TUESDAY

City: City of Needles

Date: 6/18/2013

AM

NS/EW Streets:	Park Moabi Rd			Park Moabi Rd			I-40 WB Off/On Ramps			I-40 WB Off/On Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0			0	3				0	0	3	
7:15 AM	1	0			0	2				0	2	5	
7:30 AM	0	2			0	0				0	2	4	
7:45 AM	0	4			0	2				0	0	6	
8:00 AM	0	2			3	2				0	1	8	
8:15 AM	0	2			2	3				0	1	8	
8:30 AM	0	2			0	1				1	3	7	
8:45 AM	0	3			2	2				0	2	9	
TOTAL VOLUMES :	NL 1	NT 15	NR 0	SL 0	ST 7	SR 15	EL 0	ET 0	ER 0	WL 1	WT 0	WR 11	TOTAL 50
APPROACH %'s :	6.25%	93.75%	0.00%	0.00%	31.82%	68.18%	#DIV/0!	#DIV/0!	#DIV/0!	8.33%	0.00%	91.67%	
PEAK HR START TIME :	800 AM												
PEAK HR VOL :	0	9	0	0	7	8	0	0	0	1	0	7	32
PEAK HR FACTOR :	0.750			0.750			0.000			0.500			0.889

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_8056_001

Day: TUESDAY

City: City of Needles

Date: 6/18/2013

NS/EW Streets:	PM												
	Park Moabi Rd			Park Moabi Rd			I-40 WB Off/On Ramps			I-40 WB Off/On Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	0	2			3	4				0	0	1	10
4:15 PM	0	1			8	5				0	0	0	14
4:30 PM	0	0			5	6				0	0	1	12
4:45 PM	0	0			5	0				1	1	0	7
5:00 PM	0	1			3	7				0	0	1	12
5:15 PM	0	2			2	4				0	0	4	12
5:30 PM	1	1			2	2				0	0	0	6
5:45 PM	0	2			2	2				1	2	1	10
TOTAL VOLUMES :	NL 1	NT 9	NR 0	SL 0	ST 30	SR 30	EL 0	ET 0	ER 0	WL 2	WT 3	WR 8	TOTAL 83
APPROACH %'s :	10.00%	90.00%	0.00%	0.00%	50.00%	50.00%	#DIV/0!	#DIV/0!	#DIV/0!	15.38%	23.08%	61.54%	
PEAK HR START TIME :	415 PM											TOTAL	
PEAK HR VOL :	0	2	0	0	21	18	0	0	0	1	1	2	45
PEAK HR FACTOR :	0.500			0.750			0.000			0.500			0.804

CONTROL : 1-Way Stop (WB)

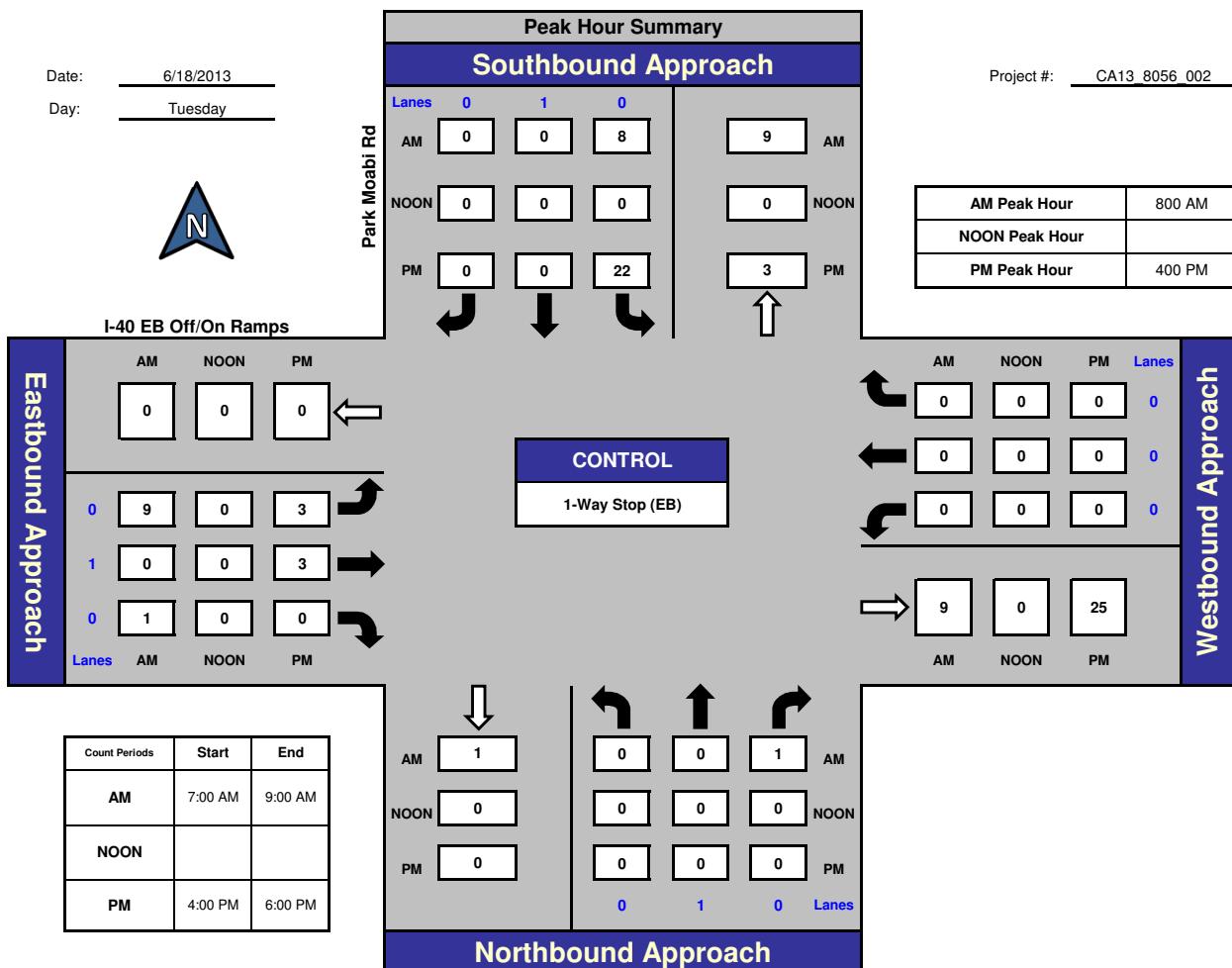
ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

Park Moabi Rd and I-40 EB Off/On Ramps , City of Needles



Total Ins & Outs

North Leg		
AM	NOON	PM
8	9	
0	0	
22	3	
AM	NOON	PM
0	0	0
10	0	6
West Leg		
AM	0	0
NOON	0	0
PM	0	0
South Leg		

Total Volume Per Leg

North Leg		
AM	NOON	PM
17		
0		
25		
AM	NOON	PM
10	0	6
West Leg		
AM	0	0
NOON	0	0
PM	0	0
South Leg		
2		
0		
0		

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_8056_002

Day: TUESDAY

City: City of Needles

Date: 6/18/2013

AM

NS/EW Streets:	Park Moabi Rd			Park Moabi Rd			I-40 EB Off/On Ramps			I-40 EB Off/On Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM				0	0			0		0			0
7:15 AM				0	0			1		0			1
7:30 AM				0	0			3		0			3
7:45 AM				0	0			3		0			3
8:00 AM				0	3			2		0			5
8:15 AM				0	2			3		0			5
8:30 AM				1	1			1		1			4
8:45 AM				0	2			3		0			5
TOTAL VOLUMES :	0	0	1	8	0	0	16	0	1	0	0	0	26
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	94.12%	0.00%	5.88%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	1	8	0	0	9	0	1	0	0	0	19
PEAK HR FACTOR :	0.250			0.667			0.833			0.000			0.950

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_8056_002

Day: TUESDAY

City: City of Needles

Date: 6/18/2013

NS/EW Streets:	PM												
	Park Moabi Rd			Park Moabi Rd			I-40 EB Off/On Ramps			I-40 EB Off/On Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	0	0	
4:00 PM	0			3	0		2	2					7
4:15 PM	0			8	0		1	0					9
4:30 PM	0			5	0		0	1					6
4:45 PM	0			6	0		0	0					6
5:00 PM	0			3	0		1	1					5
5:15 PM	0			2	0		2	0					4
5:30 PM	1			1	1		1	0					4
5:45 PM	0			3	0		2	1					6
TOTAL VOLUMES :	0	1	0	31	1	0	9	5	0	0	0	0	47
APPROACH %'s :	0.00%	100.00%	0.00%	96.88%	3.13%	0.00%	64.29%	35.71%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	4:00 PM											TOTAL	
PEAK HR VOL :	0	0	0	22	0	0	3	3	0	0	0	0	28
PEAK HR FACTOR :	0.000			0.688			0.375			0.000			0.778

CONTROL : 1-Way Stop (EB)

APPENDIX B

TOPOCK SOIL INVESTIGATION EIR

PROJECT AREA

**Topock Soil Investigation
EIR Project Area**


Legend

Soil Investigation Project Area	Proposed Sampling Method
Potential Observation Locations	Hand Tools (1ft)
Equipment Staging/Storage	Excavator (30ft)
Access/Haul Routes	Hydrovac (40ft)
	Rototovic (50ft)
	Soil Investigation Areas
	Area of Concern (AOC)
	Solid Waste Management Unit (SWMU)
	Undesignated Area (UA)

Background Sources: ESRI Bing Maps Aerial
Created By Parus Consulting, Inc.
Map Creation Date: 5/22/2013



INTERNAL DRAFT: NOT FOR PUBLIC REVIEW



APPENDIX C

EXISTING (YEAR 2013) TRAFFIC CONDITIONS

LOS ANALYSIS CALCULATION WORKSHEETS

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

Intersection #1 [Existing_Year 2013_AM Peak Hour]

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.4]

Street Name:	Park Moabi Road	Westbound I-40 Freeway On/Off Ram		
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 0 0 0	0 0 1! 0 0

Volume Module: >> Count Date: 18 Jun 2013 << AM Peak Hour
Base Vol: 0 9 0 0 7 8 0 0 0 1 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 9 0 0 7 8 0 0 0 1 0 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 10 0 0 8 9 0 0 0 1 0 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 10 0 0 8 9 0 0 0 1 0 8

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 3.5 4.0 3.3

Capacity Module:

Cnflict Vol: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 22 26 10
Potent Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 1000 871 1078
Move Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 1000 871 1078
Volume/Cap: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.00 0.00 0.01

Level Of Service Module:

2Way95thQ: xxxx
Control Del:xxxxx xxxx
LOS by Move: * * * * * * * * * * * *
Movement: LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 1067 xxxx
SharedQueue:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx
Shrd ConDel:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 8.4 xxxx
Shared LOS: * * * * * * * * * * A *
ApproachDel: xxxxxx xxxxxx xxxxxx 8.4
ApproachLOS: * * * A

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

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

Intersection #1 [Existing_Year 2013_PM Peak Hour]

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[8.6]

Street Name:	Park Moabi Road	Westbound I-40 Freeway On/Off Ram		
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 0 0 0	0 0 1! 0 0

Volume Module: >> Count Date: 18 Jun 2013 << PM Peak Hour

Base Vol:	0 2 0 0 21 18 0 0 0 1 1 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:	0 2 0 0 21 18 0 0 0 1 1 2
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:	0 2 0 0 23 20 0 0 0 1 1 2
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	0 2 0 0 23 20 0 0 0 1 1 2

Critical Gap Module:

Critical Gp:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 6.4 6.5 6.2
FollowUpTim:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 3.5 4.0 3.3

Capacity Module:

Cnflict Vol:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 35 45 2
Potent Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 983 851 1088
Move Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 983 851 1088
Volume/Cap:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.00 0.00 0.00

Level Of Service Module:

2Way95thQ:	xxxx
Control Del:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move:	* * * * * * * * * * * *
Movement:	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 993 xxxx
SharedQueue:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx
Shrd ConDel:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 8.6 xxxx
Shared LOS:	* * * * * * * * * * * A *
ApproachDel:	xxxxxx xxxxxx xxxxxx 8.6
ApproachLOS:	* * * * A

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

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

Intersection #2 [Existing_Year 2013_AM Peak Hour]

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: A[8.6]

Street Name:	Park Moabi Road	Eastbound I-40 Freeway On/Off Ram		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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

Volume Module: >> Count Date: 18 Jun 2013 << AM Peak Hour

Base Vol:	0 0 1 8 0 0 9 0 1 0 0 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 0 1 8 0 0 9 0 1 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:	0 0 1 9 0 0 10 0 1 0 0 0
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	0 0 1 9 0 0 10 0 1 0 0 0

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxx 4.1 xxxx xxxx 6.4 6.5 6.2 xxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxx 2.2 xxxx xxxx 3.5 4.0 3.3 xxxx xxxx xxxx

Capacity Module:

Cnflict Vol: xxxx xxxx xxxx 1 xxxx xxxx 17 18 0 xxxx xxxx xxxx
Potent Cap.: xxxx xxxx xxxx 1635 xxxx xxxx 1006 879 1091 xxxx xxxx xxxx
Move Cap.: xxxx xxxx xxxx 1635 xxxx xxxx 1002 875 1091 xxxx xxxx xxxx
Volume/Cap: xxxx xxxx xxxx 0.01 xxxx xxxx 0.01 0.00 0.00 xxxx xxxx xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxx 0.0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Control Del:xxxxx xxxx xxxx 7.2 xxxx xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move: * * * A * * * * * * * *
Movement: LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx 1010 xxxx xxxx xxxx xxxx
SharedQueue:xxxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxx xxxx xxxx
Shrd ConDel:xxxxx xxxx xxxx xxxx xxxx xxxx 8.6 xxxx xxxx xxxx xxxx
Shared LOS: * * * * * * * A * * * *
ApproachDel: xxxxxx xxxxxx 8.6 xxxxxx
ApproachLOS: * * A *

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

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

Intersection #2 [Existing_Year 2013_PM Peak Hour]

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: A[9.1]

Street Name:	Park Moabi Road	Eastbound I-40 Freeway On/Off Ram		
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	1 0 0 0 0	0 1 0 0 0	0 0 0 0 0

Volume Module: >> Count Date: 18 Jun 2013 << PM Peak Hour

Base Vol:	0 0 0 22 0 0 3 3 0 0 0 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 0 0 22 0 0 3 3 0 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:	0 0 0 24 0 0 3 3 0 0 0 0
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	0 0 0 24 0 0 3 3 0 0 0 0

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxx 4.1 xxxx xxxx 6.4 6.5	xxxxx xxxx xxxx xxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxx 2.2 xxxx xxxx 3.5 4.0	xxxxx xxxx xxxx xxxx xxxx

Capacity Module:

Cnflict Vol: xxxx xxxx xxxx 0 xxxx xxxx 48 48	xxxxx xxxx xxxx xxxx xxxx xxxx
Potent Cap.: xxxx xxxx xxxx 1636 xxxx xxxx 967 848	xxxxx xxxx xxxx xxxx xxxx xxxx
Move Cap.: xxxx xxxx xxxx 1636 xxxx xxxx 956 835	xxxxx xxxx xxxx xxxx xxxx xxxx
Volume/Cap: xxxx xxxx xxxx 0.01 xxxx xxxx 0.00 0.00	xxxxx xxxx xxxx xxxx xxxx xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxx 0.0 xxxx xxxx xxxx xxxx xxxx xxxx	
Control Del:xxxxx xxxx xxxx 7.2 xxxx xxxx xxxx xxxx xxxx xxxx	
LOS by Move: * * * A * * * * * * * *	
Movement: LT - LTR - RT	
Shared Cap.: xxxx xxxx xxxx xxxx xxxx 892 xxxx xxxx xxxx xxxx xxxx	
SharedQueue:xxxxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxx xxxx xxxx xxxx	
Shrd ConDel:xxxxx xxxx xxxx xxxx xxxx 9.1 xxxx xxxx xxxx xxxx xxxx	
Shared LOS: * * * * * A * * * * *	
ApproachDel: xxxxxxxx xxxxxxxx 9.1	xxxxxx
ApproachLOS: * * A *	*

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

APPENDIX D
EXISTING (YEAR 2013)
PLUS PROJECT TRAFFIC CONDITIONS
LOS ANALYSIS CALCULATION WORKSHEETS

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

Intersection #1 Existing_Year 2013_Plus_Project [AM Peak Hour]

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: A[8.6]

Street Name:	Park Moabi Road	Westbound I-40 Freeway On/Off Ram		
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 0 0 0	0 0 1! 0 0

Volume Module: >> Count Date: 18 Jun 2013 << AM Peak Hour

Base Vol:	0 12 0 0 7 8 0 0 0 14 0 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:	0 12 0 0 7 8 0 0 0 14 0 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:	0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:	0 13 0 0 8 9 0 0 0 15 0 9
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	0 13 0 0 8 9 0 0 0 15 0 9

Critical Gap Module:

Critical Gp:	xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 6.4 6.5 6.2
FollowUpTim:	xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 3.5 4.0 3.3

Capacity Module:

Cnflict Vol:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 25 29 13
Potent Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 996 868 1073
Move Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 996 868 1073
Volume/Cap:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.02 0.00 0.01

Level Of Service Module:

2Way95thQ:	xxxx
Control Del:	xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move:	* * * * * * * * * * * *
Movement:	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 1023 xxxx
SharedQueue:	xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.1 xxxx
Shrd ConDel:	xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 8.6 xxxx
Shared LOS:	* * * * * * * * * * A *
ApproachDel:	xxxxxx xxxx xxxx xxxx 8.6
ApproachLOS:	* * * * A

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

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

Intersection #1 Existing_Year 2013_Plus_Project [PM Peak Hour]

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[8.9]

Street Name:	Park Moabi Road	Westbound I-40 Freeway On/Off Ram		
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 0 0 0	0 0 1! 0 0

Volume Module: >> Count Date: 18 Jun 2013 << PM Peak Hour

Base Vol:	38 2 0 0 22 21 0 0 0 1 1 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:	38 2 0 0 22 21 0 0 0 1 1 2
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:	41 2 0 0 24 23 0 0 0 1 1 2
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	41 2 0 0 24 23 0 0 0 1 1 2

Critical Gap Module:

Critical Gp:	4.1 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 6.4 6.5 6.2
FollowUpTim:	2.2 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 3.5 4.0 3.3

Capacity Module:

Cnflict Vol:	47 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 120 132 2
Potent Cap.:	1574 xxxx xxxx xxxx xxxx xxxx xxxx xxxx 880 763 1088
Move Cap.:	1574 xxxx xxxx xxxx xxxx xxxx xxxx xxxx 862 742 1088
Volume/Cap:	0.03 xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.00 0.00 0.00

Level Of Service Module:

2Way95thQ:	0.1 xxxx
Control Del:	7.3 xxxx
LOS by Move:	A * * * * * * * * * * * *
Movement:	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 921 xxxx
SharedQueue:	0.1 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx
Shrd ConDel:	7.3 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 8.9 xxxx
Shared LOS:	A * * * * * * * * * * A *
ApproachDel:	xxxxxx xxxx xx xxxx 8.9
ApproachLOS:	* * * * A

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

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

Intersection #2 Existing_Year 2013_Plus_Project [AM Peak Hour]

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: A[8.6]

Street Name:	Park Moabi Road	Eastbound I-40 Freeway On/Off Ram		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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

Volume Module: >> Count Date: 18 Jun 2013 << AM Peak Hour

Base Vol:	0 0 1 8 13 0 12 0 39 0 0 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 0 1 8 13 0 12 0 39 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:	0 0 1 9 14 0 13 0 42 0 0 0
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	0 0 1 9 14 0 13 0 42 0 0 0

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxx 4.1 xxxx xxxx 6.4 6.5 6.2 xxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxx 2.2 xxxx xxxx 3.5 4.0 3.3 xxxx xxxx xxxx

Capacity Module:

Cnflict Vol: xxxx xxxx xxxx 1 xxxx xxxx 32 33 14 xxxx xxxx xxxx
Potent Cap.: xxxx xxxx xxxx 1635 xxxx xxxx 987 864 1072 xxxx xxxx xxxx
Move Cap.: xxxx xxxx xxxx 1635 xxxx xxxx 983 859 1072 xxxx xxxx xxxx
Volume/Cap: xxxx xxxx xxxx 0.01 xxxx xxxx 0.01 0.00 0.04 xxxx xxxx xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxx 0.0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Control Del:xxxxx xxxx xxxx 7.2 xxxx xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move: * * * A * * * * * * * * *
Movement: LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx 1049 xxxx xxxx xxxx xxxx
SharedQueue:xxxxx xxxx xxxx 0.0 xxxx xxxx xxxx 0.2 xxxx xxxx xxxx xxxx
Shrd ConDel:xxxxx xxxx xxxx 7.2 xxxx xxxx xxxx 8.6 xxxx xxxx xxxx xxxx
Shared LOS: * * * A * * * * A * * * * *
ApproachDel: xxxxxx xxxxxx 8.6 xxxxxx
ApproachLOS: * * A *

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

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

Intersection #2 Existing_Year 2013_Plus_Project [PM Peak Hour]

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[9.4]

Street Name:	Park Moabi Road	Eastbound I-40 Freeway On/Off Ram		
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	1 0 0 0 0	0 1 0 0 0	0 0 0 0 0

Volume Module: >> Count Date: 18 Jun 2013 << PM Peak Hour

Base Vol:	0 38 13 23 0 0 3 3 0 0 0 0 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 38 13 23 0 0 3 3 0 0 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:	0 41 14 25 0 0 3 3 0 0 0 0 0
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	0 41 14 25 0 0 3 3 0 0 0 0 0

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxx 4.1 xxxx xxxx 6.4 6.5	xxxxx xxxx xxxx xxxx xxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxx 2.2 xxxx xxxx 3.5 4.0	xxxxx xxxx xxxx xxxx xxxx xxxx

Capacity Module:

Cnflict Vol: xxxx xxxx xxxx 55 xxxx xxxx 98 105	xxxxx xxxx xxxx xxxx xxxx xxxx xxxx
Potent Cap.: xxxx xxxx xxxx 1562 xxxx xxxx 905 788	xxxxx xxxx xxxx xxxx xxxx xxxx
Move Cap.: xxxx xxxx xxxx 1562 xxxx xxxx 894 776	xxxxx xxxx xxxx xxxx xxxx xxxx
Volume/Cap: xxxx xxxx xxxx 0.02 xxxx xxxx 0.00 0.00	xxxxx xxxx xxxx xxxx xxxx xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxx 0.0 xxxx xxxx xxxx xxxx xxxx xxxx	
Control Del:xxxxx xxxx xxxx 7.3 xxxx xxxx xxxx xxxx xxxx xxxx	
LOS by Move: * * * A * * * * * * * *	
Movement: LT - LTR - RT	
Shared Cap.: xxxx xxxx xxxx xxxx xxxx 831 xxxx xxxx xxxx xxxx xxxx	
SharedQueue:xxxxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxx xxxx xxxx xxxx	
Shrd ConDel:xxxxx xxxx xxxx xxxx xxxx 9.4 xxxx xxxx xxxx xxxx xxxx	
Shared LOS: * * * * * A * * * * *	
ApproachDel: xxxxxx xxxxxx 9.4	xxxxxx
ApproachLOS: * * A *	*

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

APPENDIX E
CONSTRUCTION YEAR (YEAR 2014)
WITHOUT PROJECT TRAFFIC CONDITIONS
LOS ANALYSIS CALCULATION WORKSHEETS

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

Intersection #1 Year 2014 [AM Peak Hour]

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[8.4]

Street Name:	Park Moabi Road	Westbound I-40 Freeway On/Off Ram		
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 0 0 0	0 0 1! 0 0

Volume Module: >> Count Date: 18 Jun 2013 << AM Peak Hour

Base Vol:	0 10 0 0 8 9 0 0 0 2 0 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:	0 10 0 0 8 9 0 0 0 2 0 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:	0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:	0 11 0 0 9 10 0 0 0 2 0 9
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	0 11 0 0 9 10 0 0 0 2 0 9

Critical Gap Module:

Critical Gp:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 6.4 6.5 6.2
FollowUpTim:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 3.5 4.0 3.3

Capacity Module:

Cnflict Vol:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 24 29 11
Potent Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 997 868 1076
Move Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 997 868 1076
Volume/Cap:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.00 0.00 0.01

Level Of Service Module:

2Way95thQ:	xxxx
Control Del:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move:	* * * * * * * * * * * *
Movement:	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 1059 xxxx
SharedQueue:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx
Shrd ConDel:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 8.4 xxxx
Shared LOS:	* * * * * * * * * * * A *
ApproachDel:	xxxxxx xxxx xxxx xxxx
ApproachLOS:	* * * * A

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

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

Intersection #1 Year 2014 [PM Peak Hour]

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A[8.7]

Street Name:	Park Moabi Road	Westbound I-40 Freeway On/Off Ram		
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 0 0 0	0 0 1! 0 0

Volume Module: >> Count Date: 18 Jun 2013 << PM Peak Hour

Base Vol:	0 3 0 0 22 19 0 0 0 2 2 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:	0 3 0 0 22 19 0 0 0 2 2 3
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:	0 3 0 0 24 21 0 0 0 2 2 3
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	0 3 0 0 24 21 0 0 0 2 2 3

Critical Gap Module:

Critical Gp:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 6.4 6.5 6.2
FollowUpTim:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 3.5 4.0 3.3

Capacity Module:

Cnflict Vol:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 38 48 3
Potent Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 980 848 1086
Move Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 980 848 1086
Volume/Cap:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.00 0.00 0.00

Level Of Service Module:

2Way95thQ:	xxxx
Control Del:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move:	* * * * * * * * * * * *
Movement:	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 977 xxxx
SharedQueue:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx
Shrd ConDel:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 8.7 xxxx
Shared LOS:	* * * * * * * * * * * A *
ApproachDel:	xxxxxx xxxx xxxx xxxx
ApproachLOS:	* * * * A

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

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

Intersection #2 Year 2014 [AM Peak Hour]

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: A[8.6]

Street Name:	Park Moabi Road	Eastbound I-40 Freeway On/Off Ram		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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

Volume Module: >> Count Date: 18 Jun 2013 << AM Peak Hour

Base Vol:	0 0 2 9 0 0 10 0 2 0 0 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 0 2 9 0 0 10 0 2 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:	0 0 2 10 0 0 11 0 2 0 0 0
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	0 0 2 10 0 0 11 0 2 0 0 0

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxx	4.1 xxxx xxxx	6.4 6.5 6.2	xxxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxx	2.2 xxxx xxxx	3.5 4.0 3.3	xxxxx xxxx xxxx

Capacity Module:

Cnflict Vol: xxxx xxxx xxxx	2 xxxx xxxx	20 22 0	xxxx xxxx xxxx	
Potent Cap.: xxxx xxxx xxxx	1633 xxxx xxxx	1003 876 1091	xxxx xxxx xxxx	
Move Cap.: xxxx xxxx xxxx	1633 xxxx xxxx	998 871 1091	xxxx xxxx xxxx	
Volume/Cap:	xxxx xxxx xxxx	0.01 xxxx xxxx	0.01 0.00 0.00	xxxx xxxx xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxx	0.0 xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx								
Control Del:xxxxx xxxx xxxx	7.2 xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx								
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT										
Shared Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx 1013 xxxx	xxxx xxxx xxxx							
SharedQueue:xxxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	0.0 xxxx xxxx	xxxx xxxx xxxx							
Shrd ConDel:xxxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	8.6 xxxx xxxx	xxxx xxxx xxxx							
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	8.6	xxxxxx							
ApproachLOS:	*	*	A	*							

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

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

Intersection #2 Year 2014 [PM Peak Hour]

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: A[9.1]

Street Name:	Park Moabi Road	Eastbound I-40 Freeway On/Off Ram		
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	1 0 0 0 0	0 1 0 0 0	0 0 0 0 0

Volume Module: >> Count Date: 18 Jun 2013 << PM Peak Hour

Base Vol:	0 0 0 23 0 0 4 4 0 0 0 0 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 0 0 23 0 0 4 4 0 0 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:	0 0 0 25 0 0 4 4 0 0 0 0 0
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	0 0 0 25 0 0 4 4 0 0 0 0 0

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxx 4.1 xxxx xxxx 6.4 6.5	xxxxx xxxx xxxx xxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxx 2.2 xxxx xxxx 3.5 4.0	xxxxx xxxx xxxx xxxx xxxx

Capacity Module:

Cnflict Vol: xxxx xxxx xxxx 0 xxxx xxxx 50 50	xxxxx xxxx xxxx xxxx xxxx xxxx
Potent Cap.: xxxx xxxx xxxx 1636 xxxx xxxx 964 845	xxxxx xxxx xxxx xxxx xxxx xxxx
Move Cap.: xxxx xxxx xxxx 1636 xxxx xxxx 953 832	xxxxx xxxx xxxx xxxx xxxx xxxx
Volume/Cap: xxxx xxxx xxxx 0.02 xxxx xxxx 0.00 0.01	xxxxx xxxx xxxx xxxx xxxx xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxx 0.0 xxxx xxxx xxxx xxxx xxxx xxxx	
Control Del:xxxxx xxxx xxxx 7.2 xxxx xxxx xxxx xxxx xxxx xxxx	
LOS by Move: * * * A * * * * * * * *	
Movement: LT - LTR - RT	
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx 889 xxxx xxxx xxxx xxxx xxxx	
SharedQueue:xxxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxx xxxx xxxx xxxx	
Shrd ConDel:xxxxx xxxx xxxx xxxx xxxx xxxx 9.1 xxxx xxxx xxxx xxxx xxxx	
Shared LOS: * * * * * * A * * * * *	
ApproachDel: xxxxxxxx xxxxxxxx 9.1	xxxxxx
ApproachLOS: * * A *	*

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

APPENDIX F

CONSTRUCTION YEAR (YEAR 2014)

PLUS PROJECT TRAFFIC CONDITIONS

LOS ANALYSIS CALCULATION WORKSHEETS

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

Intersection #1 Year 2014_Plus_Project [AM Peak Hour]

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[8.6]

Street Name:	Park Moabi Road	Westbound I-40 Freeway On/Off Ram		
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 0 0 0	0 0 1! 0 0

Volume Module: >> Count Date: 18 Jun 2013 << AM Peak Hour

Base Vol:	0 13 0 0 8 9 0 0 0 15 0 9
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 13 0 0 8 9 0 0 0 15 0 9
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:	0 14 0 0 9 10 0 0 0 16 0 10
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	0 14 0 0 9 10 0 0 0 16 0 10

Critical Gap Module:

Critical Gp:	xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 6.4 6.5 6.2
FollowUpTim:	xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 3.5 4.0 3.3

Capacity Module:

Cnflict Vol:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 28 33 14
Potent Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 992 864 1072
Move Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 992 864 1072
Volume/Cap:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.02 0.00 0.01

Level Of Service Module:

2Way95thQ:	xxxx
Control Del:	xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move:	* * * * * * * * * * * *
Movement:	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 1021 xxxx
SharedQueue:	xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.1 xxxx
Shrd ConDel:	xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 8.6 xxxx
Shared LOS:	* * * * * * * * * * A *
ApproachDel:	xxxxxx xxxx xxxx xxxx 8.6
ApproachLOS:	* * * A

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

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

Intersection #1 Year 2014_Plus_Project [PM Peak Hour]

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[9.0]

Street Name:	Park Moabi Road	Westbound I-40 Freeway On/Off Ram		
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 0 0 0	0 0 1! 0 0

Volume Module: >> Count Date: 18 Jun 2013 << PM Peak Hour

Base Vol:	38 3 0 0 23 22 0 0 0 2 2 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:	38 3 0 0 23 22 0 0 0 2 2 3
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:	41 3 0 0 25 24 0 0 0 2 2 3
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	41 3 0 0 25 24 0 0 0 2 2 3

Critical Gap Module:

Critical Gp:	4.1 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 6.4 6.5 6.2
FollowUpTim:	2.2 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 3.5 4.0 3.3

Capacity Module:

Cnflict Vol:	49 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 123 135 3
Potent Cap.:	1571 xxxx xxxx xxxx xxxx xxxx xxxx xxxx 877 760 1086
Move Cap.:	1571 xxxx xxxx xxxx xxxx xxxx xxxx xxxx 859 739 1086
Volume/Cap:	0.03 xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.00 0.00 0.00

Level Of Service Module:

2Way95thQ:	0.1 xxxx
Control Del:	7.4 xxxx
LOS by Move:	A * * * * * * * * * * * *
Movement:	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 898 xxxx
SharedQueue:	0.1 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx
Shrd ConDel:	7.4 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 9.0 xxxx
Shared LOS:	A * * * * * * * * * * * A *
ApproachDel:	xxxxxx xxxxxx xxxxxx 9.0
ApproachLOS:	* * * * A

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

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

Intersection #2 Year 2014_Plus_Project [AM Peak Hour]

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: A[8.6]

Street Name:	Park Moabi Road	Eastbound I-40 Freeway On/Off Ram		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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

Volume Module: >> Count Date: 18 Jun 2013 << AM Peak Hour

Base Vol:	0 0 2 9 13 0 13 0 40 0 0 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 0 2 9 13 0 13 0 40 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:	0 0 2 10 14 0 14 0 43 0 0 0
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	0 0 2 10 14 0 14 0 43 0 0 0

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxx	4.1 xxxx xxxx	6.4 6.5 6.2	xxxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxx	2.2 xxxx xxxx	3.5 4.0 3.3	xxxxx xxxx xxxx

Capacity Module:

Cnflict Vol: xxxx xxxx xxxx	2 xxxx xxxx	34 36 14	xxxxx xxxx xxxx	
Potent Cap.: xxxx xxxx xxxx	1633 xxxx xxxx	985 860 1072	xxxxx xxxx xxxx	
Move Cap.: xxxx xxxx xxxx	1633 xxxx xxxx	980 855 1072	xxxxx xxxx xxxx	
Volume/Cap:	xxxx xxxx xxxx	0.01 xxxx xxxx	0.01 0.00 0.04	xxxxx xxxx xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxx	0.0 xxxx xxxx	xxxx xxxx xxxx xxxx xxxx xxxx							
Control Del:xxxxx xxxx xxxx	7.2 xxxx xxxx	xxxx xxxx xxxx xxxx xxxx xxxx							
LOS by Move:	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT					
Shared Cap.: xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx 1048 xxxx	xxxx xxxx xxxx						
SharedQueue:xxxxx xxxx xxxx	0.0 xxxx xxxx	0.2 xxxx xxxx	xxxx xxxx xxxx						
Shrd ConDel:xxxxx xxxx xxxx	7.2 xxxx xxxx	8.6 xxxx xxxx	xxxx xxxx xxxx						
Shared LOS:	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	8.6	xxxxxx					
ApproachLOS:	*	*	A	*					

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

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

Intersection #2 Year 2014_Plus_Project [PM Peak Hour]

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: A[9.4]

Street Name:	Park Moabi Road	Eastbound I-40 Freeway On/Off Ram		
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	1 0 0 0 0	0 1 0 0 0	0 0 0 0 0

Volume Module: >> Count Date: 18 Jun 2013 << PM Peak Hour

Base Vol:	0 38 13 24 0 0 4 4 0 0 0 0 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 38 13 24 0 0 4 4 0 0 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:	0 41 14 26 0 0 4 4 0 0 0 0 0
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	0 41 14 26 0 0 4 4 0 0 0 0 0

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxx 4.1 xxxx xxxx 6.4 6.5	xxxxx xxxx xxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxx 2.2 xxxx xxxx 3.5 4.0	xxxxx xxxx xxxx xxxx xxxx

Capacity Module:

Cnflict Vol: xxxx xxxx xxxx 55 xxxx xxxx 101 108	xxxxx xxxx xxxx xxxx xxxx
Potent Cap.: xxxx xxxx xxxx 1562 xxxx xxxx 903 786	xxxxx xxxx xxxx xxxx xxxx
Move Cap.: xxxx xxxx xxxx 1562 xxxx xxxx 891 773	xxxxx xxxx xxxx xxxx xxxx
Volume/Cap: xxxx xxxx xxxx 0.02 xxxx xxxx 0.00 0.01	xxxxx xxxx xxxx xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxx 0.1 xxxx xxxx xxxx xxxx xxxx xxxx
Control Del:xxxxx xxxx xxxx 7.3 xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move: * * * A * * * * * * * *
Movement: LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx 828 xxxx xxxx xxxx xxxx xxxx
SharedQueue:xxxxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxx xxxx xxxx xxxx
Shrd ConDel:xxxxx xxxx xxxx xxxx xxxx 9.4 xxxx xxxx xxxx xxxx xxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxxxx xxxxxxxx 9.4
ApproachLOS: * * A *

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