City Council Meeting of June 20, 2007

CD SUBMITTED AS BACKUP FOR ITEMS 149-157 – FILED WITHIN MINUTE BINDER

Traffic Impact Study
Roadway Vacation Study

Pulse - Phase A

Prepared for:
Real Estate Interests Group, Inc

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Kimley-Horn
and Associates, Inc.

Submitted at City Council
Date 6/20/07 Item 149-157

TRAFFIC IMPACT STUDY

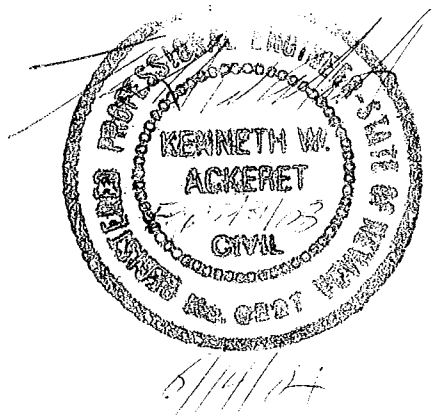
ROADWAY VACATION STUDY

FOR

PULSE - PHASE A

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1.0 EXECUTIVE SUMMARY

The proposed Pulse redevelopment is located on approximately 70 acres within the City of Las Vegas, Nevada. The proposed project site is generally located south of Charleston Boulevard (SR-159), west of Main Street, north of Wyoming Avenue, and east of the Union Pacific Railroad Tracks. The project site is currently occupied by commercial, retail, restaurant, and light industrial land uses. Upon completion of phase A (the initial phase of project construction), the proposed development is anticipated to consist of an Arena with approximately 22,000 seats, 3,500,000 square feet of Sports Mart, 100 condominium units, and 50,000 square feet of retail. The project is anticipated to be completed in 2011.

Regional access to the proposed project site is provided by Interstate-15, US-95, US-93, and McCarran International Airport. Primary access to the site is recommended to be provided by Charleston Boulevard (SR-159), Main Street, Wyoming Avenue, and Industrial Road. Direct vehicular access to the site is expected to be provided from the existing Commerce Street signal on Charleston Boulevard (Intersection #2), one (1) signalized access at the intersection of Main Street and Colorado Avenue (Intersection #7), one (1) signalized intersection at Wyoming Avenue and Industrial Road (Intersection #10), and one (1) signalized intersection at Wyoming Avenue and Fairfield Avenue (Intersection #18).

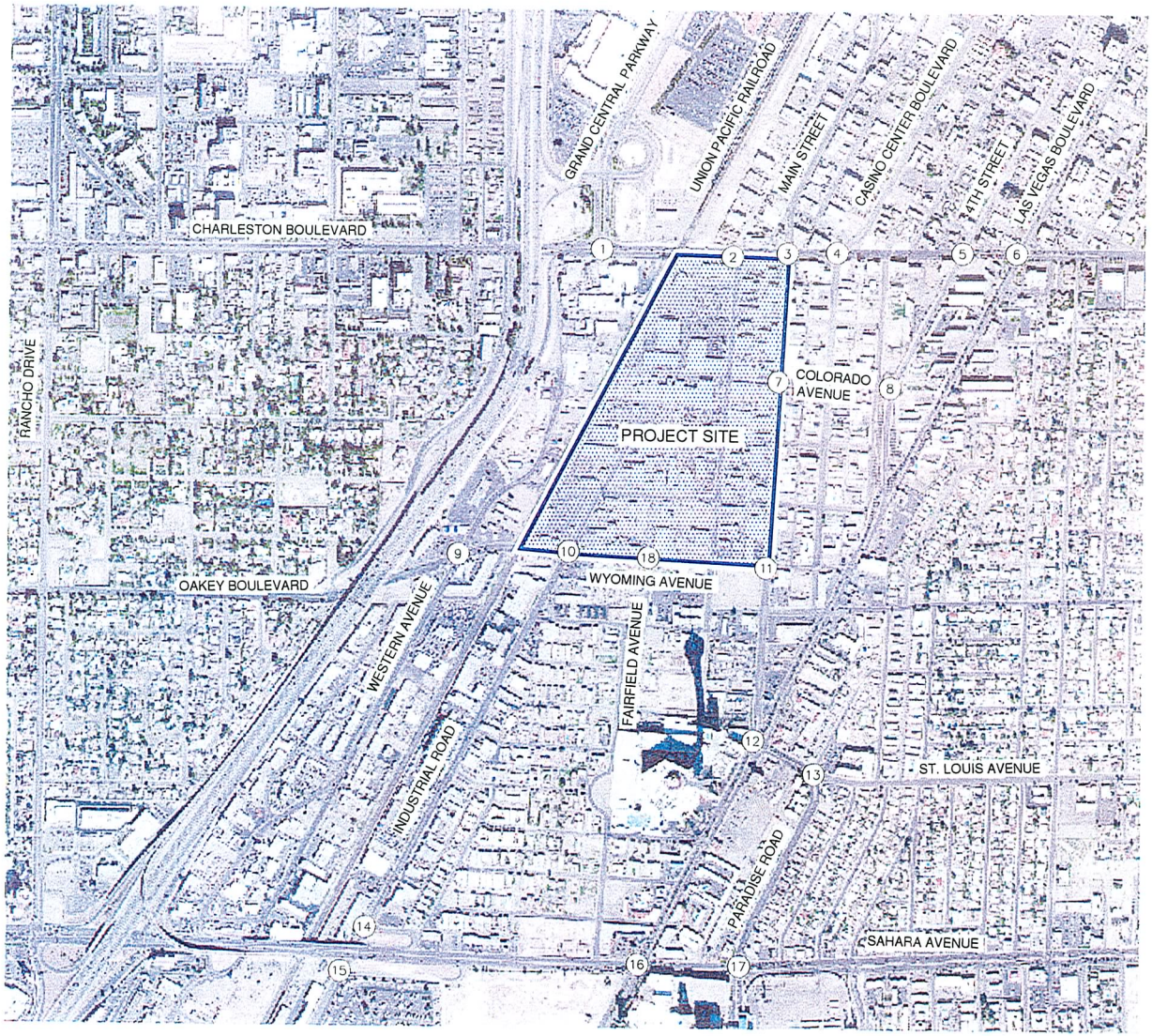
For the purpose of this traffic impact and roadway vacation study, Kimley-Horn and Associates, Inc. established the study area boundaries to be generally between Sahara Avenue on the south, Charleston Boulevard on the north, Interstate-15 on the west, and Las Vegas Boulevard on the east. KHA identified eighteen (18) study area intersections. The intersections are as follows:

- Charleston Boulevard/Grand Central Parkway (#1)
- Charleston Boulevard/Commerce Street (#2)
- Charleston Boulevard/Main Street (#3)
- Charleston Boulevard/Casino Center Boulevard (#4)
- Charleston Boulevard/4th Street (#5)

- Charleston Boulevard/Las Vegas Boulevard (#6)
- Colorado Avenue/Main Street (#7)
- Colorado Avenue/4th Street (#8)
- Oakey Boulevard/Western Avenue (#9)
- Wyoming Avenue/Industrial Road (#10)
- Wyoming Avenue/Main Street (#11)
- St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)
- St. Louis Avenue-Weldon Place/Paradise Road (#13)
- Northbridge Lane/Industrial Road (#14)
- Southbridge Lane/Industrial Road (#15)
- Sahara Avenue/Las Vegas Boulevard (#16)
- Sahara Avenue/Paradise Road (#17)
- Wyoming Avenue/Fairfield Avenue (#18)

Figure E-1 shows the location of the study area intersections and proposed project access drives.

Build out of the Pulse - Phase A development is anticipated to generate approximately 205 AM weekday peak hour trips and 506 PM weekday peak hour trips. When the existing 70 acres of land use traffic is considered to be removed with the project, the actual additional weekday peak hour traffic volumes being added to the surrounding street network is approximately 321 less AM peak hour trips and 2 less PM peak hour trips.



NORTH
NTS

Study Area Intersections	
1	Charleston Boulevard/Grand Central Parkway
2	Charleston Boulevard/Commerce Street
3	Charleston Boulevard/Main Street
4	Charleston Boulevard/Casino Center Boulevard
5	Charleston Boulevard/4th Street
6	Charleston Boulevard/Las Vegas Boulevard
7	Colorado Avenue/Main Street
8	Colorado Avenue/4th Street
9	Oakey Boulevard/Western Avenue
10	Wyoming Avenue/Industrial Road
11	Wyoming Avenue/Main Street
12	Main Street/St. Louis Avenue/Las Vegas Boulevard
13	Main Street/St. Louis Avenue/Paradise Road
14	Northbridge Lane/Industrial Road
15	Southbridge Lane/Industrial Road
16	Sahara Avenue/Las Vegas Boulevard
17	Sahara Avenue/Paradise Road
18	Wyoming Avenue/Fairfield Avenue

LEGEND:

(1) Study Area Key Intersection

PULSE
STUDY AREA INTERSECTIONS

FIGURE E-1

Kimley-Horn and Associates, Inc.

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The Pulse project traffic is expected to be accommodated on the street network anticipated to exist in the background year of 2011. This does not include the proposed "Project NEON" currently proposed by NDOT. The proposed Pulse project generated traffic volumes resulted in the following recommendations:

- The developer is recommended to widen Main Street, from Charleston Boulevard to Wyoming Avenue to provide two (2) through lanes with a continuous two-way left-turn lane and on-street parking.

- The developer is recommended to construct an eastbound to southbound right turn lane at the intersection of Charleston Boulevard and Main Street.

- The developer is recommended to construct a southbound to westbound right turn lane at the intersection of Wyoming Avenue and Main Street.

- The developer is recommended to construct a westbound to northbound right turn at Wyoming Avenue and Fairfield Avenue.

- The developer is recommended to install a signal at the intersection of Colorado Avenue and Main Street. This signal is anticipated to operate in a similar manner as the signals at the entrance to Cashman Field.

- The developer is recommended to install a signal at the intersection of Wyoming Avenue and Fairfield Avenue. This signal is anticipated to operate in a similar manner as the signals at the entrance to Cashman Field.

- Based on the findings in this study, the existing grid street network within the project site can be vacated.

- On-site deliveries, non-emergency service calls, and routine maintenance visits are recommended to be scheduled outside of the AM and PM peak commute hours, and be a

mitigation measure as a part of a comprehensive Special Event Management Program for the proposed development.

- All project access drives are recommended to be constructed in accordance with Clark County Area Uniform Standard Drawing Nos. 222A and 225 and be a minimum of 24 feet in width.

- Half street improvements including curb, gutter and sidewalk are recommended to be reconstructed along the project frontage of Charleston Boulevard, Main Street, and Wyoming Avenue as appropriate.

- Streetlight system along the project's frontage of Charleston Boulevard, Main Street, and Wyoming Avenue is recommended to be reconstructed to meet current Clark County Area standards or an acceptable equivalent.

- The frontage of the project along Charleston Boulevard and Wyoming Avenue are recommended to be posted with R7-1APR (18" x 24") "NO PARKING" signs to prohibit on-street parking. These signs shall be included in the project's off-site improvement plans.

- A significant reduction in the number of access driveways serving the project site is planned to occur with the construction of the project. The consolidation of current access drives will reduce street conflicts and improve street network traffic flows around the project site.

- The developer is recommended to install R1-1 "STOP" signs with appropriate pavement markings for the egressing approach at each unsignalized access drive onto public roadways, per current Manual on Uniform Traffic Control Devices (MUTCD) Guidelines.

- At internal street intersections, stop signs may be considered for installation on the minor approaches, including stop signs at "T" intersections on the intersection leg without the through movement.

- If not already present, the developer shall install communications infrastructure of the Freeway and Arterial System of Transportation (FAST) along the entire length of the project's Main Street, and Wyoming Avenue frontage. This improvement shall consist of a four inch (4") diameter PVC conduit with a No. 8 bare tracer wire along the Boulevard, Main Street, and Wyoming Avenue frontages. The City of Las Vegas should determine the locations of the conduits, and associated pullboxes, during the review and acceptance of the development's off-site improvement plans.

- The Pulse development is recommended to develop two (2) independent Special Event Management Plans. One (1) plan will address the Sports Mart and the other to address the more frequent events anticipated at the Arena.

- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings, and conform to the Standards of City of Las Vegas and the current Manual on Uniform Traffic Control Devices (MUTCD) as applicable.

2.0 INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained by Real Estate Interests Group, Inc. to prepare a traffic impact study for Phase A (the initial phase of construction) of the proposed Pulse multiple use development. The purpose of this study is to identify traffic generation characteristics of the proposed project, identify potential traffic related impacts on the local street system, and develop mitigation measures required for identified impacts. This report also addresses the vacation of the existing grid street network within the development site.

The proposed Pulse redevelopment is located on approximately 70 acres within the City of Las Vegas, Nevada. The proposed project site is generally located south of Charleston Boulevard (SR-159), west of Main Street, north of Wyoming Avenue, and east of the Union Pacific Railroad (UPRR) Tracks. **Figure 1** illustrates the project location with respect to the Las Vegas Valley. The project site is currently occupied by commercial land uses. Upon completion of phase A, the proposed development is anticipated to consist of an Arena with approximately 22,000 seats, 3,500,000 square feet of Sports Mart, 100 condominium units, and 50,000 square feet of retail. The initial project construction is anticipated to be completed in 2011. The location of the Pulse project site with respect to the Las Vegas Valley is shown on **Figure 1**.

Regional access to the proposed project site is provided by Interstate-15, US-95, US-93, and McCarran International Airport. Primary access to the site is recommended to be provided by Charleston Boulevard (SR-159), Main Street, Wyoming Avenue, and Industrial Road. Direct vehicular access to the site is expected to be provided from the existing Commerce Street signal on Charleston Boulevard (Intersection #2), one (1) signalized access at the intersection of Main Street and Colorado Avenue (Intersection #7), one (1) signalized intersection at Wyoming Avenue and Industrial Road (Intersection #10), and one (1) signalized intersection at Wyoming Avenue and Fairfield Avenue (Intersection #18).

NORTH
NTS



PULSE
VICINITY MAP

FIGURE 1

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This traffic impact study evaluates the project's initial phase of construction impacts on the adjacent street network with the determination of the project's net trip generation, existing redistribution of trips due to roadway vacations, project traffic distribution, and assignment of Phase A development traffic. A level of service (LOS) evaluation was performed for the key study area intersections (as identified by Kimley-Horn and Associates, Inc.) and project access drives. This traffic impact study also addresses the vacation of existing roadways within the project site. The traffic impact study is based on the best available information and project descriptions supplied by the Client.

3.0 EXISTING CONDITIONS

This section of the report details the conditions adjacent to the project site at the time this study was prepared.

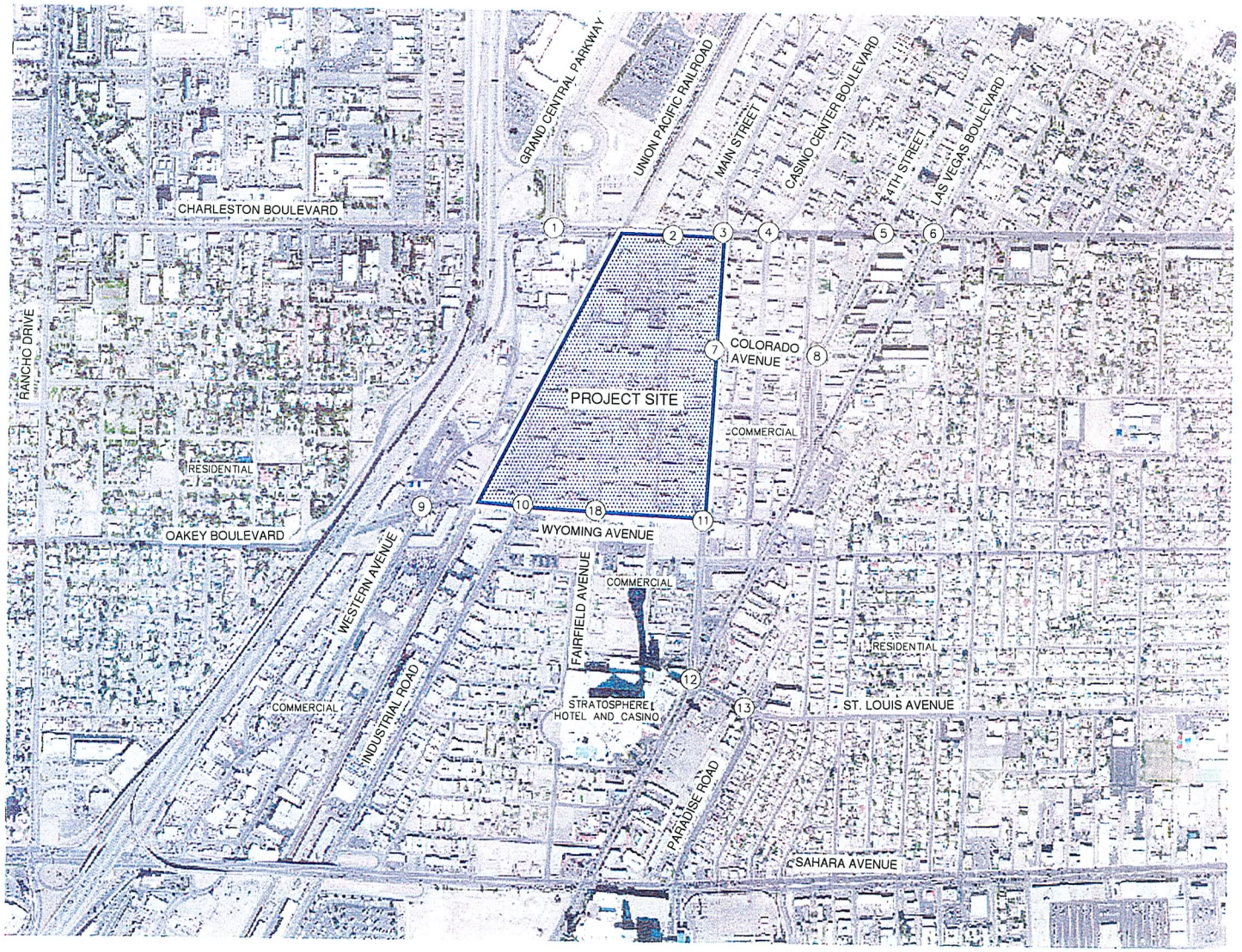
3.1 Study Area Intersections

The purpose of this traffic impact study is to address Phase A of the Pulse development's potential impact on the adjacent street system with specific evaluations for eighteen (18) study area intersections as defined by Kimley-Horn and Associates, Inc. The study area intersections, as identified by Kimley-Horn and Associates, Inc., for the Pulse development are as follows:

- Charleston Boulevard/Grand Central Parkway (#1)
- Charleston Boulevard/Commerce Street (#2)
- Charleston Boulevard/Main Street (#3)
- Charleston Boulevard/Casino Center Boulevard (#4)
- Charleston Boulevard/4th Street (#5)
- Charleston Boulevard/Las Vegas Boulevard (#6)
- Colorado Avenue/Main Street (#7)
- Colorado Avenue/4th Street (#8)
- Oakey Boulevard/Western Avenue (#9)
- Wyoming Avenue/Industrial Road (#10)
- Wyoming Avenue/Main Street (#11)
- St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)
- St. Louis Avenue-Weldon Place/Paradise Road (#13)
- Northbridge Lane/Industrial Road (#14)
- Southbridge Lane/Industrial Road (#15)
- Sahara Avenue/Las Vegas Boulevard (#16)
- Sahara Avenue/Paradise Road (#17)
- Wyoming Avenue/Fairfield Avenue (#18)

3.2 Existing Land Uses

The Pulse redevelopment site is currently comprised of a mixture of commercial, light industrial, restaurant, and retail land uses. Areas surrounding the redevelopment site are fully developed and comprised of a mixture of commercial, light industrial, restaurant, and retail land uses. The location of the project site, including the study area intersections and existing land uses, is shown on **Figure 2.**



PULSE
STUDY AREA

FIGURE 2

Kimley-Horn and Associates, Inc.

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3.3 Vacation of Existing Roadways within the Development Site

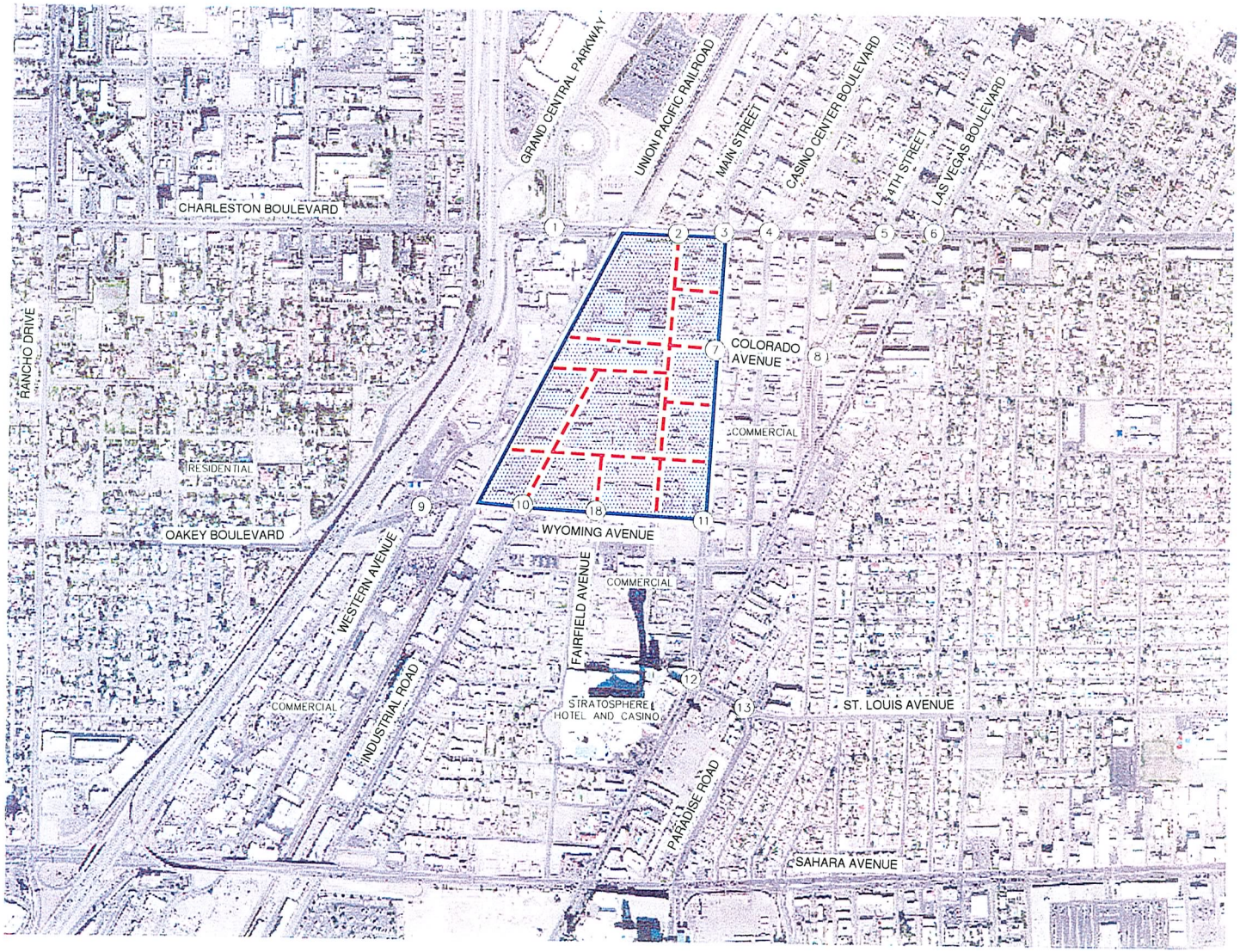
The following street segments are recommended to be vacated with the development of the Pulse project:

- Commerce Street, between Wyoming Avenue and Charleston Boulevard
- Industrial Road, north of Wyoming Avenue
- Utah Avenue, west of Main Street
- Imperial Avenue, west of Main Street
- Colorado Avenue, west of Main Street
- California Street, west of Main Street

Imperial Road, Utah Avenue, Imperial Avenue, Colorado Avenue, and California Street currently provide access to the existing businesses located on the project site. These streets do not provide connectivity to areas west of the railroad tracks. With the construction Pulse, the existing businesses are planned to be razed; therefore, eliminating the need for the existing street grid roadways. The Pulse development is expected to provide an onsite roadway network that will provide access to the development. **Figure 3** shows the existing roadways to be vacated with the proposed development.

Commerce Street, between Wyoming Avenue and Charleston Boulevard, currently serves as a travel way through the project site for vehicles traveling from Charleston Boulevard and Interstate 15 to Wyoming Avenue and Industrial Road. To evaluate the street vacation impacts of closing Commerce Street, the vehicles currently using this route were redirected to the Charleston Boulevard and Main Street intersection, then carried as through movements on Main Street, and then considered to be additional southbound to westbound right turn movements at Wyoming Avenue and Main Street intersection and vice versa. **Figure 4** shows the additional traffic volumes added to Main Street to evaluate the proposed vacation of Commerce Street. Count data sheets are located in **Appendix A**.

All analysis conducted in this report assumes that the existing roadways serving the site have been vacated.

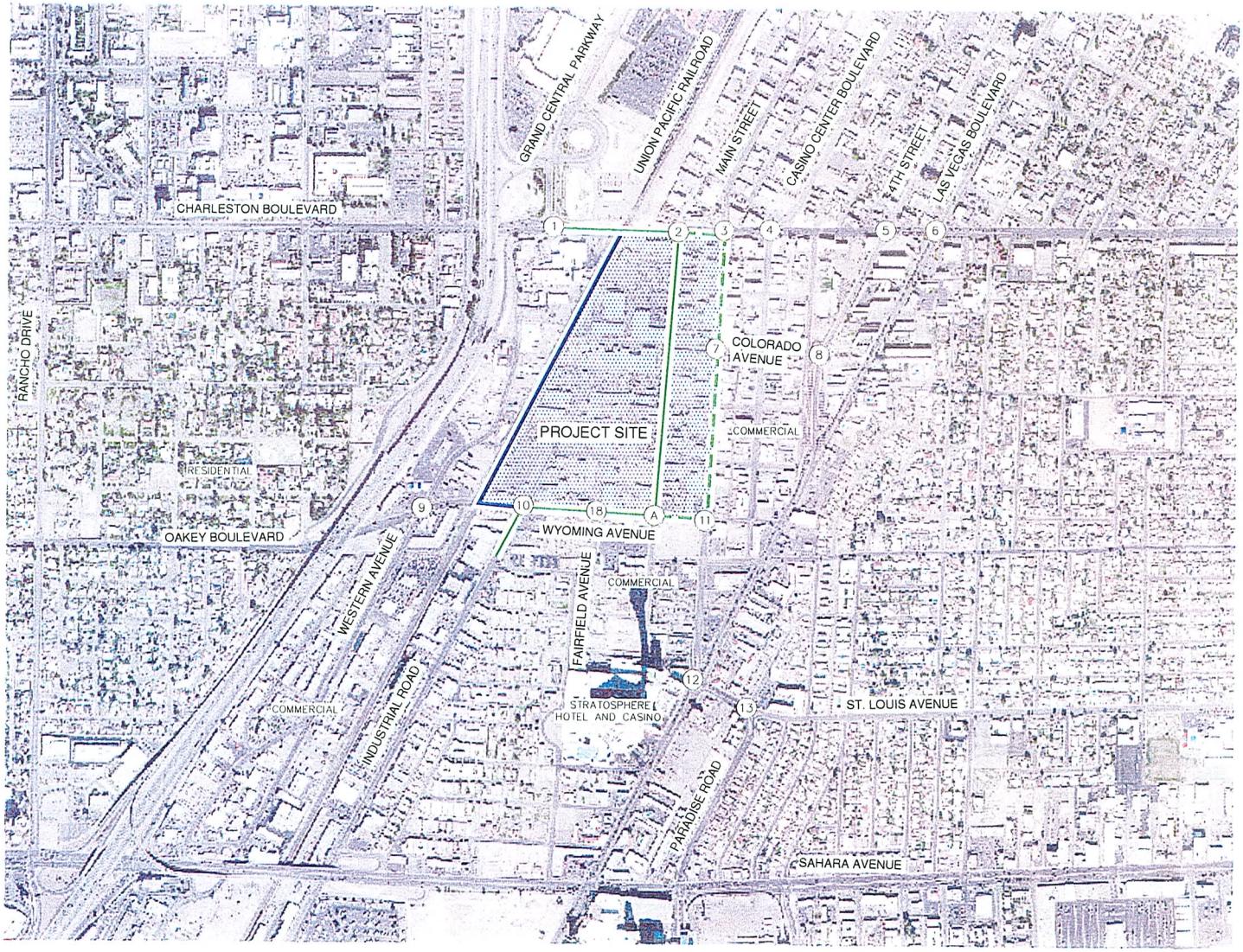


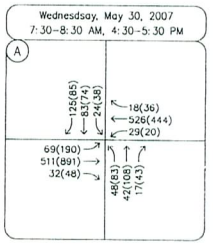
PULSE
ROADWAYS TO BE VACATED

FIGURE 3

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Anticipated Through-Traffic Volumes to be Diverted:

69(190) Northbound
125(85) Southbound

LEGEND:

(1) Study Area Key Intersection

Existing Through-Traffic

Future Through-Traffic

PULSE
THROUGH-TRAFFIC VOLUMES TO BE DIVERTED

FIGURE 4

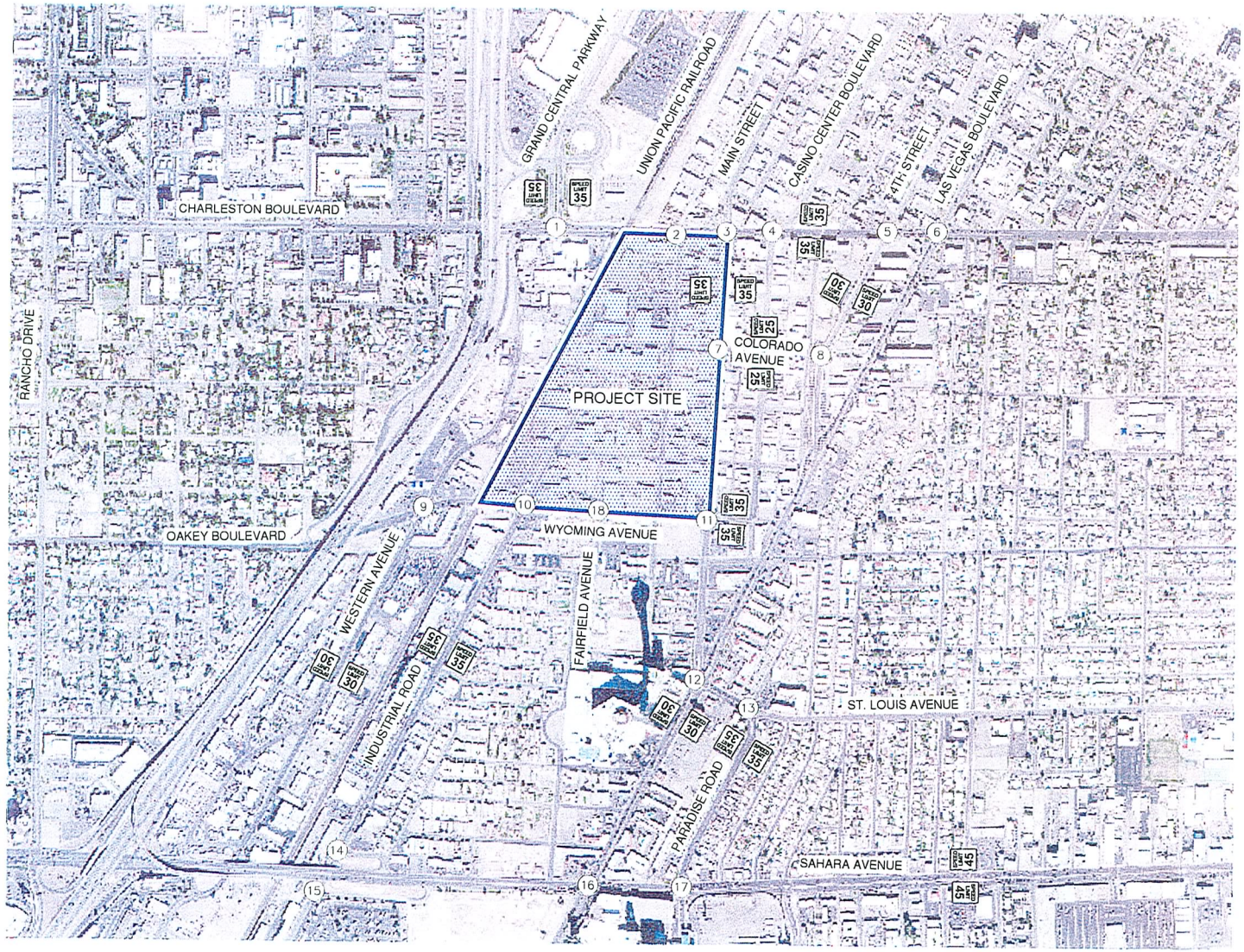
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3.4 Existing Lane Configuration and Control

The existing public street network surrounding the project site, including the Kimley-Horn and Associates, Inc. (KHA) identified study area intersections, are generally fully developed to their existing right-of-way widths.

Study area intersections are shown in **Figure 5**. Intersection lane configurations and traffic control at the time of this study are illustrated in **Figure 6**. A project site plan illustrating the proposed roadways surrounding the development is attached as **Appendix H**.

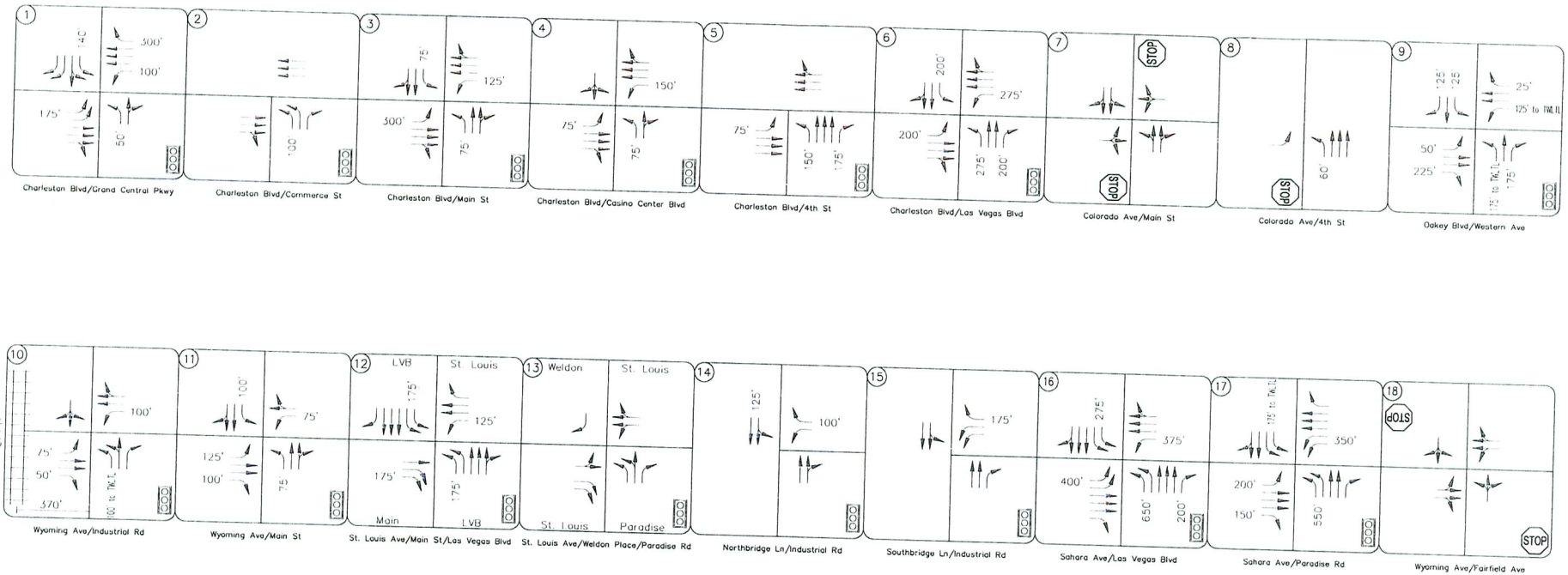


PULSE
EXISTING LANE CONFIGURATION AND CONTROL STUDY AREA INTERSECTIONS

FIGURE 5

Kimley-Horn and Associates, Inc.

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PULSE
EXISTING LANE CONFIGURATION AND CONTROL

FIGURE 6

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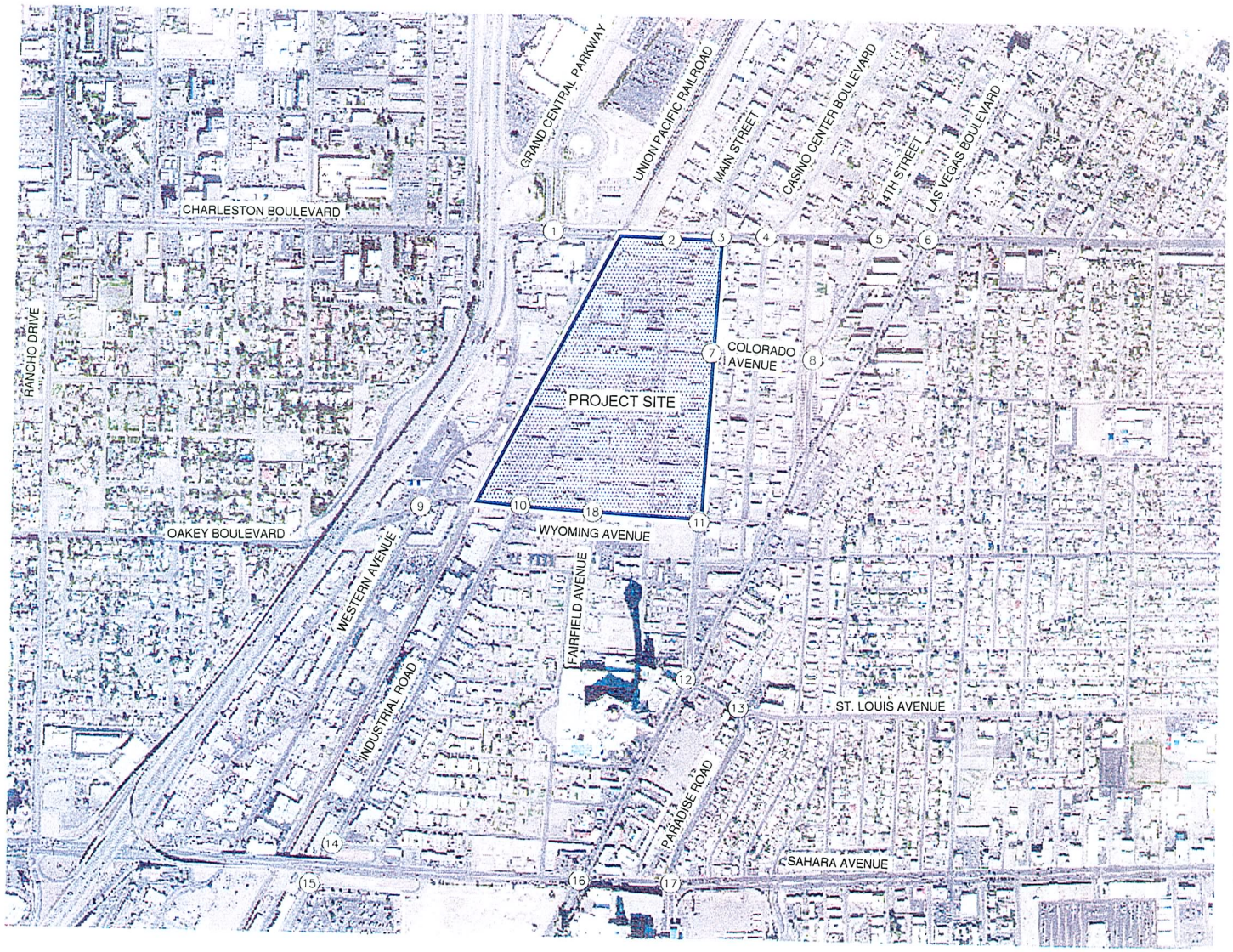
3.5 Existing Turning Movements

Existing AM and PM peak hour turning movement data was field counted, as summarized in **Table 1** for the adjacent intersections identified in Section 3.1.

Table 1 - Peak Hour Turning Movement Count Dates

Intersection	Date Counted
Charleston Boulevard/Grand Central Parkway (#1)	Thursday, May 31, 2007
Charleston Boulevard/Commerce Street (#2)	Thursday, May 31, 2007
Charleston Boulevard/Main Street (#3)	Thursday, May 31, 2007
Charleston Boulevard/Casino Center Boulevard (#4)	Thursday, May 31, 2007
Charleston Boulevard/4th Street (#5)	Thursday, May 31, 2007
Charleston Boulevard/Las Vegas Boulevard (#6)	Tuesday, June 5, 2007
Colorado Avenue/Main Street (#7)	Wednesday, May 30, 2007
Colorado Avenue/4th Street (#8)	Wednesday, May 30, 2007
Oakey Boulevard/Western Avenue (#9)	Wednesday, May 30, 2007
Wyoming Avenue/Industrial Road (#10)	Wednesday, May 30, 2007
Wyoming Avenue/Main Street (#11)	Wednesday, May 30, 2007
St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)	Tuesday, June 5, 2007
St. Louis Avenue-Weldon Place/Paradise Road (#13)	Tuesday, June 5, 2007
Northbridge Lane/Industrial Road (#14)	Wednesday, May 30, 2007
Southbridge Lane/Industrial Road (#15)	Wednesday, May 30, 2007
Sahara Avenue/Las Vegas Boulevard (#16)	Wednesday, June 6, 2007
Sahara Avenue/Paradise Road (#17)	Tuesday, June 5, 2007

The study area intersections are shown in **Figure 7** with a summary of the count data for existing AM and PM peak hour turning movements at the key intersections shown in **Figure 8.** The count data sheets are provided in **Appendix B**.

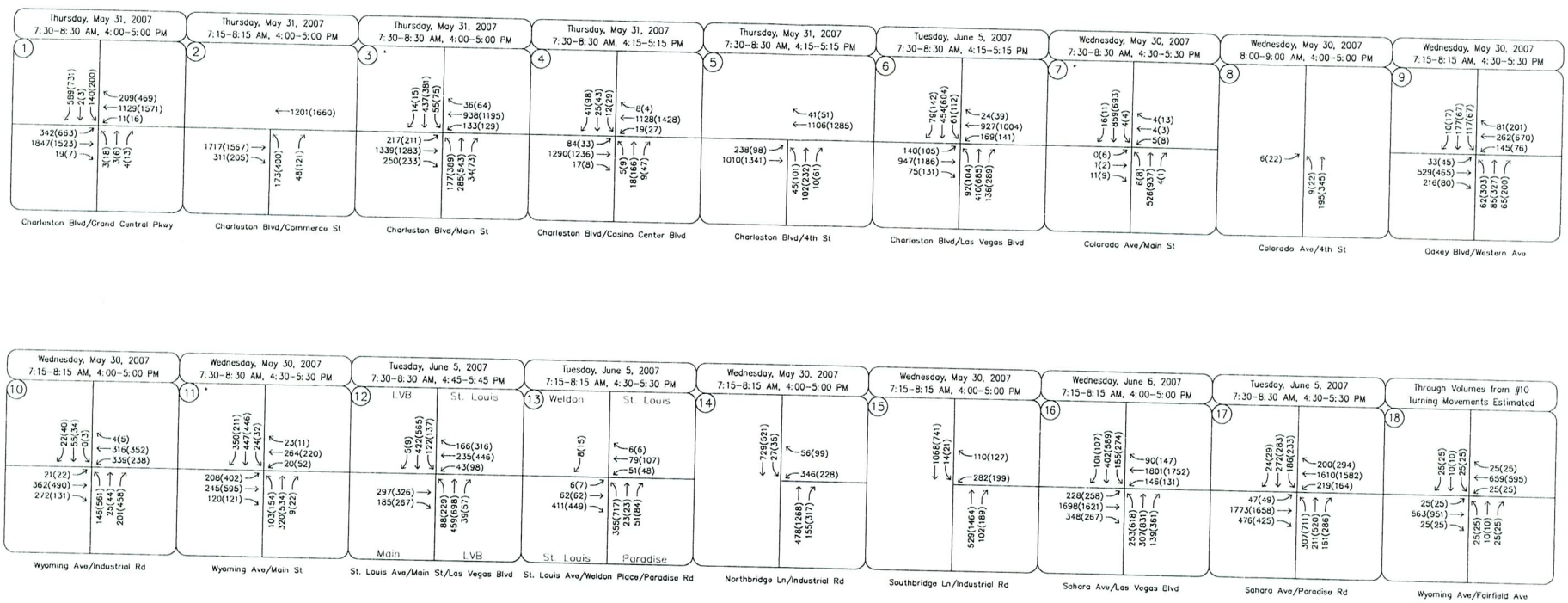


PULSE
EXISTING PEAK HOUR TRAFFIC VOLUMES STUDY AREA INTERSECTIONS

FIGURE 7

Kimley-Horn and Associates, Inc.

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* Includes Redistributed Trips After Vacation of Commerce Street from Wyoming Avenue to Charleston Boulevard

LEGEND:

(1) Study Area Key Intersection

← XX (XX) AM(PM) Peak Hour Traffic Volume

PULSE
EXISTING PEAK HOUR TRAFFIC VOLUMES

FIGURE 8

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3.6 Existing Site Generated Traffic

The 70 acre site is currently occupied by a variety of commercial, office, retail, and light industrial land uses. For the purposes of estimating the existing number of trips generated by existing developments, the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition was used. The ITE manual is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies performed at numerous locations in areas of various populations. Based on light industrial land use (ITE Land Use Code 110), the site currently generates on the order of 526 AM peak hour trips and 508 PM peak hour trips. **Table 3** summarizes the existing trip generation. Calculations are located in **Appendix B**.

Table 2 - Existing Site Trip Generation

Land Use	Daily	Trips					
		AM Peak Hour			PM Peak Hour		
		Entering	Exiting	Total	Entering	Exiting	Total
Light Industrial (ITE 110) - 70 Acres	3,626	437	89	526	112	396	508
TOTAL	**3,626**	**437**	**89**	**526**	**112**	**396**	**508**

Source: Trip Generation, 7th Edition, Institute of Transportation Engineers

4.0 FUTURE CONDITIONS

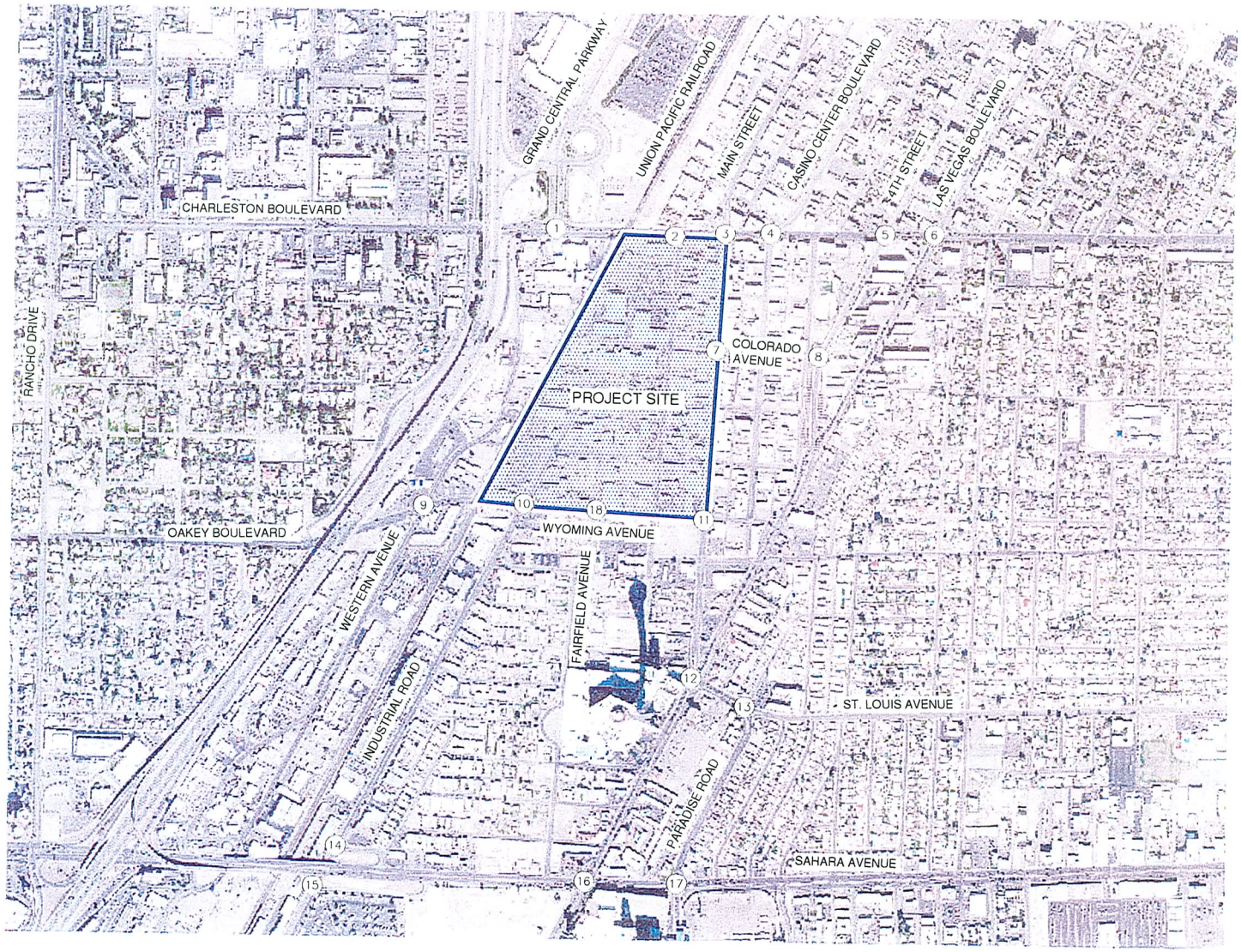
This section of the report details conditions that are expected to exist in the background year of 2011 when construction of Pulse - Phase A (initial phase of construction) is anticipated to be completed.

4.1 Expected Lane Configuration and Control

Figure 9 shows the study area intersections and **Figure 10** illustrates the expected lane configuration and control of the study area intersections in the background year of 2011.

With the development of Phase A of the Pulse redevelopment, the developer is recommended to widen Main Street from Charleston Boulevard to Utah Street to provide for two (2) lanes of travel in each direction with a continuous two-way left-turn lane and on-street parking.

Signals are anticipated to be installed at the intersections of Colorado Avenue and Main Street and Wyoming Avenue and Fairfield Avenue. These signals are anticipated to operate in a similar manner as the signals at the entrance to Cashman Field off of Washington Avenue.



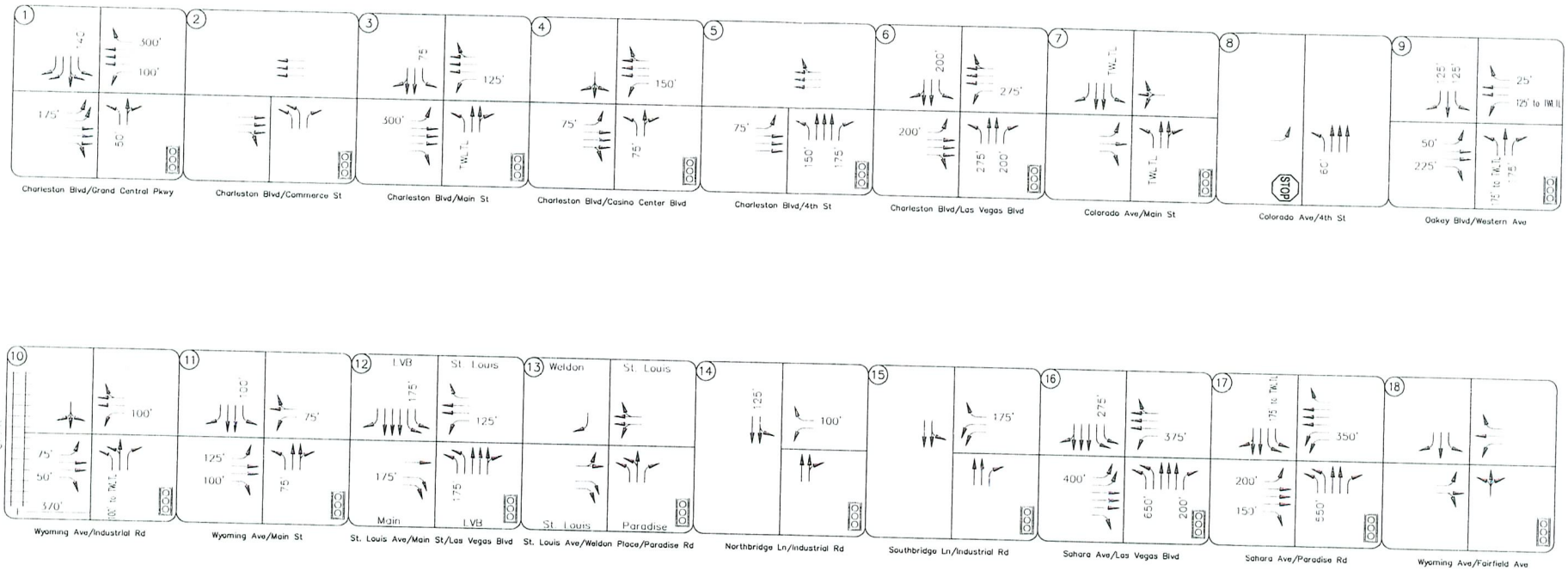
PULSE

2011 EXPECTED LANE CONFIGURATION AND CONTROL STUDY AREA INTERSECTIONS

FIGURE 9

Kimley-Horn and Associates, Inc.

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PULSE
2011 EXPECTED LANE CONFIGURATION AND CONTROL

FIGURE 10

Kimley-Horn and Associates, Inc.

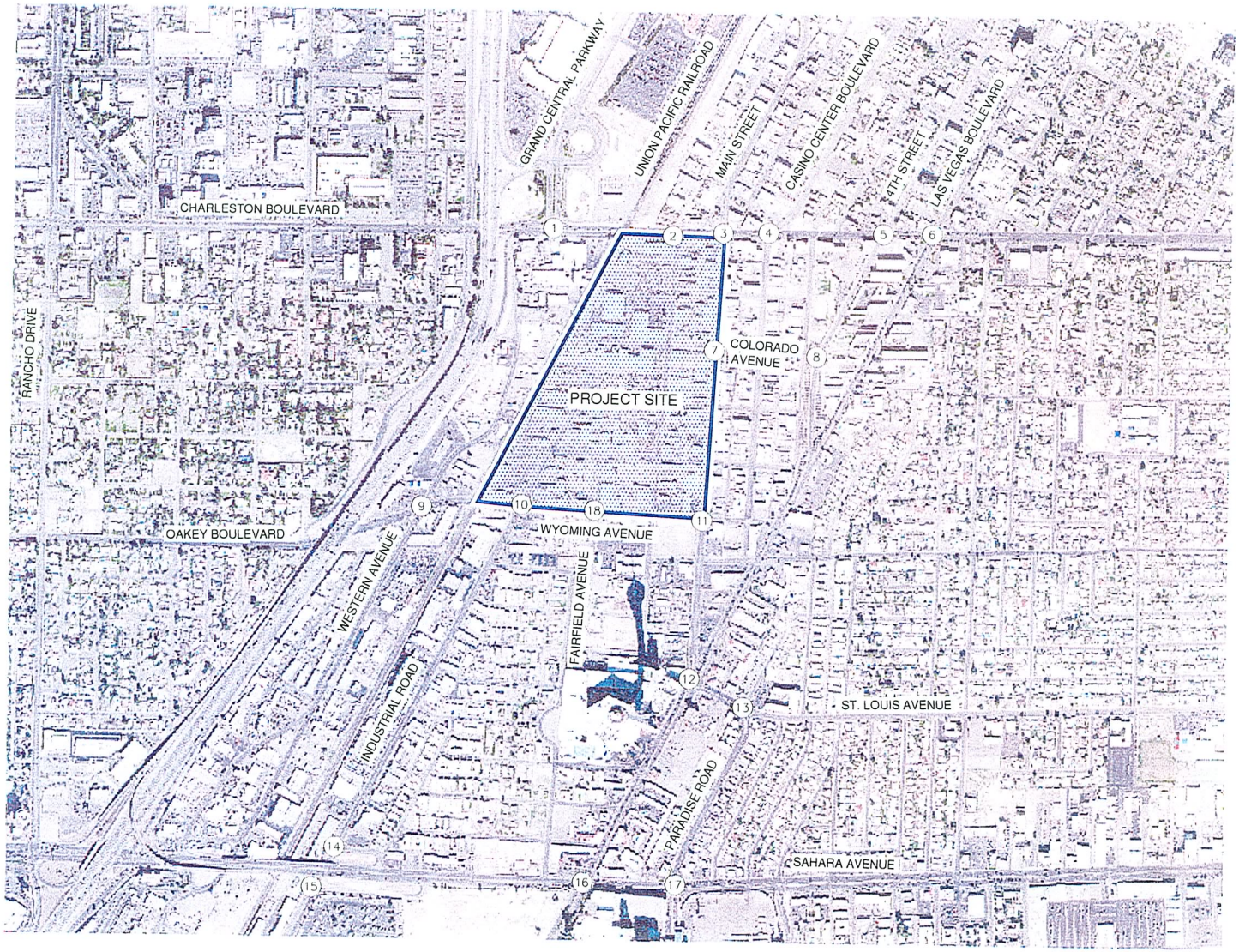
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4.2 Growth Rate

To accurately determine the impact of project traffic, it is necessary to establish future baseline traffic volumes along roadways in the vicinity of proposed development site. A negative one percent (-1%) annual growth rate was obtained from the evaluation of seventeen (17) Nevada Department of Transportation (NDOT) count stations (0084, 0275, 0278, 0287, 0290, 0291, 0295, 0296, 0559, 0560, 0614, 0619, 0635, 1012, 1013, 1092, and 2279); two (2) on Charleston Boulevard, two (2) on Las Vegas Boulevard, two (2) on Oakey Boulevard, two (2) on Rancho Road, two (2) on St. Louis Avenue, one (1) on Main Street, one (1) on Wyoming Avenue, one (1) on Sahara Avenue, one (1) on Paradise Road, one (1) on Martin L. King Boulevard, one (1) on Maryland Parkway, and one on Alta Drive. Growth Rate Calculations are located in **Appendix C**.

In order to provide a conservative analysis, a background growth rate of three percent (3%) was used in the analysis. This growth rate is anticipated to account for impacts of future developments in the vicinity of the proposed development. Existing year (2007) peak hour traffic volumes were grown for four (4) years at a 3.0 percent (3.0%) annual growth rate to obtain future background traffic volumes in 2011. The study area intersections are shown in **Figure 11**, and the 2011 background AM and PM peak hour volumes are illustrated in **Figure 12**.

Existing land use traffic volumes were removed from intersections that currently access the project site in the background year, as all of the current facilities within the project site are expected to be removed prior to the background year of 2011.

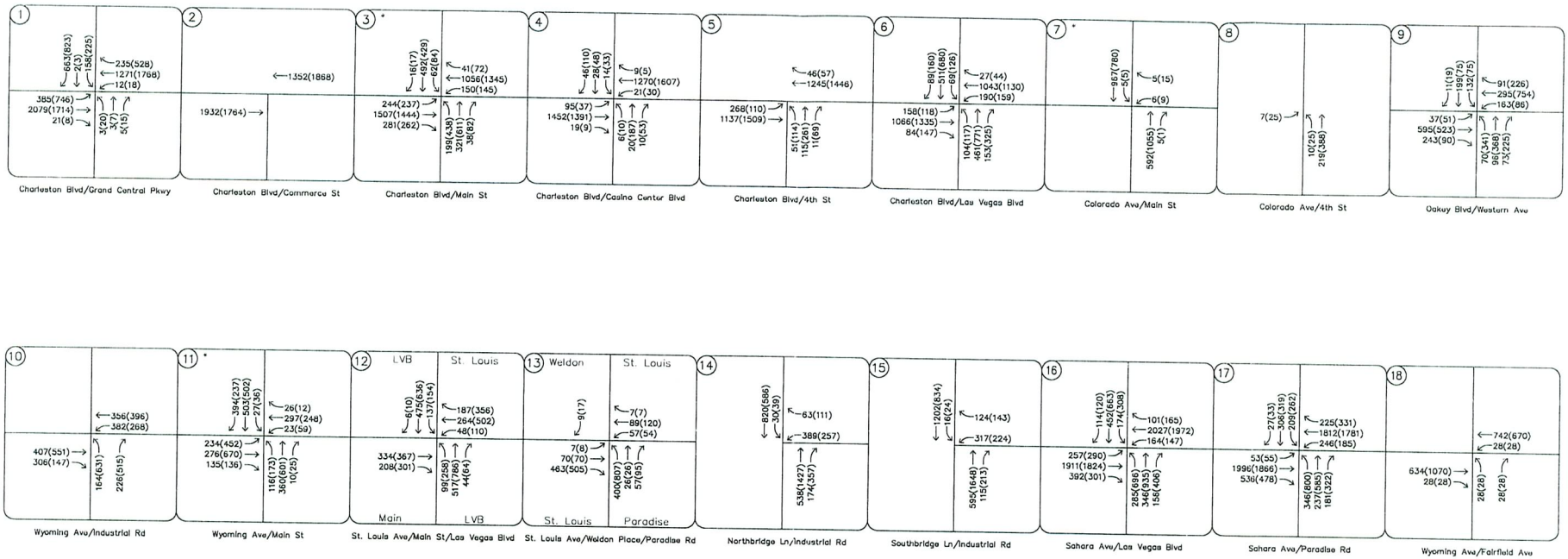


PULSE
2011 BACKGROUND TRAFFIC VOLUMES STUDY AREA INTERSECTIONS

FIGURE 11

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* Includes Redistributed Trips After Vacation of Commerce Street
from Wyoming Avenue to Charleston Boulevard

LEGEND:

(1) Study Area Key Intersection

← XX (XX) AM(PM) Peak Hour Traffic Volume

PULSE
2011 BACKGROUND TRAFFIC VOLUMES

FIGURE 12

Kimley-Horn and Associates, Inc.

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4.3 Project Trip Generation

For purposes of estimating the number of new trips that are anticipated to be generated by the Pulse multiple use development, the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition and estimated trip generation based on potential daily Sports Mart employees was used.

The Pulse project trip generation was based on Condominium (ITE Land Use Code 230), Shopping Center (ITE Land Use Code 820), and estimations for the Sports Mart land uses. The Sports Mart is anticipated to operate in a similar manner as the World Market Center. As such, it is anticipated that approximately fifty (50) employees could enter during the AM peak hour and fifty (50) employees could exit during the PM peak hour. **Section 7.0** of this report details special event considerations for the Sports Mart. The 22,000 seat Arena is not anticipated to generate daily peak hour trips, as arenas generally host special events that do not occur on a daily basis. **Section 7.0** outlines special event considerations for the Arena and the Sports Mart. **Table 3** summarizes estimated peak hour project trips for the proposed Pulse development prior to adjusting for existing trips being generated from the existing project site land uses that are being removed. Calculations are located in **Appendix D**.

Table 3 - Project Generated Traffic

Land Use	Size	Trips					
		AM Peak Hour			PM Peak Hour		
		Entering	Exiting	Total	Entering	Exiting	Total
Residential Condominium (ITE 230)	100 DU	9	43	52	40	20	60
Shopping Center (ITE 820)	50,000 SF	63	40	103	190	206	396
Sports Mart *	3,500,000 SF	50	0	50	0	50	50
Arena	22,000 +/- Seats	--	--	--	--	--	--
TOTAL		122	83	205	230	273	506

Source: Trip Generation, 7th Edition, Institute of Transportation Engineers
** The Sports Mart is anticipated to have 50 regular, daily employees*
*** The Arena is not anticipated to generate a significant number of daily peak hour trips on a daily basis*

Prior to adjusting for existing site generated traffic, the Pulse development is anticipated to generate 205 AM peak hour trips and 506 PM peak hour trips.

4.4 Net Project Trip Generation

The Pulse project is expected to replace the existing 70 acres of various commercial land uses. These developments are currently generating trips to the network (as outlined in **Section 3.6** and **Table 2** of this report). As such, the expected net external trip generation for the Pulse project is located in **Table 4**.

Table 4 - Net Project Generated Traffic After Adjusting for Existing Land Uses

Land Use	Size	Trips					
		AM Peak Hour			PM Peak Hour		
		Entering	Exiting	Total	Entering	Exiting	Total
Residential Condominium (ITE 230)	100 DU	9	43	52	40	20	60
Shopping Center (ITE 820)	50,000 SF	63	40	103	190	206	396
Sports Mart *	3,500,000 SF	50	0	50	0	50	50
Arena**	22,000+/- Seats	--	--	--	--	--	--
TOTAL		**122**	**83**	**205**	**230**	**276**	**506**
Existing Site Traffic		(437)	(89)	(526)	(112)	(396)	(508)
NET TOTAL		**(305)**	**(6)**	**(321)**	**118**	**(120)**	**(2)**

Source: Trip Generation, 7th Edition, Institute of Transportation Engineers
** The Sports Mart is anticipated to have 50 regular, daily employees*
*** The Arena is not anticipated to generate a significant number of daily peak hour trips on a daily basis*

Build out of the Pulse Phase A multiple use development is anticipated to generate approximately 321 less AM peak hour trips and 2 less PM peak hour trips to the surrounding street network than the existing land uses within the area.

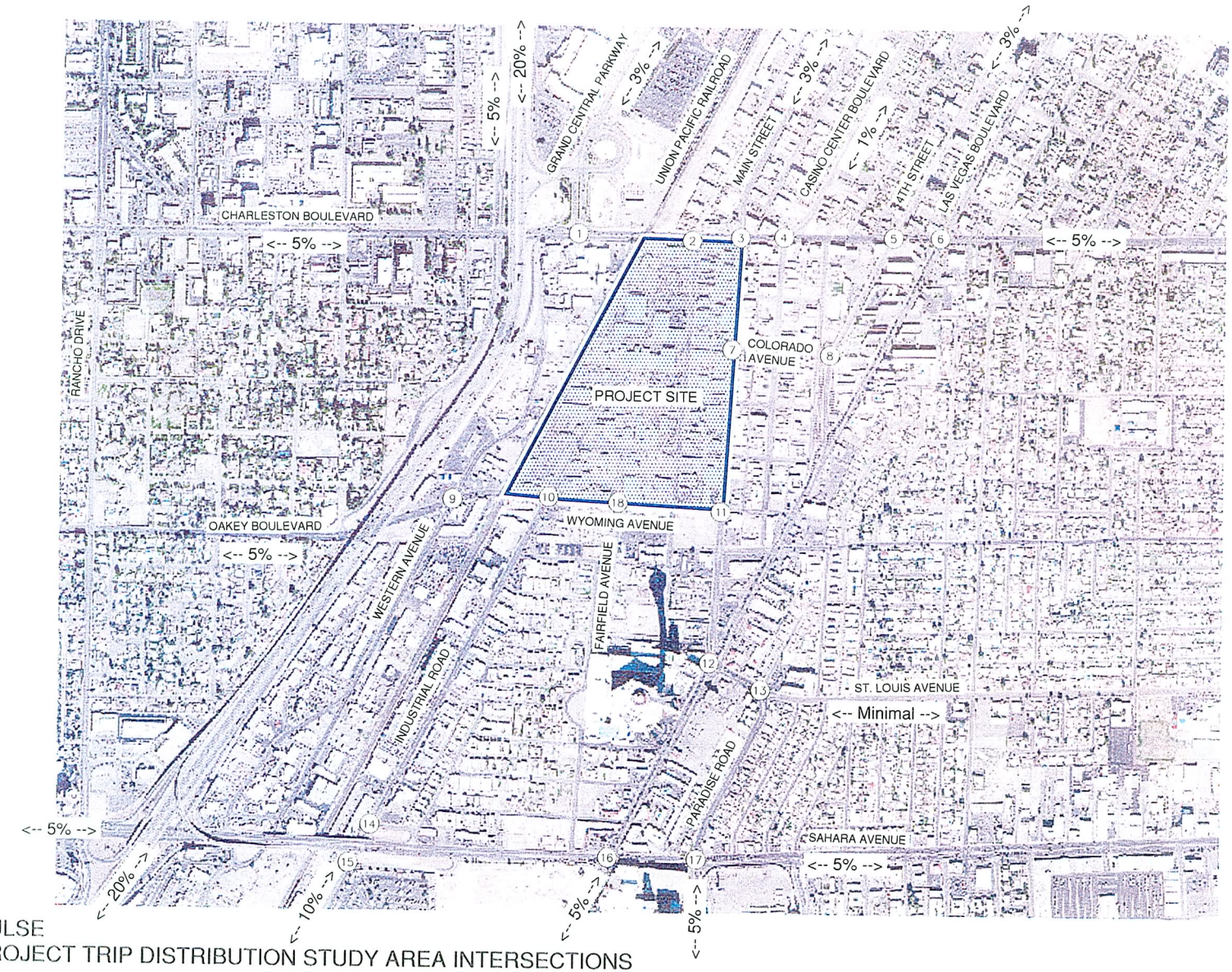
4.5 Trip Generation for Analysis

In order to provide a conservative analysis, the trip generation from **Table 3** was used in the analysis (205 AM peak hour trips and 506 PM peak hour trips). For traffic studies evaluating the future development phases of the Pulse development, it is recommended that the developer have the study area intersections recounted after demolition is completed for the development site. The traffic counts conducted after the existing land uses are demolished can be used as a baseline for the future Phase B - Phase E traffic impact studies.

4.6 Trip Distribution and Assignment

The study area street network characteristics, including the existing traffic patterns, expected street network, and access to regional facilities (Interstate 15) were used to determine the

distribution of site generated traffic. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site in the same direction. **Figure 13** shows the study area intersections and **Figure 14** illustrates the expected project trip distribution at the key intersections and project access drives.

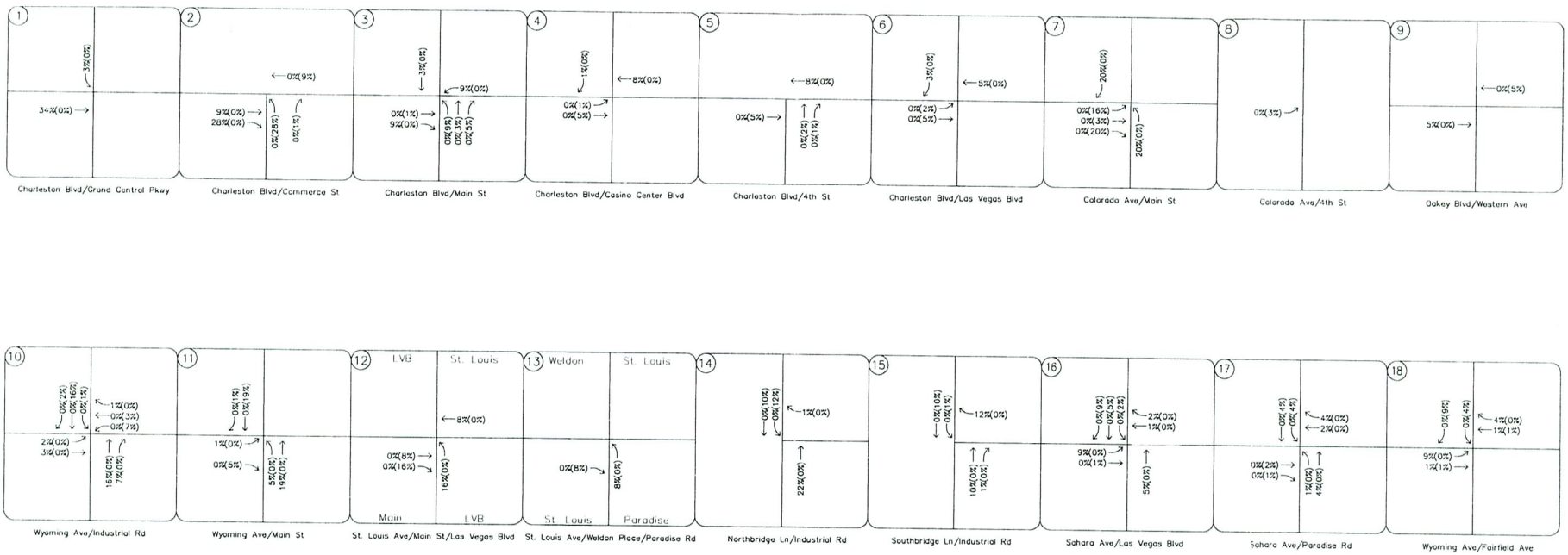


PULSE
PROJECT TRIP DISTRIBUTION STUDY AREA INTERSECTIONS

FIGURE 13

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PULSE
PROJECT TRIP DISTRIBUTION

FIGURE 14

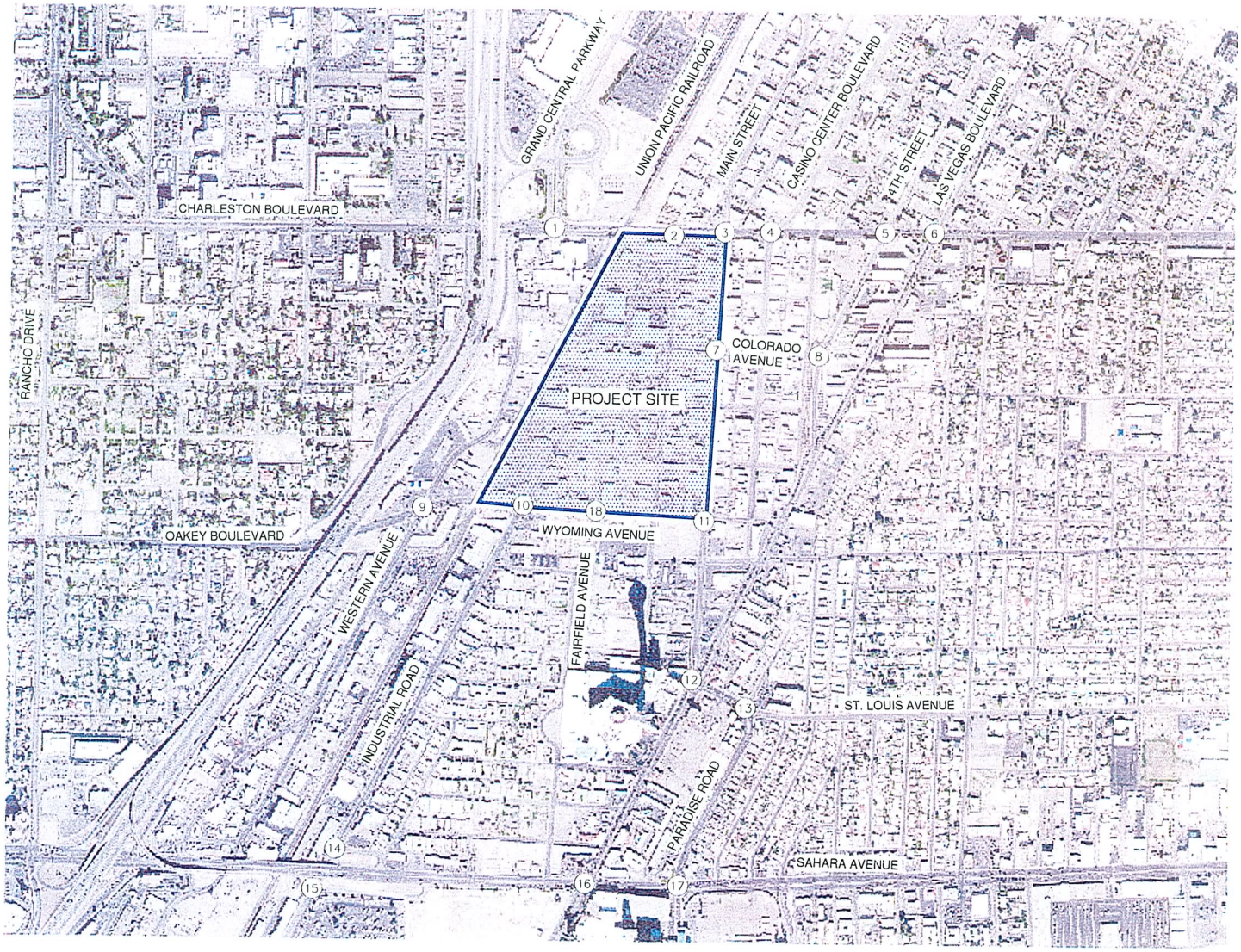
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4.7 Traffic Assignment

Assignment of project traffic was obtained by applying the developed trip distribution to the estimated traffic generation in **Table 3**. Project AM and PM peak hour traffic assignment volumes are illustrated in **Figure 15** and **Figure 16** at the study area intersections.

TRAFFIX for Windows Release 7.8 Traffic Impact Analysis Software was utilized to distribute and assign the project trips generated by the Pulse development. The entering and exiting trips at the project access drives are rounded to the nearest whole number when assigned in TRAFFIX based on the manually entered distribution percentages. Therefore, the number of trips assigned to the project driveways in **Figure 16** may differ from the total trip generation in **Table 3** by a few trips.

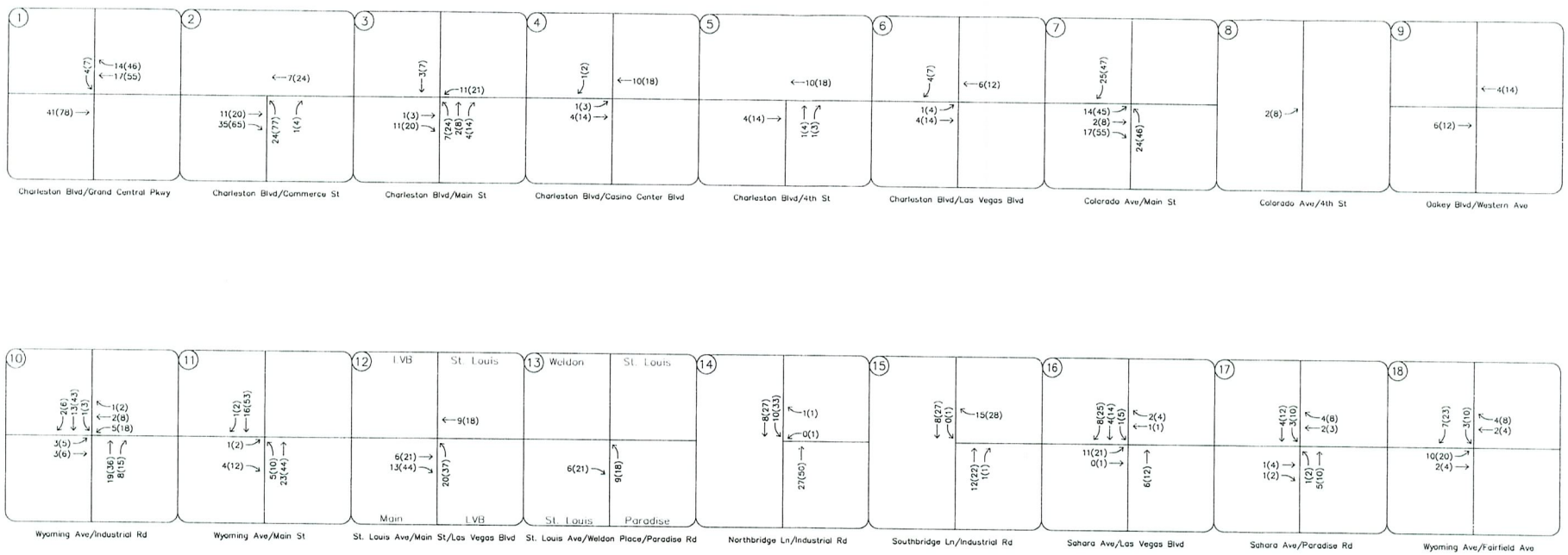


PULSE
PROJECT TRAFFIC ASSIGNMENT STUDY AREA INTERSECTIONS

FIGURE 15

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PULSE
PROJECT TRAFFIC ASSIGNMENT

FIGURE 16

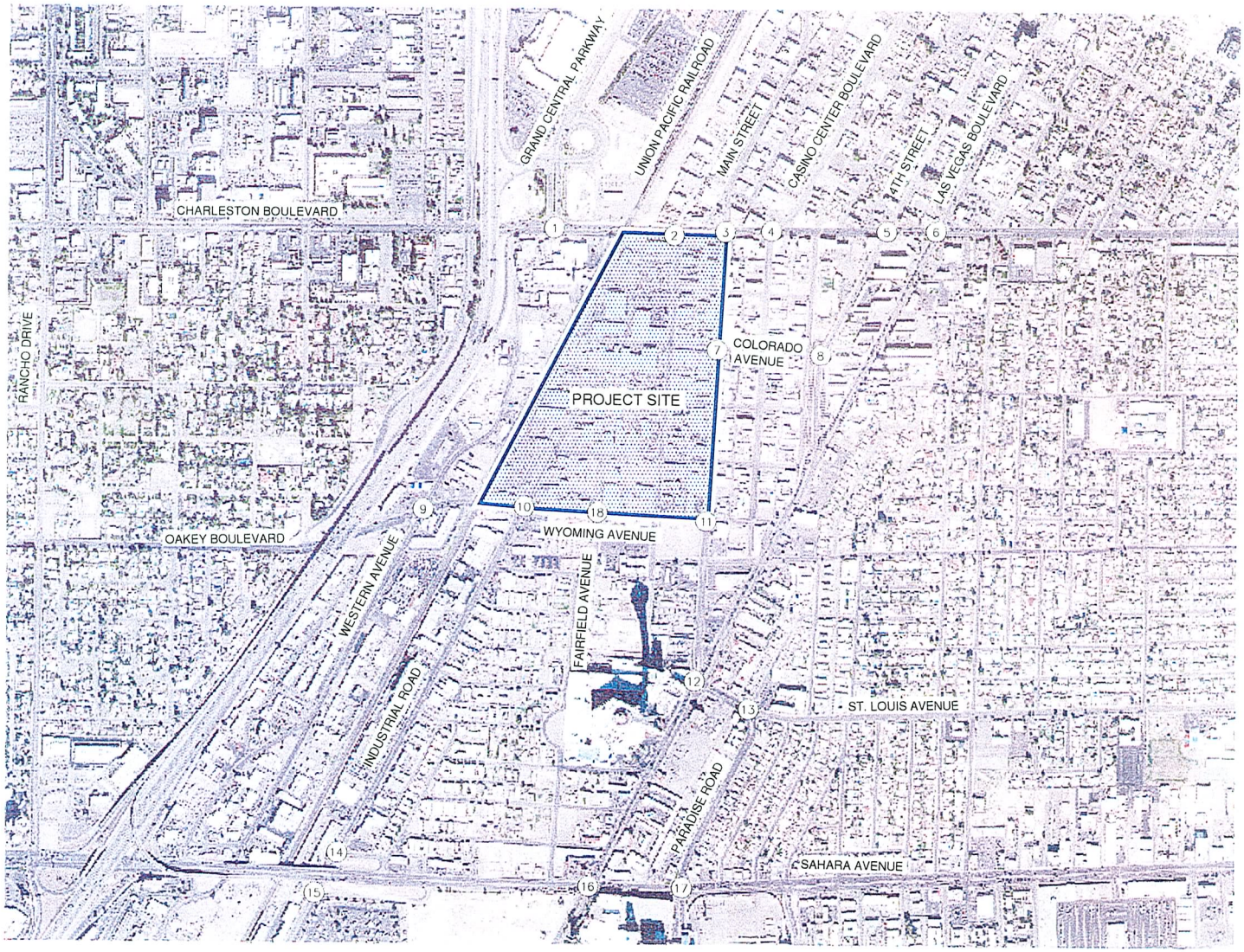
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4.8 2011 Background Plus Project Traffic Volumes

The project generated traffic volumes in **Figure 16** were added to the 2011 background traffic volumes in **Figure 11** to represent estimated traffic conditions for full project development in 2011. The 2011 background plus project traffic volumes for the study area key intersections are illustrated in **Figure 18** and study area intersections are shown on **Figure 17.**

It is important to note that the background traffic volumes incorporate a 3 percent (3%) annual growth rate for four (4) years, as well as project traffic for the proposed development, and do not take into an account a credit for the removal of existing project site generated trips at study area intersections.

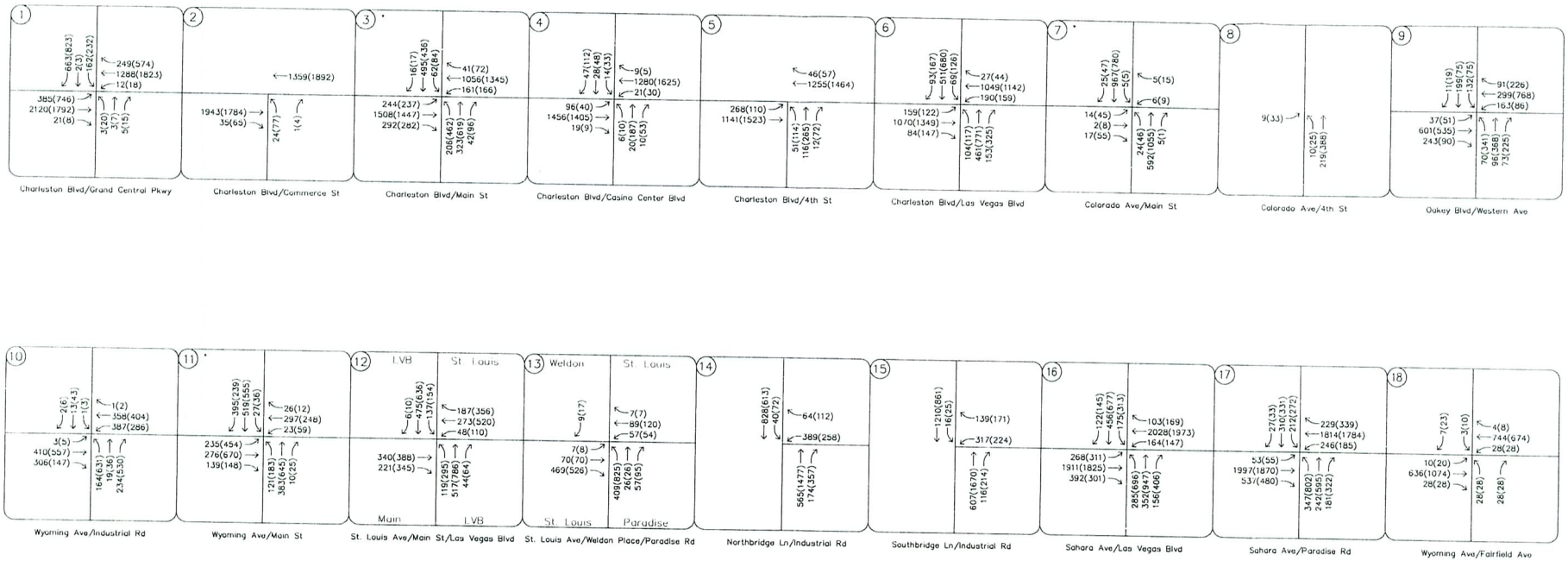


PULSE
2011 BACKGROUND PLUS PROJECT TRAFFIC STUDY AREA INTERSECTIONS

FIGURE 17

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* Includes Redistributed Trips After Vacation of Commerce Street from Wyoming Avenue to Charleston Boulevard

LEGEND:

(1) Study Area Key Intersection

←XX (XX) AM(PM) Peak Hour Traffic Volume

PULSE
2011 BACKGROUND PLUS PROJECT TRAFFIC

FIGURE 18

Kimley-Horn and Associates, Inc.

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5.0 ANALYSIS

Existing, 2011 background, and 2011 background plus project traffic analyses were conducted at the identified key intersections to determine possible existing or future deficiencies in the street network.

5.1 Analysis Methodology

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections presented in the Transportation Research Board's 2000 "Highway Capacity Manual" (Special Report 209). Under the unsignalized analysis, the level of service (LOS) for a two-way stop controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service for a two-way stop-controlled intersection is not defined for the intersection as a whole. Level of service for a signalized or all-way stop controlled intersection is defined for each approach and the intersection. **Table 5** shows the definition of level of service for signalized and unsignalized intersections.

Table 5 – Level of Service Definitions

Level of Service (LOS)	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤ 20	>10 and ≤ 15
C	>20 and ≤ 35	>15 and ≤ 25
D	>35 and ≤ 55	>25 and ≤ 35
E	>55 and ≤ 80	>35 and ≤ 50
F	>80	>50

Definitions provided from the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000.

TRAFFIX for Windows Release 7.8 Traffic Impact Analysis Software was used to analyze the study area intersections and driveways for level of service. TRAFFIX is an interactive computer program that enables planners and engineers to: forecast the traffic impacts of new developments; conduct area-wide traffic forecasting studies; test different mitigation measures, and compare different traffic scenarios. TRAFFIX utilizes the Highway Capacity Manual (HCM) methodology to analyze intersection delay and level of service.

5.2 Key Intersection Operational Analysis

Calculations for the level of service at the key intersections are provided in **Appendix E**. All existing analyses are based on the lane geometry and intersection control shown in **Figure 6.** All background and background plus project analyses are based on the lane configuration and intersection control shown in **Figure 10.** It should also be noted that signalized intersections were analyzed using the preferred FAST cycle length of 140-seconds.

5.2.1 Charleston Boulevard/Grand Central Parkway Level of Service Analysis (Intersection #1)

The existing signalized intersection of Charleston Boulevard with Grand Central Parkway currently operates at LOS C during the AM and PM peak hours. In 2011, the intersection is expected to continue to operate at LOS C during the AM peak hour with and without the addition of project traffic. In 2011, this intersection is anticipated to operate with long delays during the PM peak hour with and without the addition of project traffic. **Table 6** shows the overall intersection delays and LOS resulting from the signalized intersection analyses conducted for this intersection.

Table 6 - Charleston Boulevard/Grand Central Parkway LOS Analysis (#1)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing SIGNALIZED	29.6	C	42.6	C
2011 Background SIGNALIZED	31.8	C	58.8	E
2011 Background Plus Project SIGNALIZED	31.8	C	61.6	E

5.2.2 Charleston Boulevard/Commerce Street Level of Service Analysis (Intersection #2)

The existing signalized intersection of Charleston Boulevard with Commerce Street presently operates at LOS A during the AM peak hour and LOS B during the PM peak hour. In the background year of 2011, it is anticipated that there will not be any background turning movements at this intersection, as demolition is expected to be complete on all of the existing businesses within the project site. With the addition of project traffic, this intersection is

expected to operate with LOS A during the AM and PM peak hours. **Table 7** shows the overall intersection delays and LOS resulting from the signalized intersection analyses conducted for this intersection.

Table 7 - Charleston Boulevard/Commerce Street LOS Analysis (#2)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing SIGNALIZED	5.2	A	12.1	B
2011 Background SIGNALIZED	*	*	*	*
2011 Background Plus Project SIGNALIZED	0.6	A	1.8	A

5.2.3 Charleston Boulevard/Main Street Level of Service Analysis (Intersection #3)

Table 8 shows the overall intersection delays and LOS resulting from the signalized intersection analyses conducted for the intersection of Charleston Boulevard with Main Street. As such, this intersection currently operates at LOS D during the AM and PM peak hours. In 2011, the intersection is expected to continue to operate at LOS D during the AM and PM peak hours with and without the addition of Pulse traffic.

Table 8 - Charleston Boulevard/Main Street LOS Analysis (#3)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing SIGNALIZED	37.6	D	44.7	D
2011 Background SIGNALIZED	39.9	D	48.4	D
2011 Background Plus Project SIGNALIZED	40.5	D	50.6	D

5.2.4 Charleston Boulevard/Casino Center Boulevard Level of Service Analysis (Intersection #4)

The existing signalized intersection of Charleston Boulevard with Casino Center Boulevard currently operates at LOS B during the AM peak hour and LOS C during the PM peak hour. In

the background year of 2011, this intersection is anticipated to continue to operate with LOS B during the AM peak hour and LOS D during the PM peak hour, with and without the addition of project traffic. **Table 9** shows the overall intersection delays and LOS resulting from the signalized intersection analyses conducted for this intersection.

Table 9 - Charleston Boulevard/Casino Center Boulevard LOS Analysis (#4)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing SIGNALIZED	13.7	B	33.8	C
2011 Background SIGNALIZED	14.1	B	37.0	D
2011 Background Plus Project SIGNALIZED	14.2	B	37.3	D

5.2.5 Charleston Boulevard/4th Street Level of Service Analysis (Intersection #5)

Table 10 shows the overall intersection delays and LOS resulting from the signalized intersection analyses conducted for the intersection of Charleston Boulevard with 4th Street. As such, this intersection currently operates with LOS B during the AM and PM peak hours. In 2011, the intersection is expected to continue to operate at LOS B during the AM and PM peak hours, with and without the addition of Pulse Phase A traffic.

Table 10 - Charleston Boulevard/4th Street LOS Analysis (#5)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing SIGNALIZED	15.5	B	13.3	B
2011 Background SIGNALIZED	16.0	B	13.6	B
2011Background Plus Project SIGNALIZED	16.0	B	13.6	B

5.2.6 Charleston Boulevard/Las Vegas Boulevard Level of Service Analysis (Intersection #6)

The existing signalized intersection of Charleston Boulevard with Las Vegas Boulevard currently operates at LOS D during the AM and PM peak hours. In 2011, the intersection is

expected to continue to operate at LOS D during the AM and PM peak hours with and without the addition of Pulse project traffic. **Table 11** shows the overall intersection delays and LOS resulting from the signalized intersection analyses conducted for this intersection.

Table 11 - Charleston Boulevard/Las Vegas Boulevard LOS Analysis (#6)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing SIGNALIZED	37.4	D	39.5	D
2011 Background SIGNALIZED	38.8	D	43.0	D
2011Background Plus Project SIGNALIZED	38.8	D	43.3	D

5.2.7 Colorado Avenue/Main Street Level of Service Analysis (Intersection #7)

The intersection of Colorado Avenue with Main Street currently operates under two-way stop control. The intersection currently operates with acceptable LOS during the AM peak hour and long delays for some movements during the PM peak hour. In the background year of 2011, this intersection is expected to operate under signal control, similar to the signal control at Cashman Center. As such, the intersection is anticipated to operate with LOS A during the AM and PM peak hour in the background year of 2011. With the addition of project traffic, the intersection is expected to operate with LOS C during the AM peak hour and LOS B during the PM peak hour. **Table 12** shows the results of the LOS analysis conducted for this intersection.

Table 12 - Colorado Avenue/Main Street LOS Analysis (#7)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing				
TWO-WAY STOP CONTROL				
Northbound Left	10.4	B	9.5	A
Southbound Left	8.6	A	10.7	B
Eastbound Left/Through/Right	14.8	B	37.3	E
Westbound Left/Through/Right	29.8	D	43.5	E
2011 Background				
SIGNALIZED	1.3	A	1.9	A
2011 Background Plus Project				
SIGNALIZED	27.6	C	14.4	B

5.2.8 Colorado Avenue/4th Street Level of Service Analysis (Intersection #8)

The existing two-way stop controlled intersection of Colorado Avenue with 4th Street currently operates with stop control along Colorado Avenue. This intersection currently operates with acceptable LOS during the AM and PM peak hours. In 2011, this intersection is anticipated to continue to operate with acceptable LOS with or without the addition of project traffic. **Table 13** shows the overall intersection delays and LOS resulting from the two-way stop control analyses conducted for this intersection.

Table 13 - Colorado Avenue/4th Street LOS Analysis (#8)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing				
TWO-WAY STOP CONTROL				
Northbound Left	9.0	A	9.1	A
Eastbound Left	9.0	A	9.7	A
2011 Background				
TWO-WAY STOP CONTROL				
Northbound Left	9.0	A	9.1	A
Eastbound Left	9.1	A	9.8	A
2011 Background Plus Project				
TWO-WAY STOP CONTROL				
Northbound Left	9.0	A	9.1	A
Eastbound Left	9.1	A	9.9	A

5.2.9 Oakey Boulevard-Wyoming Avenue/Western Avenue Level of Service Analysis (Intersection #9)

The existing signalized intersection of Oakey Boulevard-Wyoming Avenue with Western Avenue currently operates with LOS C during the AM and PM peak hours. In 2011, the intersection is expected to operate at LOS D during the AM and PM peak hours with or with out the addition of Pulse project traffic. **Table 14** shows the overall intersection delays and LOS resulting from the signalized intersection analyses conducted for this intersection.

Table 14 -Oakey Boulevard- Wyoming Avenue/Western Avenue LOS Analysis (#9)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing SIGNALIZED	34.6	C	34.5	C
2011 Background SIGNALIZED	35.2	D	35.5	D
2011 Background Plus Project SIGNALIZED	35.1	D	35.4	D

5.2.10 Wyoming Avenue/Industrial Road Level of Service Analysis (Intersection #10)

Table 15 shows the overall intersection delays and LOS resulting from the signalized intersection analyses conducted for the intersection of Wyoming Avenue and Industrial Road. This intersection currently operates at LOS D during the AM and PM peak hours. In 2011, the intersection is expected to operate at LOS C during the AM peak hour and LOS D during the PM peak hour, without the addition of project traffic. With the addition of development traffic, the intersection is expected to operate at LOS D during both the AM and PM peak hours. It is important to note that a slight LOS improvement occurred in the background year analysis because traffic currently accessing the proposed development was removed, as the businesses are note expected to exist in 2011.

Table 15 - Wyoming Avenue/Industrial Road LOS Analysis (#10)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing SIGNALIZED	35.3	D	40.1	D
2011 Background SIGNALIZED	33.0	C	35.2	D
2011 Background Plus Project SIGNALIZED	35.0	D	40.7	D

5.2.11 Wyoming Avenue/Main Street Level of Service Analysis (Intersection #11)

The existing signalized intersection of Wyoming Avenue with Main Street currently operates at LOS D during the AM and PM peak hours. In 2011, the intersection is expected to continue to operate at LOS D during the AM and PM peak hours with and without the addition of Pulse Phase A project traffic. **Table 16** shows the overall intersection delays and LOS resulting from the signalized intersection analyses conducted for this intersection.

Table 16 - Wyoming Avenue/Main Street LOS Analysis (#11)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing SIGNALIZED	37.5	D	40.8	D
2011 Background SIGNALIZED	38.4	D	42.6	D
2011 Background Plus Project SIGNALIZED	38.5	D	43.4	D

5.2.12 St. Louis Avenue-Main Street/Las Vegas Boulevard Level of Service Analysis (Intersection #12)

Table 17 shows the overall intersection delays and LOS resulting from the signalized intersection analyses conducted for the intersection of St. Louis Avenue-Main Street with Las Vegas Boulevard. As such, this intersection currently operates at LOS C during the AM and PM peak hours. In 2011, the intersection is expected to continue to operate at LOS C during the AM and PM peak hours, with and without the addition of Pulse project traffic.

Table 17 - St. Louis Avenue-Main Street/Las Vegas Boulevard LOS Analysis (#12)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing SIGNALIZED	31.3	C	33.6	C
2011 Background SIGNALIZED	31.8	C	34.4	C
2011 Background Plus Project SIGNALIZED	32.2	C	34.7	C

5.2.13 St. Louis Avenue-Weldon Place/Paradise Road Level of Service Analysis (Intersection #13)

The existing signalized intersection of St. Louis Avenue-Weldon Place with Paradise Road currently operates at LOS C during the AM and PM peak hours. In 2011, the intersection is expected to continue to operate at LOS C during the AM and PM peak hours, with and without the addition of project traffic. **Table 18** shows the overall intersection delays and LOS resulting from the signalized intersection analyses conducted for this intersection.

Table 18 - St. Louis Avenue-Weldon Place/Paradise Road LOS Analysis (#13)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing SIGNALIZED	29.3	C	28.5	C
2011 Background SIGNALIZED	29.8	C	29.4	C
2011 Background Plus Project SIGNALIZED	29.8	C	29.6	C

5.2.14 Northbridge Lane/Industrial Road Level of Service Analysis (Intersection #14)

The existing signalized intersection of Northbridge Lane with Industrial Road currently operates at LOS C during both the AM and PM peak hours. In 2011, the intersection is expected to operate at LOS C during the AM peak hour and LOS D during the PM peak hour, with and without the addition of Pulse project traffic. **Table 19** shows the overall intersection delays and LOS resulting from the signalized intersection analyses conducted for this intersection.

Table 19 - Northbridge Lane/Industrial Road LOS Analysis (#14)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing SIGNALIZED	28.9	C	27.5	C
2011 Background SIGNALIZED	31.0	C	37.9	D
2011 Background Plus Project SIGNALIZED	31.4	C	45.5	D

5.2.15 Southbridge Lane/Industrial Road Level of Service Analysis (Intersection #15)

Table 20 shows the overall intersection delays and LOS resulting from the signalized intersection analyses conducted for the intersection of Southbridge Lane with Industrial Road. As such, this intersection currently operates at LOS C during the AM and PM peak hours. In 2011, the intersection is expected to continue to operate at LOS C during the AM and PM peak hours, with or with out the addition of project traffic.

Table 20 - Southbridge Lane/Industrial Road LOS Analysis (#15)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing SIGNALIZED	25.3	C	22.9	C
2011 Background SIGNALIZED	26.4	C	27.1	C
2011 Background Plus Project SIGNALIZED	26.8	C	30.2	C

5.2.16 Sahara Avenue/Las Vegas Boulevard Level of Service Analysis (Intersection #16)

The signalized intersection of Sahara Avenue with Las Vegas Boulevard currently operates with LOS C during the AM peak hour and LOS D during the PM peak hour. In the background year of 2011, this intersection is anticipated to operate with LOS C during the AM peak hour and with long delays during the PM peak hour. With the addition of project traffic, this intersection is expected to operate with LOS D during the AM peak hour and with long delays during the PM peak hour. **Table 21** shows the results of the LOS analysis conducted for this intersection.

Table 21 - Sahara Avenue/Las Vegas Boulevard LOS Analysis (#16)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing SIGNALIZED	32.6	C	45.0	D
2011 Background SIGNALIZED	34.9	C	55.2	E
2011 Background Plus Project SIGNALIZED	35.2	D	57.7	E

5.2.17 Sahara Avenue/Paradise Road Level of Service Analysis (Intersection #17)

Table 22 shows the overall intersection delays and LOS resulting from the signalized intersection analyses conducted for the intersection of Sahara Avenue with Paradise Road. As such, this intersection currently operates at LOS C during the AM peak hour and LOS D during the PM peak hour. In 2011, the intersection is expected to continue to operate at LOS C and D during the AM and PM peak hours, respectively, with or without the addition of project traffic.

Table 22 - Sahara Avenue/Paradise Road LOS Analysis (#17)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing SIGNALIZED	28.1	C	36.1	D
2011 Background SIGNALIZED	30.0	C	39.3	D
2011 Background Plus Project SIGNALIZED	30.2	C	39.7	D

5.2.18 Wyoming Avenue/Fairfield Avenue Level of Service Analysis (Intersection #18)

The intersection of Wyoming Avenue with Fairfield Avenue currently operates with stop control along Fairfield Avenue. This intersection operates with long delays during the AM and PM peak hours. In the background year, this intersection is anticipated to be signalized, similar to the signalized intersections into Cashman Field from Washington Avenue for special events. As such, this intersection is anticipated to operate with LOS A during the AM and PM peak hours, with and without the addition of project traffic. **Table 23** shows the results of the LOS analysis conducted for this intersection.

Table 23 - Wyoming Avenue/Fairfield Avenue LOS Analysis (#18)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2011 Background Plus Project				
TWO-WAY STOP CONTROL				
Northbound Left/Through/Right	33.4	D	91.7	F
Southbound Left/Through/Right	36.1	E	60.8	F
Eastbound Left/Through	9.4	A	9.1	A
Westbound Left/Through	9.0	A	10.9	B
2011 Background				
SIGNALIZED	5.0	A	6.1	A
2011 Background Plus Project				
SIGNALIZED	5.9	A	9.2	A

5.3 Proposed Site Access

Direct vehicular access to the site is expected to be provided from the existing Commerce Street signal on Charleston Boulevard (Intersection #2), one (1) signalized access at the intersection of Main Street and Colorado Avenue (Intersection #7), one (1) signalized intersection at Wyoming Avenue and Industrial Road (Intersection #10), and one (1) signalized intersection at Wyoming Avenue and Fairfield Avenue (Intersection #18). All access intersections are anticipated to operate with acceptable LOS during the AM and PM peak hours as outlined in **Section 5.2** of this report.

5.4 Left Turn Storage Bay Analysis

Left turn storage bay analysis was conducted for left turn movements anticipated to be impacted by the addition of project traffic at the identified key intersections. The signalized analysis utilizes a 95% confidence interval and a 140-second (recommended FAST) cycle length during the AM and PM peak hours. All existing analyses are based on the lane configuration and control shown in **Figure 6.** All background plus project analyses are based on the lane configuration and control shown in **Figure 10.** The unsignalized analysis utilizes a wait time of three-minutes per vehicle. Results of the analysis are provided in **Table 24** with the calculations provided in **Appendix F.**

Table 24 - Left Turn Storage Bay Analysis Results

Intersection (Left Turn Movement)	Existing Control & Storage Length (Proposed Storage Length)	Desired Storage Per Lane		
		2007 Existing	2011 Background	2011 Background Plus Project
Charleston/Grand Central (#1)	SIGNALIZED			
NB to WB LT	Single 50'	52'	56'	56'
SB to EB LT	Shared/Single 140'	155'	171'	175'
EB to NB LT	Dual 175'	427'	474'	474'
WB to SB LT	Single 100'	48'	52'	52'
Charleston/Commerce (#2)	SIGNALIZED			
NB to WB LT	Dual 100'/Continuous (On Site)	552'	-	147'
Charleston/Main (#3)	SIGNALIZED			
NB to WB LT	Single 75'/TWLTL	539'	596'	624'
SB to EB LT	Single 75'	144'	156'	156'
EB to NB LT	Single 300'	331'	364'	364'
WB to SB LT	Single 125'	223'	246'	266'
Charleston/Casino Center (#4)	SIGNALIZED			
NB to WB LT	Single 75'	34'	36'	36'
SB to EB LT	Shared	72'	79'	79'
EB to NB LT	Single 75'	156'	172'	173'
WB to SB LT	Single 150'	69'	74'	74'
Charleston/4th (#5)	SIGNALIZED			
NB to WB LT	Single 150'	180'	198'	198'
EB to NB LT	Single 75'	357'	394'	394'
Charleston/Las Vegas (#6)	SIGNALIZED			
NB to WB LT	Single 275'	184'	202'	202'
SB to EB LT	Single 200'	195'	214'	214'
EB to NB LT	Single 200'	233'	256'	257'
WB to SB LT	Single 275'	270'	297'	297'
Colorado/Main (#7)	UNSIGNALIZED			
NB to WB LT	Shared	10'	-	-
SB to EB LT	Shared	5'	-	-
EB to NB LT	Shared	8'	-	-
WB to SB LT	Shared	10'	-	-
Colorado/Main (#7)	SIGNALIZED			
NB to WB LT	TWLTL	-	-	100'
SB to EB LT	TWLTL	-	23'	23'
EB to NB LT	Continuous	-	-	99'
WB to SB LT	Shared	-	34'	34'
Colorado 4th (#8)	UNSIGNALIZED			
NB to WB LT	Single 60'	28'	31'	31'
EB to NB LT	Continuous	28'	31'	41'

Table 24 Cont. – Left Turn Storage Bay Analysis Results

Oakey/Western (#9)	SIGNALIZED			
NB to WB LT	Single 175' to TWLTL	436'	482'	482'
SB to EB LT	Single 125'	202'	222'	222'
EB to NB LT	Single 50'	99'	108'	108'
WB to SB LT	Single 125' to TWLTL	239'	263'	263'
Wyoming/Industrial (#10)	SIGNALIZED			
NB to WB LT	Dual Shared 100' to TWLTL	369'	409'	409'
SB to EB LT	Shared	17'	-	17'
EB to NB LT	Single 75'	60'	-	23'
WB to SB LT	Single 100'	479'	530'	536'
Wyoming/Main (#11)	SIGNALIZED			
NB to WB LT	Single 75'	251'	275'	288'
SB to EB LT	Single 100'	77'	84'	84'
EB to NB LT	Single 125'	554'	612'	615'
WB to SB LT	Single 75'	110'	120'	120'
St. Louis/Main/Las Vegas (#12)	SIGNALIZED			
NB to WB LT	Dual 175'	173'	191'	214'
SB to EB LT	Dual 175'	115'	126'	126'
WB to SB LT	Single 125'	176'	193'	193'
St. Louis/ Weldon/Paradise (#13)	SIGNALIZED			
NB to WB LT	Dual Shared	458'	508'	518'
EB to NB LT	Shared	29'	31'	31'
WB to SB LT	Shared	108'	117'	117'
Northbridge/Industrial (#14)	SIGNALIZED			
SB to EB LT	Shared/Single 125'	83'	89'	139'
WB to SB LT	Continuous	488'	539'	539'
Southbridge (#15)	SIGNALIZED			
SB to EB LT	Shared	58'	64'	65'
WB to SB LT	Continuous	206'	227'	227'
Sahara/Las Vegas (#16)	SIGNALIZED			
NB to WB LT	Dual 650'	402'	446'	446'
SB to EB LT	Dual 275'	201'	221'	224'
EB to NB LT	Dual 400'	191'	211'	223'
WB to SB LT	Dual 375'	240'	264'	264'
Sahara/Paradise (#17)	SIGNALIZED			
NB to WB LT	Dual 550'	454'	504'	505'
SB to EB LT	Dual 175' to TWLTL	176'	193'	200'
EB to NB LT	Single 200'	105'	114'	114'
WB to SB LT	Dual 350'	167'	184'	184'

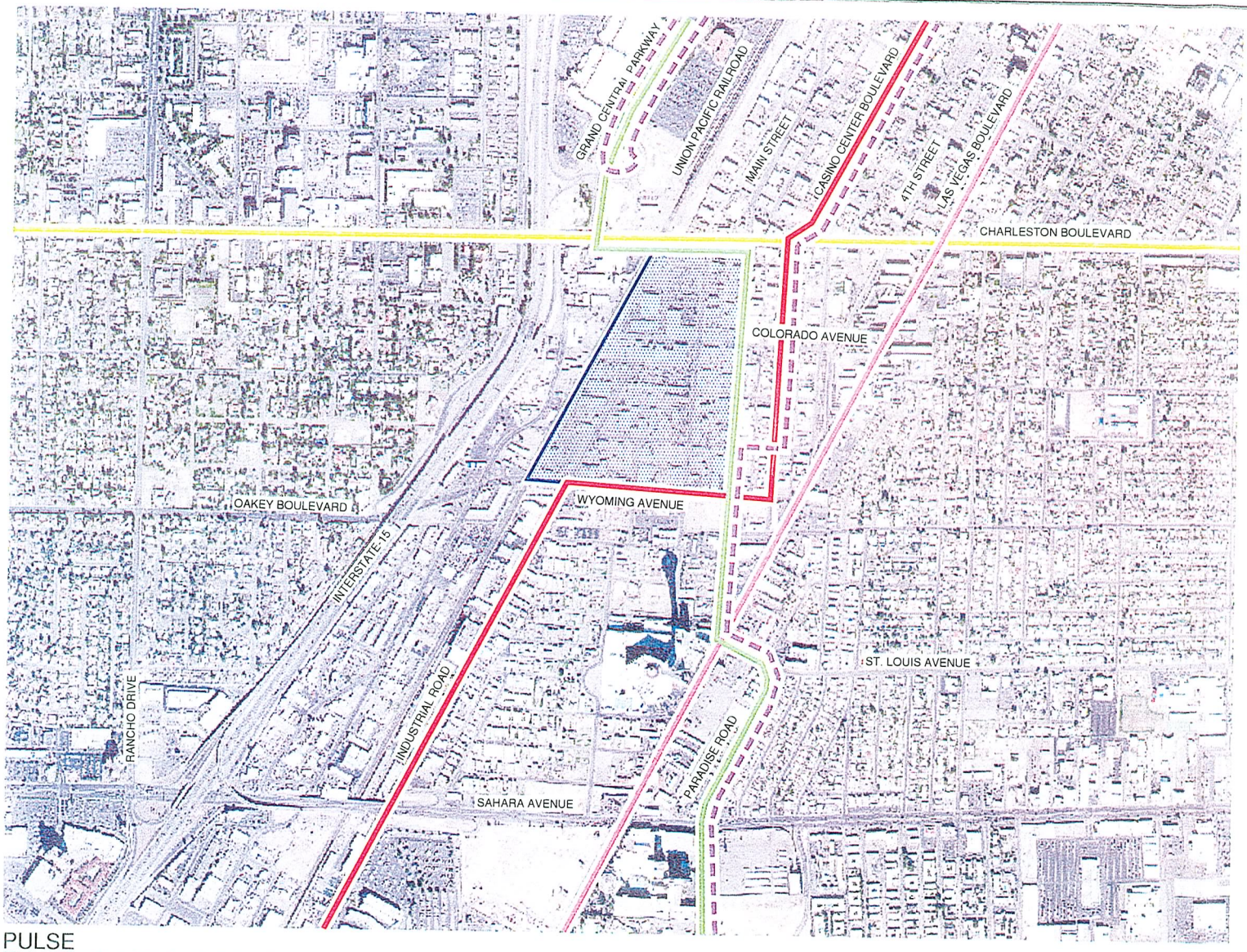
Table 24 Cont. - Left Turn Storage Bay Analysis Results

Wyoming/Fairfield (#18)	UNSIGNALIZED			
NB to WB LT	Shared	31'	-	-
SB to EB LT	Shared	31'	-	-
EB to NB LT	Shared	31'	-	-
WB to SB LT	Shared	31'	-	-
Wyoming/Fairfield (#18)	SIGNALIZED			
NB to WB LT	Shared	-	71'	71'
SB to EB LT	Continuous	-	-	36'
EB to NB LT	Continuous	-	-	56'
WB to SB LT	Continuous	-	71'	71'

Left turn storage bay calculations included AM and PM peak volumes. The length of the desired storage per lane was taken to be the maximum of the two peak hours. If left turn storage bays exceed the available storage with the addition of project traffic in the background year of 2011. The City of Las Vegas should determine if the lengthening of left turn storage bays is feasible in order to increase the available left turn storage for these movements. It is recommended that the City monitor these intersections to determine if additional left turn storage can be obtained for these movements as redevelopment occurs within the downtown area.

6.0 PUBLIC TRANSPORTATION REQUIREMENTS

The site is expected to be served by existing Citizen Area Transit (CAT) routes. CAT bus route 206 along Charleston Boulevard is expected to serve the Pulse site with 24-hour bus service with headways of approximately 15-20 minutes during the day and up to 30 minute headways on Sundays and holidays. CAT bus route 105 along Martin Luther King Boulevard/Koval Lane currently serves the Pulse site with a modified 24-hour service. Weekday headways are on the order of 30 minutes and increase to approximately 45 minutes during nights, weekends, and holidays. CAT bus route 108 along Paradise Road currently serves the Pulse development with headways of approximately 20 minutes during the daytime and increases to approximately 40 minutes during the nights, weekends, and holidays. Service along route 108 is provided approximately twenty-two (22) hours a day. Relevant CAT bus route information is located in **Appendix G. Figure 19** shows the existing CAT routes expected to serve the project site.



NORTH
NTS

LEGEND

- CAT Route 206 – CHARLESTON
- CAT Route 105 – MARTIN L. KING / KOVAL
- CAT Route 108 – PARADISE
- The DEUCE – STRIP
- Future Route – BRT

Route Information from www.CATRIDE.com

PULSE
EXISTING CAT BUS ROUTES ANTICIPATED TO SERVE PULSE

FIGURE 19

Kimley-Horn and Associates, Inc.

Date: June 14, 2007 10:43am / User: sgilmartin
File: K:\DEN\Graphics\ Subcontracts\Centric DR CAT Routes.dgn / Xref

7.0 SPECIAL EVENT CONSIDERATIONS

A special event can be defined as an occurrence that abnormally increases traffic demand on the supporting transportation system. Special events create an increase in travel demand that may require temporary alteration of the transportation system to improve operations for both event patrons and general system users. The dynamic nature of special events coupled with variations in event size, duration, location and patron demographics make it difficult to categorize special events into common groups for the purpose of developing uniform procedures for special event planning and management.

The potential impact of planned special events on the transportation system is difficult to predict and measure. Recurring special events that have a definable mix of attendees may generate highly predictable travel patterns that can be identified and verified over time. Impacts from single-use events may yield more unpredictable impacts on the transportation system without proper planning and management. Typically, the transportation system is not designed to accommodate the unique traffic conditions and patterns generated by large-scale special events. Processes and plans can be put in place to help manage the demand but residents, business owners and employees in the vicinity of the special event venue will be subjected to a higher level of congestion and isolated system failures during some special event conditions. The goal of the Special Event Management Plan is to minimize system failures and maximize the efficiency of the system under special event conditions.

7.1 Pulse Las Vegas

Phase A of Pulse Las Vegas includes the construction of a 22,000 seat Arena and 3.5 million square foot Sports Mart. The Arena is anticipated to accommodate a number of recurring and single-use events, including sporting events and concerts. The Sports Mart will be comprised of a mix of general office and convention/meeting space supporting significant exhibit areas. The Sports Mart is anticipated to operate in a similar manner to the World Market Center with approximately two planned events per year.

The impacts to the transportation system created by special events associated with the Pulse development can be managed with proper planning and implementation of a Special Event Management Plan. At this time, it is premature to develop specific plans to handle future special events at Pulse as the type of venue, and event characteristics have not been fully defined. Pulse has also contemplated significant infrastructure improvements that would be developed in future phases and alter current travel patterns. In addition, future phases of the development are anticipated to include a significant number of hotel rooms and residential units that would reduce dependence on personal vehicles and transit modes. Therefore, a summary of future planning activities has been developed to define the steps that should be undertaken by the Pulse development prior to the occurrence of the first special event.

7.2 Special Event Management Plan

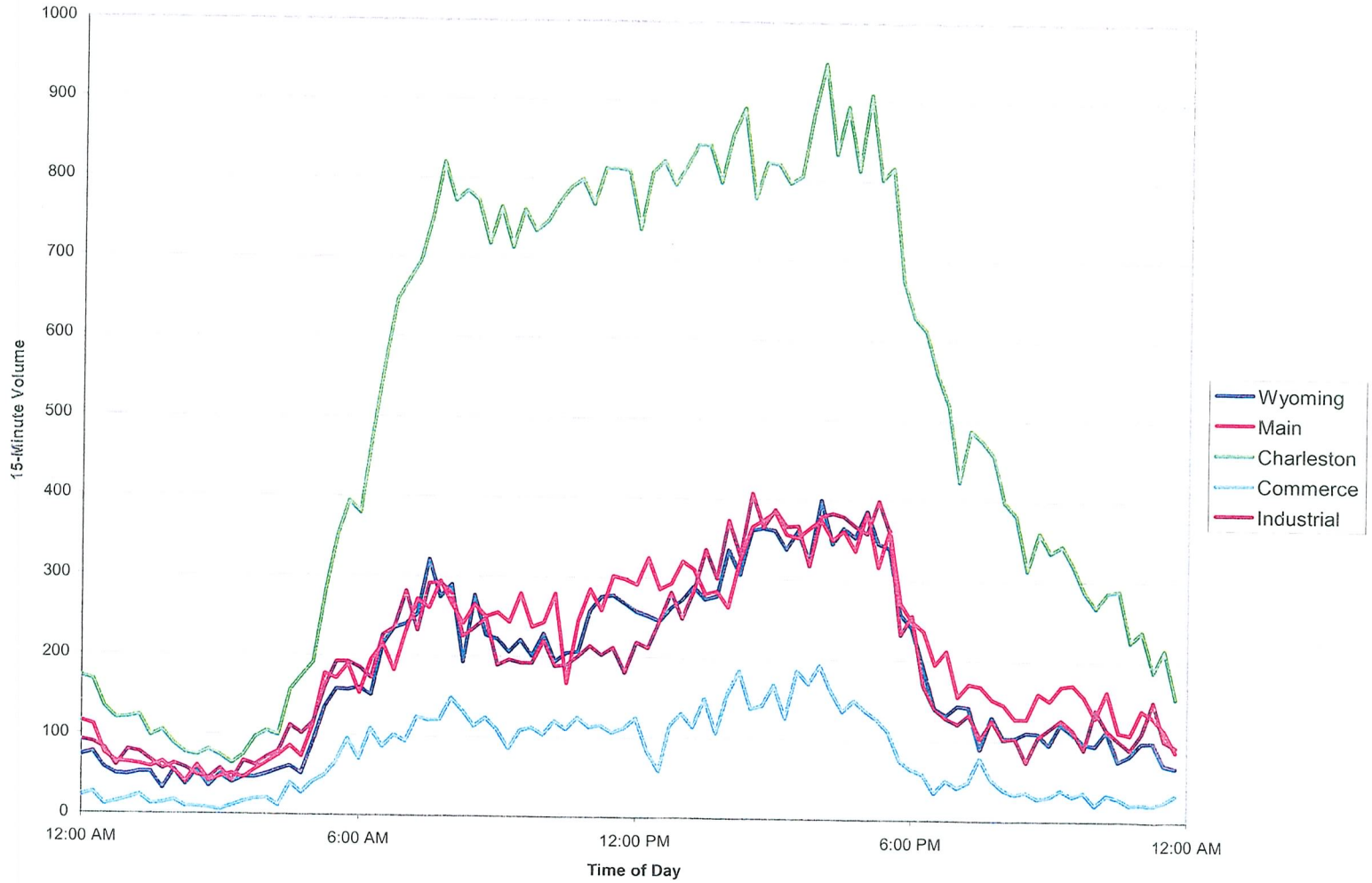
Planned special events at Pulse will create an increase in travel demand to the surrounding area street network that should be addressed through the development of a comprehensive Special Event Management Plan. This plan would identify operations planning and program issues, develop operational strategies and plans, and identify interagency cooperation and communication strategies.

It is anticipated that two independent Special Event Management Plans would need to be developed. One plan would address the 2-4 exhibits expected per year at the Sport Mart. The other plan would address the more frequent events anticipated at the Arena. Special events at these venues are expected to have significant differences in attendance, event duration and the make-up of attendees (local, tourist and conference/exhibit attendee).

It is anticipated that Arena events will generally be scheduled outside of typical commute hours to take advantage of excess street network capacity. Twenty-four hour volume data was collected on the primary arterial streets (Wyoming, Main, Charleston, Commerce and Industrial) adjacent to the Pulse development site. This data is summarized graphically in **Table 25** and illustrates the actual peaking characteristics of the surrounding area. Relevant

count data is located in **Appendix A.** The graph illustrates a significant increase in available roadway capacity beginning just before 6:00 PM.

Table 25 – Traffic Peaking Characteristics Near Pulse Development



The followings tasks should be completed by the developer for each venue prior to the first event.

7.2.1 Pre-Event Planning and Coordination

The first step in the pre-event planning and coordination effort should be the completion of an Event Feasibility Study. This study resembles a traffic impact study required for planned developments but focuses on the impact a proposed special event has on traffic and parking operations in the vicinity of the venue. The results of this study help define the scope of the Special Event Management Plan. The Event Feasibility Study should be submitted to the City of Las Vegas, the Nevada Department of Transportation, the Regional Transportation Commission and the Metropolitan Police Department (Metro) for review and comment.

The Event Feasibility Study should include the following components:

- **General Event Characteristics** - Identify the general operating characteristics of the special event including staging needs, event start time, event end time and expected attendance

- **Travel Forecast** - Develop estimates for event traffic generation, mode split and arrival rate

- **Market Area Analysis** - Develop directional distributions of event patrons to and from an event

- **Parking Demand Analysis** - Develop estimates for required parking for event patrons

- **Traffic Demand Analysis** - Develop background traffic volume estimates and assign event traffic

- **Roadway Capacity Analysis** - Analyze special event operating conditions

The Event Feasibility Study should be revised, as appropriate, to address agency comments. Once the study has been finalized, the developer can prepare the Special Event Management Plan in cooperation with the participating agencies.

7.2.2 Development of Plan Components

The Special Event Management Plan will serve as a playbook for venue operators and participating agencies. The plan should be developed in cooperation with venue stakeholders and participating government agencies. The Special Event Management Plan should include, at a minimum, the following components:

- **Site Access and Parking** - Identify operations strategies for managing traffic access and parking by mode/type (personal vehicle, bus, taxi and limousine). The plan should be flexible and capable of responding to real-time demand that may overload an access point or parking area to minimize impacts to the adjacent facilities. The plan will also define revenue control strategies for all pay parking facilities used by the venue.

- **Pedestrian Access** - Develop an access plan that provides for the safe and efficient movement of pedestrians within the immediate area of the venue. The plan would identify measures to minimize pedestrian and vehicle conflicts and accommodate mode transfer points.

- **Traffic Flow** - Develop a traffic control plan that directs the flow of patron to and from the venue and identifies strategies to protect adjacent residential neighborhoods from traffic intrusion. The plan should also address alternate routes in case of accidents and emergency response situations. This plan should also address staging and traffic control implementation

- **Traffic Control** - Identify positive traffic control in the form of uniformed officers or traffic signal system timing modifications to improve operational efficiency and compliance with the developed traffic flow patterns. This plan should also address staging and implementation of positive control methods.

- **Traveler Information** - Develop a plan to disseminate traveler information. The plan could include static and dynamic signing as well as advance notification provided at the ticket point of sale or with conference/exhibit registration registration. This plan should identify the type of message to be conveyed

- **Traffic Monitoring** - This plan should address the detection and verification of incidents and the general monitoring of traffic conditions through CCTV, field observations or aerial observation. The plan should identify communication methods to disseminate the real-time data to the traveler as well as the on-site personnel.

- **Demand Management** - Develop a plan to promote the use of alternative modes including walking and transit.

7.2.3 Post-Event Evaluation and Plan Refinement

The venue should review the qualitative and quantitative data collected during the special event and prepare a summary of issues to be addressed or plan components to be revised for future special events. The evaluation could include comparisons of estimated post-event traffic generation and operating conditions to actual attendance and parking numbers, as well as general observations of the transportation system. The venue should schedule a post-event debriefing with stakeholders and participating agencies to discuss observations, successes and lessons learned. A post-event report should be prepared by the venue and submitted to the participating agencies summarizing recommended changes to the Special Event Management Plan for future events.

8.0 RECOMMENDATIONS

Pulse Resort project traffic is anticipated to be accommodated on the street network expected to exist in the background year of 2011. This network does not include any of the proposed NDOT "Project NEON" facilities. The proposed Pulse Resort project generated traffic volumes resulted in the following recommendations:

- The developer is recommended to widen Main Street, from Charleston Boulevard to Wyoming Avenue to provide two (2) through lanes with a continuous two-way left-turn lane and on-street parking.

- The developer is recommended to construct an eastbound to southbound right turn lane at the intersection of Charleston Boulevard and Main Street.

- The developer is recommended to construct a southbound to westbound right turn lane at the intersection of Wyoming Avenue and Main Street.

- The developer is recommended to construct a westbound to northbound right turn at Wyoming Avenue and Fairfield Avenue.

- The developer is recommended to install a signal at the intersection of Colorado Avenue and Main Street. This signal is anticipated to operate in a similar manner as the signals at the entrance to Cashman Field.

- The developer is recommended to install a signal at the intersection of Wyoming Avenue and Fairfield Avenue. This signal is anticipated to operate in a similar manner as the signals at the entrance to Cashman Field.

- Based on the findings in this study, the existing grid street network within the project site can be vacated.

- On-site deliveries, non-emergency service calls, and routine maintenance visits are recommended to be scheduled outside of the AM and PM peak commute hours, and be a mitigation measure as a part of a comprehensive Special Event Management Program for the proposed development.

- All project access drives are recommended to be constructed in accordance with Clark County Area Uniform Standard Drawing Nos. 222A and 225 and be a minimum of 24 feet in width.

- Half street improvements including curb, gutter and sidewalk are recommended to be reconstructed along the project frontage of Charleston Boulevard, Main Street, and Wyoming Avenue as appropriate.

- Streetlight system along the project's frontage of Charleston Boulevard, Main Street, and Wyoming Avenue is recommended to be reconstructed to meet current Clark County Area standards or an acceptable equivalent.

- The frontage of the project along Charleston Boulevard and Wyoming Avenue are recommended to be posted with R7-1APR (18" x 24") "NO PARKING" signs to prohibit on-street parking. These signs shall be included in the project's off-site improvement plans.

- A significant reduction in the number of access driveways serving the project site is planned to occur with the construction of the project. The consolidation of current access drives will reduce street conflicts and improve street network traffic flows around the project site.

- The developer is recommended to install R1-1 "STOP" signs with appropriate pavement markings for the egressing approach at each unsignalized access drive onto public roadways, per current Manual on Uniform Traffic Control Devices (MUTCD) Guidelines.

- At internal street intersections, stop signs may be considered for installation on the minor approaches, including stop signs at "T" intersections on the intersection leg without the through movement.

- If not already present, the developer shall install communications infrastructure of the Freeway and Arterial System of Transportation (FAST) along the entire length of the project's Main Street, and Wyoming Avenue frontage. This improvement shall consist of a four inch (4") diameter PVC conduit with a No. 8 bare tracer wire along the Boulevard, Main Street, and Wyoming Avenue frontages. The City of Las Vegas should determine the locations of the conduits, and associated pullboxes, during the review and acceptance of the development's off-site improvement plans.

- The Pulse development is recommended to develop two (2) independent Special Event Management Plans. One (1) plan will address the Sports Mart and the other to address the more frequent events anticipated at the Arena.

- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings, and conform to the Standards of City of Las Vegas and the current Manual on Uniform Traffic Control Devices (MUTCD) as applicable.

APPENDIX A

Traffic Count Data

Silver State Traffic Data Collection LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : CH61C9~1
Site Code : 00007777
Start Date : 5/31/2007
Page No : 1

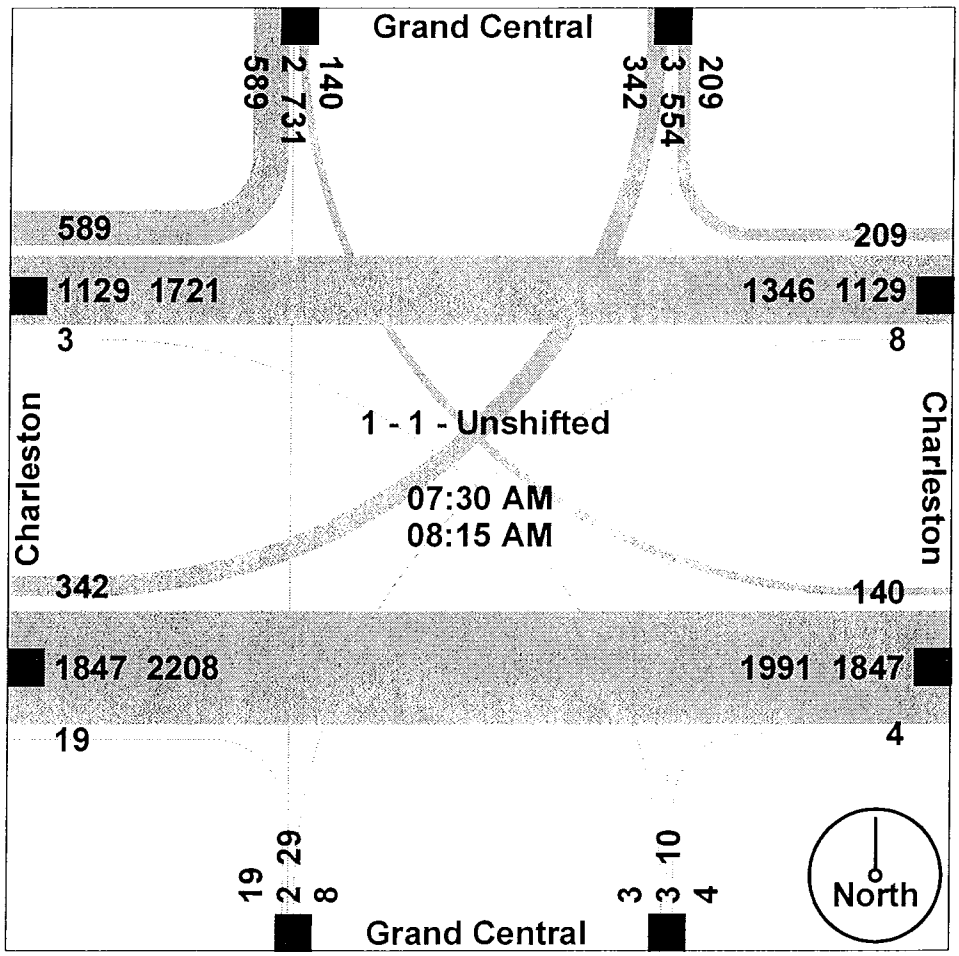
Groups Printed- 1 - Unshifted

	Grand Central Southbound				Charleston Westbound				Grand Central Northbound				Charleston Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	U-turns	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	108	0	23	0	47	226	1	0	1	0	0	0	3	423	61	0	893
07:15 AM	149	0	32	0	52	255	0	0	0	0	1	0	3	413	94	0	999
07:30 AM	143	0	44	0	50	302	1	2	0	0	1	0	3	449	87	0	1082
07:45 AM	191	0	40	0	47	276	2	0	1	1	1	0	6	492	108	0	1165
Total	591	0	139	0	196	1059	4	2	2	1	3	0	15	1777	350	0	4139
08:00 AM	139	2	31	0	49	303	4	1	1	2	1	0	5	439	69	0	1046
08:15 AM	116	0	25	0	63	248	1	0	2	0	0	0	5	467	78	0	1005
08:30 AM	134	1	28	0	32	299	1	1	1	2	0	0	8	402	93	0	1002
08:45 AM	164	0	24	0	43	279	3	0	2	0	3	0	4	384	103	0	1009
Total	553	3	108	0	187	1129	9	2	6	4	4	0	22	1692	343	0	4062
*** BREAK ***																	
04:00 PM	217	0	61	0	123	410	1	2	3	5	7	0	4	459	181	0	1473
04:15 PM	175	0	42	0	121	467	2	2	2	1	5	0	3	346	157	0	1323
04:30 PM	186	2	47	0	118	344	2	0	2	0	4	0	0	366	187	0	1258
04:45 PM	153	1	50	0	107	350	5	2	6	0	2	0	0	352	138	0	1166
Total	731	3	200	0	469	1571	10	6	13	6	18	0	7	1523	663	0	5220
05:00 PM	189	0	34	0	127	414	0	1	1	3	3	0	0	352	153	0	1277
05:15 PM	173	0	48	0	136	458	1	1	3	3	4	0	2	345	150	0	1324
05:30 PM	129	1	38	0	102	356	1	0	2	2	3	0	3	355	137	0	1129
05:45 PM	156	0	25	0	86	328	0	1	2	2	2	0	2	302	130	0	1036
Total	647	1	145	0	451	1556	2	3	8	10	12	0	7	1354	570	0	4766
Grand Total	2522	7	592	0	1303	5315	25	13	29	21	37	0	51	6346	1926	0	18187
Apprch %	80.8	0.2	19.0	0.0	19.6	79.9	0.4	0.2	33.3	24.1	42.5	0.0	0.6	76.2	23.1	0.0	
Total %	13.9	0.0	3.3	0.0	7.2	29.2	0.1	0.1	0.2	0.1	0.2	0.0	0.3	34.9	10.6	0.0	

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File Name : CH61C9~1
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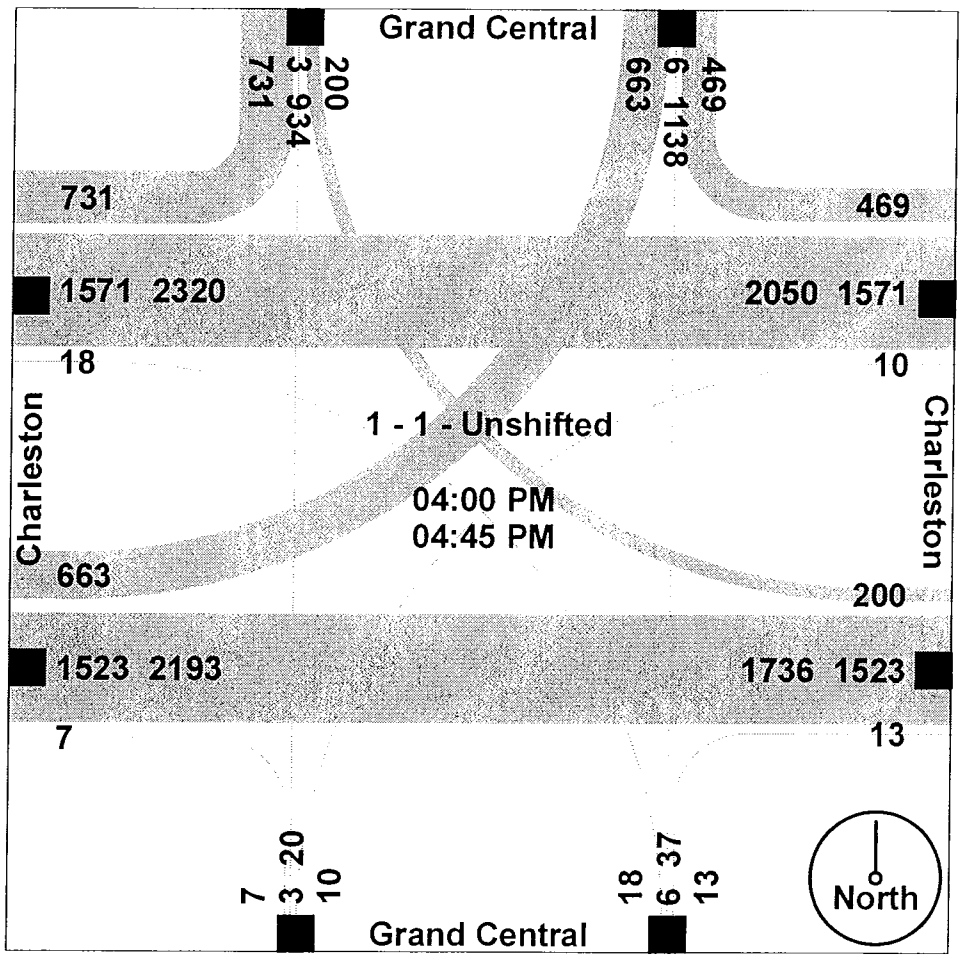
	Grand Central Southbound					Charleston Westbound					Grand Central Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	589	2	140	0	731	209	1129	8	3	1349	4	3	3	0	10	19	1847	342	0	2208	4298
Percent	80.6	0.3	19.2	0.0		15.5	83.7	0.6	0.2		40.0	30.0	30.0	0.0		0.9	83.7	15.5	0.0		
07:45 Volume	191	0	40	0	231	47	276	2	0	325	1	1	1	0	3	6	492	108	0	606	1165
Peak Factor																					0.922
High Int.	07:45 AM					08:00 AM					08:00 AM					07:45 AM					
Volume	191	0	40	0	231	49	303	4	1	357	1	2	1	0	4	6	492	108	0	606	
Peak Factor					0.791					0.945					0.625					0.911	



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	Grand Central Southbound					Charleston Westbound					Grand Central Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:00 PM																					
Volume	731	3	200	0	934	469	1571	10	6	2056	13	6	18	0	37	7	1523	663	0	2193	5220
Percent	78.3	0.3	21.4	0.0		22.8	76.4	0.5	0.3		35.1	16.2	48.6	0.0		0.3	69.4	30.2	0.0		
04:00 Volume	217	0	61	0	278	123	410	1	2	536	3	5	7	0	15	4	459	181	0	644	1473
Peak Factor																					0.886
High Int.	04:00 PM					04:15 PM					04:00 PM					04:00 PM					
Volume	217	0	61	0	278	121	467	2	2	592	3	5	7	0	15	4	459	181	0	644	
Peak Factor					0.840					0.868					0.617					0.851	



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File Name : CH382E~1
Site Code : 00000000
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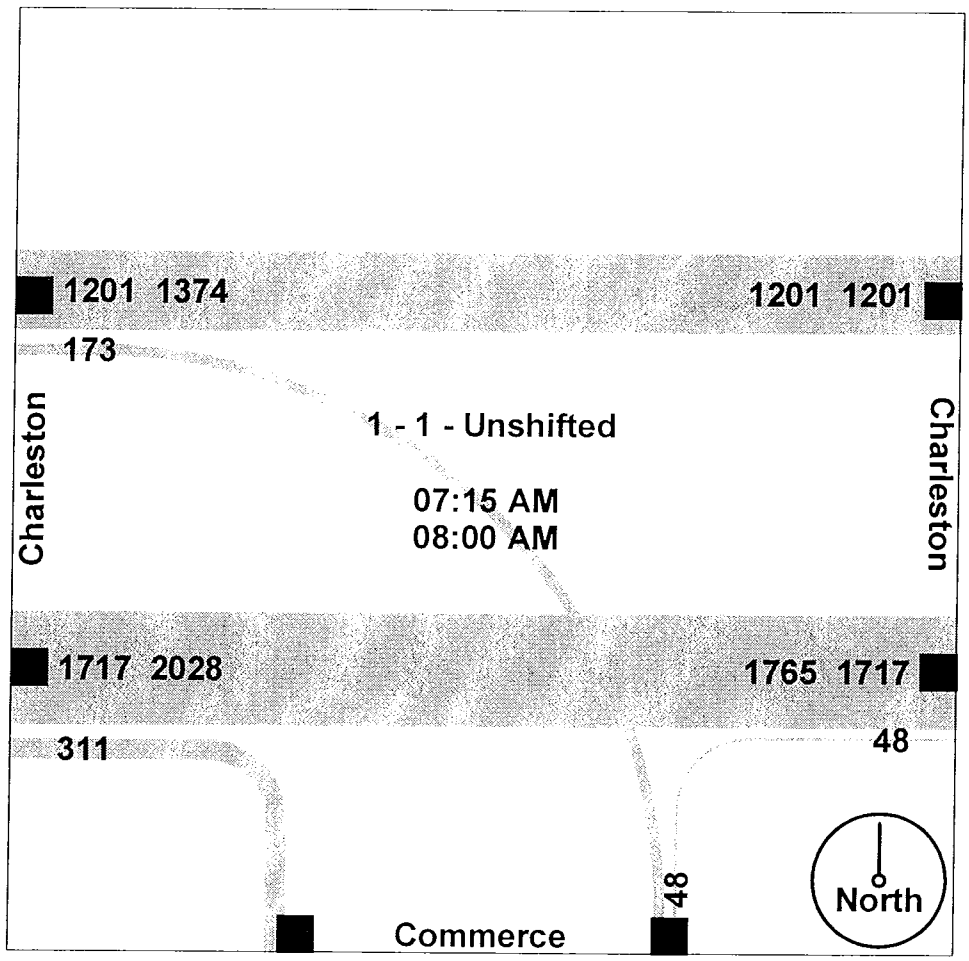
Groups Printed- 1 - Unshifted

	Charleston Westbound				Commerce Northbound				Charleston Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	256	0	0	11	0	32	0	79	345	0	0	723
07:15 AM	0	257	0	0	11	0	59	0	72	391	0	0	790
07:30 AM	0	329	0	0	12	0	32	0	73	444	0	0	890
07:45 AM	0	299	0	0	15	0	40	0	99	447	0	0	900
Total	0	1141	0	0	49	0	163	0	323	1627	0	0	3303
08:00 AM	0	316	0	0	10	0	42	0	67	435	0	0	870
08:15 AM	0	281	0	0	15	0	31	0	65	395	0	0	787
08:30 AM	0	299	0	0	16	0	31	0	60	404	0	0	810
08:45 AM	0	307	0	0	10	0	36	0	66	369	0	0	788
Total	0	1203	0	0	51	0	140	0	258	1603	0	0	3255
*** BREAK ***													
04:00 PM	0	429	0	0	28	0	151	0	64	454	0	0	1126
04:15 PM	0	438	0	0	27	0	95	0	43	385	0	0	988
04:30 PM	0	396	0	0	36	0	90	0	45	345	0	0	912
04:45 PM	0	397	0	0	30	0	64	0	53	383	0	0	927
Total	0	1660	0	0	121	0	400	0	205	1567	0	0	3953
05:00 PM	0	475	0	0	36	0	107	0	36	313	0	0	967
05:15 PM	0	451	0	0	36	0	94	0	38	385	0	0	1004
05:30 PM	0	416	0	0	24	0	51	0	38	342	0	0	871
05:45 PM	0	364	0	0	13	0	56	0	21	308	0	0	762
Total	0	1706	0	0	109	0	308	0	133	1348	0	0	3604
Grand Total	0	5710	0	0	330	0	1011	0	919	6145	0	0	14115
Apprch %	0.0	100.0	0.0	0.0	24.6	0.0	75.4	0.0	13.0	87.0	0.0	0.0	
Total %	0.0	40.5	0.0	0.0	2.3	0.0	7.2	0.0	6.5	43.5	0.0	0.0	

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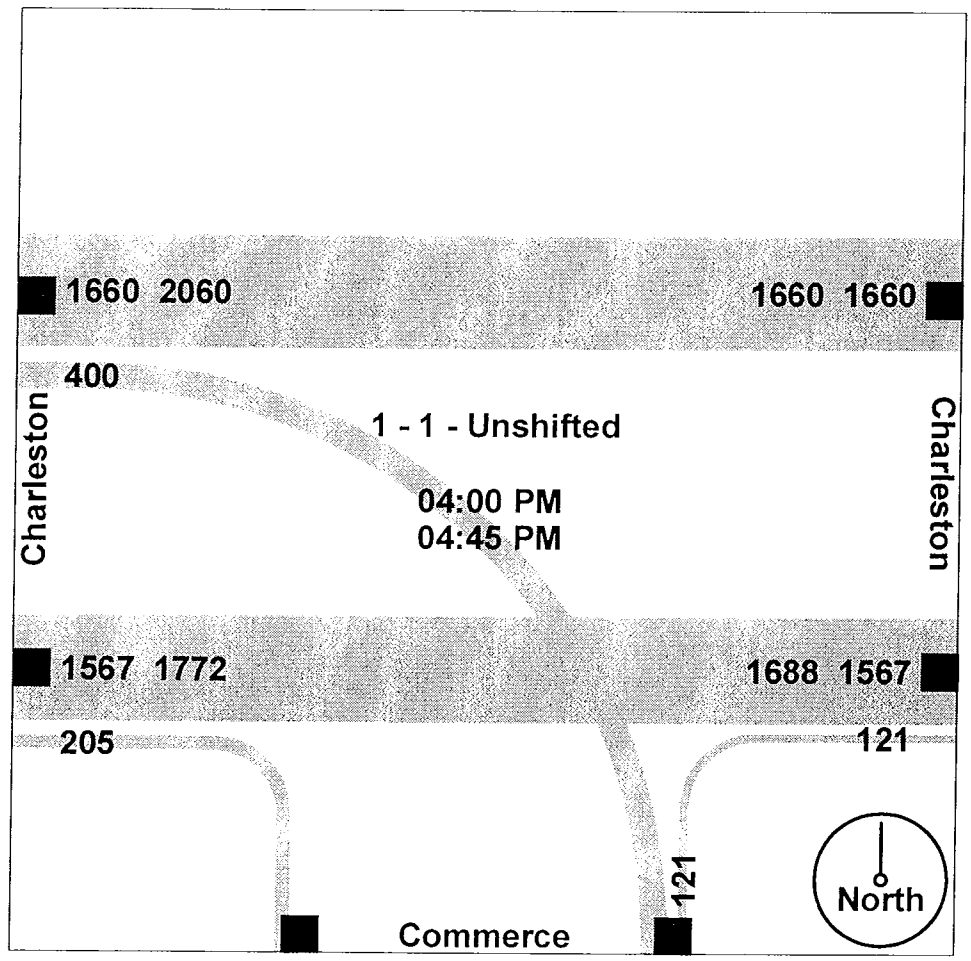
		Charleston Westbound					Commerce Northbound					Charleston Eastbound					
Start Time	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	0	0	1201	0	0	1201	48	0	173	0	221	311	1717	0	0	2028	3450
Percent		0.0	100.0	0.0	0.0		21.7	0.0	78.3	0.0		15.3	84.7	0.0	0.0		
07:45 Volume	0	0	299	0	0	299	15	0	40	0	55	99	447	0	0	546	900
Peak Factor																	0.958
High Int.	6:45:00 AM	07:30 AM					07:15 AM					07:45 AM					
Volume	0	0	329	0	0	329	11	0	59	0	70	99	447	0	0	546	
Peak Factor						0.913					0.789					0.929	



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		Charleston Westbound					Commerce Northbound					Charleston Eastbound					
Start Time	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	0	0	1660	0	0	1660	121	0	400	0	521	205	1567	0	0	1772	3953
Percent		0.0	100.0	0.0	0.0		23.2	0.0	76.8	0.0		11.6	88.4	0.0	0.0		
04:00 Volume	0	0	429	0	0	429	28	0	151	0	179	64	454	0	0	518	1126
Peak Factor																	0.878
High Int.		04:15 PM					04:00 PM					04:00 PM					
Volume	0	0	438	0	0	438	28	0	151	0	179	64	454	0	0	518	
Peak Factor						0.947					0.728					0.855	



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File Name : CHE6FA~1
Site Code : 00004444
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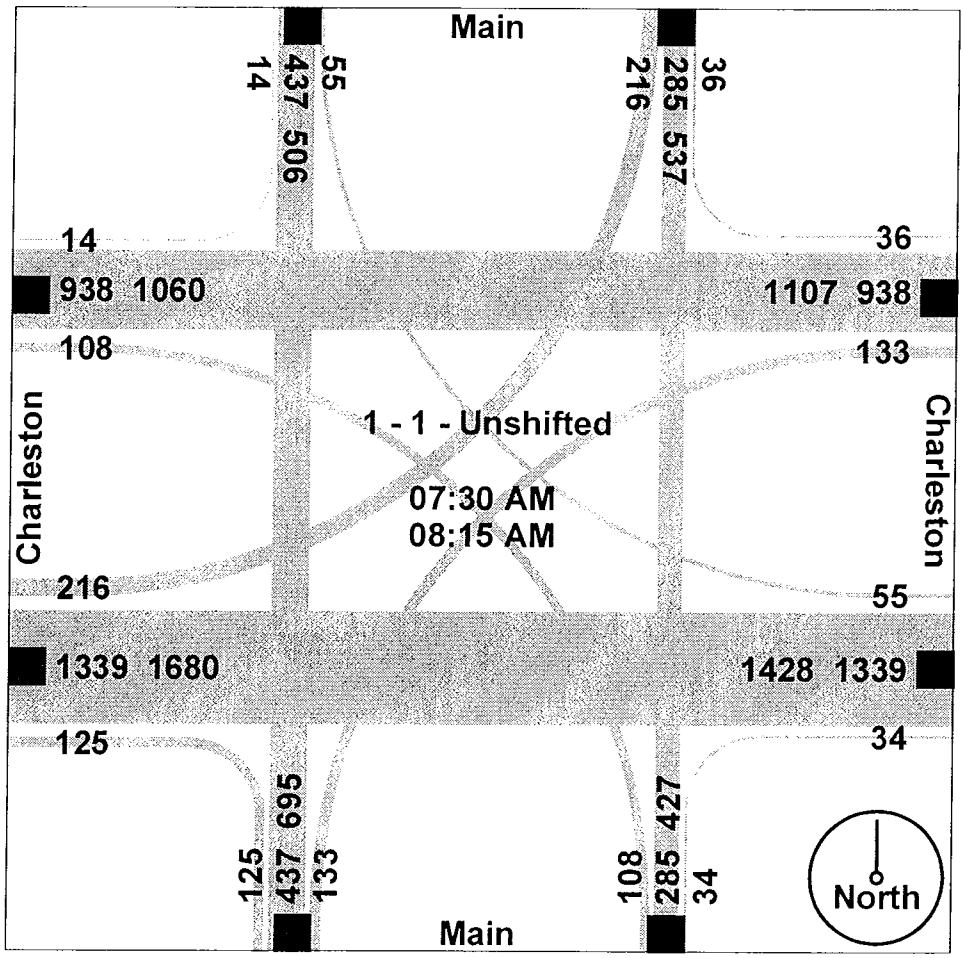
Groups Printed- 1 - Unshifted

	Main Southbound				Charleston Westbound				Main Northbound				Charleston Eastbound				
Start Time	Right	Thru	Left	Right only	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	U-turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	123	10	22	3	188	34	0	4	47	17	0	31	275	42	0	798
07:15 AM	0	87	10	29	6	228	34	0	9	48	21	0	37	316	46	0	871
07:30 AM	5	117	9	30	9	255	37	0	7	65	16	0	43	324	60	0	977
07:45 AM	2	115	13	30	5	233	31	0	9	78	37	0	35	343	52	0	983
Total	9	442	42	111	23	904	136	0	29	238	91	0	146	1258	200	0	3629
08:00 AM	2	91	10	48	13	242	33	0	9	65	28	0	26	341	61	1	970
08:15 AM	5	114	23	32	9	208	32	0	9	77	27	0	21	331	43	0	931
08:30 AM	5	99	21	49	8	235	30	0	9	52	29	0	24	347	52	0	960
08:45 AM	3	94	16	36	6	220	23	0	10	66	26	0	30	274	43	3	850
Total	15	398	70	165	36	905	118	0	37	260	110	0	101	1293	199	4	3711
*** BREAK ***																	
04:00 PM	7	107	16	74	12	306	40	0	23	146	61	0	46	345	69	0	1252
04:15 PM	2	95	18	53	19	306	23	0	22	140	51	0	41	336	45	2	1153
04:30 PM	3	88	18	53	21	316	32	0	12	127	38	0	24	288	43	2	1065
04:45 PM	3	91	23	60	12	267	34	0	16	130	49	0	37	314	48	2	1086
Total	15	381	75	240	64	1195	129	0	73	543	199	0	148	1283	205	6	4556
05:00 PM	4	89	21	59	12	392	29	0	13	125	38	0	24	307	39	0	1152
05:15 PM	10	92	17	66	13	305	36	0	17	134	61	0	22	301	50	1	1125
05:30 PM	6	64	9	46	13	310	27	0	11	108	41	0	38	295	38	0	1006
05:45 PM	4	93	6	45	10	297	29	0	9	96	24	0	22	235	36	1	907
Total	24	338	53	216	48	1304	121	0	50	463	164	0	106	1138	163	2	4190
Grand Total	63	1559	240	732	171	4308	504	0	189	1504	564	0	501	4972	767	12	16086
Apprch %	2.4	60.1	9.3	28.2	3.4	86.5	10.1	0.0	8.4	66.6	25.0	0.0	8.0	79.5	12.3	0.2	
Total %	0.4	9.7	1.5	4.6	1.1	26.8	3.1	0.0	1.2	9.3	3.5	0.0	3.1	30.9	4.8	0.1	

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File Name : CHE6FA~1
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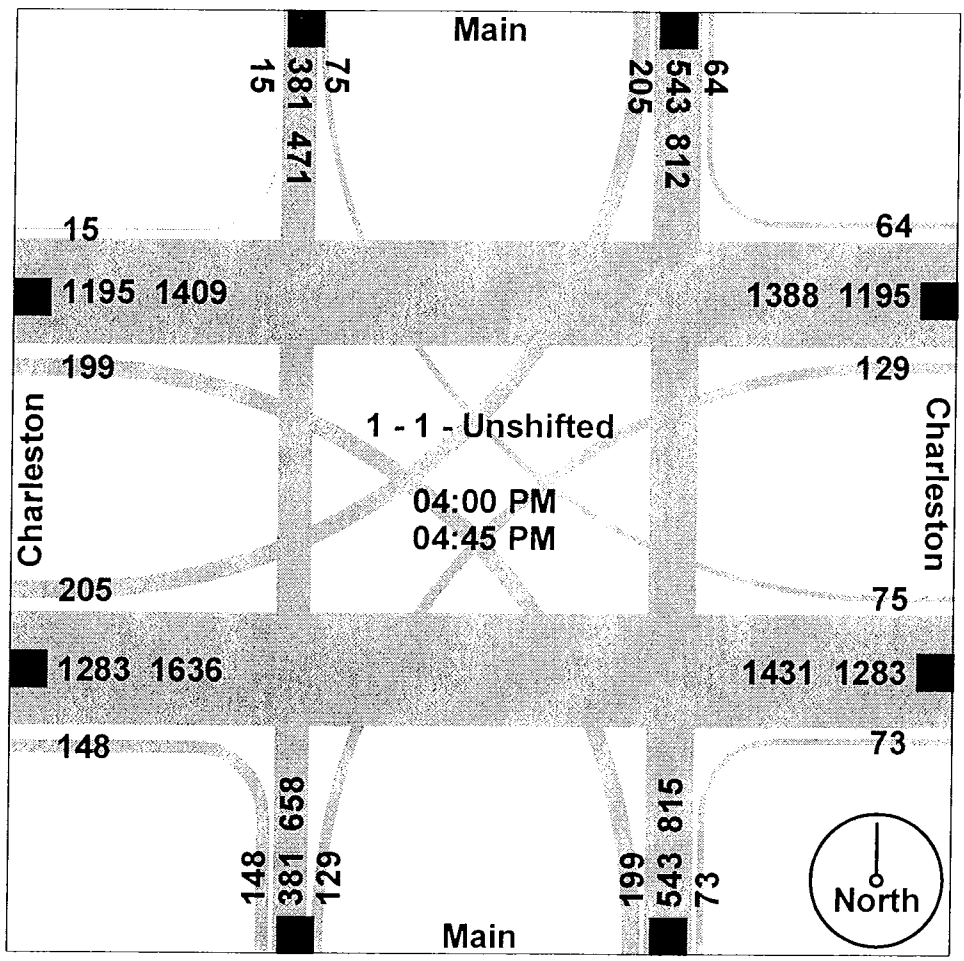
	Main Southbound					Charleston Westbound					Main Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Right only	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	14	437	55	140	646	36	938	133	0	1107	34	285	108	0	427	125	1339	216	1	1681	3861
Percent	2.2	67.6	8.5	21.7		3.3	84.7	12.0	0.0		8.0	66.7	25.3	0.0		7.4	79.7	12.8	0.1		
07:45 Volume	2	115	13	30	160	5	233	31	0	269	9	78	37	0	124	35	343	52	0	430	983
Peak Factor																					0.982
High Int.	08:15 AM					07:30 AM					07:45 AM					07:45 AM					
Volume	5	114	23	32	174	9	255	37	0	301	9	78	37	0	124	35	343	52	0	430	
Peak Factor					0.928					0.919					0.861					0.977	



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File Name : CHE6FA~1
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	Main Southbound					Charleston Westbound					Main Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Right only	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	15	381	75	240	711	64	1195	129	0	1388	73	543	199	0	815	148	1283	205	6	1642	4556
Percent	2.1	53.6	10.5	33.8		4.6	86.1	9.3	0.0		9.0	66.6	24.4	0.0		9.0	78.1	12.5	0.4		
04:00 Volume	7	107	16	74	204	12	306	40	0	358	23	146	61	0	230	46	345	69	0	460	1252
Peak Factor																					0.910
High Int.	04:00 PM					04:30 PM					04:00 PM					04:00 PM					
Volume	7	107	16	74	204	21	316	32	0	369	23	146	61	0	230	46	345	69	0	460	
Peak Factor					0.871					0.940					0.886					0.892	



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File Name : CH87C3~1
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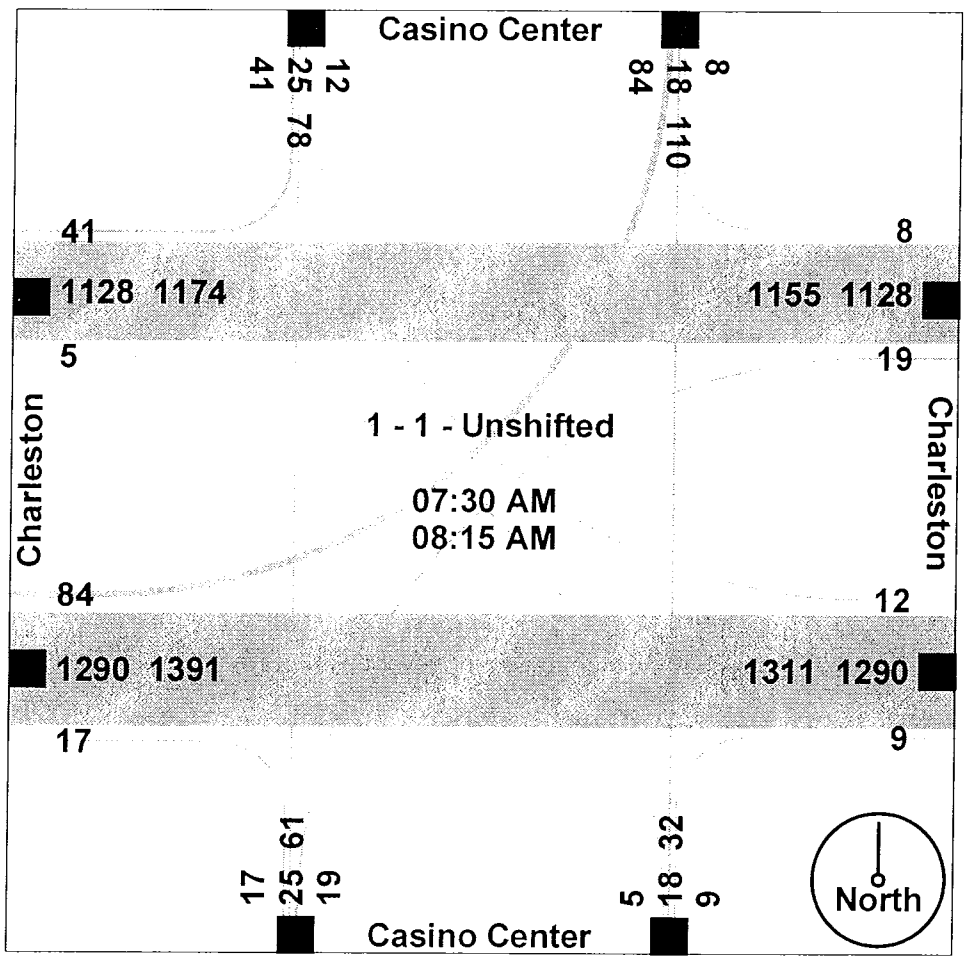
Groups Printed- 1 - Unshifted

	Casino Center Southbound				Charleston Westbound				Casino Center Northbound				Charleston Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	10	43	2	0	4	189	9	0	4	1	1	0	3	275	26	0	567
07:15 AM	10	5	0	0	4	268	10	0	1	3	1	0	3	297	13	0	615
07:30 AM	7	6	4	0	2	303	6	0	1	3	0	0	5	309	18	0	664
07:45 AM	6	5	4	0	2	291	4	0	4	5	1	0	3	325	25	0	675
Total	33	59	10	0	12	1051	29	0	10	12	3	0	14	1206	82	0	2521
08:00 AM	9	6	4	0	3	285	6	0	3	7	3	0	8	310	19	0	663
08:15 AM	19	8	0	0	1	249	3	0	1	3	1	0	1	346	22	0	654
08:30 AM	17	8	7	0	2	270	2	0	4	5	1	0	11	324	12	0	663
08:45 AM	13	4	3	0	3	242	4	0	9	4	3	0	0	275	18	0	578
Total	58	26	14	0	9	1046	15	0	17	19	8	0	20	1255	71	0	2558
*** BREAK ***																	
04:00 PM	24	12	12	0	0	369	6	0	11	6	3	0	6	359	8	0	816
04:15 PM	14	6	7	0	0	351	7	0	17	3	1	0	2	334	14	0	756
04:30 PM	18	12	10	0	1	339	7	0	12	99	3	0	2	299	4	0	806
04:45 PM	29	12	5	0	1	317	7	0	8	52	1	0	3	299	10	0	744
Total	85	42	34	0	2	1376	27	0	48	160	8	0	13	1291	36	0	3122
05:00 PM	37	13	7	0	2	421	6	0	10	12	4	0	1	304	5	0	822
05:15 PM	29	14	5	0	4	354	2	0	10	5	3	0	2	312	4	0	744
05:30 PM	20	10	9	0	1	290	5	0	7	8	2	0	1	289	9	0	651
05:45 PM	25	14	7	0	2	348	2	0	14	1	2	0	3	241	7	0	666
Total	111	51	28	0	9	1413	15	0	41	26	11	0	7	1146	25	0	2883
Grand Total	287	178	86	0	32	4886	86	0	116	217	30	0	54	4898	214	0	11084
Apprch %	52.1	32.3	15.6	0.0	0.6	97.6	1.7	0.0	32.0	59.8	8.3	0.0	1.0	94.8	4.1	0.0	
Total %	2.6	1.6	0.8	0.0	0.3	44.1	0.8	0.0	1.0	2.0	0.3	0.0	0.5	44.2	1.9	0.0	

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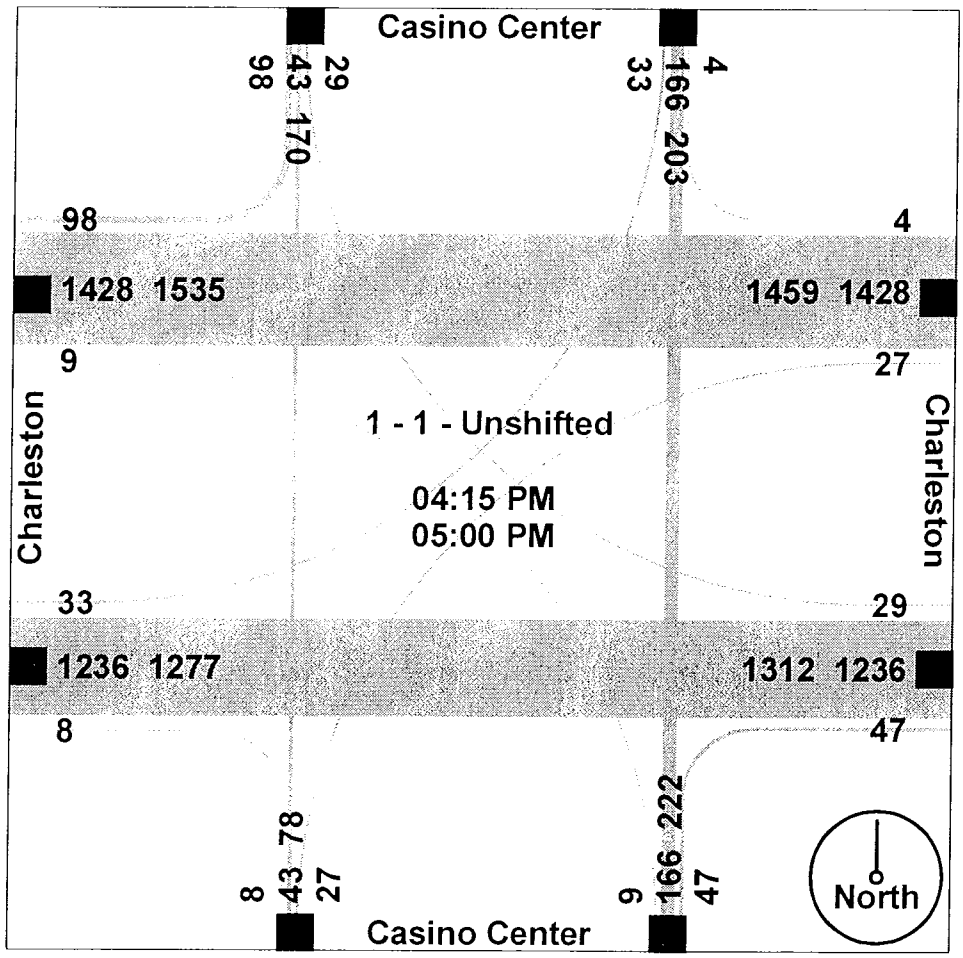
	Casino Center Southbound					Charleston Westbound					Casino Center Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	41	25	12	0	78	8	1128	19	0	1155	9	18	5	0	32	17	1290	84	0	1391	2656
Percent	52.6	32.1	15.4	0.0		0.7	97.7	1.6	0.0		28.1	56.2	15.6	0.0		1.2	92.7	6.0	0.0		
07:45 Volume	6	5	4	0	15	2	291	4	0	297	4	5	1	0	10	3	325	25	0	353	675
Peak Factor																					0.984
High Int.	08:15 AM					07:30 AM					08:00 AM					08:15 AM					
Volume	19	8	0	0	27	2	303	6	0	311	3	7	3	0	13	1	346	22	0	369	
Peak Factor					0.722					0.928					0.615					0.942	



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	Casino Center Southbound					Charleston Westbound					Casino Center Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	98	43	29	0	170	4	1428	27	0	1459	47	166	9	0	222	8	1236	33	0	1277	3128
Percent	57.6	25.3	17.1	0.0		0.3	97.9	1.9	0.0		21.2	74.8	4.1	0.0		0.6	96.8	2.6	0.0		
05:00 Volume	37	13	7	0	57	2	421	6	0	429	10	12	4	0	26	1	304	5	0	310	822
Peak Factor																					0.951
High Int.	05:00 PM					05:00 PM					04:30 PM					04:15 PM					
Volume	37	13	7	0	57	2	421	6	0	429	12	99	3	0	114	2	334	14	0	350	
Peak Factor					0.746					0.850					0.487					0.912	



(S)

Silver State Traffic Data Collection LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : CH8AE5~1
Site Code : 00002424
Start Date : 5/31/2007
Page No : 1

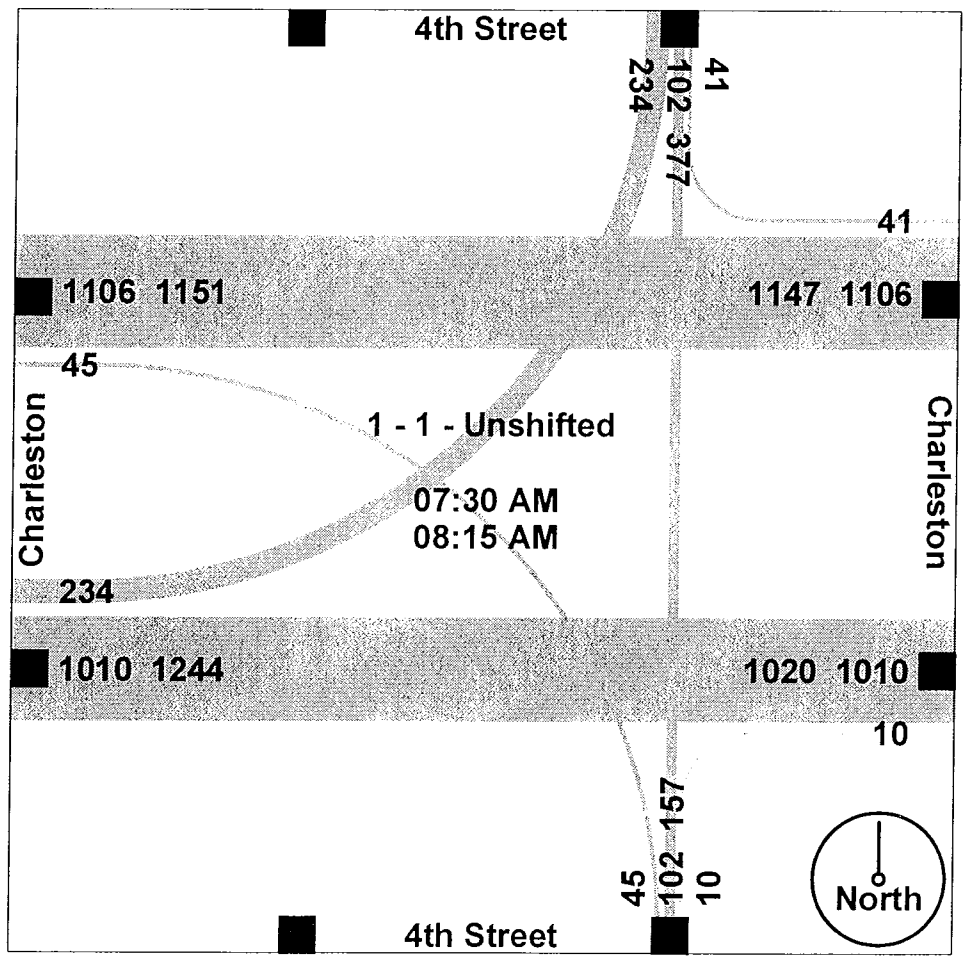
Groups Printed- 1 - Unshifted

	4th Street Southbound				Charleston Westbound				4th Street Northbound				Charleston Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	U-turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	13	263	0	0	4	14	5	0	0	216	40	0	555
07:15 AM	0	0	0	0	4	238	0	0	4	18	8	0	0	213	51	1	537
07:30 AM	0	0	0	0	5	325	0	0	3	18	14	0	0	241	47	0	653
07:45 AM	0	0	0	0	9	257	0	0	0	25	10	0	0	255	58	2	616
Total	0	0	0	0	31	1083	0	0	11	75	37	0	0	925	196	3	2361
08:00 AM	0	0	0	0	16	284	0	0	5	19	11	0	0	241	59	1	636
08:15 AM	0	0	0	0	11	240	0	0	2	40	10	0	0	273	70	1	647
08:30 AM	0	0	0	0	8	232	0	0	5	33	11	0	0	241	59	1	590
08:45 AM	0	0	0	0	10	260	0	0	2	27	16	0	0	237	54	1	607
Total	0	0	0	0	45	1016	0	0	14	119	48	0	0	992	242	4	2480
*** BREAK ***																	
04:00 PM	0	0	0	0	15	302	0	0	14	64	22	0	0	379	32	0	828
04:15 PM	0	0	0	0	13	326	0	0	16	54	21	0	0	334	27	3	794
04:30 PM	0	0	0	0	12	309	0	0	10	66	27	0	0	352	23	3	802
04:45 PM	0	0	0	0	15	270	0	0	19	60	31	0	0	308	22	0	725
Total	0	0	0	0	55	1207	0	0	59	244	101	0	0	1373	104	6	3149
05:00 PM	0	0	0	0	11	380	0	0	16	52	22	0	0	347	18	2	848
05:15 PM	0	0	0	0	9	260	0	0	10	72	35	0	0	346	19	1	752
05:30 PM	0	0	0	0	14	314	0	0	20	46	26	0	0	310	15	1	746
05:45 PM	0	0	0	0	11	275	0	0	12	49	26	0	0	276	19	0	668
Total	0	0	0	0	45	1229	0	0	58	219	109	0	0	1279	71	4	3014
Grand Total	0	0	0	0	176	4535	0	0	142	657	295	0	0	4569	613	17	11004
Apprch %	0.0	0.0	0.0	0.0	3.7	96.3	0.0	0.0	13.0	60.1	27.0	0.0	0.0	87.9	11.8	0.3	
Total %	0.0	0.0	0.0	0.0	1.6	41.2	0.0	0.0	1.3	6.0	2.7	0.0	0.0	41.5	5.6	0.2	

Silver State Traffic Data Collection LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : CH8AE5~1
Site Code : 00002424
Start Date : 5/31/2007
Page No : 2

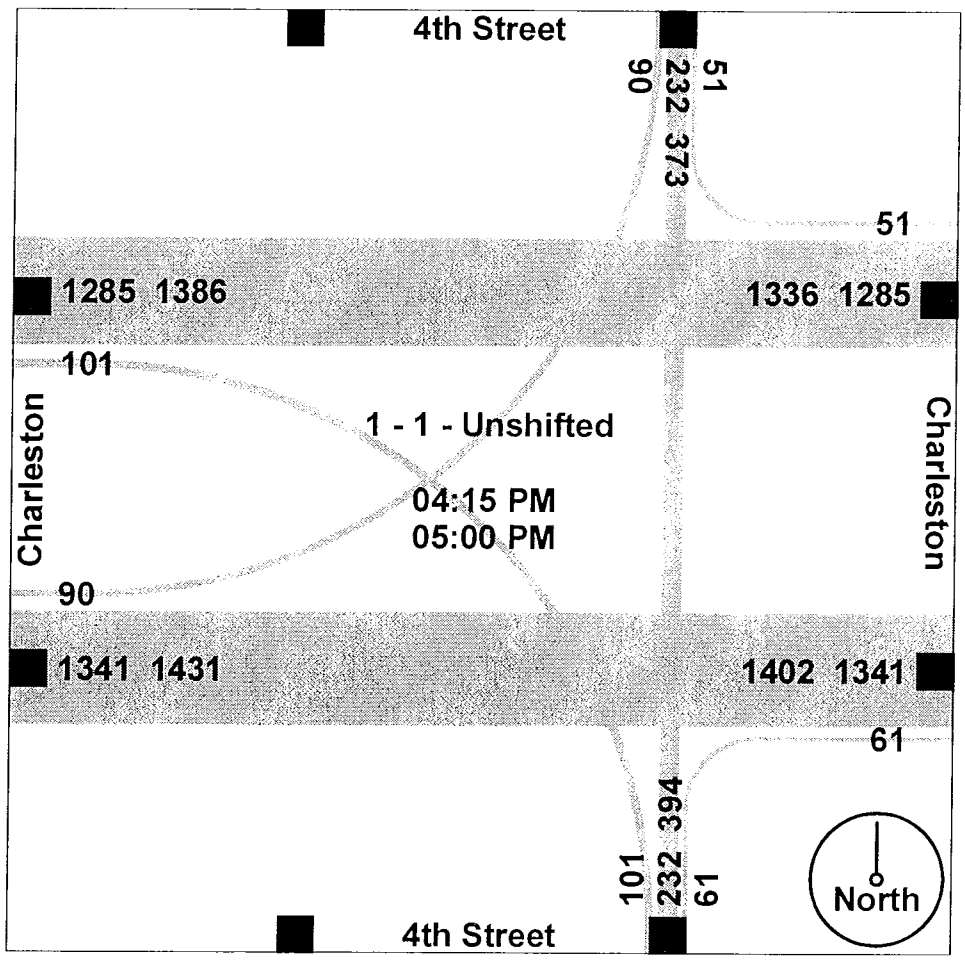
	4th Street Southbound					Charleston Westbound					4th Street Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection 07:30 AM																					
Volume	0	0	0	0	0	41	1106	0	0	1147	10	102	45	0	157	0	1010	234	4	1248	2552
Percent	0.0	0.0	0.0	0.0		3.6	96.4	0.0	0.0		6.4	65.0	28.7	0.0		0.0	80.9	18.8	0.3		
07:30 Volume	0	0	0	0	0	5	325	0	0	330	3	18	14	0	35	0	241	47	0	288	653
Peak Factor																					0.977
High Int.	6:45:00 AM					07:30 AM					08:15 AM					08:15 AM					
Volume	0	0	0	0	0	5	325	0	0	330	2	40	10	0	52	0	273	70	1	344	
Peak Factor										0.869					0.755					0.907	



Silver State Traffic Data Collection LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : CH8AE5~1
Site Code : 00002424
Start Date : 5/31/2007
Page No : 3

	4th Street Southbound					Charleston Westbound					4th Street Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:15 PM																					
Volume	0	0	0	0	0	51	1285	0	0	1336	61	232	101	0	394	0	1341	90	8	1439	3169
Percent	0.0	0.0	0.0	0.0		3.8	96.2	0.0	0.0		15.5	58.9	25.6	0.0		0.0	93.2	6.3	0.6		
05:00 Volume	0	0	0	0	0	11	380	0	0	391	16	52	22	0	90	0	347	18	2	367	848
Peak Factor																					0.934
High Int.						05:00 PM					04:45 PM					04:30 PM					
Volume	0	0	0	0	0	11	380	0	0	391	19	60	31	0	110	0	352	23	3	378	
Peak Factor										0.854					0.895					0.952	



(6)

Silver State Traffic Data Collection, LL
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : LVBD-Charleston
Site Code : 00004444
Start Date : 6/5/2007
Page No : 1

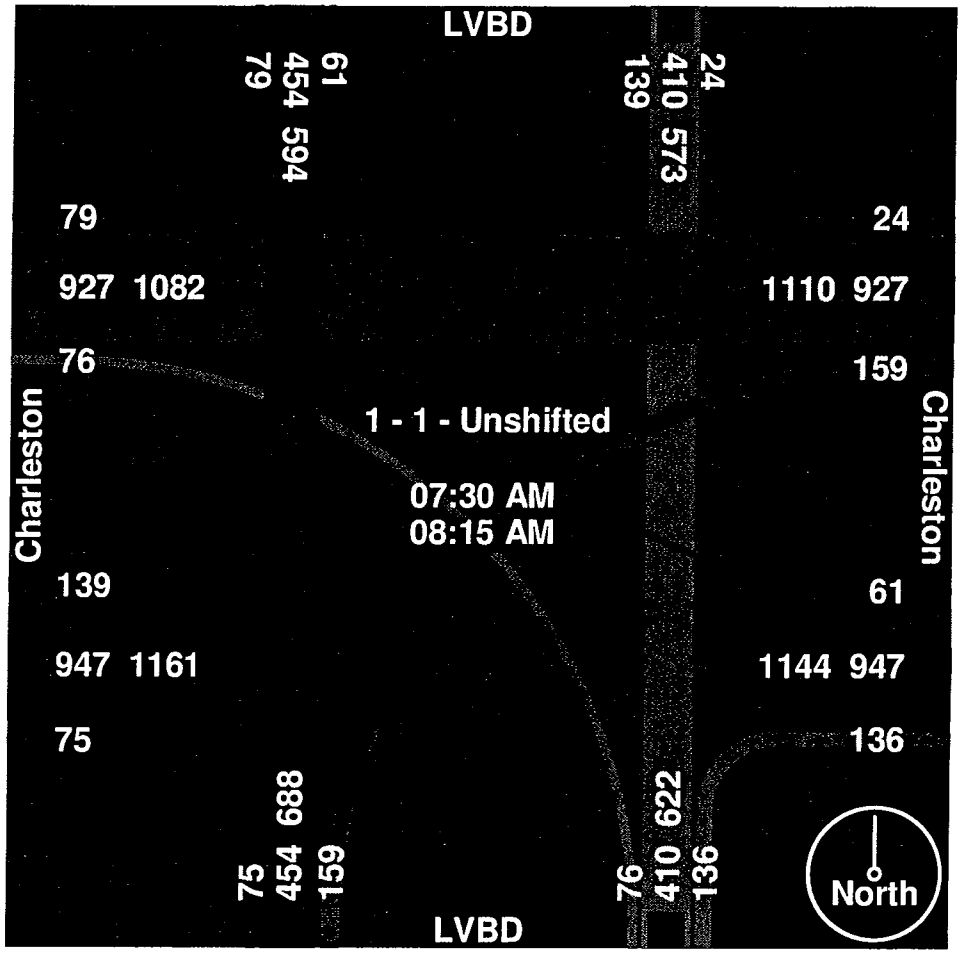
Groups Printed- 1 - Unshifted

	LVBD Southbound				Charleston Westbound				LVBD Northbound				Charleston Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	U-turns	Right	Thru	Left	U-turns	Right	Thru	Left	U-turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	20	104	13	0	4	184	30	0	28	64	11	2	18	184	14	0	676
07:15 AM	18	95	11	0	3	255	37	3	25	92	12	1	24	199	15	0	790
07:30 AM	20	118	17	0	10	247	40	2	31	94	17	3	16	207	37	0	859
07:45 AM	14	129	15	0	5	277	48	4	34	94	18	5	17	252	35	0	947
Total	72	446	56	0	22	963	155	9	118	344	58	11	75	842	101	0	3272
08:00 AM	20	99	11	0	5	207	41	1	33	96	17	2	24	232	41	0	829
08:15 AM	25	108	18	0	4	196	30	3	38	126	24	6	18	256	26	1	879
08:30 AM	22	95	18	0	7	241	43	3	35	77	18	3	16	228	37	4	847
08:45 AM	26	95	31	0	5	185	35	3	38	114	19	1	26	228	32	0	838
Total	93	397	78	0	21	829	149	10	144	413	78	12	84	944	136	5	3393
*** BREAK ***																	
04:00 PM	29	159	24	0	11	246	36	5	65	169	29	2	36	242	19	0	1072
04:15 PM	31	134	29	0	7	240	30	1	90	164	31	3	37	363	36	0	1196
04:30 PM	35	150	20	0	16	240	25	3	57	178	17	4	24	269	21	2	1061
04:45 PM	30	139	33	0	8	275	43	5	67	163	22	3	36	279	27	0	1130
Total	125	582	106	0	42	1001	134	14	279	674	99	12	133	1153	103	2	4459
05:00 PM	46	181	30	0	8	249	29	5	75	180	20	4	34	275	18	1	1155
05:15 PM	36	118	22	0	2	265	27	3	69	157	21	2	31	279	19	2	1053
05:30 PM	26	123	33	0	5	212	28	3	63	162	31	5	33	263	24	0	1011
05:45 PM	35	146	18	0	9	223	33	1	44	131	18	3	21	199	20	0	901
Total	143	568	103	0	24	949	117	12	251	630	90	14	119	1016	81	3	4120
Grand Total	433	1993	343	0	109	3742	555	45	792	2061	325	49	411	3955	421	10	15244
Apprch %	15.6	72.0	12.4	0.0	2.4	84.1	12.5	1.0	24.5	63.9	10.1	1.5	8.6	82.4	8.8	0.2	
Total %	2.8	13.1	2.3	0.0	0.7	24.5	3.6	0.3	5.2	13.5	2.1	0.3	2.7	25.9	2.8	0.1	

Silver State Traffic Data Collection, LL
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : LVBD-Charleston
Site Code : 00004444
Start Date : 6/5/2007

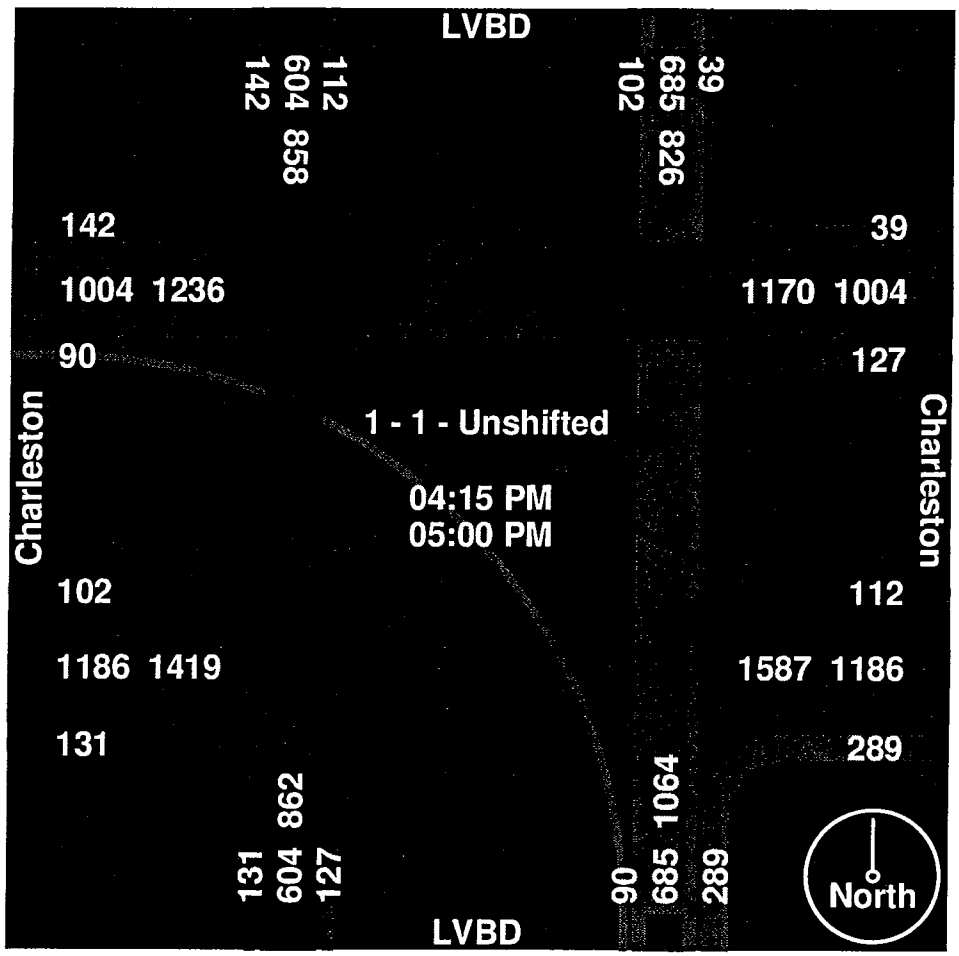
	LVBD Southbound					Charleston Westbound					LVBD Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	79	454	61	0	594	24	927	159	10	1120	136	410	76	16	638	75	947	139	1	1162	3514
Percent	13.3	76.4	10.3	0.0		2.1	82.8	14.2	0.9		21.3	64.3	11.9	2.5		6.5	81.5	12.0	0.1		
07:45 Volume	14	129	15	0	158	5	277	48	4	334	34	94	18	5	151	17	252	35	0	304	947
Peak Factor																					0.928
High Int.	07:45 AM					07:45 AM					08:15 AM					07:45 AM					
Volume	14	129	15	0	158	5	277	48	4	334	38	126	24	6	194	17	252	35	0	304	
Peak Factor					0.940					0.838					0.822					0.956	



Silver State Traffic Data Collection, LL
1819 Quarley Place
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702.898.1968

File Name : LVBD-Charleston
Site Code : 00004444
Start Date : 6/5/2007

	LVBD Southbound					Charleston Westbound					LVBD Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	142	604	112	0	858	39	1004	127	14	1184	289	685	90	14	1078	131	1186	102	3	1422	4542
Percent	16.6	70.4	13.1	0.0		3.3	84.8	10.7	1.2		26.8	63.5	8.3	1.3		9.2	83.4	7.2	0.2		
04:15 Volume	31	134	29	0	194	7	240	30	1	278	90	164	31	3	288	37	363	36	0	436	1196
Peak Factor																					0.949
High Int.	05:00 PM					04:45 PM					04:15 PM					04:15 PM					
Volume	46	181	30	0	257	8	275	43	5	331	90	164	31	3	288	37	363	36	0	436	
Peak Factor					0.835					0.894					0.936					0.815	



(7)

Silver State Traffic Data Collection, LL
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : Colorado-Main
Site Code : 00007777
Start Date : 5/30/2007
Page No : 1

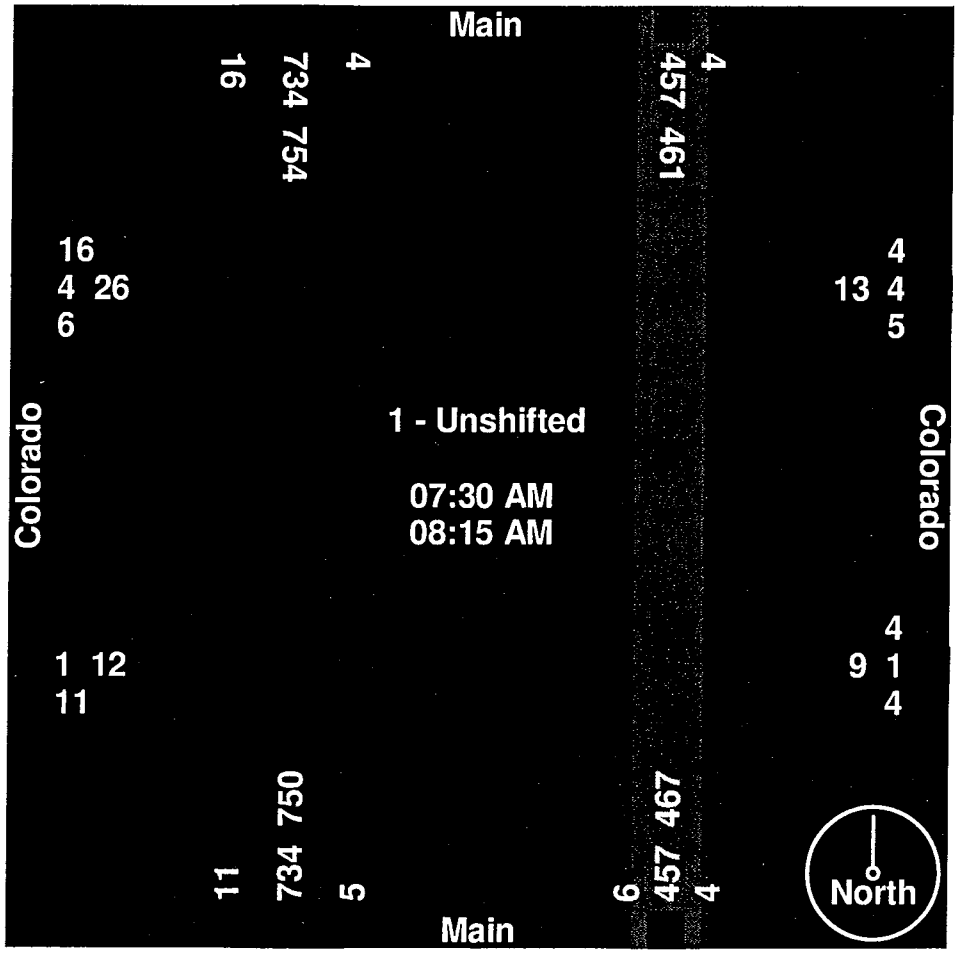
Groups Printed- Unshifted

	Main Southbound				Colorado Westbound				Main Northbound				Colorado Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	6	154	1	0	1	2	2	0	0	56	0	0	0	1	0	0	223
07:15 AM	4	176	0	0	0	0	0	0	2	77	1	0	0	1	0	0	261
07:30 AM	7	178	0	0	1	1	0	0	0	112	2	0	2	0	0	0	303
07:45 AM	4	213	2	0	1	3	3	0	1	123	1	0	3	0	0	0	354
Total	21	721	3	0	3	6	5	0	3	368	4	0	5	2	0	0	1141
08:00 AM	2	167	1	0	0	0	1	0	1	120	1	0	3	1	0	0	297
08:15 AM	3	176	1	0	2	0	1	0	2	102	2	0	3	0	0	0	292
08:30 AM	3	124	0	0	0	3	1	0	0	126	2	0	2	1	0	0	262
08:45 AM	6	125	0	0	1	0	0	0	0	95	0	0	1	1	2	0	231
Total	14	592	2	0	3	3	3	0	3	443	5	0	9	3	2	0	1082
*** BREAK ***																	
04:00 PM	4	169	0	0	3	1	2	0	0	172	3	0	4	3	4	0	365
04:15 PM	3	175	1	0	3	1	0	0	3	188	1	0	2	1	0	0	378
04:30 PM	2	142	3	0	3	0	1	0	0	177	2	0	1	0	1	0	332
04:45 PM	6	134	0	0	6	1	3	0	1	166	2	0	7	1	3	0	330
Total	15	620	4	0	15	3	6	0	4	703	8	0	14	5	8	0	1405
05:00 PM	1	156	0	0	3	1	1	0	0	188	2	0	0	0	1	0	353
05:15 PM	2	176	1	0	1	1	3	0	0	216	2	0	1	1	1	0	405
05:30 PM	1	122	1	0	3	0	1	0	0	186	7	0	4	3	3	0	331
05:45 PM	2	120	0	0	1	0	1	0	1	125	1	0	2	0	2	0	255
Total	6	574	2	0	8	2	6	0	1	715	12	0	7	4	7	0	1344
Grand Total	56	2507	11	0	29	14	20	0	11	2229	29	0	35	14	17	0	4972
Apprch %	2.2	97.4	0.4	0.0	46.0	22.2	31.7	0.0	0.5	98.2	1.3	0.0	53.0	21.2	25.8	0.0	
Total %	1.1	50.4	0.2	0.0	0.6	0.3	0.4	0.0	0.2	44.8	0.6	0.0	0.7	0.3	0.3	0.0	

Silver State Traffic Data Collection, LL
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : Colorado-Main
Site Code : 00007777
Start Date : 5/30/2007
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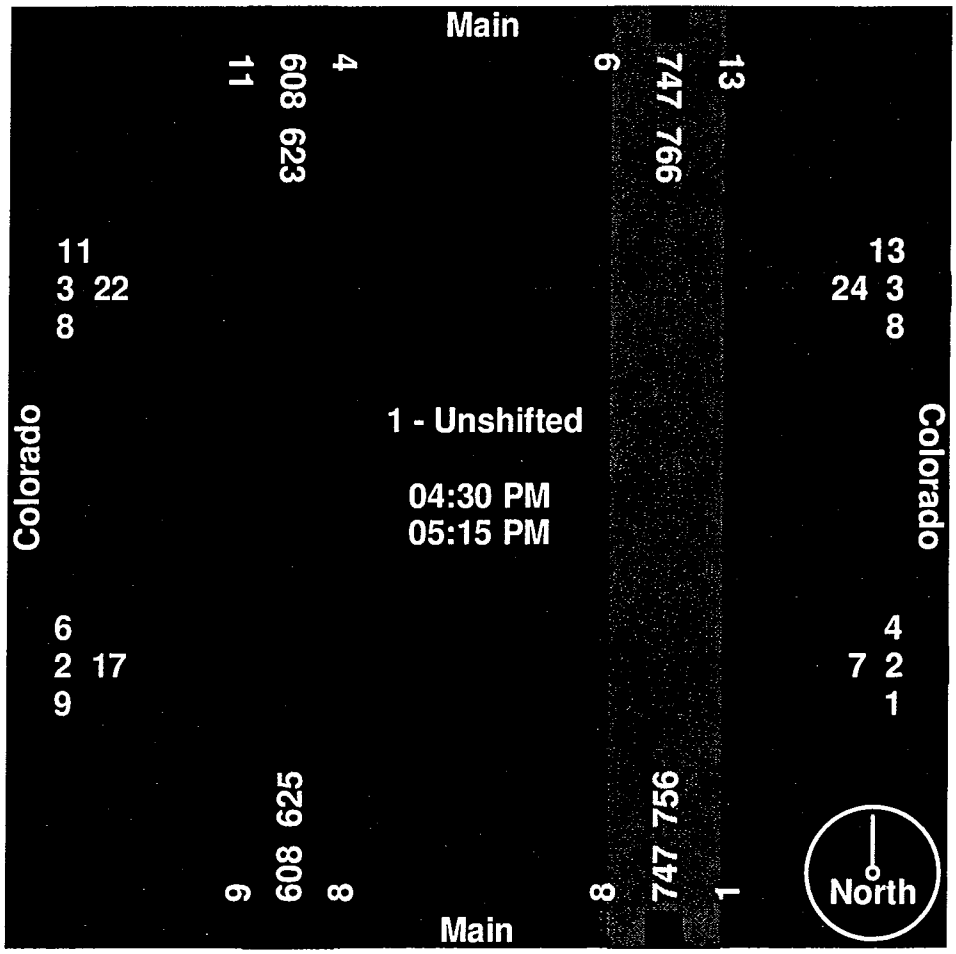
	Main Southbound					Colorado Westbound					Main Northbound					Colorado Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	16	734	4	0	754	4	4	5	0	13	4	457	6	0	467	11	1	0	0	12	1246
Percent	2.1	97.3	0.5	0.0		30.8	30.8	38.5	0.0		0.9	97.9	1.3	0.0		91.7	8.3	0.0	0.0		
07:45 Volume	4	213	2	0	219	1	3	3	0	7	1	123	1	0	125	3	0	0	0	3	354
Peak Factor																					0.880
High Int.	07:45 AM					07:45 AM					07:45 AM					08:00 AM					
Volume	4	213	2	0	219	1	3	3	0	7	1	123	1	0	125	3	1	0	0	4	
Peak Factor					0.861					0.464					0.934					0.750	



Silver State Traffic Data Collection, LL
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : Colorado-Main
Site Code : 00007777
Start Date : 5/30/2007
Page No : 3

	Main Southbound					Colorado Westbound					Main Northbound					Colorado Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	11	608	4	0	623	13	3	8	0	24	1	747	8	0	756	9	2	6	0	17	1420
Percent	1.8	97.6	0.6	0.0		54.2	12.5	33.3	0.0		0.1	98.8	1.1	0.0		52.9	11.8	35.3	0.0		
05:15 Volume	2	176	1	0	179	1	1	3	0	5	0	216	2	0	218	1	1	1	0	3	405
Peak Factor																					0.877
High Int.	05:15 PM					04:45 PM					05:15 PM					04:45 PM					
Volume	2	176	1	0	179	6	1	3	0	10	0	216	2	0	218	7	1	3	0	11	
Peak Factor					0.870					0.600					0.867					0.386	



Silver State Traffic Data Collection, LL
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : Colorado-4th
Site Code : 00000004
Start Date : 5/30/2007
Page No : 1

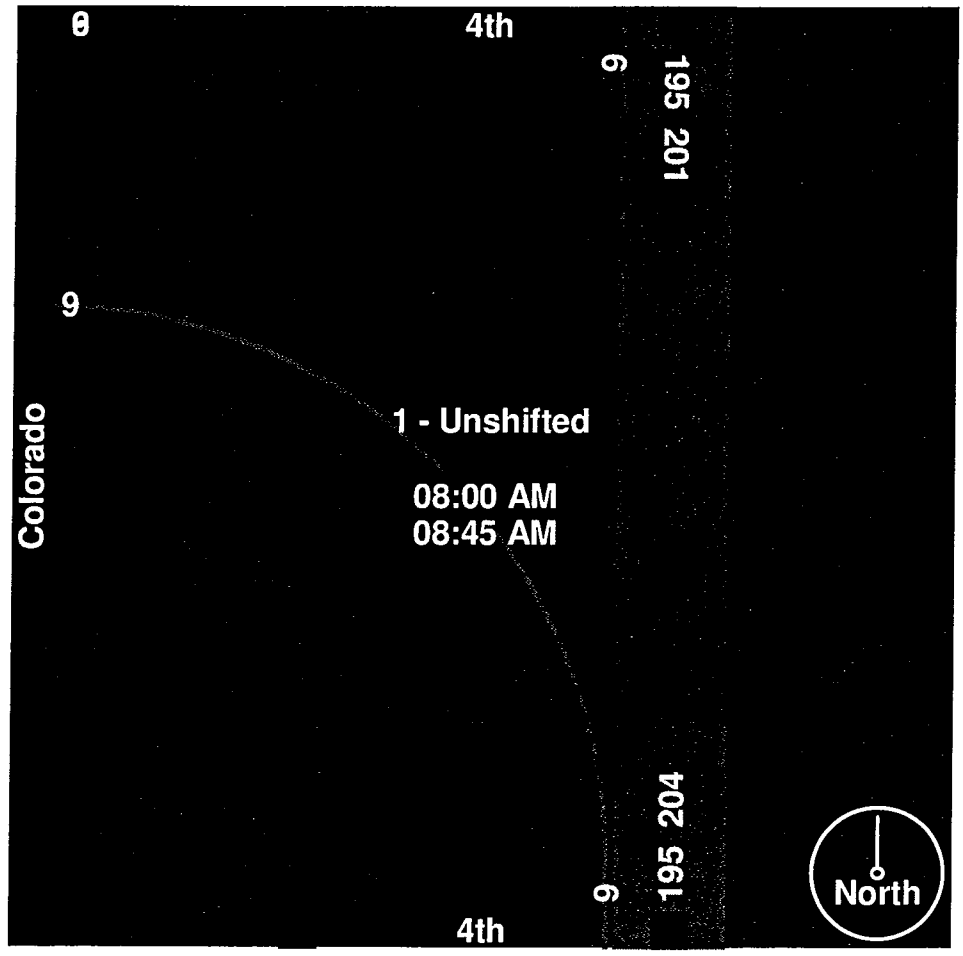
Groups Printed- Unshifted

	4th Northbound				Colorado Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	19	2	0	0	0	3	0	24
07:15 AM	0	28	4	0	0	0	2	0	34
07:30 AM	0	33	3	0	0	0	1	0	37
07:45 AM	0	41	1	0	0	0	0	0	42
Total	0	121	10	0	0	0	6	0	137
08:00 AM	0	50	2	0	0	0	1	0	53
08:15 AM	0	49	3	0	0	0	1	0	53
08:30 AM	0	47	3	0	0	0	4	0	54
08:45 AM	0	49	1	0	0	0	0	0	50
Total	0	195	9	0	0	0	6	0	210
*** BREAK ***									
04:00 PM	0	82	7	0	0	0	9	0	98
04:15 PM	0	81	7	0	0	0	6	0	94
04:30 PM	0	92	4	0	0	0	3	0	99
04:45 PM	0	90	4	0	0	0	4	0	98
Total	0	345	22	0	0	0	22	0	389
05:00 PM	0	67	5	0	0	0	4	0	76
05:15 PM	0	97	9	0	0	0	5	0	111
05:30 PM	0	70	6	0	0	0	6	0	82
05:45 PM	0	73	3	0	0	0	8	0	84
Total	0	307	23	0	0	0	23	0	353
Grand Total	0	968	64	0	0	0	57	0	1089
Apprch %	0.0	93.8	6.2	0.0	0.0	0.0	100.0	0.0	
Total %	0.0	88.9	5.9	0.0	0.0	0.0	5.2	0.0	

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File Name : Colorado-4th
Site Code : 00000004
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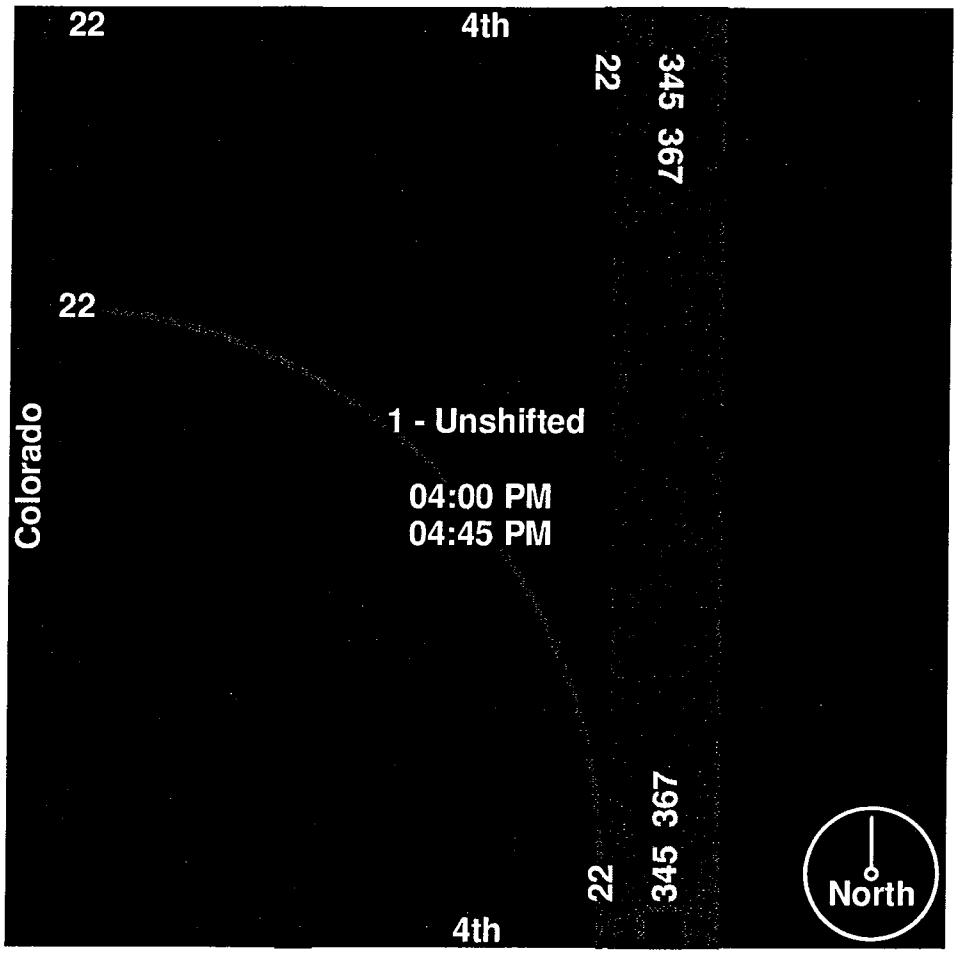
			4th Northbound					Colorado Eastbound					
Start Time	App. Total	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	08:00 AM												
Volume	0	0	0	195	9	0	204	0	0	6	0	6	210
Percent			0.0	95.6	4.4	0.0		0.0	0.0	100.0	0.0		
08:30 Volume	0	0	0	47	3	0	50	0	0	4	0	4	54
Peak Factor													0.972
High Int.	6:45:00 AM	6:45:00 AM	08:00 AM					08:30 AM					
Volume	0	0	0	50	2	0	52	0	0	4	0	4	
Peak Factor							0.981					0.375	



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File Name : Colorado-4th
Site Code : 00000004
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			4th Northbound					Colorado Eastbound					
Start Time	App. Total	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:00 PM												
Volume	0	0	0	345	22	0	367	0	0	22	0	22	389
Percent			0.0	94.0	6.0	0.0		0.0	0.0	100.0	0.0		
04:30 Volume	0	0	0	92	4	0	96	0	0	3	0	3	99
Peak Factor													0.982
High Int.			04:30 PM					04:00 PM					
Volume	0	0	0	92	4	0	96	0	0	9	0	9	
Peak Factor							0.956					0.611	



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File Name : Oakey-Western
Site Code : 00000000
Start Date : 5/30/2007
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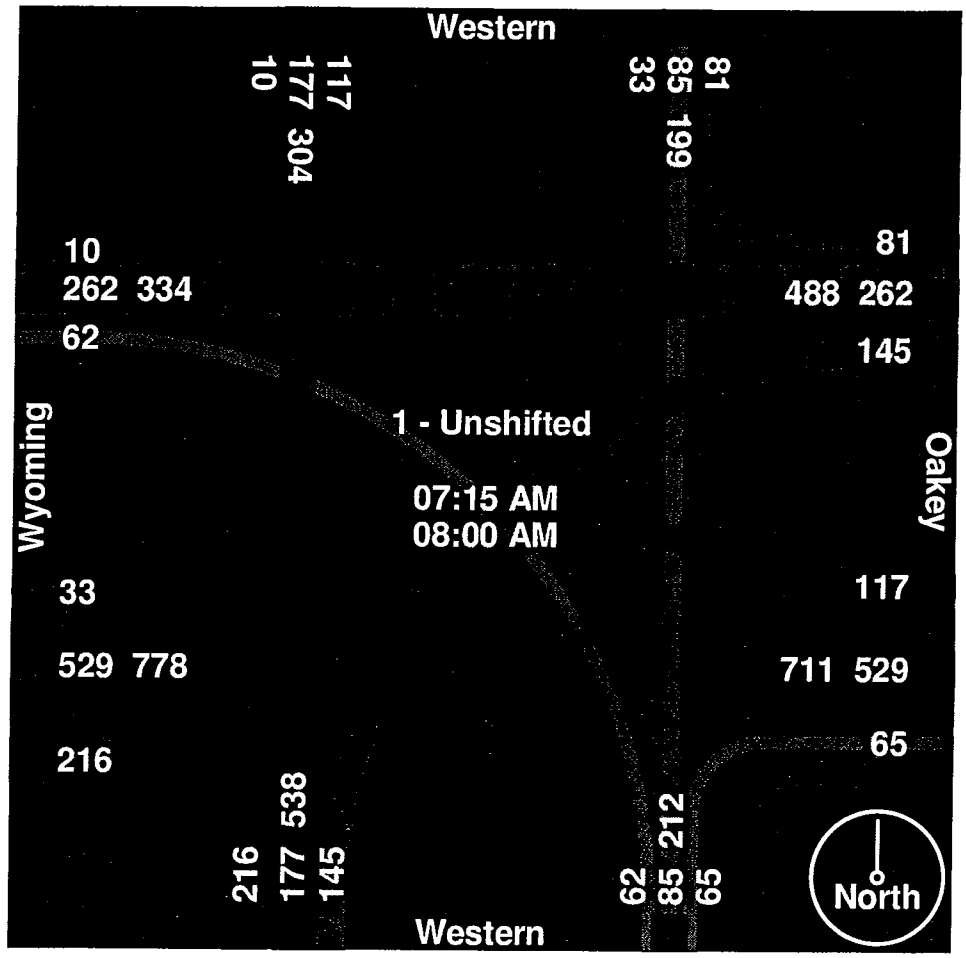
Groups Printed- Unshifted

	Western Southbound				Oakey Westbound				Western Northbound				Wyoming Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	35	24	0	10	27	23	0	12	10	5	0	58	60	12	0	277
07:15 AM	3	36	36	0	26	55	31	0	16	11	13	0	38	94	7	0	366
07:30 AM	3	43	35	0	16	54	28	0	17	27	15	0	65	154	9	0	466
07:45 AM	1	46	19	0	15	78	50	0	11	24	14	0	70	154	5	0	487
Total	8	160	114	0	67	214	132	0	56	72	47	0	231	462	33	0	1596
08:00 AM	3	52	27	0	24	75	36	0	21	23	20	0	43	127	12	0	463
08:15 AM	3	27	18	0	20	49	25	0	27	26	19	0	52	75	8	0	349
08:30 AM	5	35	17	0	10	60	26	0	20	27	12	0	22	100	4	0	338
08:45 AM	2	30	23	0	14	53	26	0	24	27	12	0	28	101	6	0	346
Total	13	144	85	0	68	237	113	0	92	103	63	0	145	403	30	0	1496
*** BREAK ***																	
04:00 PM	3	13	19	0	47	167	29	0	59	66	72	0	32	119	9	0	635
04:15 PM	6	13	18	0	62	149	31	0	50	82	69	0	24	119	10	0	633
04:30 PM	6	30	22	0	48	186	22	0	39	71	67	0	24	125	9	0	649
04:45 PM	5	14	16	0	37	149	25	0	57	77	74	0	14	96	12	0	576
Total	20	70	75	0	194	651	107	0	205	296	282	0	94	459	40	0	2493
05:00 PM	5	9	17	0	61	155	14	0	61	80	80	0	19	125	17	0	643
05:15 PM	1	14	12	0	55	180	15	0	43	99	82	0	23	119	7	0	650
05:30 PM	5	9	23	0	43	165	20	0	47	44	68	0	9	103	8	0	544
05:45 PM	3	9	19	0	32	96	14	0	17	34	41	0	11	72	9	0	357
Total	14	41	71	0	191	596	63	0	168	257	271	0	62	419	41	0	2194
Grand Total	55	415	345	0	520	1698	415	0	521	728	663	0	532	1743	144	0	7779
Apprch %	6.7	50.9	42.3	0.0	19.7	64.5	15.8	0.0	27.2	38.1	34.7	0.0	22.0	72.1	6.0	0.0	
Total %	0.7	5.3	4.4	0.0	6.7	21.8	5.3	0.0	6.7	9.4	8.5	0.0	6.8	22.4	1.9	0.0	

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File Name : Oakey-Western
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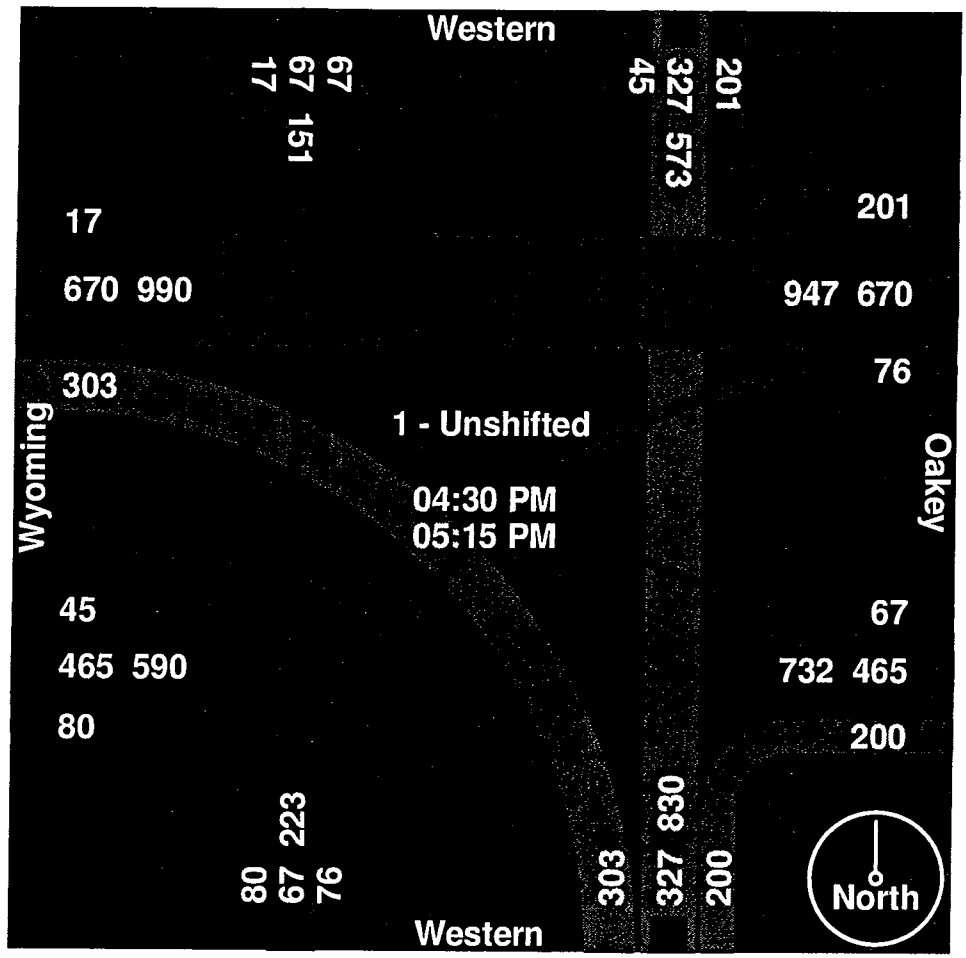
	Western Southbound					Oakey Westbound					Western Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	10	177	117	0	304	81	262	145	0	488	65	85	62	0	212	216	529	33	0	778	1782
Percent	3.3	58.2	38.5	0.0		16.6	53.7	29.7	0.0		30.7	40.1	29.2	0.0		27.8	68.0	4.2	0.0		
07:45 Volume	1	46	19	0	66	15	78	50	0	143	11	24	14	0	49	70	154	5	0	229	487
Peak Factor																					0.915
High Int.	08:00 AM					07:45 AM					08:00 AM					07:45 AM					
Volume	3	52	27	0	82	15	78	50	0	143	21	23	20	0	64	70	154	5	0	229	
Peak Factor					0.927					0.853					0.828					0.849	



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File Name : Oakey-Western
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	Western Southbound					Oakey Westbound					Western Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	17	67	67	0	151	201	670	76	0	947	200	327	303	0	830	80	465	45	0	590	2518
Percent	11.3	44.4	44.4	0.0		21.2	70.7	8.0	0.0		24.1	39.4	36.5	0.0		13.6	78.8	7.6	0.0		
05:15 Volume	1	14	12	0	27	55	180	15	0	250	43	99	82	0	224	23	119	7	0	149	650
Peak Factor																					0.968
High Int.	04:30 PM					04:30 PM					05:15 PM					05:00 PM					
Volume	6	30	22	0	58	48	186	22	0	256	43	99	82	0	224	19	125	17	0	161	
Peak Factor					0.651					0.925					0.926					0.916	



(10)

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File Name : Wyoming-Industrial
Site Code : 00005678
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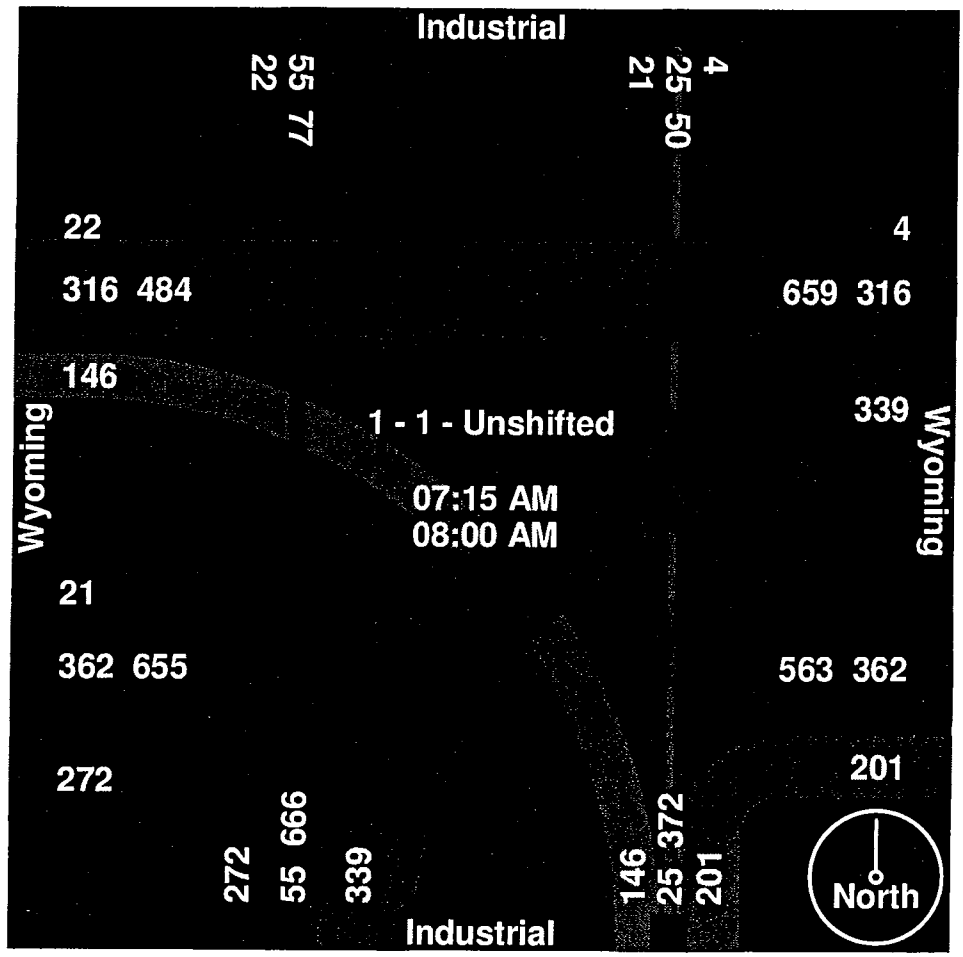
Groups Printed- 1 - Unshifted

	Industrial Southbound				Wyoming Westbound				Industrial Northbound				Wyoming Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	6	10	0	0	1	41	103	0	46	6	21	0	49	43	2	0	328
07:15 AM	5	8	0	0	1	57	83	0	47	2	41	0	73	66	3	0	386
07:30 AM	4	20	0	0	0	63	83	0	42	4	34	0	77	106	5	0	438
07:45 AM	5	16	0	0	1	103	97	0	50	10	31	0	54	109	6	0	482
Total	20	54	0	0	3	264	366	0	185	22	127	0	253	324	16	0	1634
08:00 AM	8	11	0	0	2	93	76	0	62	9	40	0	68	81	7	0	457
08:15 AM	3	7	1	0	2	45	68	0	70	6	47	0	40	78	4	0	371
08:30 AM	9	5	0	0	1	31	60	0	58	8	35	0	56	67	6	0	336
08:45 AM	6	4	0	0	1	50	47	0	48	8	42	0	62	77	6	0	351
Total	26	27	1	0	6	219	251	0	238	31	164	0	226	303	23	0	1515
*** BREAK ***																	
04:00 PM	18	8	0	0	1	107	72	0	101	14	147	0	35	145	8	0	656
04:15 PM	8	9	2	0	2	86	60	0	134	14	152	0	42	120	5	0	634
04:30 PM	7	6	0	0	1	82	48	0	127	10	173	0	35	117	6	0	612
04:45 PM	7	11	1	0	1	77	58	0	96	6	89	0	19	108	3	0	476
Total	40	34	3	0	5	352	238	0	458	44	561	0	131	490	22	0	2378
05:00 PM	4	8	2	0	2	107	68	0	122	8	109	0	48	133	3	0	614
05:15 PM	5	8	0	0	0	102	56	0	142	14	142	0	34	119	1	0	623
05:30 PM	12	10	0	0	1	83	64	0	93	8	124	0	35	127	2	0	559
05:45 PM	4	5	1	0	2	71	29	0	58	3	75	0	22	63	0	0	333
Total	25	31	3	0	5	363	217	0	415	33	450	0	139	442	6	0	2129
Grand Total	111	146	7	0	19	1198	1072	0	1296	130	1302	0	749	1559	67	0	7656
Apprch %	42.0	55.3	2.7	0.0	0.8	52.3	46.8	0.0	47.5	4.8	47.7	0.0	31.5	65.6	2.8	0.0	
Total %	1.4	1.9	0.1	0.0	0.2	15.6	14.0	0.0	16.9	1.7	17.0	0.0	9.8	20.4	0.9	0.0	

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File Name : Wyoming-Industrial
Site Code : 00005678
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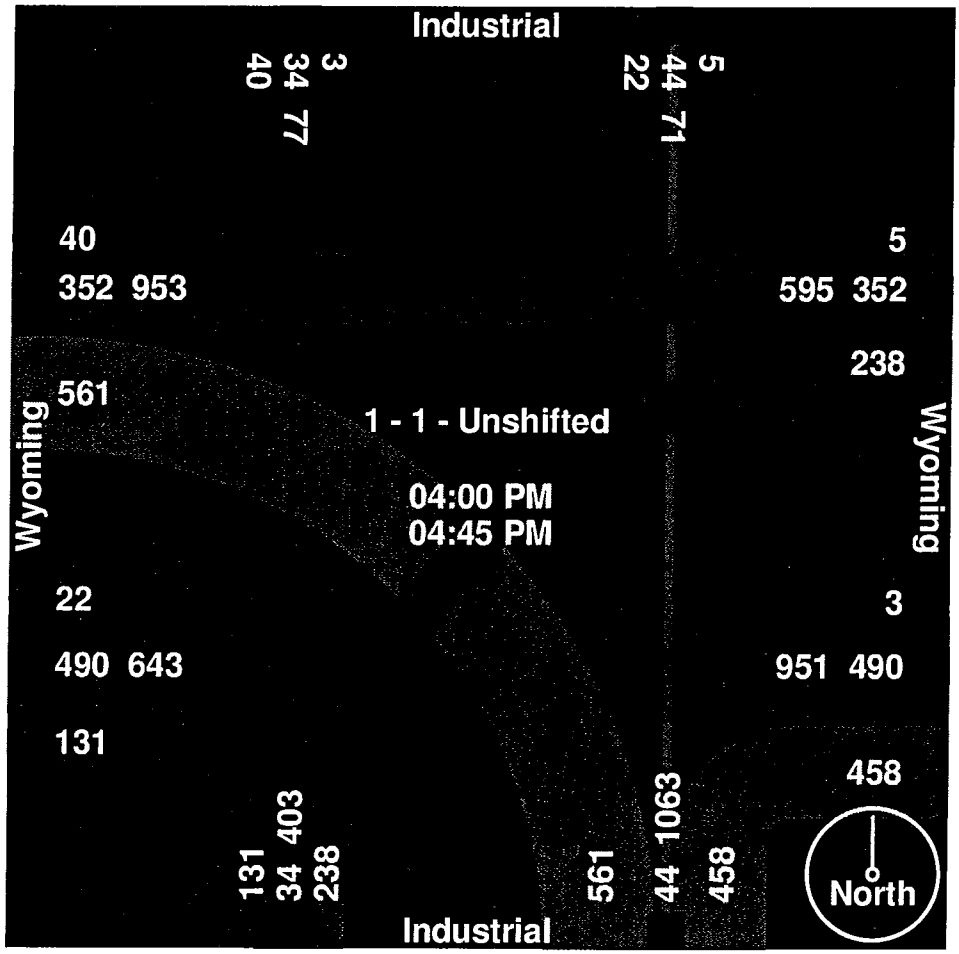
	Industrial Southbound					Wyoming Westbound					Industrial Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	22	55	0	0	77	4	316	339	0	659	201	25	146	0	372	272	362	21	0	655	1763
Percent	28.6	71.4	0.0	0.0		0.6	48.0	51.4	0.0		54.0	6.7	39.2	0.0		41.5	55.3	3.2	0.0		
07:45 Volume	5	16	0	0	21	1	103	97	0	201	50	10	31	0	91	54	109	6	0	169	482
Peak Factor																					0.914
High Int.	07:30 AM					07:45 AM					08:00 AM					07:30 AM					
Volume	4	20	0	0	24	1	103	97	0	201	62	9	40	0	111	77	106	5	0	188	
Peak Factor					0.802					0.820					0.838					0.871	



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File Name : Wyoming-Industrial
Site Code : 00005678
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	Industrial Southbound					Wyoming Westbound					Industrial Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	40	34	3	0	77	5	352	238	0	595	458	44	561	0	1063	131	490	22	0	643	2378
Percent	51.9	44.2	3.9	0.0		0.8	59.2	40.0	0.0		43.1	4.1	52.8	0.0		20.4	76.2	3.4	0.0		
04:00 Volume	18	8	0	0	26	1	107	72	0	180	101	14	147	0	262	35	145	8	0	188	656
Peak Factor																					0.906
High Int.	04:00 PM					04:00 PM					04:30 PM					04:00 PM					
Volume	18	8	0	0	26	1	107	72	0	180	127	10	173	0	310	35	145	8	0	188	
Peak Factor					0.740					0.826					0.857					0.855	



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File Name : Wyoming-Main
Site Code : 00002424
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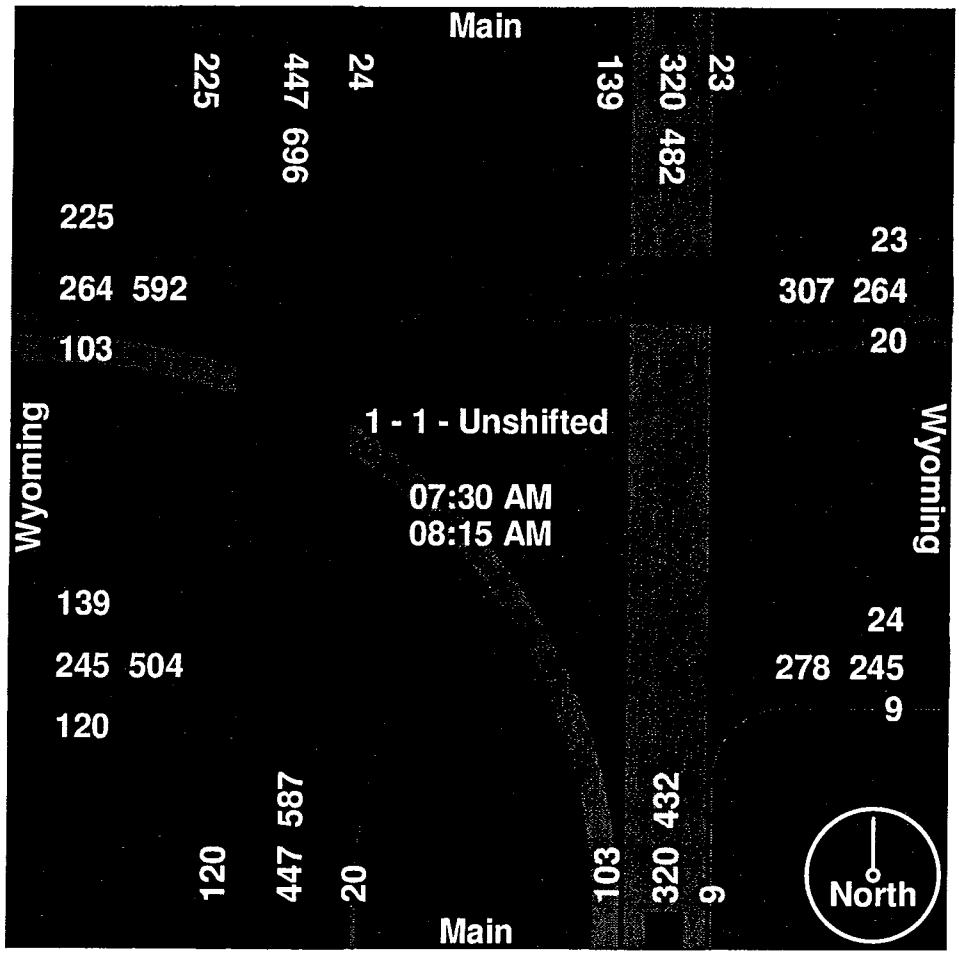
Groups Printed- 1 - Unshifted

	Main Southbound				Wyoming Westbound				Main Northbound				Wyoming Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	49	93	1	0	2	62	2	0	4	39	16	0	10	34	20	0	332
07:15 AM	50	112	5	0	3	66	3	0	0	56	21	0	17	53	34	0	420
07:30 AM	54	116	5	0	6	70	5	0	1	76	22	0	34	50	36	0	475
07:45 AM	61	133	9	0	3	81	7	0	5	99	21	0	40	75	29	0	563
Total	214	454	20	0	14	279	17	0	10	270	80	0	101	212	119	0	1790
08:00 AM	62	93	5	0	7	58	3	0	1	74	34	0	26	58	36	0	457
08:15 AM	48	105	5	0	7	55	5	0	2	71	26	0	20	62	38	0	444
08:30 AM	41	79	5	0	1	41	9	0	6	82	20	0	31	66	36	0	417
08:45 AM	38	76	4	0	1	38	7	0	0	68	16	0	24	56	25	0	353
Total	189	353	19	0	16	192	24	0	9	295	96	0	101	242	135	0	1671
*** BREAK ***																	
04:00 PM	49	109	10	0	3	53	13	0	4	101	33	0	35	151	48	0	609
04:15 PM	45	120	7	0	8	39	12	0	7	149	21	0	38	148	50	0	644
04:30 PM	34	100	8	0	1	45	12	0	8	120	43	0	33	147	55	0	606
04:45 PM	28	110	4	0	4	59	13	0	8	148	28	0	25	159	31	0	617
Total	156	439	29	0	16	196	50	0	27	518	125	0	131	605	184	0	2476
05:00 PM	26	105	10	0	5	73	13	0	1	113	36	0	38	146	61	0	627
05:15 PM	38	131	10	0	1	43	14	0	5	153	47	0	25	143	65	0	675
05:30 PM	32	84	3	0	11	51	7	0	2	127	50	0	21	121	42	0	551
05:45 PM	24	84	5	0	7	44	11	0	2	67	23	0	27	77	30	0	401
Total	120	404	28	0	24	211	45	0	10	460	156	0	111	487	198	0	2254
Grand Total	679	1650	96	0	70	878	136	0	56	1543	457	0	444	1546	636	0	8191
Apprch %	28.0	68.0	4.0	0.0	6.5	81.0	12.5	0.0	2.7	75.0	22.2	0.0	16.9	58.9	24.2	0.0	
Total %	8.3	20.1	1.2	0.0	0.9	10.7	1.7	0.0	0.7	18.8	5.6	0.0	5.4	18.9	7.8	0.0	

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File Name : Wyoming-Main
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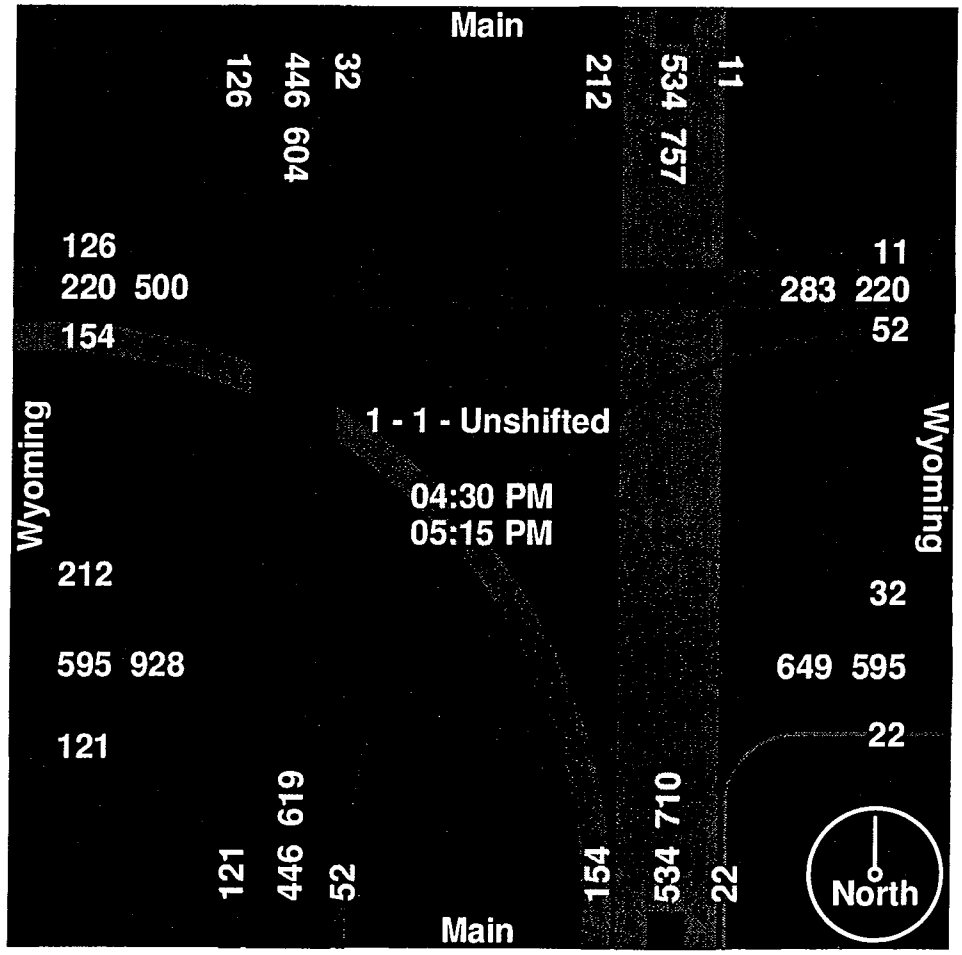
	Main Southbound					Wyoming Westbound					Main Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	225	447	24	0	696	23	264	20	0	307	9	320	103	0	432	120	245	139	0	504	1939
Percent	32.3	64.2	3.4	0.0		7.5	86.0	6.5	0.0		2.1	74.1	23.8	0.0		23.8	48.6	27.6	0.0		
07:45 Volume	61	133	9	0	203	3	81	7	0	91	5	99	21	0	125	40	75	29	0	144	563
Peak Factor																					0.861
High Int.	07:45 AM					07:45 AM					07:45 AM					07:45 AM					
Volume	61	133	9	0	203	3	81	7	0	91	5	99	21	0	125	40	75	29	0	144	
Peak Factor					0.857					0.843					0.864					0.875	



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Site Code : 00002424
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	Main Southbound					Wyoming Westbound					Main Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	126	446	32	0	604	11	220	52	0	283	22	534	154	0	710	121	595	212	0	928	2525
Percent	20.9	73.8	5.3	0.0		3.9	77.7	18.4	0.0		3.1	75.2	21.7	0.0		13.0	64.1	22.8	0.0		
05:15 Volume	38	131	10	0	179	1	43	14	0	58	5	153	47	0	205	25	143	65	0	233	675
Peak Factor																					0.935
High Int.	05:15 PM					05:00 PM					05:15 PM					05:00 PM					
Volume	38	131	10	0	179	5	73	13	0	91	5	153	47	0	205	38	146	61	0	245	
Peak Factor					0.844					0.777					0.866					0.947	



Silver State Traffic Data Collection, LL
1819 Quarley Place
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702.898.1968

File Name : LVBD-St. Louis
Site Code : 00003333
Start Date : 6/5/2007
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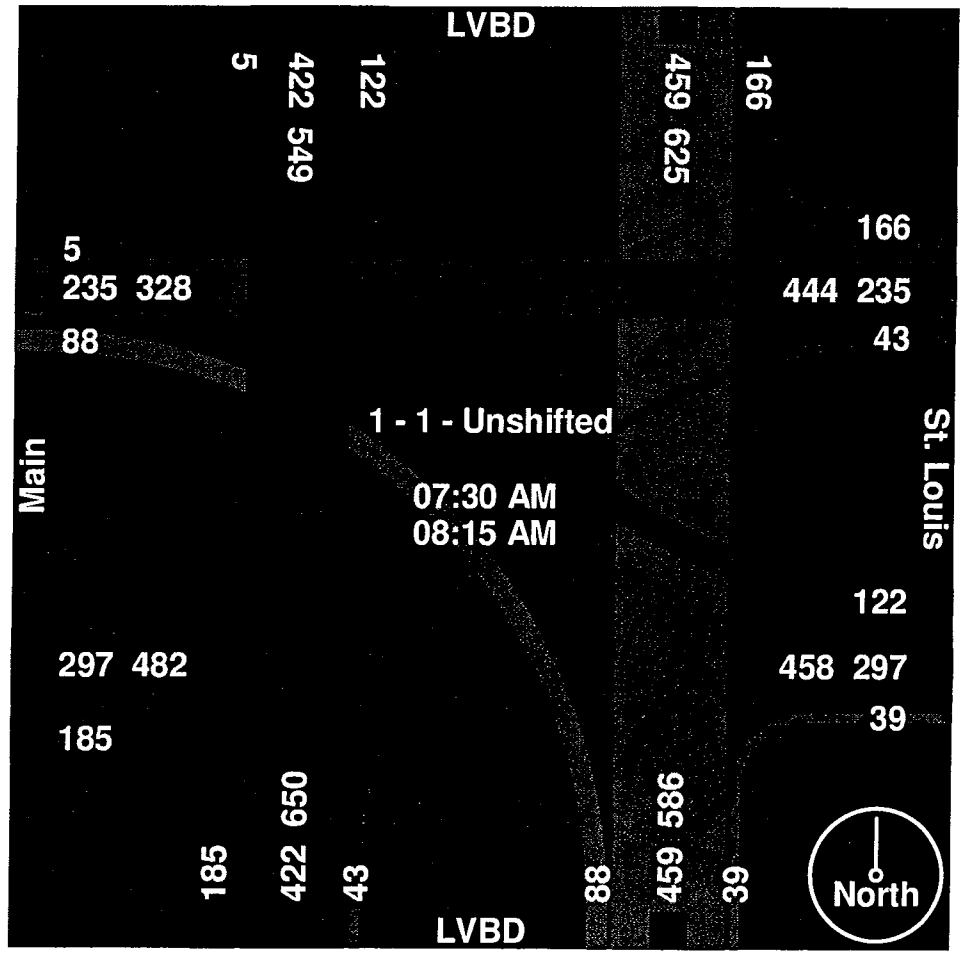
Groups Printed- 1 - Unshifted

	LVBD Southbound				St. Louis Westbound				LVBD Northbound				Main Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	88	32	0	26	35	4	0	11	68	12	0	35	63	0	0	376
07:15 AM	2	96	27	0	44	51	9	0	8	100	15	0	29	87	0	0	468
07:30 AM	1	101	27	0	34	64	20	0	7	105	8	0	51	84	0	0	502
07:45 AM	1	112	42	0	45	56	7	0	12	140	28	0	41	73	0	0	557
Total	6	397	128	0	149	206	40	0	38	413	63	0	156	307	0	0	1903
08:00 AM	2	95	27	0	49	67	10	0	9	92	22	0	50	76	0	0	499
08:15 AM	1	114	26	0	38	48	6	0	11	122	30	0	43	64	0	0	503
08:30 AM	1	81	18	0	65	69	11	0	9	108	28	0	46	44	0	0	480
08:45 AM	0	91	31	0	52	57	20	0	9	95	22	0	52	76	0	0	505
Total	4	381	102	0	204	241	47	0	38	417	102	0	191	260	0	0	1987
*** BREAK ***																	
04:00 PM	1	157	36	0	88	89	14	0	13	191	41	0	65	77	0	0	772
04:15 PM	1	131	21	0	90	143	23	0	13	183	46	0	62	67	0	0	780
04:30 PM	1	157	45	0	72	85	26	0	16	157	36	0	69	77	0	0	741
04:45 PM	1	146	34	0	74	98	26	0	13	169	61	0	72	65	0	0	759
Total	4	591	136	0	324	415	89	0	55	700	184	0	268	286	0	0	3052
05:00 PM	5	148	37	0	89	114	27	0	18	157	54	0	65	104	0	0	818
05:15 PM	1	134	42	0	74	119	23	0	12	201	54	0	58	87	0	0	805
05:30 PM	2	137	24	0	79	115	22	0	14	171	60	0	72	70	0	0	766
05:45 PM	0	166	31	0	59	77	14	0	15	139	26	0	67	66	0	0	660
Total	8	585	134	0	301	425	86	0	59	668	194	0	262	327	0	0	3049
Grand Total	22	1954	500	0	978	1287	262	0	190	2198	543	0	877	1180	0	0	9991
Apprch %	0.9	78.9	20.2	0.0	38.7	50.9	10.4	0.0	6.5	75.0	18.5	0.0	42.6	57.4	0.0	0.0	
Total %	0.2	19.6	5.0	0.0	9.8	12.9	2.6	0.0	1.9	22.0	5.4	0.0	8.8	11.8	0.0	0.0	

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File Name : LVBD-St. Louis
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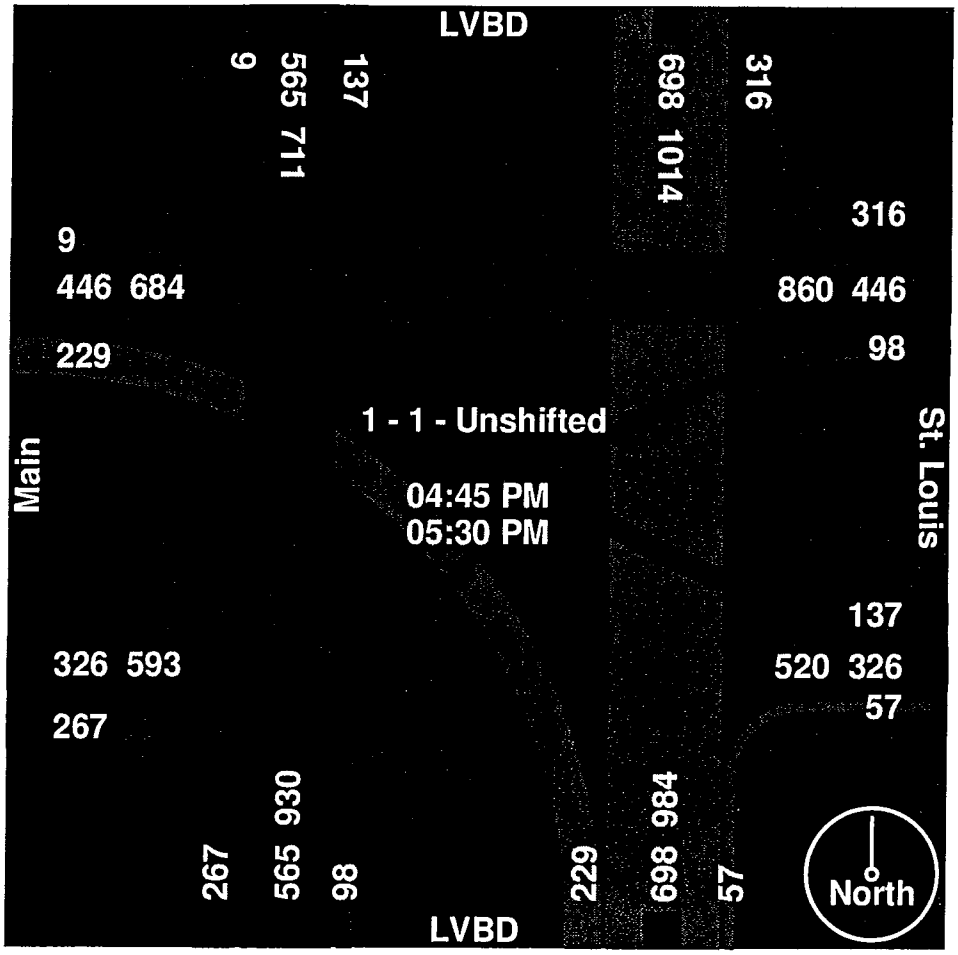
	LVBD Southbound					St. Louis Westbound					LVBD Northbound					Main Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	5	422	122	0	549	166	235	43	0	444	39	459	88	0	586	185	297	0	0	482	2061
Percent	0.9	76.9	22.2	0.0		37.4	52.9	9.7	0.0		6.7	78.3	15.0	0.0		38.4	61.6	0.0	0.0		
07:45 Volume	1	112	42	0	155	45	56	7	0	108	12	140	28	0	180	41	73	0	0	114	557
Peak Factor																					0.925
High Int.	07:45 AM					08:00 AM					07:45 AM					07:30 AM					
Volume	1	112	42	0	155	49	67	10	0	126	12	140	28	0	180	51	84	0	0	135	
Peak Factor					0.885					0.881					0.814					0.893	



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File Name : LVBD-St. Louis
Site Code : 00003333
Start Date : 6/5/2007

	LVBD Southbound					St. Louis Westbound					LVBD Northbound					Main Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	9	565	137	0	711	316	446	98	0	860	57	698	229	0	984	267	326	0	0	593	3148
Percent	1.3	79.5	19.3	0.0		36.7	51.9	11.4	0.0		5.8	70.9	23.3	0.0		45.0	55.0	0.0	0.0		
05:00 Volume	5	148	37	0	190	89	114	27	0	230	18	157	54	0	229	65	104	0	0	169	818
Peak Factor																					0.962
High Int.	05:00 PM					05:00 PM					05:15 PM					05:00 PM					
Volume	5	148	37	0	190	89	114	27	0	230	12	201	54	0	267	65	104	0	0	169	
Peak Factor					0.936					0.935					0.921					0.877	



Silver State Traffic Data Collection, LL
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File Name : St. Louis-Paradise
Site Code : 00002424
Start Date : 6/5/2007
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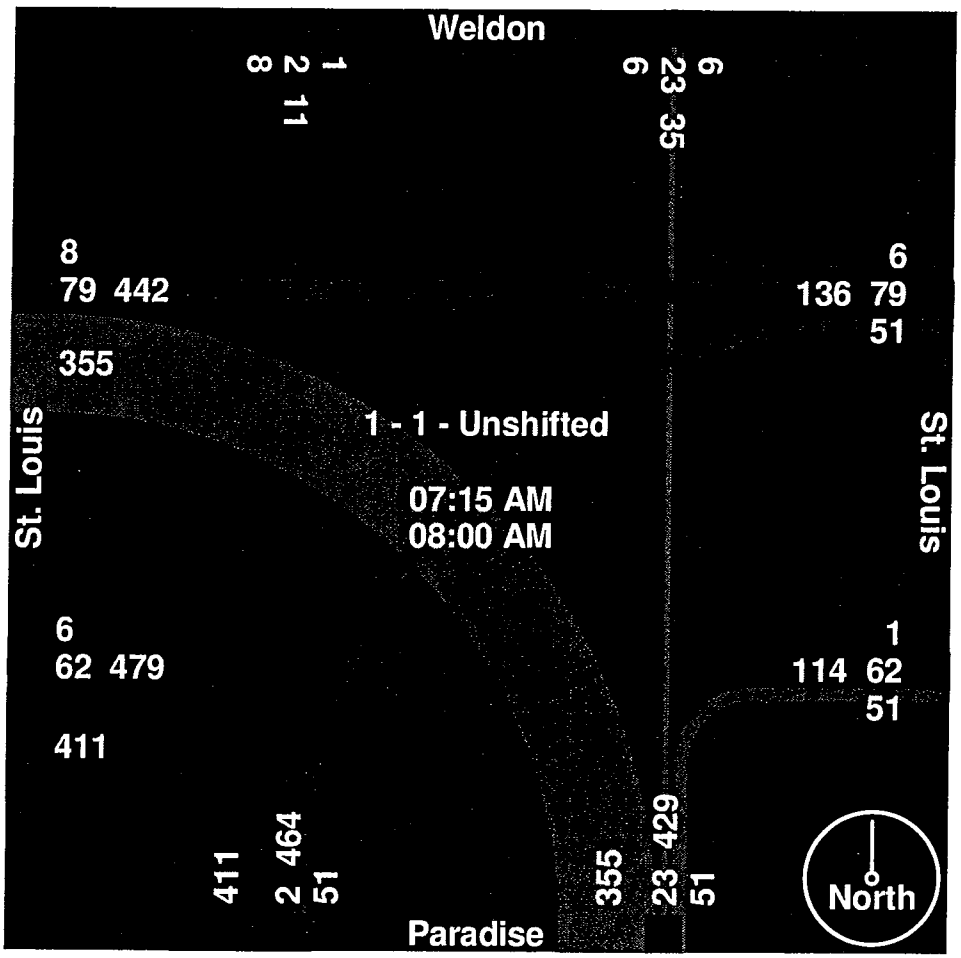
Groups Printed- 1 - Unshifted

	Weldon Southbound				St. Louis Westbound				Paradise Northbound				St. Louis Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	3	0	0	0	4	5	11	0	6	4	61	0	96	11	1	0	202
07:15 AM	3	0	0	0	1	20	10	0	11	4	76	0	102	19	3	0	249
07:30 AM	0	0	0	0	0	23	18	0	13	7	89	0	112	3	1	0	266
07:45 AM	5	2	1	0	4	18	12	0	12	7	86	0	82	28	1	0	258
Total	11	2	1	0	9	66	51	0	42	22	312	0	392	61	6	0	975
08:00 AM	0	0	0	0	1	18	11	0	15	5	104	0	115	12	1	0	282
08:15 AM	0	0	0	0	3	8	11	0	12	3	90	0	80	6	2	0	215
08:30 AM	0	0	0	0	1	23	10	0	13	2	99	0	75	12	1	0	236
08:45 AM	4	0	0	0	2	19	8	0	14	3	121	0	90	11	1	0	273
Total	4	0	0	0	7	68	40	0	54	13	414	0	360	41	5	0	1006
*** BREAK ***																	
04:00 PM	1	0	0	0	1	24	9	0	19	6	162	0	93	29	0	0	344
04:15 PM	6	0	0	0	1	25	13	0	26	7	160	0	114	19	2	0	373
04:30 PM	7	0	0	0	3	13	18	0	18	10	166	0	109	13	2	0	359
04:45 PM	2	0	0	0	2	34	8	0	18	0	157	0	100	22	3	0	346
Total	16	0	0	0	7	96	48	0	81	23	645	0	416	83	7	0	1422
05:00 PM	3	0	0	0	0	32	10	0	26	5	187	0	120	12	0	0	395
05:15 PM	3	0	0	0	1	28	12	0	22	8	207	0	120	15	2	0	418
05:30 PM	6	0	0	0	0	28	14	0	14	4	146	0	96	16	3	0	327
05:45 PM	6	0	0	0	2	23	16	0	8	4	125	0	85	16	2	0	287
Total	18	0	0	0	3	111	52	0	70	21	665	0	421	59	7	0	1427
Grand Total	49	2	1	0	26	341	191	0	247	79	2036	0	1589	244	25	0	4830
Apprch %	94.2	3.8	1.9	0.0	4.7	61.1	34.2	0.0	10.5	3.3	86.2	0.0	85.5	13.1	1.3	0.0	
Total %	1.0	0.0	0.0	0.0	0.5	7.1	4.0	0.0	5.1	1.6	42.2	0.0	32.9	5.1	0.5	0.0	

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File Name : St. Louis-Paradise
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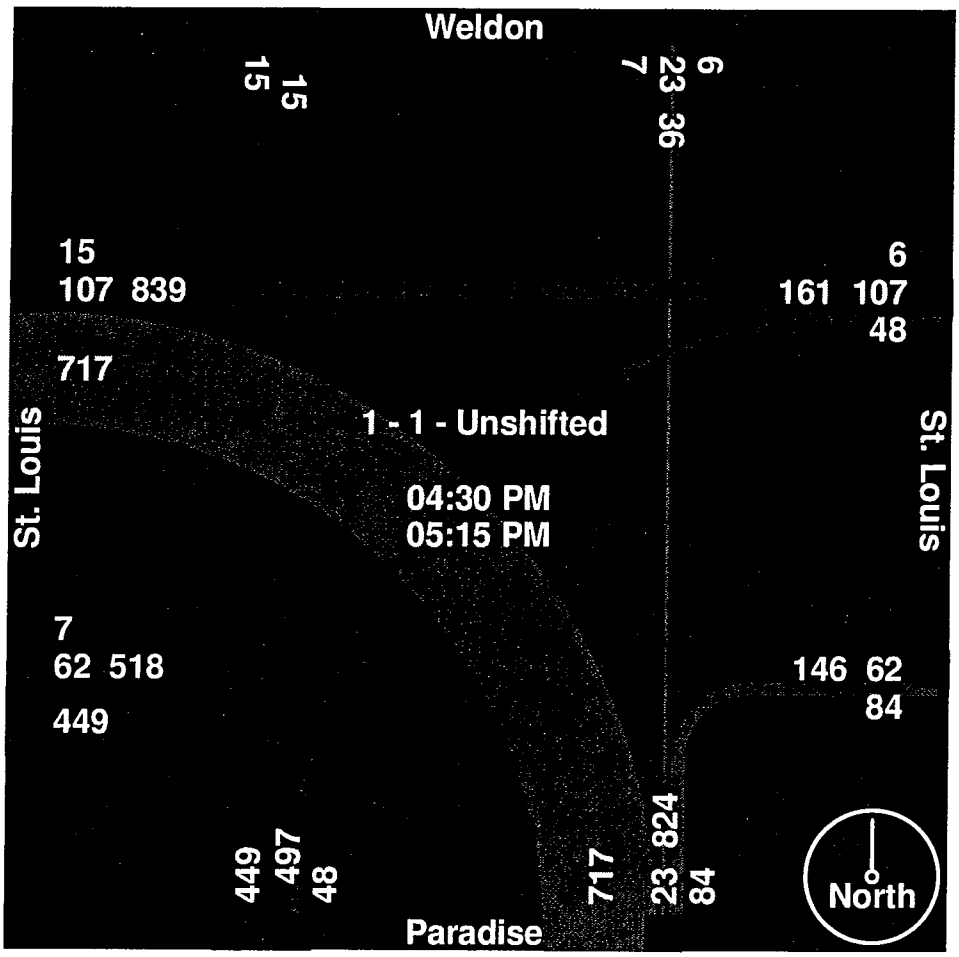
	Weldon Southbound					St. Louis Westbound					Paradise Northbound					St. Louis Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	8	2	1	0	11	6	79	51	0	136	51	23	355	0	429	411	62	6	0	479	1055
Percent	72.7	18.2	9.1	0.0		4.4	58.1	37.5	0.0		11.9	5.4	82.8	0.0		85.8	12.9	1.3	0.0		
08:00 Volume	0	0	0	0	0	1	18	11	0	30	15	5	104	0	124	115	12	1	0	128	282
Peak Factor																					0.935
High Int.	07:45 AM					07:30 AM					08:00 AM					08:00 AM					
Volume	5	2	1	0	8	0	23	18	0	41	15	5	104	0	124	115	12	1	0	128	
Peak Factor					0.344					0.829					0.865					0.936	



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File Name : St. Louis-Paradise
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	Weldon Southbound					St. Louis Westbound					Paradise Northbound					St. Louis Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:30 PM																					
Volume	15	0	0	0	15	6	107	48	0	161	84	23	717	0	824	449	62	7	0	518	1518
Percent	100.0	0.0	0.0	0.0		3.7	66.5	29.8	0.0		10.2	2.8	87.0	0.0		86.7	12.0	1.4	0.0		
05:15 Volume	3	0	0	0	3	1	28	12	0	41	22	8	207	0	237	120	15	2	0	137	418
Peak Factor																					0.908
High Int.	04:30 PM					04:45 PM					05:15 PM					05:15 PM					
Volume	7	0	0	0	7	2	34	8	0	44	22	8	207	0	237	120	15	2	0	137	
Peak Factor					0.536					0.915					0.869					0.945	



Silver State Traffic Data Collection, LL
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File Name : Industrial-N. Bridge Lane
Site Code : 00000777
Start Date : 5/30/2007
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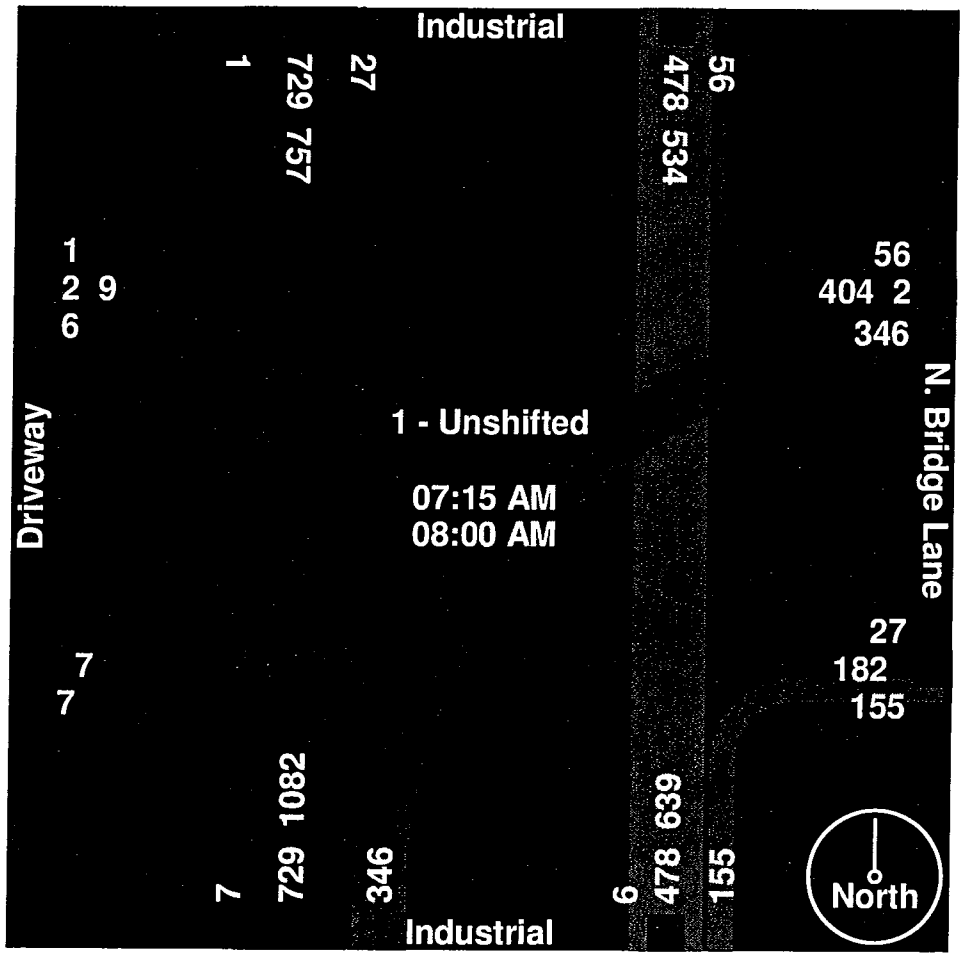
Groups Printed- Unshifted

	Industrial Southbound				N. Bridge Lane Westbound				Industrial Northbound				Driveway Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	171	11	0	9	0	75	0	35	95	0	0	0	0	0	0	396
07:15 AM	1	180	8	0	18	1	86	0	40	119	1	0	1	0	0	0	455
07:30 AM	0	181	2	0	11	0	96	0	26	104	1	0	2	0	0	0	423
07:45 AM	0	190	11	0	10	1	90	0	31	112	1	0	3	0	0	0	449
Total	1	722	32	0	48	2	347	0	132	430	3	0	6	0	0	0	1723
08:00 AM	0	178	6	0	17	0	74	0	58	143	3	0	1	0	0	0	480
08:15 AM	0	135	11	0	8	0	64	0	46	154	1	0	0	0	0	0	419
08:30 AM	1	118	3	0	11	0	42	0	45	127	0	0	0	0	0	0	347
08:45 AM	0	112	7	0	5	0	34	0	32	138	1	0	1	0	0	0	330
Total	1	543	27	0	41	0	214	0	181	562	5	0	2	0	0	0	1576
*** BREAK ***																	
04:00 PM	2	148	16	0	29	0	66	0	82	310	0	0	5	0	0	0	658
04:15 PM	0	129	4	0	18	1	64	0	90	358	3	0	3	0	0	0	670
04:30 PM	2	124	9	0	30	0	44	0	80	354	0	0	1	0	0	0	644
04:45 PM	1	120	6	0	22	0	54	0	65	246	3	0	4	0	0	0	521
Total	5	521	35	0	99	1	228	0	317	1268	6	0	13	0	0	0	2493
05:00 PM	1	138	12	0	16	1	38	0	84	329	3	0	3	0	0	0	625
05:15 PM	0	114	4	0	26	0	63	0	75	311	4	0	2	0	0	0	599
05:30 PM	0	118	5	0	33	1	49	0	54	238	2	0	2	0	1	0	503
05:45 PM	0	70	7	0	16	0	35	0	45	181	4	0	3	0	0	0	361
Total	1	440	28	0	91	2	185	0	258	1059	13	0	10	0	1	0	2088
Grand Total	8	2226	122	0	279	5	974	0	888	3319	27	0	31	0	1	0	7880
Apprch %	0.3	94.5	5.2	0.0	22.2	0.4	77.4	0.0	21.0	78.4	0.6	0.0	96.9	0.0	3.1	0.0	
Total %	0.1	28.2	1.5	0.0	3.5	0.1	12.4	0.0	11.3	42.1	0.3	0.0	0.4	0.0	0.0	0.0	

Silver State Traffic Data Collection, LL
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File Name : Industrial-N. Bridge Lane
Site Code : 00000777
Start Date : 5/30/2007

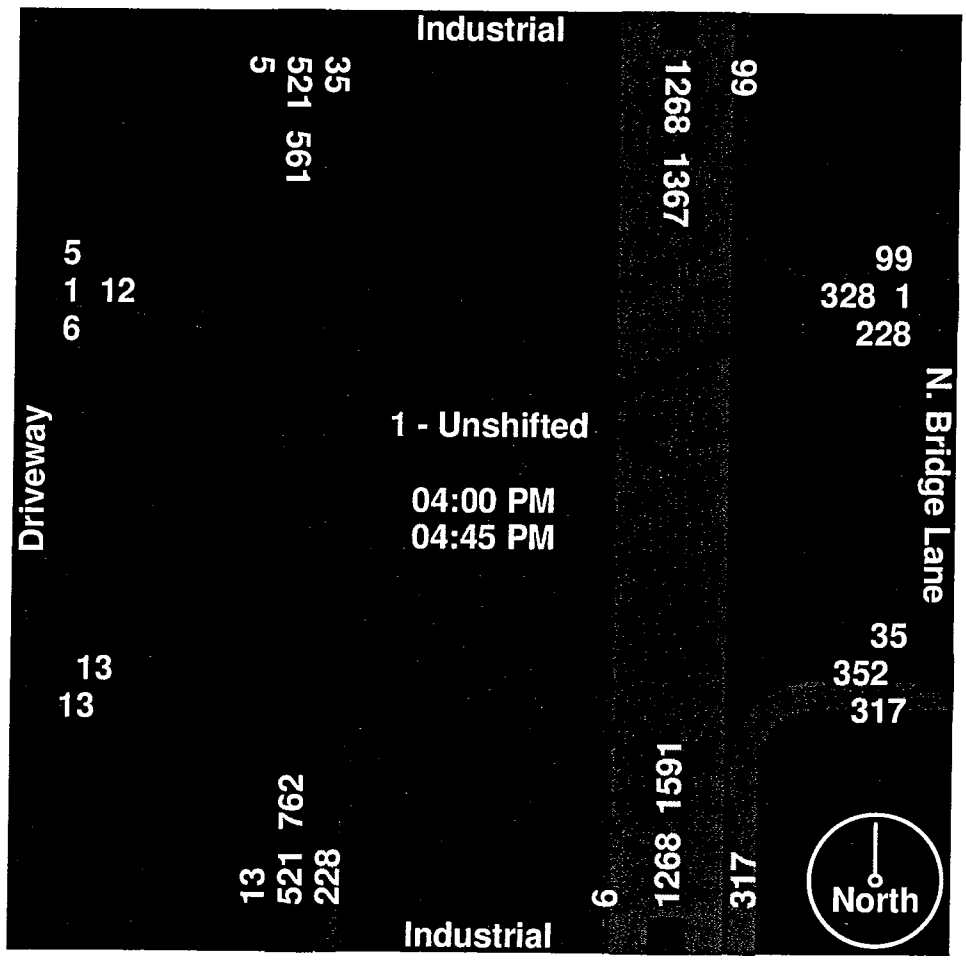
	Industrial Southbound					N. Bridge Lane Westbound					Industrial Northbound					Driveway Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	1	729	27	0	757	56	2	346	0	404	155	478	6	0	639	7	0	0	0	7	1807
Percent	0.1	96.3	3.6	0.0		13.9	0.5	85.6	0.0		24.3	74.8	0.9	0.0		100.0	0.0	0.0	0.0		
08:00 Volume	0	178	6	0	184	17	0	74	0	91	58	143	3	0	204	1	0	0	0	1	480
Peak Factor																					0.941
High Int.	07:45 AM					07:30 AM					08:00 AM					07:45 AM					
Volume	0	190	11	0	201	11	0	96	0	107	58	143	3	0	204	3	0	0	0	3	
Peak Factor					0.942					0.944					0.783					0.583	



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File Name : Industrial-N. Bridge Lane
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	Industrial Southbound					N. Bridge Lane Westbound					Industrial Northbound					Driveway Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	5	521	35	0	561	99	1	228	0	328	317	1268	6	0	1591	13	0	0	0	13	2493
Percent	0.9	92.9	6.2	0.0		30.2	0.3	69.5	0.0		19.9	79.7	0.4	0.0		100.0	0.0	0.0	0.0		
04:15 Volume	0	129	4	0	133	18	1	64	0	83	90	358	3	0	451	3	0	0	0	3	670
Peak Factor																					0.930
High Int.	04:00 PM					04:00 PM					04:15 PM					04:00 PM					
Volume	2	148	16	0	166	29	0	66	0	95	90	358	3	0	451	5	0	0	0	5	
Peak Factor					0.845					0.863					0.882					0.650	



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File Name : Industrial-S. Bridge Lane
Site Code : 00004444
Start Date : 5/30/2007
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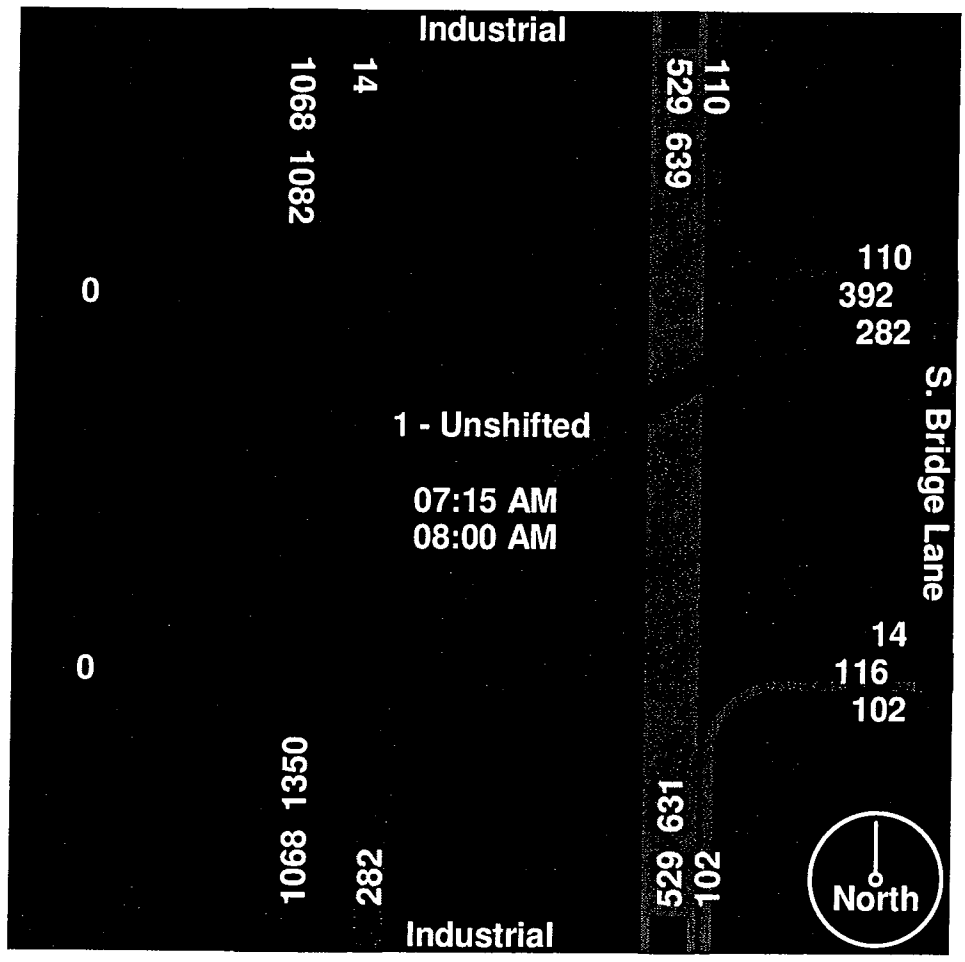
Groups Printed- Unshifted

	Industrial Southbound				S. Bridge Lane Westbound				Industrial Northbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	243	3	0	23	0	55	0	22	107	0	0	453
07:15 AM	0	267	0	0	31	0	60	0	21	129	0	0	508
07:30 AM	0	274	5	0	26	0	68	0	26	105	0	0	504
07:45 AM	0	279	4	0	21	0	84	0	19	123	0	0	530
Total	0	1063	12	0	101	0	267	0	88	464	0	0	1995
08:00 AM	0	248	5	0	32	0	70	0	36	172	0	0	563
08:15 AM	0	198	1	0	42	0	69	0	13	159	0	0	482
08:30 AM	0	157	3	0	25	0	75	0	23	147	0	0	430
08:45 AM	0	146	1	0	34	0	87	0	26	137	0	0	431
Total	0	749	10	0	133	0	301	0	98	615	0	0	1906
*** BREAK ***													
04:00 PM	0	214	5	0	27	0	55	0	55	365	0	0	721
04:15 PM	0	194	2	0	33	0	51	0	40	418	0	0	738
04:30 PM	0	163	6	0	29	0	45	0	55	405	0	0	703
04:45 PM	0	170	8	0	38	0	48	0	39	276	0	0	579
Total	0	741	21	0	127	0	199	0	189	1464	0	0	2741
05:00 PM	0	178	1	0	30	0	44	0	65	386	0	0	704
05:15 PM	0	177	2	0	29	0	42	0	42	361	0	0	653
05:30 PM	0	163	6	0	29	0	36	0	42	265	0	0	541
05:45 PM	0	104	4	0	30	0	47	0	29	200	0	0	414
Total	0	622	13	0	118	0	169	0	178	1212	0	0	2312
Grand Total	0	3175	56	0	479	0	936	0	553	3755	0	0	8954
Apprch %	0.0	98.3	1.7	0.0	33.9	0.0	66.1	0.0	12.8	87.2	0.0	0.0	
Total %	0.0	35.5	0.6	0.0	5.3	0.0	10.5	0.0	6.2	41.9	0.0	0.0	

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File Name : Industrial-S. Bridge Lane
Site Code : 00004444
Start Date : 5/30/2007
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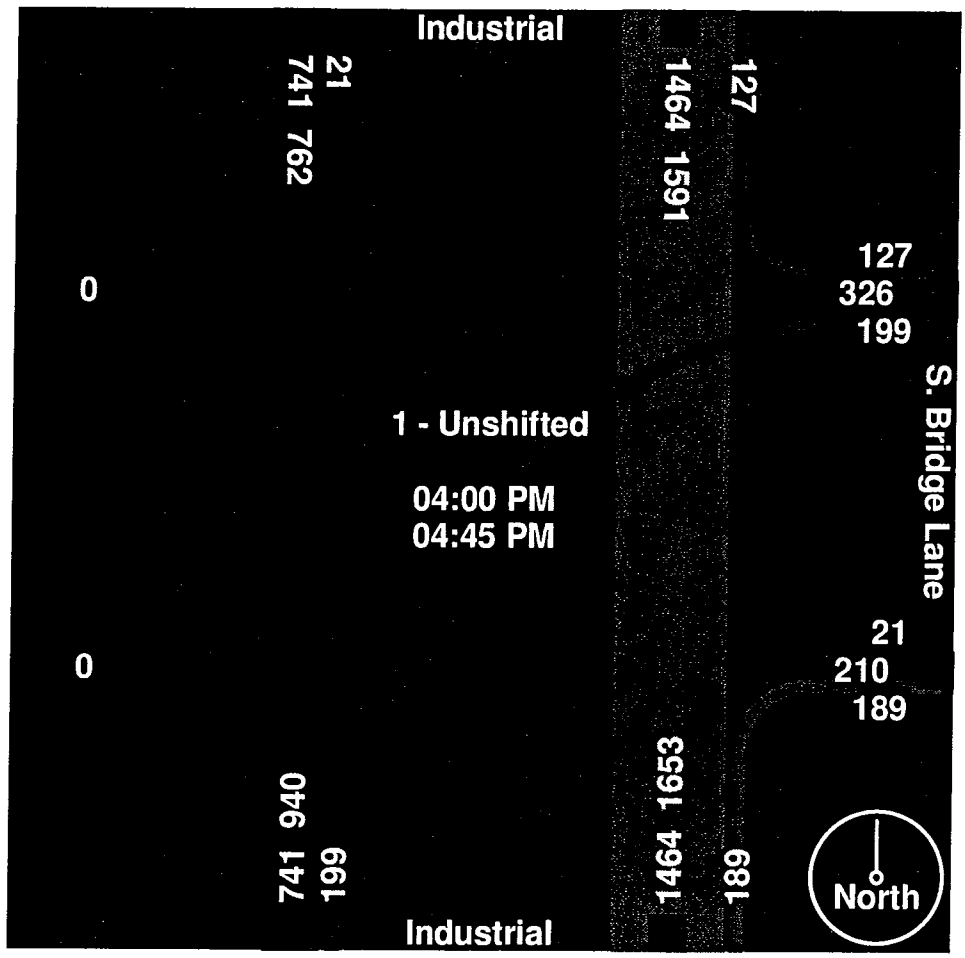
	Industrial Southbound					S. Bridge Lane Westbound					Industrial Northbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	0	1068	14	0	1082	110	0	282	0	392	102	529	0	0	631	0	2105
Percent	0.0	98.7	1.3	0.0		28.1	0.0	71.9	0.0		16.2	83.8	0.0	0.0			
08:00 Volume	0	248	5	0	253	32	0	70	0	102	36	172	0	0	208	0	563
Peak Factor																	0.935
High Int.	07:45 AM					07:45 AM					08:00 AM					6:45:00 AM	
Volume	0	279	4	0	283	21	0	84	0	105	36	172	0	0	208		
Peak Factor					0.956					0.933					0.758		



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File Name : Industrial-S. Bridge Lane
Site Code : 00004444
Start Date : 5/30/2007

	Industrial Southbound					S. Bridge Lane Westbound					Industrial Northbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	0	741	21	0	762	127	0	199	0	326	189	1464	0	0	1653	0	2741
Percent	0.0	97.2	2.8	0.0		39.0	0.0	61.0	0.0		11.4	88.6	0.0	0.0			
04:15 Volume	0	194	2	0	196	33	0	51	0	84	40	418	0	0	458	0	738
Peak Factor																	0.929
High Int.	04:00 PM					04:45 PM					04:30 PM						
Volume	0	214	5	0	219	38	0	48	0	86	55	405	0	0	460		
Peak Factor					0.870					0.948					0.898		



(16)

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File Name : LVBD-Sahara
Site Code : 00000777
Start Date : 6/6/2007
Page No : 1

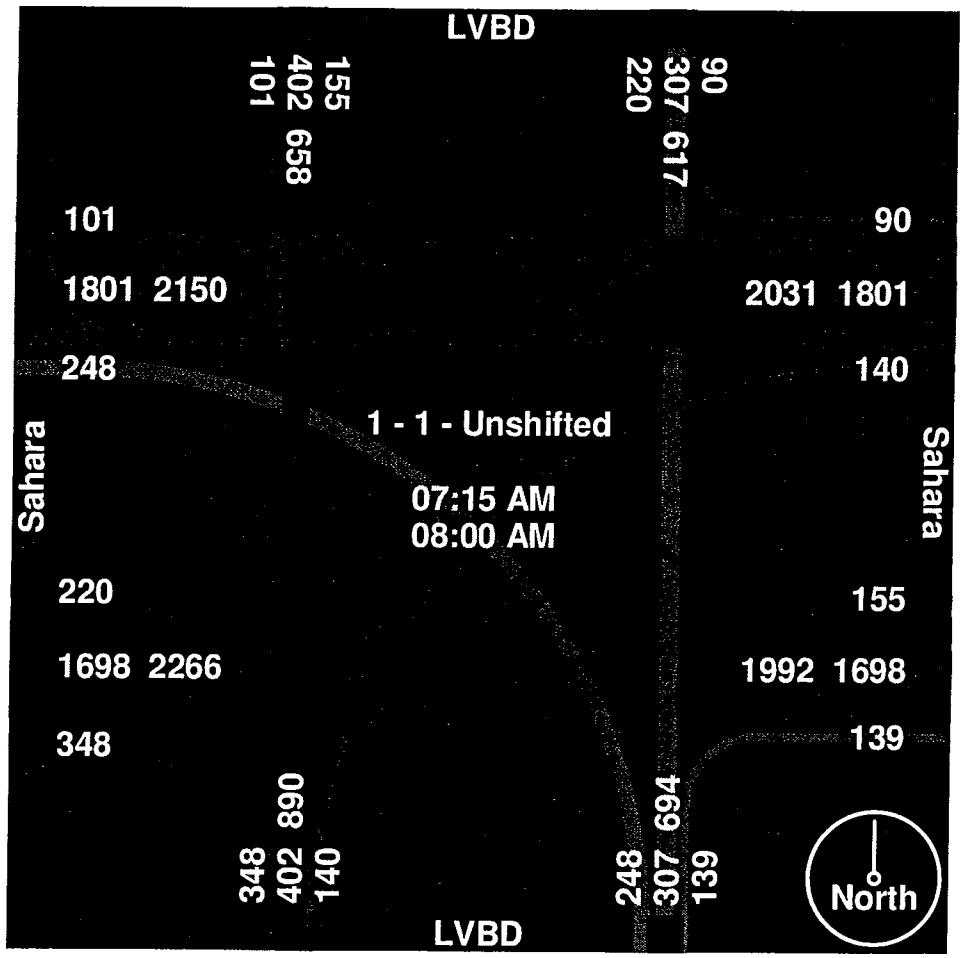
Groups Printed- 1 - Unshifted

	LVBD Southbound				Sahara Westbound				LVBD Northbound				Sahara Eastbound				
Start Time	Right	Thru	Left	Uturns	Right	Thru	Left	Uturns	Right	Thru	Left	Uturns	Right	Thru	Left	Uturns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	19	76	26	0	24	354	37	1	14	72	60	1	37	317	29	2	1069
07:15 AM	20	102	31	0	20	396	31	0	25	76	61	5	53	394	47	4	1265
07:30 AM	26	104	47	0	23	484	36	2	28	69	52	0	88	442	46	2	1449
07:45 AM	32	109	31	0	22	439	37	1	37	57	59	0	97	428	73	1	1423
Total	97	391	135	0	89	1673	141	4	104	274	232	6	275	1581	195	9	5206
08:00 AM	23	87	46	0	25	482	36	3	49	105	76	0	110	434	54	1	1531
08:15 AM	24	99	41	0	26	349	39	1	34	73	55	2	70	364	60	2	1239
08:30 AM	31	88	45	0	28	400	30	1	36	86	62	2	73	422	68	3	1375
08:45 AM	25	91	37	0	22	343	22	0	42	84	56	2	84	358	63	4	1233
Total	103	365	169	0	101	1574	127	5	161	348	249	6	337	1578	245	10	5378
*** BREAK ***																	
04:00 PM	26	158	80	0	36	427	33	1	88	183	133	1	59	422	69	3	1719
04:15 PM	32	150	53	0	37	479	37	0	106	184	134	3	68	446	65	1	1795
04:30 PM	31	145	65	0	43	489	30	1	89	235	174	2	75	497	74	2	1952
04:45 PM	18	136	76	0	31	357	29	0	78	229	167	4	65	256	43	1	1490
Total	107	589	274	0	147	1752	129	2	361	831	608	10	267	1621	251	7	6956
05:00 PM	23	135	64	0	22	492	28	0	89	179	134	2	71	399	57	3	1698
05:15 PM	29	163	92	0	33	460	35	1	105	175	142	1	57	407	58	2	1760
05:30 PM	22	142	57	0	39	495	36	1	69	139	83	3	56	393	54	5	1594
05:45 PM	24	142	74	0	36	377	26	0	54	154	94	2	63	383	74	7	1510
Total	98	582	287	0	130	1824	125	2	317	647	453	8	247	1582	243	17	6562
Grand Total	405	1927	865	0	467	6823	522	13	943	2100	1542	30	1126	6362	934	43	24102
Apprch %	12.7	60.3	27.1	0.0	6.0	87.2	6.7	0.2	20.4	45.5	33.4	0.7	13.3	75.2	11.0	0.5	
Total %	1.7	8.0	3.6	0.0	1.9	28.3	2.2	0.1	3.9	8.7	6.4	0.1	4.7	26.4	3.9	0.2	

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File Name : LVBD-Sahara
Site Code : 00000777
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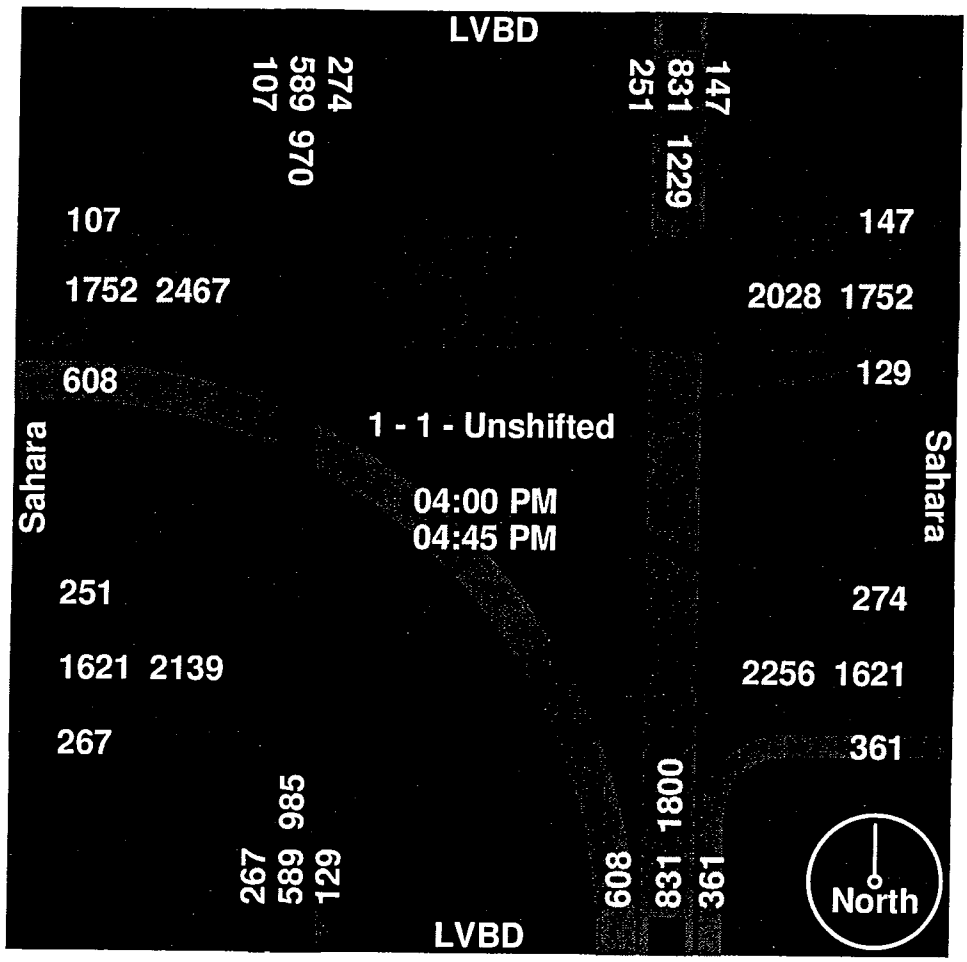
	LVBD Southbound					Sahara Westbound					LVBD Northbound					Sahara Eastbound					
Start Time	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	101	402	155	0	658	90	1801	140	6	2037	139	307	248	5	699	348	1698	220	8	2274	5668
Percent	15.3	61.1	23.6	0.0		4.4	88.4	6.9	0.3		19.9	43.9	35.5	0.7		15.3	74.7	9.7	0.4		
08:00 Volume	23	87	46	0	156	25	482	36	3	546	49	105	76	0	230	110	434	54	1	599	1531
Peak Factor																					0.926
High Int.	07:30 AM					08:00 AM					08:00 AM					07:45 AM					
Volume	26	104	47	0	177	25	482	36	3	546	49	105	76	0	230	97	428	73	1	599	
Peak Factor					0.929					0.933					0.760					0.949	



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File Name : LVBD-Sahara
Site Code : 00000777
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	LVBD Southbound					Sahara Westbound					LVBD Northbound					Sahara Eastbound					
Start Time	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	107	589	274	0	970	147	1752	129	2	2030	361	831	608	10	1810	267	1621	251	7	2146	6956
Percent	11.0	60.7	28.2	0.0		7.2	86.3	6.4	0.1		19.9	45.9	33.6	0.6		12.4	75.5	11.7	0.3		
04:30 Volume	31	145	65	0	241	43	489	30	1	563	89	235	174	2	500	75	497	74	2	648	1952
Peak Factor																					0.891
High Int.	04:00 PM					04:30 PM					04:30 PM					04:30 PM					
Volume	26	158	80	0	264	43	489	30	1	563	89	235	174	2	500	75	497	74	2	648	
Peak Factor					0.919					0.901					0.905					0.828	



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File Name : Sahara-Paradise
Site Code : 00000003
Start Date : 6/5/2007
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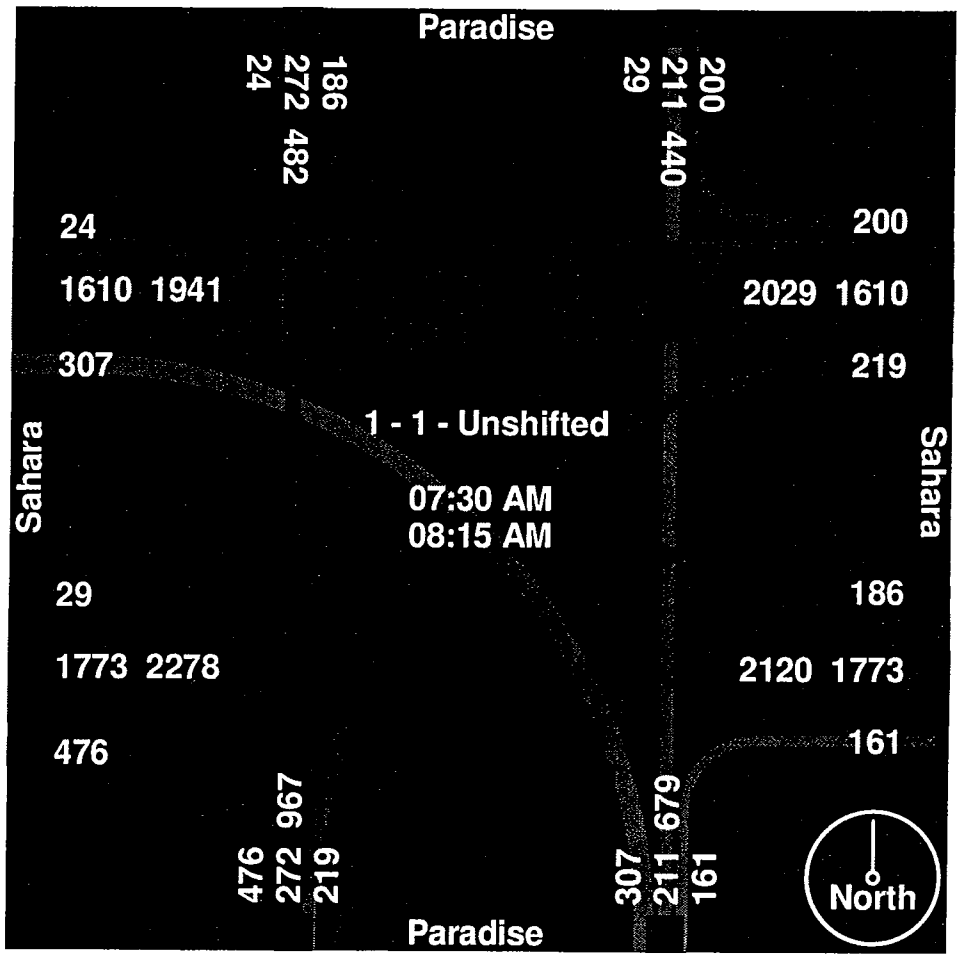
Groups Printed- 1 - Unshifted

	Paradise Southbound				Sahara Westbound				Paradise Northbound				Sahara Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	U-turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	19	34	57	0	30	292	21	0	28	49	69	0	38	345	5	5	992
07:15 AM	13	41	70	0	39	427	29	0	28	47	73	0	44	393	14	6	1224
07:30 AM	8	67	46	0	31	397	69	0	37	50	67	0	110	450	7	3	1342
07:45 AM	2	68	48	0	63	494	60	0	45	46	76	0	116	472	6	4	1500
Total	42	210	221	0	163	1610	179	0	138	192	285	0	308	1660	32	18	5058
08:00 AM	9	71	59	0	42	345	42	0	41	73	75	0	115	388	14	6	1280
08:15 AM	5	66	33	0	64	374	48	0	38	42	89	0	135	463	2	5	1364
08:30 AM	6	53	29	0	53	414	28	0	23	63	58	0	116	379	9	0	1231
08:45 AM	6	59	49	0	59	316	34	0	37	61	104	0	126	387	13	4	1255
Total	26	249	170	0	218	1449	152	0	139	239	326	0	492	1617	38	15	5130
*** BREAK ***																	
04:00 PM	13	70	61	0	72	337	54	0	38	127	160	0	111	396	12	2	1453
04:15 PM	14	69	56	0	63	444	53	0	40	111	159	0	120	470	14	2	1615
04:30 PM	7	79	60	0	57	411	38	0	75	111	161	0	86	351	9	4	1449
04:45 PM	4	48	41	0	86	388	47	0	56	106	195	0	103	435	9	4	1522
Total	38	266	218	0	278	1580	192	0	209	455	675	0	420	1652	44	12	6039
05:00 PM	13	69	71	0	77	415	43	0	87	144	166	0	117	416	16	0	1634
05:15 PM	5	87	61	0	74	368	36	0	68	159	189	0	119	456	6	1	1629
05:30 PM	4	51	45	0	56	377	49	0	45	86	129	0	113	470	5	1	1431
05:45 PM	10	73	66	0	43	278	35	0	27	91	118	0	95	382	8	0	1226
Total	32	280	243	0	250	1438	163	0	227	480	602	0	444	1724	35	2	5920
Grand Total	138	1005	852	0	909	6077	686	0	713	1366	1888	0	1664	6653	149	47	22147
Apprch %	6.9	50.4	42.7	0.0	11.8	79.2	8.9	0.0	18.0	34.4	47.6	0.0	19.5	78.2	1.8	0.6	
Total %	0.6	4.5	3.8	0.0	4.1	27.4	3.1	0.0	3.2	6.2	8.5	0.0	7.5	30.0	0.7	0.2	

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File Name : Sahara-Paradise
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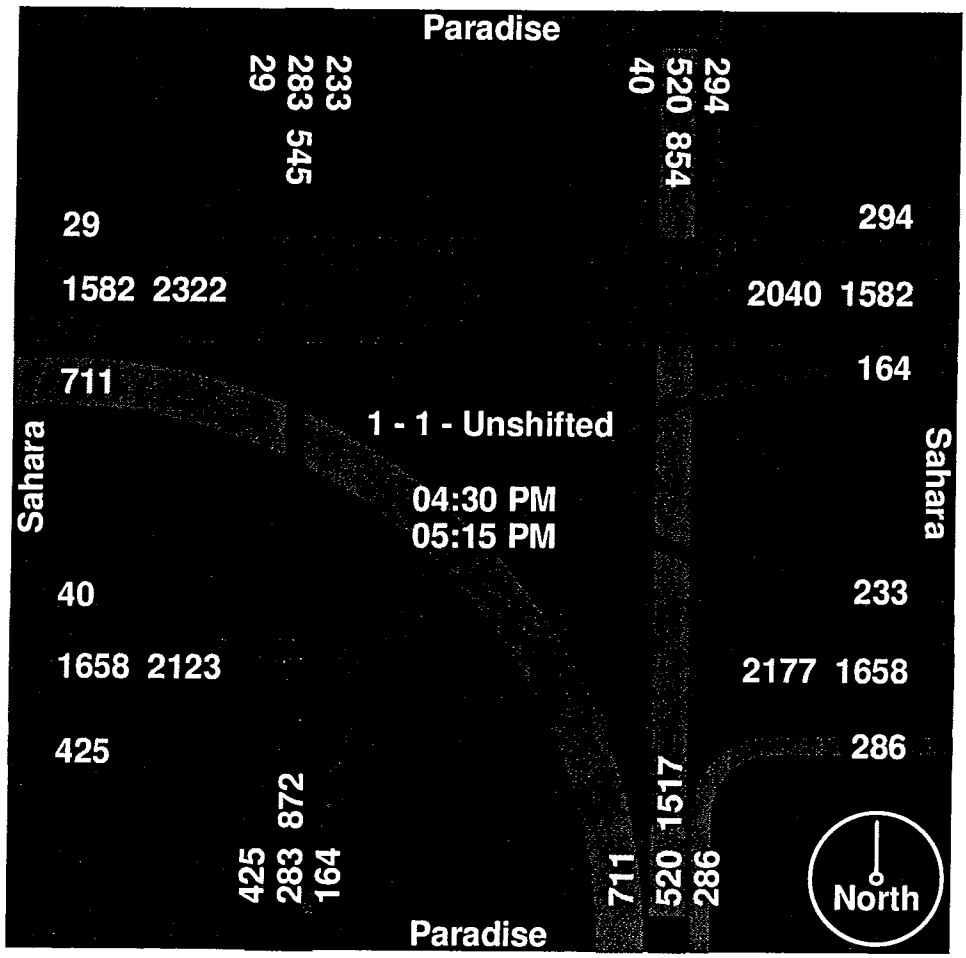
	Paradise Southbound					Sahara Westbound					Paradise Northbound					Sahara Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	24	272	186	0	482	200	1610	219	0	2029	161	211	307	0	679	476	1773	29	18	2296	5486
Percent	5.0	56.4	38.6	0.0		9.9	79.3	10.8	0.0		23.7	31.1	45.2	0.0		20.7	77.2	1.3	0.8		
07:45 Volume	2	68	48	0	118	63	494	60	0	617	45	46	76	0	167	116	472	6	4	598	1500
Peak Factor																					0.914
High Int.	08:00 AM					07:45 AM					08:00 AM					08:15 AM					
Volume	9	71	59	0	139	63	494	60	0	617	41	73	75	0	189	135	463	2	5	605	
Peak Factor					0.867					0.822					0.898					0.949	



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File Name : Sahara-Paradise
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	Paradise Southbound					Sahara Westbound					Paradise Northbound					Sahara Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	29	283	233	0	545	294	1582	164	0	2040	286	520	711	0	1517	425	1658	40	9	2132	6234
Percent	5.3	51.9	42.8	0.0		14.4	77.5	8.0	0.0		18.9	34.3	46.9	0.0		19.9	77.8	1.9	0.4		
05:00 Volume	13	69	71	0	153	77	415	43	0	535	87	144	166	0	397	117	416	16	0	549	1634
Peak Factor																					0.954
High Int.	05:00 PM					05:00 PM					05:15 PM					05:15 PM					
Volume	13	69	71	0	153	77	415	43	0	535	68	159	189	0	416	119	456	6	1	582	
Peak Factor					0.891					0.953					0.912					0.916	



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File Name : Wyoming-Commerce
Site Code : 00003333
Start Date : 5/30/2007
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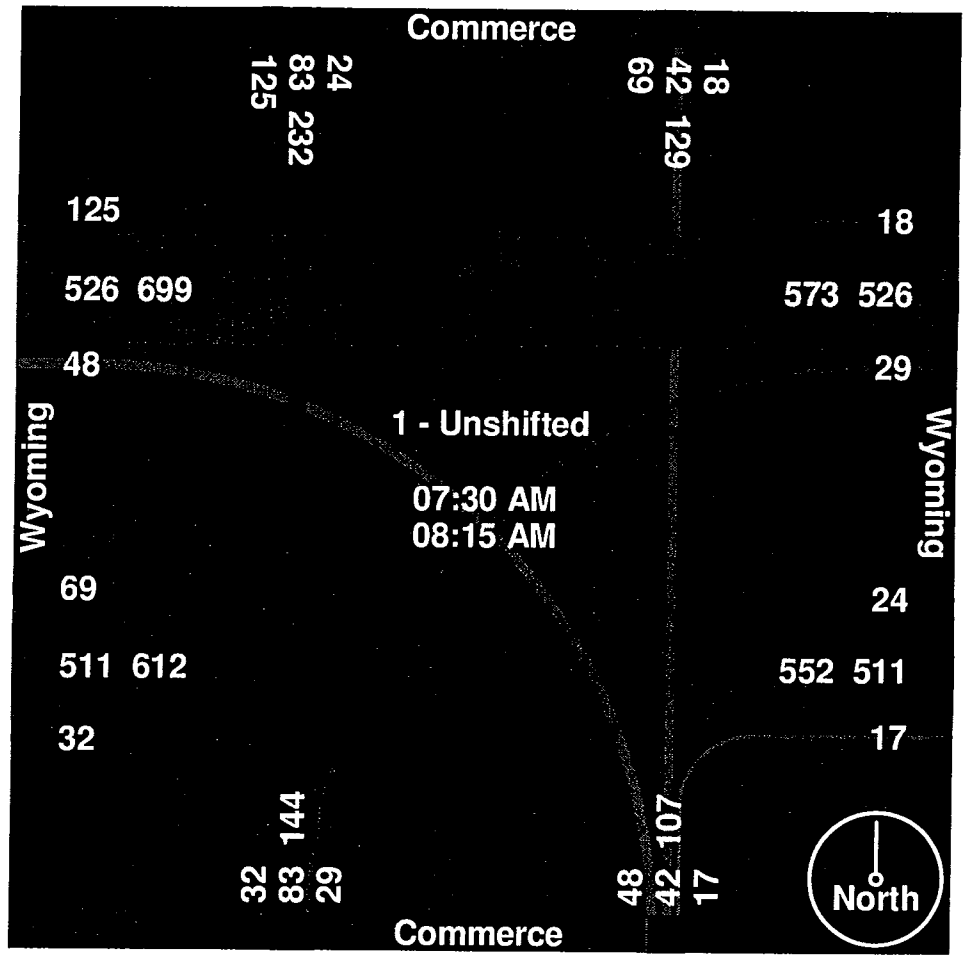
Groups Printed- Unshifted

	Commerce Southbound				Wyoming Westbound				Commerce Northbound				Wyoming Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	43	17	3	0	7	113	2	0	2	6	4	0	7	66	15	0	285
07:15 AM	24	22	0	0	1	124	4	0	1	5	6	0	5	107	16	0	315
07:30 AM	32	19	4	0	4	137	4	0	2	5	8	0	9	128	11	0	363
07:45 AM	36	21	8	0	5	149	7	0	5	12	17	0	14	143	9	0	426
Total	135	79	15	0	17	523	17	0	10	28	35	0	35	444	51	0	1389
08:00 AM	32	16	8	0	6	136	5	0	6	13	14	0	7	117	27	0	387
08:15 AM	25	27	4	0	3	104	13	0	4	12	9	0	2	123	22	0	348
08:30 AM	23	24	8	0	3	86	8	0	8	9	4	0	2	120	12	0	307
08:45 AM	21	29	5	0	5	73	21	0	2	8	11	0	19	102	13	0	309
Total	101	96	25	0	17	399	47	0	20	42	38	0	30	462	74	0	1351
*** BREAK ***																	
04:00 PM	26	16	7	0	5	129	5	0	9	35	14	0	13	235	41	0	535
04:15 PM	28	10	5	0	4	103	2	0	6	19	18	0	4	241	34	0	474
04:30 PM	20	16	11	0	10	108	7	0	8	18	10	0	9	225	58	0	500
04:45 PM	23	21	11	0	7	100	5	0	5	26	16	0	15	212	41	0	482
Total	97	63	34	0	26	440	19	0	28	98	58	0	41	913	174	0	1991
05:00 PM	25	19	7	0	8	119	7	0	20	38	24	0	16	228	39	0	550
05:15 PM	17	18	9	0	11	117	1	0	10	26	33	0	8	226	52	0	528
05:30 PM	18	18	8	0	5	114	4	0	6	22	17	0	11	178	31	0	432
05:45 PM	14	7	4	0	8	71	6	0	3	12	14	0	5	131	26	0	301
Total	74	62	28	0	32	421	18	0	39	98	88	0	40	763	148	0	1811
Grand Total	407	300	102	0	92	1783	101	0	97	266	219	0	146	2582	447	0	6542
Apprch %	50.3	37.1	12.6	0.0	4.7	90.2	5.1	0.0	16.7	45.7	37.6	0.0	4.6	81.3	14.1	0.0	
Total %	6.2	4.6	1.6	0.0	1.4	27.3	1.5	0.0	1.5	4.1	3.3	0.0	2.2	39.5	6.8	0.0	

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File Name : Wyoming-Commerce
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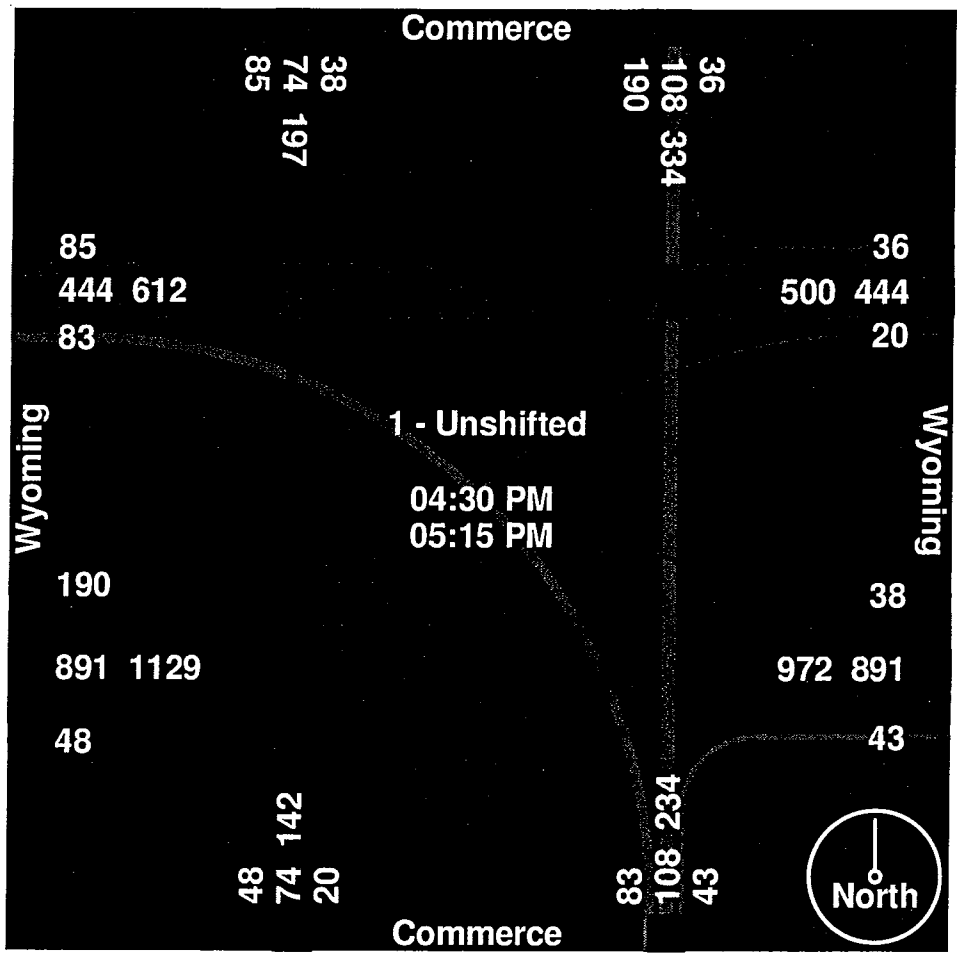
	Commerce Southbound					Wyoming Westbound					Commerce Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	125	83	24	0	232	18	526	29	0	573	17	42	48	0	107	32	511	69	0	612	1524
Percent	53.9	35.8	10.3	0.0		3.1	91.8	5.1	0.0		15.9	39.3	44.9	0.0		5.2	83.5	11.3	0.0		
07:45 Volume	36	21	8	0	65	5	149	7	0	161	5	12	17	0	34	14	143	9	0	166	426
Peak Factor																					0.894
High Int.	07:45 AM					07:45 AM					07:45 AM					07:45 AM					
Volume	36	21	8	0	65	5	149	7	0	161	5	12	17	0	34	14	143	9	0	166	
Peak Factor					0.892					0.890					0.787					0.922	



Silver State Traffic Data Collection, LL
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : Wyoming-Commerce
Site Code : 00003333
Start Date : 5/30/2007

	Commerce Southbound					Wyoming Westbound					Commerce Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	85	74	38	0	197	36	444	20	0	500	43	108	83	0	234	48	891	190	0	1129	2060
Percent	43.1	37.6	19.3	0.0		7.2	88.8	4.0	0.0		18.4	46.2	35.5	0.0		4.3	78.9	16.8	0.0		
05:00 Volume	25	19	7	0	51	8	119	7	0	134	20	38	24	0	82	16	228	39	0	283	550
Peak Factor																					0.936
High Int.	04:45 PM					05:00 PM					05:00 PM					04:30 PM					
Volume	23	21	11	0	55	8	119	7	0	134	20	38	24	0	82	9	225	58	0	292	
Peak Factor					0.895					0.933					0.713					0.967	



Silver State Traffic Data Collection, LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

24-Hour Count
Wyoming Between Industrial and Main

Start Time	05-Jun-07 Tue	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		48	132			25	126				
12:15		38	138			39	115				
12:30		37	140			21	106				
12:45		24	163	147	573	26	100	111	447	258	1020
01:00		29	147			20	126				
01:15		31	163			21	127				
01:30		37	154			15	120				
01:45		19	164	116	628	13	114	69	487	185	1115
02:00		28	203			27	133				
02:15		17	177			20	129				
02:30		31	227			25	134				
02:45		21	232	97	839	14	132	86	528	183	1367
03:00		26	224			24	137				
03:15		19	203			21	135				
03:30		23	224			24	137				
03:45		14	183	82	834	33	139	102	548	184	1382
04:00		22	275			29	125				
04:15		14	204			42	141				
04:30		29	232			32	133				
04:45		26	228	91	939	26	125	129	524	220	1463
05:00		23	228			68	158				
05:15		27	205			108	141				
05:30		44	208			114	132				
05:45		39	159	133	800	118	99	408	530	541	1330
06:00		41	132			119	109				
06:15		37	122			114	70				
06:30		73	69			141	72				
06:45		72	83	223	406	163	49	537	300	760	706
07:00		96	70			144	74				
07:15		107	78			146	64				
07:30		157	44			164	46				
07:45		136	83	496	275	138	47	592	231	1088	506
08:00		149	59			141	45				
08:15		69	58			124	46				
08:30		143	67			134	44				
08:45		126	61	487	245	101	49	500	184	987	429
09:00		113	53			109	43				
09:15		118	73			88	49				
09:30		137	63			84	48				
09:45		118	49	486	238	83	49	364	189	850	427
10:00		135	58			94	37				
10:15		122	50			72	64				
10:30		107	41			98	35				
10:45		116	48	480	197	91	35	355	171	835	368
11:00		154	56			104	43				
11:15		140	51			136	49				
11:30		151	35			127	37				
11:45		131	38	576	180	137	30	504	159	1080	339
Total		3414	6154			3757	4298			7171	10452
Percent		35.7%	64.3%			46.6%	53.4%			40.7%	59.3%
Grand Total		3414	6154			3757	4298			7171	10452
Percent		35.7%	64.3%			46.6%	53.4%			40.7%	59.3%

ADT ADT 17,623 AADT 17,623

Silver State Traffic Data Collection, LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

Station ID:

24-Hour Count
Main Between Charleston and Wyoming

Start Time	05-Jun-07 Tue	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		52	133			64	158				
12:15		54	153			57	172				
12:30		44	145			31	141				
12:45		29	136	179	567	36	157	188	628	367	1195
01:00		25	160			39	161				
01:15		28	153			34	158				
01:30		32	128			27	152				
01:45		22	124	107	565	43	160	143	631	250	1196
02:00		26	107			28	157				
02:15		14	159			26	165				
02:30		28	191			33	174				
02:45		17	209	85	666	25	165	112	661	197	1327
03:00		20	210			27	174				
03:15		23	193			28	163				
03:30		16	199			30	153				
03:45		19	189	78	791	37	175	122	665	200	1456
04:00		15	196			50	179				
04:15		17	206			57	144				
04:30		23	195			63	166				
04:45		23	203	78	800	50	133	220	622	298	1422
05:00		27	201			87	184				
05:15		37	174			140	142				
05:30		42	193			129	170				
05:45		53	162	159	730	136	109	492	605	651	1335
06:00		38	139			115	110				
06:15		52	131			143	106				
06:30		73	107			142	88				
06:45		56	108	219	485	126	104	526	408	745	893
07:00		61	74			170	81				
07:15		104	85			167	86				
07:30		94	76			166	92				
07:45		114	78	373	313	180	74	683	333	1056	646
08:00		107	62			158	84				
08:15		98	63			143	65				
08:30		114	51			151	77				
08:45		105	60	424	236	145	100	597	326	1021	562
09:00		120	74			135	77				
09:15		119	73			124	96				
09:30		134	77			145	94				
09:45		122	70	495	294	115	86	519	353	1014	647
10:00		112	48			131	82				
10:15		128	62			151	101				
10:30		116	48			51	64				
10:45		94	48	450	206	152	61	485	308	935	514
11:00		141	52			144	88				
11:15		122	48			137	83				
11:30		138	49			164	66				
11:45		134	42	535	191	164	46	609	283	1144	474
Total		3182	5844			4696	5823			7878	11667
Percent		35.3%	64.7%			44.6%	55.4%			40.3%	59.7%
Grand Total		3182	5844			4696	5823			7878	11667
Percent		35.3%	64.7%			44.6%	55.4%			40.3%	59.7%
ADT	ADT 19,545		AADT 19,545								

Silver State Traffic Data Collection, LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

Station ID:

24-Hour Count
Commerce Betw. Charleston and Wyoming

Start Time	05-Jun-07 Tue	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		16	77			7	48				
12:15		21	32			6	52				
12:30		10	15			2	44				
12:45		7	65	54	189	8	52	23	196	77	385
01:00		12	74			7	57				
01:15		18	60			6	54				
01:30		8	93			5	57				
01:45		12	61	50	288	2	46	20	214	70	502
02:00		13	96			5	60				
02:15		4	120			6	65				
02:30		6	89			4	49				
02:45		5	88	28	393	3	54	18	228	46	621
03:00		2	96			4	72				
03:15		7	73			4	54				
03:30		7	121			9	65				
03:45		5	110	21	400	15	60	32	251	53	651
04:00		10	127			11	66				
04:15		5	117			7	43				
04:30		8	77			32	59				
04:45		11	112	34	433	17	38	67	206	101	639
05:00		19	98			23	39				
05:15		12	89			38	37				
05:30		14	71			53	40				
05:45		26	49	71	307	70	26	184	142	255	449
06:00		26	46			45	18				
06:15		52	35			57	24				
06:30		37	16			49	19				
06:45		38	31	153	128	63	20	214	81	367	209
07:00		33	28			60	14				
07:15		53	25			71	24				
07:30		40	58			80	21				
07:45		38	34	164	145	83	18	294	77	458	222
08:00		64	30			84	10				
08:15		72	15			60	19				
08:30		45	21			68	16				
08:45		54	22	235	88	70	7	282	52	517	140
09:00		53	17			56	14				
09:15		40	22			45	18				
09:30		56	21			52	11				
09:45		58	23	207	83	54	14	207	57	414	140
10:00		54	18			49	3				
10:15		69	22			51	12				
10:30		59	17			51	13				
10:45		59	12	241	69	66	10	217	38	458	107
11:00		63	16			50	7				
11:15		59	8			56	14				
11:30		58	20			48	6				
11:45		70	22	250	66	42	12	196	39	446	105
Total		1508	2589			1754	1581			3262	4170
Percent		36.8%	63.2%			52.6%	47.4%			43.9%	56.1%
Grand Total		1508	2589			1754	1581			3262	4170
Percent		36.8%	63.2%			52.6%	47.4%			43.9%	56.1%
ADT		ADT 7,432		AADT 7,432							

Silver State Traffic Data Collection, LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

Station ID:

24-Hour Count
Charleston Betw. UPRR and Main

Start Time	05-Jun-07 Tue	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		60	358			112	379				
12:15		59	404			109	405				
12:30		54	379			80	445				
12:45		47	392	220	1533	73	402	374	1631	594	3164
01:00		45	358			76	459				
01:15		49	410			75	435				
01:30		42	374			56	470				
01:45		44	372	180	1514	61	425	268	1789	448	3303
02:00		25	430			63	428				
02:15		35	385			42	506				
02:30		34	329			40	449				
02:45		34	367	128	1511	47	456	192	1839	320	3350
03:00		31	379			43	442				
03:15		29	369			35	428				
03:30		36	349			39	457				
03:45		43	419	139	1516	54	466	171	1793	310	3309
04:00		38	388			67	560				
04:15		43	351			57	483				
04:30		79	391			77	503				
04:45		90	333	250	1463	84	480	285	2026	535	3489
05:00		81	321			110	588				
05:15		130	313			149	489				
05:30		161	362			188	455				
05:45		204	294	576	1290	190	381	637	1913	1213	3203
06:00		195	268			184	360				
06:15		234	277			244	335				
06:30		293	270			275	289				
06:45		399	250	1121	1065	247	270	950	1254	2071	2319
07:00		390	183			281	241				
07:15		375	261			320	227				
07:30		409	224			341	251				
07:45		459	215	1633	883	361	241	1303	960	2936	1843
08:00		451	169			320	229				
08:15		434	190			350	192				
08:30		419	155			353	159				
08:45		391	200	1695	714	327	161	1350	741	3045	1455
09:00		396	157			368	179				
09:15		337	176			376	169				
09:30		334	169			427	150				
09:45		378	124	1445	626	356	163	1527	661	2972	1287
10:00		376	128			370	140				
10:15		350	137			420	150				
10:30		379	157			410	133				
10:45		352	116	1457	538	448	109	1648	532	3105	1070
11:00		372	132			396	107				
11:15		371	87			443	101				
11:30		367	104			447	112				
11:45		388	78	1498	401	423	77	1709	397	3207	798
Total		10342	13054			10414	15536			20756	28590
Percent		44.2%	55.8%			40.1%	59.9%			42.1%	57.9%
Grand Total		10342	13054			10414	15536			20756	28590
Percent		44.2%	55.8%			40.1%	59.9%			42.1%	57.9%

ADT ADT 49,346 AADT 49,346

Silver State Traffic Data Collection, LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

24-Hour Count
Industrial S of Wyoming

Start Time	05-Jun-07 Tue	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		72	134			20	85				
12:15		66	119			23	93				
12:30		58	146			23	100				
12:45		35	164	231	563	25	118	91	396	322	959
01:00		54	154			26	95				
01:15		48	177			29	107				
01:30		42	215			25	121				
01:45		36	197	180	743	20	103	100	426	280	1169
02:00		48	260			15	113				
02:15		27	235			31	94				
02:30		30	281			19	126				
02:45		22	260	127	1036	23	105	88	438	215	1474
03:00		33	269			24	118				
03:15		20	243			21	123				
03:30		31	259			36	108				
03:45		21	205	105	976	41	112	122	461	227	1437
04:00		30	274			42	105				
04:15		19	263			60	120				
04:30		47	268			65	111				
04:45		50	246	146	1051	52	121	219	457	365	1508
05:00		43	261			73	97				
05:15		49	283			111	116				
05:30		41	251			151	109				
05:45		43	157	176	952	149	75	484	397	660	1349
06:00		63	173			122	83				
06:15		58	119			114	50				
06:30		67	91			159	49				
06:45		73	79	261	462	162	49	557	231	818	693
07:00		108	82			173	39				
07:15		84	83			148	50				
07:30		100	67			191	36				
07:45		103	86	395	318	189	40	701	165	1096	483
08:00		115	75			163	27				
08:15		91	69			134	35				
08:30		114	48			122	26				
08:45		111	64	431	256	137	41	556	129	987	385
09:00		87	69			102	47				
09:15		101	88			95	39				
09:30		117	66			75	49				
09:45		103	56	408	279	89	34	361	169	769	448
10:00		118	94			102	46				
10:15		108	65			80	50				
10:30		106	60			84	42				
10:45		104	62	436	281	97	28	363	166	799	447
11:00		132	82			82	29				
11:15		107	101			96	50				
11:30		113	65			99	37				
11:45		100	57	452	305	81	37	358	153	810	458
Total		3348	7222			4000	3588			7348	10810
Percent		31.7%	68.3%			52.7%	47.3%			40.5%	59.5%
Grand Total		3348	7222			4000	3588			7348	10810
Percent		31.7%	68.3%			52.7%	47.3%			40.5%	59.5%
ADT	ADT 18,158		AADT 18,158								

APPENDIX B

Existing Site Generated Traffic

Kimley-Horn and Associates, Inc.

Project	Pulse	EXISTING			
Subject	Trip Generation				
Designed by	MMO	*Date*	June 11, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate

Land Use Code - Light Industrial (110)

Independant Variable - Acres (X)

X = 70.000
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 109)

Daily Weekday
T = 7.51(X)
T = 7.51 * 70

Directional Distribution: 83% ent. 17% exit.
T = 526 Average Vehicle Trip Ends
437 entering 89 exiting

437 + 89 = 526

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 110)

Daily Weekday
T = 7.26 (X)
T = 7.26 * (70.0)

Directional Distribution: 22% ent. 78% exit.
T = 508 Average Vehicle Trip Ends
112 entering 396 exiting

112 + 396 = 508

Weekday (page 108)

Daily Weekday
T = 51.8(X)
T = 51.8 * 70.00

Directional Distribution: 50% entering, 50% exiting
T = 3626 Average Vehicle Trip Ends
1813 entering 1813 exiting

1813 + 1813 = 3626

APPENDIX C

Existing Growth Rate Calculations

Kimley-Horn and Associates, Inc.

Project:	Neon Lights	*Project Number:*	
Subject:	NDOT Growth Rate Calculations	*Date:*	3/16/200
Designed By:	MED	*Page*	1 of 3

Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2005

Number of Count Stations Analyzed = 17

Average Annual Growth Rate in the Vicinity of the Proposed Project = -1.14%

NDOT COUNT STATION:	0084
ROADWAY:	Charleston Boulevard
LOCATION:	250' E of the Charleston Blvd Interchange

Year	ADT	Annual Growth Rate
2000	46000	-0.44%
2005	45000	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	44803
2007	44606
2008	44410

NDOT COUNT STATION:	0275
ROADWAY:	Sahara Avenue
LOCATION:	0.2 mi W of Maryland Parkway

Year	ADT	Annual Growth Rate
2000	55000	-0.18%
2005	54500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	54401
2007	54301
2008	54202

NDOT COUNT STATION:	0278
ROADWAY:	Paradise Road
LOCATION:	450' N of Sahara Avenue

Year	ADT	Annual Growth Rate
2000	18100	-0.22%
2005	17900	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	17821
2007	17743
2008	17665

NDOT COUNT STATION:	0287
ROADWAY:	Las Vegas Boulevard
LOCATION:	0.25 mi S of Main St. & 200' N of Cincinnati Ave

Year	ADT	Annual Growth Rate
2000	45500	-1.82%
2005	41500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	41424
2007	41349
2008	41273

NDOT COUNT STATION:	0290
ROADWAY:	Las Vegas Boulevard
LOCATION:	0.2 mi N of Main St & 150' S of Oakey Blvd

Year	ADT	Annual Growth Rate
2000	41000	-1.77%
2005	37500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	37336
2007	37172
2008	37009

NDOT COUNT STATION:	0291
ROADWAY:	Rancho Road
LOCATION:	275' S of Pinto Lane

Year	ADT	Annual Growth Rate
2000	30500	-0.66%
2005	29500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	29446
2007	29392
2008	29339

Kimley-Horn and Associates, Inc.

Project:	Neon Lights	*Project Number:*	
Subject:	NDOT Growth Rate Calculations	*Date:*	3/16/200
Designed By:	MED	*Page*	2 of 3

Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2005

NDOT COUNT STATION:	0295
ROADWAY:	Charleston Boulevard
LOCATION:	300' E of Rancho Road

Year	ADT	Annual Growth Rate
2000	43500	-2.38%
2004	39500	
YEARS =	4	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2005	39327
2006	39154
2007	38983

NDOT COUNT STATION:	0296
ROADWAY:	S. Main Street
LOCATION:	200' N of Utah Avenue

Year	ADT	Annual Growth Rate
1999	20800	-0.24%
2005	20500	
YEARS =	6	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	20463
2007	20425
2008	20388

NDOT COUNT STATION:	0559
ROADWAY:	W. Oakey Blvd
LOCATION:	E of Rancho Road

Year	ADT	Annual Growth Rate
2000	19200	-4.82%
2005	15000	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	14934
2007	14869
2008	14803

NDOT COUNT STATION:	0560
ROADWAY:	Wyoming Avenue
LOCATION:	250' W of Industrial Road

Year	ADT	Annual Growth Rate
2000	17400	1.99%
2005	19200	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	19165
2007	19130
2008	19095

NDOT COUNT STATION:	0614
ROADWAY:	Rancho Road
LOCATION:	0.4 mi S of Charleston Blvd

Year	ADT	Annual Growth Rate
2000	24300	-2.51%
2005	21400	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	21306
2007	21213
2008	21120

NDOT COUNT STATION:	0618
ROADWAY:	Martin L King Blvd
LOCATION:	0.2 mi S of Alta Drive

Year	ADT	Annual Growth Rate
2000	14000	3.09%
2005	16300	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	16270
2007	16241
2008	16211

Kimley-Horn and Associates, Inc.

Project:	Neon Lights	*Project Number:*	
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Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2005

NDOT COUNT STATION:	0635
ROADWAY:	Maryland Parkway
LOCATION:	0.1 N of Sahara Avenue

Year	ADT	Annual Growth Rate
2000	32000	-0.96%
2005	30500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	30366
2007	30233
2008	30100

NDOT COUNT STATION:	1012
ROADWAY:	St. Louis Avenue
LOCATION:	btwn Paradise Rd and Santa Paula Ave

Year	ADT	Annual Growth Rate
2000	4500	1.09%
2005	4750	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	4741
2007	4733
2008	4724

NDOT COUNT STATION:	1013
ROADWAY:	St. Louis Avenue
LOCATION:	btwn 15th St. and 16th St.

Year	ADT	Annual Growth Rate
2000	7500	-5.01%
2005	5800	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	5775
2007	5749
2008	5724

NDOT COUNT STATION:	1092
ROADWAY:	Alta Drive
LOCATION:	0.4 mi E of Rancho Road

Year	ADT	Annual Growth Rate
2000	17800	-0.34%
2005	17500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	17468
2007	17436
2008	17404

NDOT COUNT STATION:	2279
ROADWAY:	Oakey Boulevard
LOCATION:	0.1 mi E of Las Vegas Boulevard

Year	ADT	Annual Growth Rate
2004	8300	-4.22%
2005	7950	
YEARS =	1	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	7915
2007	7880
2008	7846

Kimley-Horn and Associates, Inc

Project:	Neon Lights	*Project Number:*	
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Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2005

Number of Count Stations Analyzed = 10

Average Annual Growth Rate in the Vicinity of the Proposed Project = -0.27%

NDOT COUNT STATION:	0084
ROADWAY:	SR-159 (Charleston Bl)
LOCATION:	250' E of the Charleston Bl Interchange

Year	ADT	Annual Growth Rate
2000	46000	-0.44%
2005	45000	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	44803
2007	44606
2008	44410

NDOT COUNT STATION:	0275
ROADWAY:	SR-589 (Sahara Av)
LOCATION:	0.2 mi W of SR-606 (Maryland Pk)

Year	ADT	Annual Growth Rate
2000	55000	-0.18%
2005	54500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	54401
2007	54301
2008	54202

NDOT COUNT STATION:	0278
ROADWAY:	Paradise Rd
LOCATION:	450' N of SR-589 (Sahara Av)

Year	ADT	Annual Growth Rate
2000	18100	-0.22%
2005	17900	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	17821
2007	17743
2008	17665

NDOT COUNT STATION:	0287
ROADWAY:	Las Vegas Bl
LOCATION:	0.25 mi S of Main St & 200' N of Cincinnati Av

Year	ADT	Annual Growth Rate
2000	45500	-1.82%
2005	41500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	41424
2007	41349
2008	41273

NDOT COUNT STATION:	0290
ROADWAY:	Las Vegas Bl
LOCATION:	0.2 mi N of Main St & 150' S of Oakey Bl

Year	ADT	Annual Growth Rate
2000	41000	-1.77%
2005	37500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	37336
2007	37172
2008	37009

NDOT COUNT STATION:	0291
ROADWAY:	Rancho Rd
LOCATION:	275' S of Pinto Ln

Year	ADT	Annual Growth Rate
2000	30500	-0.66%
2005	29500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	29446
2007	29392
2008	29339

Kimley-Horn and Associates, Inc.

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Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2005

NDOT COUNT STATION:	0295
ROADWAY:	SR-159 (Charleston Bl)
LOCATION:	300' E of Rancho Rd

Year	ADT	Annual Growth Rate
2000	43500	-2.38%
2004	39500	
YEARS =	4	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2005	39327
2006	39154
2007	38983

NDOT COUNT STATION:	0296
ROADWAY:	S Main St
LOCATION:	200' N of Utah Av

Year	ADT	Annual Growth Rate
1999	20800	-0.24%
2005	20500	
YEARS =	6	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	20463
2007	20425
2008	20388

NDOT COUNT STATION:	0559
ROADWAY:	W Oakey Bl
LOCATION:	E of SR-599 (Rancho Rd)

Year	ADT	Annual Growth Rate
2000	19200	-4.82%
2005	15000	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	14934
2007	14869
2008	14803

NDOT COUNT STATION:	0560
ROADWAY:	Wyoming Av
LOCATION:	250' W of Industrial Rd

Year	ADT	Annual Growth Rate
2000	17400	1.99%
2005	19200	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	19165
2007	19130
2008	19095

NDOT COUNT STATION:	0614
ROADWAY:	SR-599 (Rancho Rd)
LOCATION:	0.4 mi S of SR-159 (Charleston Bl)

Year	ADT	Annual Growth Rate
2000	24300	-2.51%
2005	21400	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	21306
2007	21213
2008	21120

NDOT COUNT STATION:	0619
ROADWAY:	Martin L King Bl
LOCATION:	0.2 mi S of Alta Dr

Year	ADT	Annual Growth Rate
2000	14000	3.09%
2005	16300	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	16270
2007	16241
2008	16211

Kimley-Horn and Associates, Inc.

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Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2005

NDOT COUNT STATION:	0635
ROADWAY:	Maryland Pk
LOCATION:	0.1 N of SR-589 (Sahara Av)

Year	ADT	Annual Growth Rate
2000	32000	-0.96%
2005	30500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	30366
2007	30233
2008	30100

NDOT COUNT STATION:	1012
ROADWAY:	St. Louis Av
LOCATION:	btwn Paradise Rd & Santa Paula Av

Year	ADT	Annual Growth Rate
2000	4500	1.09%
2005	4750	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	4741
2007	4733
2008	4724

NDOT COUNT STATION:	1013
ROADWAY:	St. Louis Av
LOCATION:	btwn 15th St and 16th St

Year	ADT	Annual Growth Rate
2000	7500	-5.01%
2005	5800	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	5775
2007	5749
2008	5724

NDOT COUNT STATION:	1092
ROADWAY:	Alta Dr
LOCATION:	0.4 mi E of Rancho Rd

Year	ADT	Annual Growth Rate
2000	17800	-0.34%
2005	17500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	17468
2007	17436
2008	17404

NDOT COUNT STATION:	2279
ROADWAY:	Oakey Bl
LOCATION:	0.1 mi E of Las Vegas Bl

Year	ADT	Annual Growth Rate
2004	8300	-4.22%
2005	7950	
YEARS =	1	

PROJECTED	
Year	ADT
2006	7915
2007	7880
2008	7846

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0082	IR-215, E/B on-ramp from Eastern Av.									
			1605	5260	9500	12000	11130	11600	11600	11700
0083	IR-15, N/B off-ramp of the Charleston Bl Intch 'Exit 41A'.									
	5790	5115	4735	5015	5200	5700*	5000	6100	6100	6450
0084	SR-159 (Charleston Bl), 250' E of the Charleston Bl Intch 'Exit 41' E of Grand Central Pk.									
	47000	47000	40000	45200	46000	46000*	44600	44600*	48500*	45000
0085	IR-15, N/B off-ramp of the Charleston Bl Intch 'Exit 41B', 5' S of the structure.									
	5500	5930	5940	6860	6800*	6800*	6050*	7000	7400	7600
0086	IR-215, W/B off-ramp to Eastern Av.									
			1910	5195	9800	11000	11400	11800	12400	11700
0088	IR-15, S/B off-ramp of the Charleston Intch 'Exit 41'.									
	9165	7370	7420	6215	8400	8400*	9000	8600	9250	8850
0090	IR-215, W/B on-ramp from Eastern Av.									
		11115	7290	8325	12360	14000	16100	19900*	17200	18300
0091	IR-15, S/B on-ramp of the Charleston Bl Intch 'Exit 41'.									
	10475	12175	12370	16135	13400	13400*	10700	15000	14900	16000
0092	IR-15, btwn Charleston Bl Intch 'Exit 41' & Las Vegas Ex Intch 'Exit 42'.									
	183120	194860	194415	211245	221000	212600*	222650*	230000*	246000*	248000*
0093	IR-15, From SB MLK to I-15 SB									
			0		4300	5300	4550	6000	5950	6000
0094	IR-15,									

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0272	SR-610 (Lamb Bl), .1 mi N of SR-582 (Boulder Hw).									
	32800	33200	33100	37100	32000	30000	31500	32500	36000	38000
0273	SR-582 (Boulder Hw), .2 mi N of the US-95 ramps at 'Exit 69'.									
	41500	42600	40200	40300	36500	36000	36000*	38500	39000	40000
0274	SR-589 (Sahara Av), .2 mi E of Mojave Rd.									
	36600	39400	42000	41700	41500*	45000	39000	40000	40000	42000
0275	SR-589 (Sahara Av), .2 mi W of SR-606 (Maryland Pk).									
	53700	56000	52500	54600	55000	52700*	51500	50300*	52000	54500
0277	Paradise Rd, 300' S of SR-589 (Sahara Av).									
	35800	33000	34000	37100	37000	37000*	37000*	37100*	36000	37500
0278	SR-605 (Paradise Rd), 450' N of SR-589 (Sahara Av).									
	21300	19400	19000	17700	18100	19000	17100	17100*	16500	17900
0279	SR-589 (Sahara Av), 100' E of SR-604 (Las Vegas Bl).									
	57300	62700	65000	64900	66500	63800*	63800*	64500	67000	68500
0280	Adams Bl, E of Utah St.									
			1150	1150	1100	1200	1100	1050	1050	1050
0282	Jones Bl, .1 mi N of Ann Rd.									
			5850	5850	10000	11000	11200*	14100	16500	18100
0285	Utah St, S of Adams Bl.									
			1900	1950	2000	2100	2000	1900	1950	1800
0286	SR-589 (Sahara Av), .2 mi W of SR-604 (Las Vegas Bl)									
	71100	75000	76000	76300	75000	72000*	72000*	70500	73000	79500
0287	SR-604 (Las Vegas Bl), .25 mi S of Main St & 200' N of Cincinnati Av.									
	42900	44900	47500	45600	45500	47000	48400*	48400*	46500	41500

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0288	SR-604 (Las Vegas Bl), .1 mi S of Charleston Bl.									
	39300	37100	36000	35300	32000	32000	32500	31000	31500	32500
0289	US-95, btwn the Rancho Dr Intch 'Exit 77' & Martin L King Bl Intch 'Exit 76'.									
	158865	165555	167840	181550	195700*	199430*	198700*	198000*	201000*	201000*
0290	SR-604 (Las Vegas Bl), .2 mi N of Main St & 150' S of Oakey Bl.									
	38300	40100	46000	45100	41000	39000	45000	45000*	37000	37500
0291	SR-599 (Rancho Rd), 275' S of Pinto Ln.									
	31900	30800	33500	31000	30500	30000	30000*	30000*	27900	29500
0292	Jones Bl, .3 mi N of CL-215									
			4450	4450	6700	6700*	6700*	8400*	8400*	16200
0293	Arizona St, E of Nevada Hw.									
			3150	2800	2800	2900	2550	2550	2400	2750
0294	Paradise Rd, .6 mi S of SR-562 (Sunset Rd) N of IR-215 ramps.									
		9550	10500	11800	13800	12000	12800	12700	12700	14000
0295	SR-159 (Charleston Bl), 300' E of Rancho Rd.									
	40500	41300	39000	43600	43500	43500*	43500*	42200*	39500	37000*
0296	SR-601 (S Main St), 200' N of Utah Av.									
	22500	21700	21200*	20800	20800*	21000	22600	18100	18000*	20500
0298	SR-159 (Charleston Bl), 100' W of 4th St for W/B & 150' W for E/B.									
	34300	36000	36600	34100	37000	37000*	34500	35500	36000	39000
0299	SR-604 (Las Vegas Bl), 150' N of Bonneville Av.									
	34000	32100	31000	30400	27500	28000	26700	26700*	26100	26500
0300	SR-159 (Charleston Bl), 100' W of S 6th St.									
	32500	34600	31000	32200	34000	34000*	33500	35500	32500	40000

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0548	Whitmore St, in Overton at the RxR tracks.									
								470	160	480
0552	SR-159 (W Charleston Bl), 300' E of Torrey Pines Dr.									
	33800	34300	34000	37900	34500	32000	40500	42500	38500	37000
0553	SR-159 (W Charleston Bl), .1 mi W of Mohawk St.									
	37300	39100	39500	38800	37000	34500*	41000	42600*	42000	40000
0556	SR-159 (E Charleston Bl), .1 mi W of Sandhill Rd.									
	33400	34000	32000	33400	32500	28000	28000*	29700*	32000	34000
0557	SR-159 (E Charleston Bl), .2 mi E of SR-610 (Lamb Bl).									
	45000	46600	44800	50100	48000	45000	45000*	48000	54500	57000
0558	W Oakey Bl, 300' W of SR-599 (Rancho Rd).									
	17200	16700	13800	14600	15100	15000*	15100	11100	13400	14800
0559	W Oakey Bl, E of SR-599 (Rancho Rd).									
	16300	15800	15900	16200	19200	19200*	11800	12600*	13400	15000
0560	Wyoming Av, 250' W of Industrial Rd.									
	20100	19700	18700	18000	17400	21000	21000*	14400	16000	19200
0561	Donovan Wy, N of SR-573 (Craig Rd).									
								3550	4000	5200
0562	SR-589 (W Sahara Av), btwn Westwind Rd & Lindell Rd.									
	52000	52900	53000	55200	50500	48000	48000*	53900*	58000	61000
0563	SR-589 (E Sahara Av), .1 mile E of Boulder Hwy.									
	20900	22500	23000	24900	26500	25000	25000*	23300	25200	27200
0564	SR-589 (E Sahara Av), 300' E of SR-610 (Lamb Bl).									
	17700	22200	23900	30600	25200*	26000	24800	25500	29000	29500

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0611	Valley View Bl, 150' N of La Pasada Av & .25 mi N of SR-589 (Sahara Av).									
	29400	27500	27500	29600	33000	29000	31000	25500	26000	27100
0612	Valley View Bl, .1 mi N of W Oakey Bl.									
	26100	24400	24500	26900	24600	27800	23400	20500*	22000*	24600
0614	SR-599 (Rancho Rd), .4 mi S of SR-159 (Charleston Bl) btwn Laurie & Llewllynn Dr.									
	24300	23100	24500	22500	24300	22000	22000*	22400*	19800	21400
0615	SR-599 (Rancho Rd), 250' S of Vegas Dr.									
	37000	41700	41600	42900	42000	43000	42100*	44200*	47500	50500
0616	SR-599 (Rancho Rd), .1 mi S of Carey Av.									
	36400	37000	38400	40900	38900	38000	37300*	40000	44000	46000
0617	SR-599 (Rancho Rd), .1 mi N of Carey Av.									
	33000	34500	35800	35200	34900	34000*	33300*	37000	40000	42000
0618	SR-599 (Rancho Rd), .1 mi S of SR-574 (Cheyenne Av).									
	28800	28800	30000	30900	28600	29000	28400	29000	31500	33000
0619	Martin L King Bl, .2 mi S of Alta Dr									
	15000	15500	13000	18800	14000	14000*	13800	14400	16400	16300
0620	Donovan Wy, .1 mile S of SR-573 (Craig Rd) at the RxR tracks.									
								2800	2400	2850
0622	Martin L King Bl, .1 mi N of Owens Av.									
	26500	26600	26000*	25000	28700	30000	31000	31000	37500	36000
0624	Martin L King Bl, .7 mi S of SR-574 (Cheyenne Av) 150' N of Cartier Av.									
	18000	19700	22000	23800	25800	26000	27900	27900*	36000	35000*
0625	SR-602 (Casino Center Bl), btwn Clark Av & Lewis Av.									
	7400	6700	7000	7400	7200*	7000*	7000*	7100*	7100*	7100*

* = DATA ADJUSTED OR ESTIMATED

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0626	4th St, btwn Clark Av & Lewis Av.									
	5900	5400	8000	7300	6500	6500*	6500*	7300	6600	6600*
0627	4th St, 100' S of Ogden Av.									
	6500	7000	8300	8300	7400*	7400*	7400*	7500*	7850	7800*
0628	Paradise Rd, 200' N of Sands Av.									
	42800	45000	48500	45400	45500	45000	45000	45000*	43000	42000
0629	Maryland Pk, 200' N of Hacienda Av.									
	16100	16500	19500	18400	20400	18000	21000	19600	20800	22000
0630	Maryland Pk, 500' S of SR-592 (Flamingo Rd).									
	36400	38800	38000*	37000	37000	36000	39000	35200*	38500	38500
0631	Maryland Pk, 900' N of SR-592 (Flamingo Rd).									
	43900	44700	43500	42600	42000	43000	44000	40500	44000	44000*
0633	Maryland Pk, .1 mi N of Desert Inn Rd.									
	42900	44100	43000	42000	40000	43000	41000	41000*	43500	44000
0635	Maryland Pk, .1 mi N of Sahara Av btwn Exley Av & San Pedro Dr.									
	31000	31900	29000	28700	32000	30000	30000*	28700	31000	30500
0636	Maryland Pk, .1 mi N of SR-159 (Charleston Bl) North of Bonneville Av.									
	18600	19400	19500	18700	18400*	18400*	18400*	17100	17000*	17100
0637	Maryland Pk, .1 mi S of E Bonanza Rd.									
	11900	12500	12000	12100	11900	12000	12500	11200	11300	12000
0638	Maryland Pk, 300' N of E Bonanza Rd.									
	7300	7500	6850	7150	7900	8000	8300	7550	7600	8250
0639	Fiesta Henderson, .1 mile N of Waterwheel Falls Dr at the RxR tracks (Henderson area).									
								4300	4100	4050

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
1000	13th, btwn Clark St & Lewis St.									
	8115	8700	8100	8100	7650	8000	8050	10100	7600	8050
1002	Maryland Pk, 50' S of Bridger St.									
	8800	8950	8300	8150	8000	8000	8450	7650	7900	8450
1003	Utah St, 100' E of New Mexico St.									
	3300	3950	3400	3300	3150	3300	3150	3200	3250	3150
1004	IR-215, W/B off-ramp of the Warm Springs-Airport Co Intch to the Airport Co.									
	4595	7005	8645	8935	13600	15000	16800	16400	16100	17200
1005	Horizon Dr, 200' E of Greenway Dr.									
	9300	12200	13000	14200	14500*	16000	18100	19200*	21300	20700
1007	Russell Rd, .4 mi E of Pecos Bl.									
	17400	18200	20000	18200	18200*	18000	19500	18800	19700	20900
1011	Pecos Rd, S of Patrick Ln.									
	24500	25200	26500	27400	26700	26700	24900	26200	27800	28800
1012	St Louis Av, btwn Paradise Rd & Santa Paula Av.									
	4700	4850	4300	4600	4500	4200	4200	4200*	4450	4750
1013	St Louis Av, btwn 15th St & 16th St.									
	5500	6350	5600	7000	7500	7500*	5400	5450	5550	5800
1014	US-95, .1 mi S of the RxR Pass Intch S/B ramps.									
	8100	8400	8400	8250	7620	8500	8800	9700	10900*	12300
1015	IR-15, S/B off-ramp of the Russell Rd Intch 'Exit 36'.									
	6950	7045	7150	8865	9900	9900	9650	10700	11300	11300
1016	IR-15, S/B on-ramp of the Russell Rd Intch 'Exit 36'.									
	3465	4455	7535	6050	5900	7000*	7150	7300	7300*	10700

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
1091	Alta Dr, .1 mi E of Valley View Bl.									
	13200	13500	12700	14100	10000	9800*	9800*	9850	12000	10700
1092	Alta Dr, .4 mi E of Rancho Rd.									
		17600	17600	18400	17800	19800	19800*	19800*	17000	17500
1093	SR-160 (Pahrump Valley Rd), .7 mi W of Decatur Bl.									
	12000	15600	15000	14700	11700*	12000	14700	16200	20600	27000
1094	SR-160 (Pahrump Valley Rd), .3 mi W of SR-595 (Rainbow Bl).									
	7700	8400	9600	9500	9800	9400	9050	9450	12000	22500
1096	Buffalo Dr, .2 mi S of Alexander Rd.									
	4850	4700	6350	7300	7700	7700*	7700	7700*	9650	10300
1097	Buffalo Dr, .1 mi S of Cheyenne Av.									
	8750	13900	18500	23200	21600*	21000	23200	22100*	25000	24100
1098	Buffalo Dr, 200' N of Vegas Dr.									
	20700	21600	25600	38600	42000	39000	39000*	39000	42000	40000
1099	Buffalo Dr, 200' N of Oakey Bl.									
	23200	23800	26500	28400	34500	32000	27000	26000	31500	31500
1100	SR-159 (Charleston Bl), .2 mi E of Buffalo Dr.									
	23700	25800	28000	27700	30000	29000	30100	31000	35500	35000
1102	Cheyenne Av, .3 mi E of Rampart Bl East of Soaring Gulls Dr.									
		25400	29100	31900	32700	35000	35500	40000	37000	37500
1103	Cheyenne Av, .1 mi E of Buffalo Dr.									
	24000	36200	39800	42900	43000	43000	43000	48000*	46500	44000
1104	Decatur Bl, .8 mi N of Russell Rd.									
				30800	28500	28500*	34500	33000	34500	38500

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION		1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
2276	Cheyenne Av, 0.1 mi W of US-95.									47000	61000
2277	Main St, 0.1 mi S of US-95.									17700	21500
2278	Durango Dr, 0.1 mi N of Elkhorn.									5600	5700
2279	Oakey Bl, 0.1 mi E of Las Vegas Bl.									8300	7950
2281	Town Center Dr, 0.1 mi S of Sahara									17300	17800*
6001	Centennial Pk, 400' W of Losee.									5750	7300*
6002	Washburn Rd, 200' W of Losee.									4400	3400*
6003	Lone Mountain Rd, 200' W of Losee.									3800	3850
6004	Craig Rd, 400' W of Losee.									34500*	44500
6005	Alexander Rd, 200' W of Losee.									4750	4700*
6006	Gowan Rd, 200' W of Losee.									1500	1500*
6007	Cheyenne Av, 100' E of Bucyrus Erie.									44500	45800*

* = DATA ADJUSTED OR ESTIMATED

APPENDIX D

Trip Generation Calculations

Kimley-Horn and Associates, Inc.

Project	Pulse PHASE A		
Subject	Trip Generation		
Designed by	MMO	*Date* June 11, 2007	*Job No.*
Checked by			*Sheet No.* 1 *of* 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Fitted Curve Equations

Land Use Code - Residential Townhouse Condominium (230)

Independant Variable - Dwelling Units (X)

X = 100
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 368)

Daily Weekday
Ln(T) = 0.80 * Ln(X) + 0.26
Ln(T) = 0.80 Ln(100.0) + 0.26

Directional Distribution: 17% ent. 83% exit.
T = 52 Average Vehicle Trip Ends
9 entering 43 exiting

9 + 43 = 52

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 369)

Daily Weekday
Ln(T) = 0.82 * Ln(X) + 0.32
Ln(T) = 0.82 * Ln(100.0) + 0.32

Directional Distribution: 67% ent. 33% exit.
T = 60 Average Vehicle Trip Ends
40 entering 20 exiting

40 + 20 = 60

Weekday

Daily Weekday
Ln(T) = 0.85 * Ln(X) + 2.55
Ln(T) = 0.85 * Ln(100.0) + 2.55

Directional Distribution: 67% ent. 33% exit.
T = 642 Average Vehicle Trip Ends
430 entering 212 exiting

430 + 212 = 642

Kimley-Horn and Associates, Inc.

Project	Pulse PHASE A				
Subject	Trip Generation				
Designed by	MMO	*Date*	June 11, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Fitted Curve Equations

Land Use Code - Shopping Center (820)

Independant Variable - 1000 Square Feet Gross Leasable Area (X)

Gross Leasable Area = 50.000 Square Feet
X = 50.000
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Page 1452)

Daily Weekday
Ln(T) = 0.6 Ln(X) + 2.29
Ln(T) = 0.6 * Ln(50.00) + 2.29

Directional Distribution: 61% ent. 39% exit.
T = 103 Average Vehicle Trip Ends
63 entering 40 exiting

63 + 40 = 103

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 1453)

Daily Weekday
Ln(T) = 0.660 Ln(X) + 3.40
Ln(T) = 0.660 * Ln(50.00) + 3.40

Directional Distribution: 48% ent. 52% exit.
T = 396 Average Vehicle Trip Ends
190 entering 206 exiting

190 + 206 = 396

Weekday (page 1451)

Daily Weekday
Ln(T) = 0.65 Ln(X) + 5.83
Ln(T) = 0.65 * Ln(50.00) + 5.83

Directional Distribution: 50% entering, 50% exiting
T = 4328 Average Vehicle Trip Ends
2164 entering 2164 exiting

2164 + 2164 = 4328

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 2nd Edition, June 2004, page 34)

Average Pass-By Trip Percentage: 0 AM 34.0 PM

	IN	Out	Total		IN	Out	Total	
AM Peak	63	40	103	**PM Peak**	126	136	261	**NON PASS-BY**
AM Peak	0	0	0	**PM Peak**	64	70	135	**PASS-BY**

APPENDIX E

Traffix Level of Service Analysis Reports

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

Intersection #1 Charleston Boulevard/Grand Central Parkway (#1)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	29.6
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Grand Central Parkway						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	1	0	0	2	2	0	2	1	0	1	0	3	0	1
Volume Module: >> Count Date: 31 May 2007 << 7:30-8:30 AM																				
Base Vol:	3	3	4	140	2	589	342	1847		19	11	1129			209					
Growth Adj:	1.00	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	3	4	140	2	589	342	1847		19	11	1129			209					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00					
PHF Adj:	0.63	0.63	0.63	0.79	0.79	0.79	0.91	0.91		0.91	0.95	0.95			0.95					
PHF Volume:	5	5	6	177	3	745	375	2027		21	12	1195			221					
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0			0					
Reduced Vol:	5	5	6	177	3	745	375	2027		21	12	1195			221					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00					
Final Vol.:	5	5	6	177	3	745	375	2027		21	12	1195			221					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900			1900					
Adjustment:	0.93	0.90	0.90	0.93	0.93	0.73	0.90	0.89		0.89	0.93	0.89			0.83					
Lanes:	1.00	0.43	0.57	1.97	0.03	2.00	2.00	2.97		0.03	1.00	3.00			1.00					
Final Sat.:	1769	729	972	3499	50	2786	3432	5026		52	1769	5083			1583					
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.01	0.01	0.05	0.05	0.27	0.11	0.40		0.40	0.01	0.24			0.14					
Crit Moves:	****					****		****			****									
Green/Cycle:	0.00	0.05	0.05	0.35	0.39	0.39	0.19	0.59		0.59	0.01	0.41			0.41					
Volume/Cap:	0.68	0.14	0.14	0.14	0.13	0.68	0.57	0.68		0.68	0.68	0.57			0.34					
Uniform Del:	69.6	64.2	64.2	31.0	27.2	35.2	51.4	19.4		19.4	69.1	31.7			28.2					
IncremntDel:	139.7	0.9	0.9	0.1	0.0	1.8	1.2	0.6		0.6	74.7	0.4			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:	209.3	65.0	65.0	31.1	27.2	36.9	52.6	20.1		20.1	143.8	32.1			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:	209.3	65.0	65.0	31.1	27.2	36.9	52.6	20.1		20.1	143.8	32.1			28.5					
LOS by Move:	F	E	E	C	C	D	D	C		C	F	C			C					
HCM2kAvgQ:	1	1	1	3	2	16	8	22		22	1	14			6					

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

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

Intersection #1 Charleston Boulevard/Grand Central Parkway (#1)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	42.6
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Grand Central Parkway						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	1	0	0	2	2	0	2	1	0	1	0	3	0	1
Volume Module: >> Count Date: 31 May 2007 << 4:00-5:00 PM																				
Base Vol:	18	6	13	200	3	731	663	1523	7	16	1571	469								
Growth Adj:	1.00	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	6	13	200	3	731	663	1523	7	16	1571	469								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.62	0.62	0.62	0.84	0.84	0.84	0.85	0.85	0.85	0.87	0.87	0.87								
PHF Volume:	29	10	21	238	4	870	779	1790	8	18	1810	540								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	29	10	21	238	4	870	779	1790	8	18	1810	540								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	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.:	29	10	21	238	4	870	779	1790	8	18	1810	540								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.93	0.88	0.88	0.93	0.93	0.73	0.90	0.89	0.89	0.93	0.89	0.83								
Lanes:	1.00	0.32	0.68	1.97	0.03	2.00	2.00	2.99	0.01	1.00	3.00	1.00								
Final Sat.:	1769	527	1143	3497	52	2786	3432	5055	23	1769	5083	1583								
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.31	0.23	0.35	0.35	0.01	0.36	0.34								
Crit Moves:	****					****	****				****									
Green/Cycle:	0.02	0.08	0.08	0.28	0.34	0.34	0.25	0.62	0.62	0.02	0.39	0.39								
Volume/Cap:	0.91	0.24	0.24	0.24	0.20	0.91	0.91	0.57	0.57	0.57	0.91	0.87								
Uniform Del:	68.6	60.8	60.8	38.5	32.5	44.0	51.1	15.6	15.6	68.2	40.4	39.5								
IncremntDel:	122.4	1.0	1.0	0.1	0.1	12.7	13.9	0.3	0.3	22.0	6.9	13.2								
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:	191.1	61.7	61.7	38.7	32.5	56.7	65.0	15.8	15.8	90.2	47.3	52.6								
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:	191.1	61.7	61.7	38.7	32.5	56.7	65.0	15.8	15.8	90.2	47.3	52.6								
LOS by Move:	F	E	E	D	C	E	E	B	B	F	D	D								
HCM2kAvgQ:	3	1	1	4	4	24	20	16	16	2	30	24								

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

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

Intersection #1 Charleston Boulevard/Grand Central Parkway (#1)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	31.8
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Grand Central Parkway						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	2	2 0	2 1	0	1 0	3 0	1
Volume Module: >> Count Date: 31 May 2007 << 7:30-8:30 AM												
Base Vol:	3	3	4	140	2	589	342	1847	19	11	1129	209
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	3	3	5	158	2	663	385	2079	21	12	1271	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.79	0.79	0.79	0.91	0.91	0.91	0.95	0.95	0.95
PHF Volume:	5	5	7	199	3	838	423	2282	23	13	1345	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	7	199	3	838	423	2282	23	13	1345	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	5	7	199	3	838	423	2282	23	13	1345	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.93	0.73	0.90	0.89	0.89	0.93	0.89	0.83
Lanes:	1.00	0.43	0.57	1.97	0.03	2.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1769	729	972	3499	50	2786	3432	5026	52	1769	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.06	0.06	0.30	0.12	0.45	0.45	0.01	0.26	0.16
Crit Moves:	****					****		****		****		
Green/Cycle:	0.00	0.05	0.05	0.35	0.39	0.39	0.19	0.59	0.59	0.01	0.41	0.41
Volume/Cap:	0.77	0.16	0.16	0.16	0.14	0.77	0.64	0.77	0.77	0.77	0.64	0.38
Uniform Del:	69.7	64.2	64.2	31.2	27.3	36.9	52.2	21.2	21.2	69.2	33.0	28.8
IncremntDel:	188.5	1.0	1.0	0.1	0.0	3.3	2.2	1.2	1.2	107.4	0.7	0.4
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:	258.2	65.2	65.2	31.3	27.4	40.2	54.4	22.4	22.4	176.5	33.7	29.2
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:	258.2	65.2	65.2	31.3	27.4	40.2	54.4	22.4	22.4	176.5	33.7	29.2
LOS by Move:	F	E	E	C	C	D	D	C	C	F	C	C
HCM2kAvgQ:	1	1	1	3	3	19	9	27	27	2	17	7

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

Traffix 7.8.0715 (c) 2006 Dowling Assoc. Licensed to K-H, LAS VEGAS

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

Intersection #1 Charleston Boulevard/Grand Central Parkway (#1)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.026
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	58.8
Optimal Cycle:	140	Level Of Service:	E

Street Name:	Grand Central Parkway						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 1	0	0 2	2 0	2	1 0	1 0	3	0 1
Volume Module: >> Count Date: 31 May 2007 << 4:00-5:00 PM												
Base Vol:	18	6	13	200	3	731	663	1523	7	16	1571	469
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	20	7	15	225	3	823	746	1714	8	18	1768	528
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.62	0.62	0.62	0.84	0.84	0.84	0.85	0.85	0.85	0.87	0.87	0.87
PHF Volume:	33	11	24	268	4	979	877	2014	9	21	2037	608
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	11	24	268	4	979	877	2014	9	21	2037	608
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	33	11	24	268	4	979	877	2014	9	21	2037	608
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.88	0.88	0.93	0.93	0.73	0.90	0.89	0.89	0.93	0.89	0.83
Lanes:	1.00	0.32	0.68	1.97	0.03	2.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1769	527	1143	3497	52	2786	3432	5055	23	1769	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.08	0.35	0.26	0.40	0.40	0.01	0.40	0.38
Crit Moves:	****					****	****				****	
Green/Cycle:	0.02	0.08	0.08	0.28	0.34	0.34	0.25	0.62	0.62	0.02	0.39	0.39
Volume/Cap:	1.03	0.27	0.27	0.27	0.22	1.03	1.03	0.64	0.64	0.64	1.03	0.98
Uniform Del:	68.7	60.9	60.9	38.9	32.8	46.0	52.6	16.7	16.7	68.3	42.7	42.2
IncremntDel:	167.3	1.1	1.1	0.1	0.1	36.1	37.7	0.5	0.5	36.3	27.3	32.1
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:	236.0	62.1	62.1	39.0	32.9	82.1	90.3	17.2	17.2	104.6	69.9	74.3
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:	236.0	62.1	62.1	39.0	32.9	82.1	90.3	17.2	17.2	104.6	69.9	74.3
LOS by Move:	F	E	E	D	C	F	F	B	B	F	E	E
HCM2kAvgQ:	3	2	2	4	4	31	26	20	20	2	40	32

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

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

Intersection #1 Charleston Boulevard/Grand Central Parkway (#1)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	31.8
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Grand Central Parkway						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1	1 0	0 2	2	0 2	1 0	1	0 3	0 1
Volume Module: >> Count Date: 31 May 2007 << 7:30-8:30 AM												
Base Vol:	3	3	4	140	2	589	342	1847	19	11	1129	209
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	3	3	5	158	2	663	385	2079	21	12	1271	235
Added Vol:	0	0	0	4	0	0	0	41	0	0	17	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	3	5	162	2	663	385	2120	21	12	1288	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.79	0.79	0.79	0.91	0.91	0.91	0.95	0.95	0.95
PHF Volume:	5	5	7	204	3	838	423	2327	23	13	1363	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	7	204	3	838	423	2327	23	13	1363	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	5	5	7	204	3	838	423	2327	23	13	1363	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.93	0.73	0.90	0.89	0.89	0.93	0.89	0.83
Lanes:	1.00	0.43	0.57	1.97	0.03	2.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1769	729	972	3500	49	2786	3432	5027	51	1769	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.06	0.06	0.30	0.12	0.46	0.46	0.01	0.27	0.17
Crit Moves:	****					****		****		****		
Green/Cycle:	0.00	0.04	0.04	0.35	0.39	0.39	0.19	0.60	0.60	0.01	0.42	0.42
Volume/Cap:	0.77	0.17	0.17	0.17	0.15	0.77	0.64	0.77	0.77	0.77	0.64	0.40
Uniform Del:	69.7	64.4	64.4	31.6	27.8	37.4	52.2	21.1	21.1	69.2	32.6	28.6
IncremntDel:	195.0	1.1	1.1	0.1	0.1	3.5	2.2	1.3	1.3	111.8	0.7	0.4
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:	264.7	65.5	65.5	31.6	27.8	41.0	54.4	22.4	22.4	181.0	33.3	29.0
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:	264.7	65.5	65.5	31.6	27.8	41.0	54.4	22.4	22.4	181.0	33.3	29.0
LOS by Move:	F	E	E	C	C	D	D	C	C	F	C	C
HCM2kAvgQ:	1	1	1	3	3	19	9	28	28	2	17	8

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

Intersection #1 Charleston Boulevard/Grand Central Parkway (#1)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.043
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	61.6
Optimal Cycle:	140	Level Of Service:	E

Street Name:	Grand Central Parkway						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	1	0	0	2	2	0	2	1	0	1	0	3	0	1
Volume Module: >> Count Date: 31 May 2007 << 4:00-5:00 PM																				
Base Vol:	18	6	13	200	3	731	663	1523	7	16	1571	469								
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13								
Initial Bse:	20	7	15	225	3	823	746	1714	8	18	1768	528								
Added Vol:	0	0	0	7	0	0	0	78	0	0	55	46								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	20	7	15	232	3	823	746	1792	8	18	1823	574								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.62	0.62	0.62	0.84	0.84	0.84	0.85	0.85	0.85	0.87	0.87	0.87								
PHF Volume:	33	11	24	276	4	979	877	2106	9	21	2100	661								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	33	11	24	276	4	979	877	2106	9	21	2100	661								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	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.:	33	11	24	276	4	979	877	2106	9	21	2100	661								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.93	0.88	0.88	0.93	0.93	0.73	0.90	0.89	0.89	0.93	0.89	0.83								
Lanes:	1.00	0.32	0.68	1.97	0.03	2.00	2.00	2.99	0.01	1.00	3.00	1.00								
Final Sat.:	1769	527	1143	3498	51	2786	3432	5056	22	1769	5083	1583								
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.02	0.02	0.08	0.08	0.35	0.26	0.42	0.42	0.01	0.41	0.42								
Crit Moves:	****					****	****					****								
Green/Cycle:	0.02	0.07	0.07	0.28	0.34	0.34	0.24	0.63	0.63	0.02	0.40	0.40								
Volume/Cap:	1.04	0.28	0.28	0.28	0.23	1.04	1.04	0.66	0.66	0.66	1.03	1.04								
Uniform Del:	68.8	61.3	61.3	39.3	33.4	46.4	52.9	16.6	16.6	68.3	42.0	42.0								
IncremntDel:	173.9	1.3	1.3	0.2	0.1	41.3	43.0	0.5	0.5	42.7	28.7	47.6								
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:	242.7	62.6	62.6	39.4	33.5	87.7	95.8	17.2	17.2	111.1	70.7	89.6								
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:	242.7	62.6	62.6	39.4	33.5	87.7	95.8	17.2	17.2	111.1	70.7	89.6								
LOS by Move:	F	E	E	D	C	F	F	B	B	F	E	F								
HCM2kAvgQ:	3	2	2	5	4	32	26	21	21	2	41	37								

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

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Intersection #2 Charleston Boulevard/Commerce Street

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Cycle (sec):	140	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	5.2
Optimal Cycle:	47	Level Of Service:	A

****

Street Name:	Commerce Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0 0	0 0	0	0 2	1 0	0	0 3	0 0
Volume Module: >> Count Date: 31 May 2007 << 7:15-8:15												
Base Vol:	173	0	48	0	0	0	0	1717	311	0	1201	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:	173	0	48	0	0	0	0	1717	311	0	1201	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	192	0	53	0	0	0	0	1908	346	0	1334	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	0	53	0	0	0	0	1908	346	0	1334	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.:	192	0	53	0	0	0	0	1908	346	0	1334	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.87	0.87	1.00	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.54	0.46	0.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	4205	762	0	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.26	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.89	0.89	0.00	0.89	0.00
Volume/Cap:	0.51	0.00	0.31	0.00	0.00	0.00	0.00	0.51	0.51	0.00	0.29	0.00
Uniform Del:	58.8	0.0	57.4	0.0	0.0	0.0	0.0	1.5	1.5	0.0	1.1	0.0
IncremntDel:	1.2	0.0	1.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	59.9	0.0	58.4	0.0	0.0	0.0	0.0	1.6	1.6	0.0	1.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	0.0	58.4	0.0	0.0	0.0	0.0	1.6	1.6	0.0	1.2	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	2	0	0	0	0	7	7	0	3	0

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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 #2 Charleston Boulevard/Commerce Street

Cycle (sec):	140	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	12.1
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Commerce Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0	0	0	2 1 0	0	0	3 0 0
Volume Module: >> Count Date: 31 May 2007 << 4:00-5:00												
Base Vol:	400	0	121	0	0	0	0	1567	205	0	1660	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:	400	0	121	0	0	0	0	1567	205	0	1660	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	444	0	134	0	0	0	0	1741	228	0	1844	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	0	134	0	0	0	0	1741	228	0	1844	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.:	444	0	134	0	0	0	0	1741	228	0	1844	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.88	0.88	1.00	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.65	0.35	0.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	4419	578	0	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.08	0.00	0.00	0.00	0.00	0.39	0.39	0.00	0.36	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.75	0.75	0.00	0.75	0.00
Volume/Cap:	0.52	0.00	0.34	0.00	0.00	0.00	0.00	0.52	0.52	0.00	0.48	0.00
Uniform Del:	45.5	0.0	43.3	0.0	0.0	0.0	0.0	7.1	7.1	0.0	6.7	0.0
IncremntDel:	0.6	0.0	0.5	0.0	0.0	0.0	0.0	0.1	0.1	0.0	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	0.00	1.00	0.00
Delay/Veh:	46.1	0.0	43.9	0.0	0.0	0.0	0.0	7.2	7.2	0.0	6.8	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:	46.1	0.0	43.9	0.0	0.0	0.0	0.0	7.2	7.2	0.0	6.8	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	9	0	5	0	0	0	0	13	13	0	11	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 #2 Charleston Boulevard/Commerce Street

Cycle (sec):	140	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Commerce Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0	0	0	2 1 0	0	0	3 0 0
Volume Module: >> Count Date: 31 May 2007 << 7:15-8:15												
Base Vol:	0	0	0	0	0	0	0	1717	0	0	1201	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	0	0	0	0	1932	0	0	1352	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	0	0	0	0	2147	0	0	1502	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	2147	0	0	1502	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	0	0	0	0	2147	0	0	1502	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3686	0	1900	0	0	0	0	5083	0	0	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.30	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.30	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	0	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 #2 Charleston Boulevard/Commerce Street

Cycle (sec):	140	Critical Vol./Cap.(X):	0.408
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	0.1
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Commerce Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0	0	0	2 1 0	0	0	3 0 0
Volume Module: >> Count Date: 31 May 2007 << 4:00-5:00												
Base Vol:	0	0	0	0	0	0	0	1567	0	0	1660	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	0	0	0	0	1764	0	0	1868	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	0	0	0	0	1960	0	0	2076	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1960	0	0	2076	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	0	0	0	0	1960	0	0	2076	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3686	0	1900	0	0	0	0	5083	0	0	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.41	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.41	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	1	0

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

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

Intersection #2 Charleston Boulevard/Commerce Street

Cycle (sec):	140	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	0.6
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Commerce Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0 0	0 0 0	0	0 2	1 0	0	0 3	0 0
Volume Module: >> Count Date: 31 May 2007 << 7:15-8:15												
Base Vol:	0	0	0	0	0	0	0	1717	0	0	1201	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	0	0	0	0	1932	0	0	1352	0
Added Vol:	24	0	1	0	0	0	0	11	35	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	0	1	0	0	0	0	1943	35	0	1359	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	27	0	1	0	0	0	0	2159	39	0	1510	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	1	0	0	0	0	2159	39	0	1510	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.:	27	0	1	0	0	0	0	2159	39	0	1510	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	1.00	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.95	0.05	0.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	4978	90	0	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.30	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.98	0.98	0.00	0.98	0.00
Volume/Cap:	0.44	0.00	0.04	0.00	0.00	0.00	0.00	0.44	0.44	0.00	0.30	0.00
Uniform Del:	68.1	0.0	67.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	5.1	0.0	0.6	0.0	0.0	0.0	0.0	0.1	0.1	0.0	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	73.2	0.0	68.2	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	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:	73.2	0.0	68.2	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	0	0	0	0	0	2	2	0	1	0

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

Intersection #2 Charleston Boulevard/Commerce Street

Cycle (sec):	140	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	1.8
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Commerce Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0 0	0 0	0	0 2	1 0	0	0 3	0 0
Volume Module: >> Count Date: 31 May 2007 << 4:00-5:00												
Base Vol:	0	0	0	0	0	0	0	1567	0	0	1660	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	0	0	0	0	1764	0	0	1868	0
Added Vol:	77	0	4	0	0	0	0	20	65	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	0	4	0	0	0	0	1784	65	0	1892	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	86	0	4	0	0	0	0	1982	72	0	2103	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	0	4	0	0	0	0	1982	72	0	2103	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.:	86	0	4	0	0	0	0	1982	72	0	2103	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	1.00	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.89	0.11	0.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	4880	178	0	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41	0.00	0.41	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.94	0.94	0.00	0.94	0.00
Volume/Cap:	0.44	0.00	0.05	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.44	0.00
Uniform Del:	63.9	0.0	62.4	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.4	0.0
IncremntDel:	1.6	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.1	0.0	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	0.00	1.00	0.00
Delay/Veh:	65.4	0.0	62.7	0.0	0.0	0.0	0.0	0.4	0.4	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:	65.4	0.0	62.7	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.5	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	4	4	0	4	0

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

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Intersection #3 Charleston Boulevard/Main Street (#3)

****

Cycle (sec):	140	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	37.6
Optimal Cycle:	140	Level Of Service:	D

****

Street Name:	Main Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 31 May 2017 << 7:30 - 8:30 AM												
Base Vol:	177	285	34	55	437	14	217	1339	250	133	938	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:	177	285	34	55	437	14	217	1339	250	133	938	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.93	0.93	0.93	0.98	0.98	0.98	0.92	0.92	0.92
PHF Volume:	206	331	39	59	471	15	222	1371	256	145	1021	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	331	39	59	471	15	222	1371	256	145	1021	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.:	206	331	39	59	471	15	222	1371	256	145	1021	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.93	0.93	0.93	0.87	0.87	0.93	0.89	0.89
Lanes:	1.00	1.79	0.21	1.00	1.94	0.06	1.00	2.53	0.47	1.00	2.89	0.11
Final Sat.:	1769	3110	371	1769	3411	109	1769	4181	781	1769	4866	187
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.11	0.03	0.14	0.14	0.13	0.33	0.33	0.08	0.21	0.21
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.29	0.29	0.09	0.21	0.21	0.23	0.49	0.49	0.12	0.39	0.39
Volume/Cap:	0.66	0.37	0.37	0.37	0.66	0.66	0.54	0.66	0.66	0.66	0.54	0.54
Uniform Del:	53.9	39.3	39.3	59.8	50.9	50.9	47.3	26.7	26.7	58.6	33.4	33.4
IncremntDel:	5.3	0.2	0.2	1.4	2.3	2.3	1.5	0.7	0.7	7.5	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:	59.3	39.6	39.6	61.2	53.3	53.3	48.8	27.4	27.4	66.1	33.7	33.7
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:	59.3	39.6	39.6	61.2	53.3	53.3	48.8	27.4	27.4	66.1	33.7	33.7
LOS by Move:	E	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	7	7	3	11	11	9	19	19	7	13	13

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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 #3 Charleston Boulevard/Main Street (#3)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	44.7
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 31 May 2007 << 4:00 - 5:00 PM												
Base Vol:	389	543	73	75	381	15	211	1283	233	129	1195	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	543	73	75	381	15	211	1283	233	129	1195	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.87	0.87	0.87	0.89	0.89	0.89	0.94	0.94	0.94
PHF Volume:	439	613	82	86	437	17	237	1438	261	137	1271	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	439	613	82	86	437	17	237	1438	261	137	1271	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	439	613	82	86	437	17	237	1438	261	137	1271	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.93	0.93	0.93	0.87	0.87	0.93	0.88	0.88
Lanes:	1.00	1.76	0.24	1.00	1.92	0.08	1.00	2.54	0.46	1.00	2.85	0.15
Final Sat.:	1769	3062	412	1769	3383	133	1769	4203	763	1769	4786	256
Capacity Analysis Module:												
Vol/Sat:	0.25	0.20	0.20	0.05	0.13	0.13	0.13	0.34	0.34	0.08	0.27	0.27
Crit Moves:	****				****			****		****		
Green/Cycle:	0.31	0.38	0.38	0.09	0.16	0.16	0.18	0.43	0.43	0.10	0.35	0.35
Volume/Cap:	0.80	0.53	0.53	0.53	0.80	0.80	0.76	0.80	0.80	0.80	0.76	0.76
Uniform Del:	44.2	33.5	33.5	60.6	56.4	56.4	54.8	34.7	34.7	61.8	40.2	40.2
IncremntDel:	8.0	0.4	0.4	3.1	7.7	7.7	10.3	2.2	2.2	22.3	2.0	2.0
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:	52.2	33.9	33.9	63.7	64.2	64.2	65.1	36.9	36.9	84.2	42.2	42.2
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:	52.2	33.9	33.9	63.7	64.2	64.2	65.1	36.9	36.9	84.2	42.2	42.2
LOS by Move:	D	C	C	E	E	E	E	D	D	F	D	D
HCM2kAvgQ:	19	12	12	4	12	12	11	24	24	8	20	20

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 #3 Charleston Boulevard/Main Street (#3)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	39.9
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module: >> Count Date: 31 May 2017 << 7:30 - 8:30 AM												
Base Vol:	177	285	34	55	437	14	217	1339	250	133	938	36
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	199	321	38	62	492	16	244	1507	281	150	1056	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.93	0.93	0.93	0.98	0.98	0.98	0.92	0.92	0.92
PHF Volume:	231	373	44	67	530	17	250	1543	288	163	1149	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	373	44	67	530	17	250	1543	288	163	1149	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.:	231	373	44	67	530	17	250	1543	288	163	1149	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.93	0.93	0.93	0.89	0.83	0.93	0.89	0.89
Lanes:	1.00	1.79	0.21	1.00	1.94	0.06	1.00	3.00	1.00	1.00	2.89	0.11
Final Sat.:	1769	3110	371	1769	3411	109	1769	5083	1583	1769	4866	187
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.12	0.04	0.16	0.16	0.14	0.30	0.18	0.09	0.24	0.24
Crit Moves:	****				****			****		****		
Green/Cycle:	0.19	0.32	0.32	0.10	0.23	0.23	0.22	0.45	0.45	0.14	0.36	0.36
Volume/Cap:	0.68	0.38	0.38	0.38	0.68	0.68	0.65	0.68	0.41	0.68	0.65	0.65
Uniform Del:	52.6	36.9	36.9	58.9	49.4	49.4	49.9	30.9	26.3	57.7	37.2	37.2
IncremntDel:	5.6	0.2	0.2	1.3	2.4	2.4	3.9	0.9	0.4	7.8	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:	58.2	37.1	37.1	60.2	51.8	51.8	53.9	31.8	26.7	65.5	38.0	38.0
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:	58.2	37.1	37.1	60.2	51.8	51.8	53.9	31.8	26.7	65.5	38.0	38.0
LOS by Move:	E	D	D	E	D	D	D	C	C	E	D	D
HCM2kAvgQ:	10	7	7	3	12	12	11	20	8	8	16	16

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

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

Intersection #3 Charleston Boulevard/Main Street (#3)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	48.4
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module: >> Count Date: 31 May 2007 << 4:00 - 5:00 PM												
Base Vol:	389	543	73	75	381	15	211	1283	233	129	1195	64
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	438	611	82	84	429	17	237	1444	262	145	1345	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.87	0.87	0.87	0.89	0.89	0.89	0.94	0.94	0.94
PHF Volume:	494	690	93	97	492	19	266	1619	294	154	1431	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	690	93	97	492	19	266	1619	294	154	1431	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	494	690	93	97	492	19	266	1619	294	154	1431	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.93	0.93	0.93	0.89	0.83	0.93	0.88	0.88
Lanes:	1.00	1.76	0.24	1.00	1.92	0.08	1.00	3.00	1.00	1.00	2.85	0.15
Final Sat.:	1769	3062	412	1769	3383	133	1769	5083	1583	1769	4786	256
Capacity Analysis Module:												
Vol/Sat:	0.28	0.23	0.23	0.05	0.15	0.15	0.15	0.32	0.19	0.09	0.30	0.30
Crit Moves:	****				****		****				****	
Green/Cycle:	0.32	0.39	0.39	0.10	0.17	0.17	0.17	0.40	0.40	0.11	0.34	0.34
Volume/Cap:	0.87	0.58	0.58	0.58	0.87	0.87	0.87	0.79	0.46	0.79	0.87	0.87
Uniform Del:	45.0	33.5	33.5	60.6	56.9	56.9	56.5	36.6	30.6	60.7	43.2	43.2
IncremntDel:	14.2	0.6	0.6	4.9	13.8	13.8	23.3	2.1	0.5	19.1	5.3	5.3
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:	59.1	34.1	34.1	65.5	70.7	70.7	79.7	38.7	31.1	79.8	48.5	48.5
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:	59.1	34.1	34.1	65.5	70.7	70.7	79.7	38.7	31.1	79.8	48.5	48.5
LOS by Move:	E	C	C	E	E	E	E	D	C	E	D	D
HCM2kAvgQ:	23	14	14	5	14	14	14	23	9	8	25	25

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

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

Intersection #3 Charleston Boulevard/Main Street (#3)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	40.5
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module: >> Count Date: 31 May 2017 << 7:30 - 8:30 AM												
Base Vol:	177	285	34	55	437	14	217	1339	250	133	938	36
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	199	321	38	62	492	16	244	1507	281	150	1056	41
Added Vol:	7	2	4	0	3	0	0	1	11	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	323	42	62	495	16	244	1508	292	161	1056	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.93	0.93	0.93	0.98	0.98	0.98	0.92	0.92	0.92
PHF Volume:	240	375	49	67	533	17	250	1544	299	175	1149	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	375	49	67	533	17	250	1544	299	175	1149	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.:	240	375	49	67	533	17	250	1544	299	175	1149	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.93	0.93	0.93	0.89	0.83	0.93	0.89	0.89
Lanes:	1.00	1.77	0.23	1.00	1.94	0.06	1.00	3.00	1.00	1.00	2.89	0.11
Final Sat.:	1769	3075	403	1769	3411	109	1769	5083	1583	1769	4866	187
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.04	0.16	0.16	0.14	0.30	0.19	0.10	0.24	0.24
Crit Moves:	****				****			****		****		
Green/Cycle:	0.20	0.32	0.32	0.10	0.23	0.23	0.22	0.44	0.44	0.14	0.36	0.36
Volume/Cap:	0.69	0.38	0.38	0.38	0.69	0.69	0.65	0.69	0.43	0.69	0.65	0.65
Uniform Del:	52.5	36.8	36.8	59.0	49.8	49.8	50.0	31.8	27.3	57.1	37.2	37.2
IncremntDel:	6.0	0.2	0.2	1.4	2.7	2.7	3.9	1.0	0.4	8.1	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:	58.5	37.0	37.0	60.4	52.5	52.5	53.9	32.8	27.8	65.3	38.1	38.1
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:	58.5	37.0	37.0	60.4	52.5	52.5	53.9	32.8	27.8	65.3	38.1	38.1
LOS by Move:	E	D	D	E	D	D	D	C	C	E	D	D
HCM2kAvgQ:	11	7	7	3	12	12	11	20	9	8	16	16

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

Intersection #3 Charleston Boulevard/Main Street (#3)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	50.6
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module: >> Count Date: 31 May 2007 << 4:00 - 5:00 PM												
Base Vol:	389	543	73	75	381	15	211	1283	233	129	1195	64
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	438	611	82	84	429	17	237	1444	262	145	1345	72
Added Vol:	24	8	14	0	7	0	0	3	20	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	462	619	96	84	436	17	237	1447	282	166	1345	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.87	0.87	0.87	0.89	0.89	0.89	0.94	0.94	0.94
PHF Volume:	521	699	109	97	500	19	266	1622	316	177	1431	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	699	109	97	500	19	266	1622	316	177	1431	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	521	699	109	97	500	19	266	1622	316	177	1431	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.93	0.93	0.93	0.89	0.83	0.93	0.88	0.88
Lanes:	1.00	1.73	0.27	1.00	1.93	0.07	1.00	3.00	1.00	1.00	2.85	0.15
Final Sat.:	1769	3001	466	1769	3385	131	1769	5083	1583	1769	4786	256
Capacity Analysis Module:												
Vol/Sat:	0.29	0.23	0.23	0.05	0.15	0.15	0.15	0.32	0.20	0.10	0.30	0.30
Crit Moves:	****				****		****				****	
Green/Cycle:	0.33	0.40	0.40	0.09	0.17	0.17	0.17	0.38	0.38	0.12	0.34	0.34
Volume/Cap:	0.89	0.58	0.58	0.58	0.89	0.89	0.89	0.83	0.52	0.83	0.89	0.89
Uniform Del:	44.5	32.7	32.7	60.7	57.2	57.2	56.9	39.0	33.2	60.2	44.1	44.1
IncremntDel:	15.9	0.6	0.6	5.0	15.9	15.9	26.6	3.2	0.8	23.4	6.4	6.4
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:	60.4	33.3	33.3	65.8	73.1	73.1	83.5	42.2	34.0	83.6	50.6	50.6
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:	60.4	33.3	33.3	65.8	73.1	73.1	83.5	42.2	34.0	83.6	50.6	50.6
LOS by Move:	E	C	C	E	E	E	F	D	C	F	D	D
HCM2kAvgQ:	24	14	14	5	15	15	14	25	11	10	25	25

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

Intersection #4 Charleston Boulevard/Casino Center Boulevard (#4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	140	Level Of Service:	B

Street Name:	Casino Center Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 7:30 - 8:30 AM												
Base Vol:	5	18	9	12	25	41	84	1290	17	19	1128	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:	5	18	9	12	25	41	84	1290	17	19	1128	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:	0.62	0.62	0.62	0.72	0.72	0.72	0.94	0.94	0.94	0.93	0.93	0.93
PHF Volume:	8	29	15	17	35	57	89	1369	18	20	1216	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	29	15	17	35	57	89	1369	18	20	1216	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.:	8	29	15	17	35	57	89	1369	18	20	1216	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.90	0.90	0.90	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.67	0.33	0.15	0.32	0.53	1.00	2.96	0.04	1.00	2.98	0.02
Final Sat.:	1769	1179	590	264	550	902	1769	5007	66	1769	5042	36
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.06	0.05	0.27	0.27	0.01	0.24	0.24
Crit Moves:		****		****			****				****	
Green/Cycle:	0.02	0.07	0.07	0.17	0.22	0.22	0.13	0.74	0.74	0.03	0.64	0.64
Volume/Cap:	0.29	0.38	0.38	0.38	0.29	0.29	0.38	0.37	0.37	0.37	0.38	0.38
Uniform Del:	68.1	62.7	62.7	52.0	46.0	46.0	55.4	6.6	6.6	66.5	12.2	12.2
IncremntDel:	5.8	2.1	2.1	0.8	0.4	0.4	1.0	0.1	0.1	4.2	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:	73.9	64.8	64.8	52.8	46.4	46.4	56.4	6.7	6.7	70.6	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:	73.9	64.8	64.8	52.8	46.4	46.4	56.4	6.7	6.7	70.6	12.3	12.3
LOS by Move:	E	E	E	D	D	D	E	A	A	E	B	B
HCM2kAvgQ:	1	2	2	4	4	4	4	8	8	1	9	9

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

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

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Intersection #4 Charleston Boulevard/Casino Center Boulevard (#4)

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Cycle (sec):	140	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	33.8
Optimal Cycle:	140	Level Of Service:	C

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Street Name:	Casino Center Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	2 1	0	1 0	2 1 0
Volume Module: >> Count Date: 31 May 2007 << 4:15 - 5:15 PM												
Base Vol:	9	166	47	29	43	98	33	1236	8	27	1428	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:	9	166	47	29	43	98	33	1236	8	27	1428	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.49	0.49	0.49	0.75	0.75	0.75	0.91	0.91	0.91	0.85	0.85	0.85
PHF Volume:	18	341	97	39	58	131	36	1355	9	32	1680	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	341	97	39	58	131	36	1355	9	32	1680	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	18	341	97	39	58	131	36	1355	9	32	1680	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.90	0.90	0.90	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.78	0.22	0.17	0.25	0.58	1.00	2.98	0.02	1.00	2.99	0.01
Final Sat.:	1769	1403	397	291	431	982	1769	5046	33	1769	5069	14
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.13	0.13	0.13	0.02	0.27	0.27	0.02	0.33	0.33
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.33	0.33	0.18	0.48	0.48	0.03	0.45	0.45	0.03	0.45	0.45
Volume/Cap:	0.28	0.73	0.73	0.73	0.28	0.28	0.73	0.59	0.59	0.59	0.73	0.73
Uniform Del:	65.5	41.1	41.1	53.9	21.9	21.9	67.5	28.7	28.7	67.0	31.1	31.1
IncremntDel:	2.3	4.5	4.5	8.4	0.2	0.2	42.0	0.4	0.4	16.6	1.2	1.2
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:	67.8	45.6	45.6	62.2	22.1	22.1	109.5	29.1	29.1	83.6	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	45.6	45.6	62.2	22.1	22.1	109.5	29.1	29.1	83.6	32.3	32.3
LOS by Move:	E	D	D	E	C	C	F	C	C	F	C	C
HCM2kAvgQ:	1	17	17	11	6	6	3	16	16	2	22	22

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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 #4 Charleston Boulevard/Casino Center Boulevard (#4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	14.1
Optimal Cycle:	140	Level Of Service:	B

Street Name:	Casino Center Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	2 1 0	1 0	2	1 0
Volume Module: >> Count Date: 31 May 2007 << 7:30 - 8:30 AM												
Base Vol:	5	18	9	12	25	41	84	1290	17	19	1128	8
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	6	20	10	14	28	46	95	1452	19	21	1270	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:	0.62	0.62	0.62	0.72	0.72	0.72	0.94	0.94	0.94	0.93	0.93	0.93
PHF Volume:	9	33	16	19	39	64	100	1541	20	23	1368	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	33	16	19	39	64	100	1541	20	23	1368	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	9	33	16	19	39	64	100	1541	20	23	1368	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.90	0.90	0.90	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.67	0.33	0.15	0.32	0.53	1.00	2.96	0.04	1.00	2.98	0.02
Final Sat.:	1769	1179	590	264	550	902	1769	5007	66	1769	5042	36
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.07	0.07	0.07	0.06	0.31	0.31	0.01	0.27	0.27
Crit Moves:		****		****			****				****	
Green/Cycle:	0.02	0.07	0.07	0.17	0.22	0.22	0.13	0.74	0.74	0.03	0.64	0.64
Volume/Cap:	0.33	0.43	0.43	0.43	0.33	0.33	0.43	0.42	0.42	0.42	0.43	0.43
Uniform Del:	68.2	62.9	62.9	52.4	46.3	46.3	55.8	7.0	7.0	66.6	12.8	12.8
IncremntDel:	6.8	2.5	2.5	1.0	0.5	0.5	1.2	0.1	0.1	5.0	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:	75.0	65.4	65.4	53.4	46.9	46.9	57.0	7.1	7.1	71.6	12.8	12.8
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:	75.0	65.4	65.4	53.4	46.9	46.9	57.0	7.1	7.1	71.6	12.8	12.8
LOS by Move:	E	E	E	D	D	D	E	A	A	E	B	B
HCM2kAvgQ:	1	3	3	5	4	4	4	9	9	2	11	11

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 #4 Charleston Boulevard/Casino Center Boulevard (#4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	37.0
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Casino Center Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1	0	0	1! 0	0	1	0 2	1	0	1 0	2	1	0
Volume Module: >> Count Date: 31 May 2007 << 4:15 - 5:15 PM												
Base Vol:	9	166	47	29	43	98	33	1236	8	27	1428	4
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	10	187	53	33	48	110	37	1391	9	30	1607	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.49	0.49	0.49	0.75	0.75	0.75	0.91	0.91	0.91	0.85	0.85	0.85
PHF Volume:	21	384	109	44	65	148	41	1525	10	36	1891	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	384	109	44	65	148	41	1525	10	36	1891	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	21	384	109	44	65	148	41	1525	10	36	1891	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.90	0.90	0.90	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.78	0.22	0.17	0.25	0.58	1.00	2.98	0.02	1.00	2.99	0.01
Final Sat.:	1769	1403	397	291	431	982	1769	5046	33	1769	5069	14
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.15	0.15	0.15	0.02	0.30	0.30	0.02	0.37	0.37
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.33	0.33	0.18	0.48	0.48	0.03	0.45	0.45	0.03	0.45	0.45
Volume/Cap:	0.31	0.82	0.82	0.82	0.31	0.31	0.82	0.67	0.67	0.67	0.82	0.82
Uniform Del:	65.6	42.8	42.8	54.9	22.3	22.3	67.7	30.1	30.1	67.2	33.2	33.2
IncremntDel:	2.7	8.8	8.8	15.6	0.2	0.2	65.2	0.8	0.8	27.8	2.5	2.5
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:	68.3	51.6	51.6	70.6	22.5	22.5	132.8	30.8	30.8	95.0	35.6	35.6
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	51.6	51.6	70.6	22.5	22.5	132.8	30.8	30.8	95.0	35.6	35.6
LOS by Move:	E	D	D	E	C	C	F	C	C	F	D	D
HCM2kAvgQ:	1	21	21	13	7	7	3	19	19	3	27	27

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

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

Intersection #4 Charleston Boulevard/Casino Center Boulevard (#4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.430
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	14.2
Optimal Cycle:	140	Level Of Service:	B

Street Name:	Casino Center Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 7:30 - 8:30 AM												
Base Vol:	5	18	9	12	25	41	84	1290	17	19	1128	8
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	6	20	10	14	28	46	95	1452	19	21	1270	9
Added Vol:	0	0	0	0	0	1	1	4	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	20	10	14	28	47	96	1456	19	21	1280	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:	0.62	0.62	0.62	0.72	0.72	0.72	0.94	0.94	0.94	0.93	0.93	0.93
PHF Volume:	9	33	16	19	39	65	101	1546	20	23	1379	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	33	16	19	39	65	101	1546	20	23	1379	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	9	33	16	19	39	65	101	1546	20	23	1379	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.90	0.90	0.90	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.67	0.33	0.15	0.32	0.53	1.00	2.96	0.04	1.00	2.98	0.02
Final Sat.:	1769	1179	590	261	543	910	1769	5007	66	1769	5043	35
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.07	0.07	0.07	0.06	0.31	0.31	0.01	0.27	0.27
Crit Moves:		****		****			****				****	
Green/Cycle:	0.02	0.06	0.06	0.17	0.22	0.22	0.13	0.74	0.74	0.03	0.64	0.64
Volume/Cap:	0.33	0.43	0.43	0.43	0.33	0.33	0.43	0.42	0.42	0.42	0.43	0.43
Uniform Del:	68.2	63.0	63.0	52.4	46.4	46.4	55.8	7.0	7.0	66.6	12.8	12.8
IncremntDel:	7.0	2.6	2.6	1.0	0.5	0.5	1.3	0.1	0.1	5.1	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:	75.2	65.5	65.5	53.4	46.9	46.9	57.1	7.1	7.1	71.7	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	65.5	65.5	53.4	46.9	46.9	57.1	7.1	7.1	71.7	12.9	12.9
LOS by Move:	E	E	E	D	D	D	E	A	A	E	B	B
HCM2kAvgQ:	1	3	3	5	5	5	4	9	9	2	11	11

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

Intersection #4 Charleston Boulevard/Casino Center Boulevard (#4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	37.3
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Casino Center Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 4:15 - 5:15 PM												
Base Vol:	9	166	47	29	43	98	33	1236	8	27	1428	4
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	10	187	53	33	48	110	37	1391	9	30	1607	5
Added Vol:	0	0	0	0	0	2	3	14	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	187	53	33	48	112	40	1405	9	30	1625	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.49	0.49	0.49	0.75	0.75	0.75	0.91	0.91	0.91	0.85	0.85	0.85
PHF Volume:	21	384	109	44	65	151	44	1541	10	36	1912	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	384	109	44	65	151	44	1541	10	36	1912	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	21	384	109	44	65	151	44	1541	10	36	1912	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.90	0.90	0.90	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.78	0.22	0.17	0.25	0.58	1.00	2.98	0.02	1.00	2.99	0.01
Final Sat.:	1769	1403	397	288	426	989	1769	5046	32	1769	5069	14
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.15	0.15	0.15	0.02	0.31	0.31	0.02	0.38	0.38
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.33	0.33	0.18	0.48	0.48	0.03	0.46	0.46	0.03	0.46	0.46
Volume/Cap:	0.32	0.83	0.83	0.83	0.32	0.32	0.83	0.67	0.67	0.67	0.83	0.83
Uniform Del:	65.7	43.2	43.2	55.0	22.6	22.6	67.5	29.9	29.9	67.2	33.3	33.3
IncremntDel:	2.8	9.4	9.4	16.5	0.2	0.2	64.3	0.8	0.8	28.3	2.6	2.6
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:	68.5	52.6	52.6	71.5	22.8	22.8	131.9	30.6	30.6	95.5	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:	68.5	52.6	52.6	71.5	22.8	22.8	131.9	30.6	30.6	95.5	35.9	35.9
LOS by Move:	E	D	D	E	C	C	F	C	C	F	D	D
HCM2kAvgQ:	1	21	21	13	7	7	4	19	19	3	28	28

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

Intersection #5 Charleston Boulevard/4th Street (#5)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	15.5
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	0 0	0	0 0	1 0	3	0 0	0 0	2	1 0
Volume Module: >> Count Date: 31 May 2007 << 7:30 - 8:30 AM												
Base Vol:	45	102	10	0	0	0	238	1010	0	0	1106	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:	45	102	10	0	0	0	238	1010	0	0	1106	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.90	0.90	0.90	0.91	0.91	0.91	0.87	0.87	0.87
PHF Volume:	60	135	13	0	0	0	262	1114	0	0	1273	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	135	13	0	0	0	262	1114	0	0	1273	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	135	13	0	0	0	262	1114	0	0	1273	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.89	0.83	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.89
Lanes:	1.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.89	0.11
Final Sat.:	1583	5083	1583	0	0	0	1769	5083	0	0	4877	181
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.01	0.00	0.00	0.00	0.15	0.22	0.00	0.00	0.26	0.26
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.08	0.08	0.00	0.00	0.00	0.33	0.92	0.00	0.00	0.58	0.58
Volume/Cap:	0.45	0.32	0.10	0.00	0.00	0.00	0.45	0.24	0.00	0.00	0.45	0.45
Uniform Del:	61.0	60.3	59.2	0.0	0.0	0.0	36.7	0.6	0.0	0.0	16.4	16.4
IncremntDel:	2.4	0.4	0.3	0.0	0.0	0.0	0.5	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	63.4	60.7	59.5	0.0	0.0	0.0	37.2	0.7	0.0	0.0	16.5	16.5
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:	63.4	60.7	59.5	0.0	0.0	0.0	37.2	0.7	0.0	0.0	16.5	16.5
LOS by Move:	E	E	E	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	3	2	1	0	0	0	9	2	0	0	11	11

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 #5 Charleston Boulevard/4th Street (#5)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	13.3
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 4:15 - 5:15 PM												
Base Vol:	101	232	61	0	0	0	98	1341	0	0	1285	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
Initial Bse:	101	232	61	0	0	0	98	1341	0	0	1285	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95	0.85	0.85	0.85
PHF Volume:	113	259	68	0	0	0	103	1409	0	0	1505	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	259	68	0	0	0	103	1409	0	0	1505	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	259	68	0	0	0	103	1409	0	0	1505	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.89	0.83	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.89
Lanes:	1.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.89	0.11
Final Sat.:	1583	5083	1583	0	0	0	1769	5083	0	0	4860	193
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.04	0.00	0.00	0.00	0.06	0.28	0.00	0.00	0.31	0.31
Crit Moves:	****						****				****	
Green/Cycle:	0.16	0.16	0.16	0.00	0.00	0.00	0.13	0.84	0.00	0.00	0.71	0.71
Volume/Cap:	0.44	0.31	0.27	0.00	0.00	0.00	0.44	0.33	0.00	0.00	0.44	0.44
Uniform Del:	52.9	51.8	51.3	0.0	0.0	0.0	55.9	2.6	0.0	0.0	8.8	8.8
IncremntDel:	1.2	0.2	0.6	0.0	0.0	0.0	1.3	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	54.1	52.0	51.9	0.0	0.0	0.0	57.2	2.6	0.0	0.0	8.9	8.9
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:	54.1	52.0	51.9	0.0	0.0	0.0	57.2	2.6	0.0	0.0	8.9	8.9
LOS by Move:	D	D	D	A	A	A	E	A	A	A	A	A
HCM2kAvgQ:	5	4	3	0	0	0	4	5	0	0	10	10

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

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

Intersection #5 Charleston Boulevard/4th Street (#5)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	16.0
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0 1		0 0 0	0 0		1 0 3	0 0		0 0 2	1 0	
Volume Module: >> Count Date: 31 May 2007 << 7:30 - 8:30 AM												
Base Vol:	45	102	10	0	0	0	238	1010	0	0	1106	41
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	51	115	11	0	0	0	268	1137	0	0	1245	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.90	0.90	0.90	0.91	0.91	0.91	0.87	0.87	0.87
PHF Volume:	67	152	15	0	0	0	295	1253	0	0	1432	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	152	15	0	0	0	295	1253	0	0	1432	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.:	67	152	15	0	0	0	295	1253	0	0	1432	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.89	0.83	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.89
Lanes:	1.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.89	0.11
Final Sat.:	1583	5083	1583	0	0	0	1769	5083	0	0	4877	181
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.01	0.00	0.00	0.00	0.17	0.25	0.00	0.00	0.29	0.29
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.08	0.08	0.00	0.00	0.00	0.33	0.92	0.00	0.00	0.58	0.58
Volume/Cap:	0.50	0.36	0.11	0.00	0.00	0.00	0.50	0.27	0.00	0.00	0.50	0.50
Uniform Del:	61.3	60.5	59.3	0.0	0.0	0.0	37.5	0.7	0.0	0.0	17.2	17.2
IncremntDel:	3.0	0.5	0.4	0.0	0.0	0.0	0.7	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	64.3	61.0	59.6	0.0	0.0	0.0	38.2	0.7	0.0	0.0	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.3	61.0	59.6	0.0	0.0	0.0	38.2	0.7	0.0	0.0	17.3	17.3
LOS by Move:	E	E	E	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	3	3	1	0	0	0	10	2	0	0	13	13

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

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

Intersection #5 Charleston Boulevard/4th Street (#5)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	13.6
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	0 0 0	0	0	1 0 3	0	0	0 0 2	1	0
Volume Module: >> Count Date: 31 May 2007 << 4:15 - 5:15 PM												
Base Vol:	101	232	61	0	0	0	98	1341	0	0	1285	51
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	114	261	69	0	0	0	110	1509	0	0	1446	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95	0.85	0.85	0.85
PHF Volume:	127	292	77	0	0	0	116	1585	0	0	1694	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	292	77	0	0	0	116	1585	0	0	1694	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.:	127	292	77	0	0	0	116	1585	0	0	1694	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.89	0.83	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.89
Lanes:	1.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.89	0.11
Final Sat.:	1583	5083	1583	0	0	0	1769	5083	0	0	4860	193
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.05	0.00	0.00	0.00	0.07	0.31	0.00	0.00	0.35	0.35
Crit Moves:	****						****				****	
Green/Cycle:	0.16	0.16	0.16	0.00	0.00	0.00	0.13	0.84	0.00	0.00	0.71	0.71
Volume/Cap:	0.49	0.35	0.30	0.00	0.00	0.00	0.49	0.37	0.00	0.00	0.49	0.49
Uniform Del:	53.4	52.1	51.6	0.0	0.0	0.0	56.4	2.7	0.0	0.0	9.3	9.3
IncremntDel:	1.5	0.3	0.7	0.0	0.0	0.0	1.6	0.1	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	54.9	52.4	52.3	0.0	0.0	0.0	58.0	2.7	0.0	0.0	9.5	9.5
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:	54.9	52.4	52.3	0.0	0.0	0.0	58.0	2.7	0.0	0.0	9.5	9.5
LOS by Move:	D	D	D	A	A	A	E	A	A	A	A	A
HCM2kAvgQ:	5	4	3	0	0	0	5	6	0	0	12	12

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

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

Intersection #5 Charleston Boulevard/4th Street (#5)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	16.0
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 7:30 - 8:30 AM												
Base Vol:	45	102	10	0	0	0	238	1010	0	0	1106	41
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	51	115	11	0	0	0	268	1137	0	0	1245	46
Added Vol:	0	1	1	0	0	0	0	4	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	116	12	0	0	0	268	1141	0	0	1255	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.90	0.90	0.90	0.91	0.91	0.91	0.87	0.87	0.87
PHF Volume:	67	153	16	0	0	0	295	1258	0	0	1444	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	153	16	0	0	0	295	1258	0	0	1444	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.:	67	153	16	0	0	0	295	1258	0	0	1444	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.89	0.83	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.89
Lanes:	1.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.89	0.11
Final Sat.:	1583	5083	1583	0	0	0	1769	5083	0	0	4878	179
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.01	0.00	0.00	0.00	0.17	0.25	0.00	0.00	0.30	0.30
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.08	0.08	0.00	0.00	0.00	0.33	0.92	0.00	0.00	0.59	0.59
Volume/Cap:	0.51	0.36	0.12	0.00	0.00	0.00	0.51	0.27	0.00	0.00	0.51	0.51
Uniform Del:	61.4	60.6	59.4	0.0	0.0	0.0	37.7	0.7	0.0	0.0	17.1	17.1
IncremntDel:	3.1	0.5	0.4	0.0	0.0	0.0	0.7	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	64.5	61.1	59.8	0.0	0.0	0.0	38.4	0.7	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:	64.5	61.1	59.8	0.0	0.0	0.0	38.4	0.7	0.0	0.0	17.2	17.2
LOS by Move:	E	E	E	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	3	3	1	0	0	0	10	2	0	0	14	14

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

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

Intersection #5 Charleston Boulevard/4th Street (#5)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	13.6
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	0 0	0	0 0	1 0	3	0 0	0 0	2	1 0
Volume Module: >> Count Date: 31 May 2007 << 4:15 - 5:15 PM												
Base Vol:	101	232	61	0	0	0	98	1341	0	0	1285	51
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	114	261	69	0	0	0	110	1509	0	0	1446	57
Added Vol:	0	4	3	0	0	0	0	14	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	265	72	0	0	0	110	1523	0	0	1464	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95	0.85	0.85	0.85
PHF Volume:	127	296	80	0	0	0	116	1600	0	0	1715	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	296	80	0	0	0	116	1600	0	0	1715	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.:	127	296	80	0	0	0	116	1600	0	0	1715	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.89	0.83	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.89
Lanes:	1.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.89	0.11
Final Sat.:	1583	5083	1583	0	0	0	1769	5083	0	0	4862	191
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.05	0.00	0.00	0.00	0.07	0.31	0.00	0.00	0.35	0.35
Crit Moves:	****						****				****	
Green/Cycle:	0.16	0.16	0.16	0.00	0.00	0.00	0.13	0.84	0.00	0.00	0.71	0.71
Volume/Cap:	0.50	0.36	0.31	0.00	0.00	0.00	0.50	0.38	0.00	0.00	0.50	0.50
Uniform Del:	53.6	52.3	51.9	0.0	0.0	0.0	56.5	2.6	0.0	0.0	9.2	9.2
IncremntDel:	1.5	0.3	0.7	0.0	0.0	0.0	1.7	0.1	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	55.1	52.6	52.6	0.0	0.0	0.0	58.2	2.7	0.0	0.0	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:	55.1	52.6	52.6	0.0	0.0	0.0	58.2	2.7	0.0	0.0	9.4	9.4
LOS by Move:	E	D	D	A	A	A	E	A	A	A	A	A
HCM2kAvgQ:	5	4	3	0	0	0	5	6	0	0	12	12

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 #6 Charleston Boulevard/Las Vegas Boulevard (#6)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	37.4
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	92	410	136	61	454	79	140	947	75	169	927	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:	92	410	136	61	454	79	140	947	75	169	927	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:	0.82	0.82	0.82	0.94	0.94	0.94	0.96	0.96	0.96	0.84	0.84	0.84
PHF Volume:	112	499	165	65	483	84	146	991	78	202	1106	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	499	165	65	483	84	146	991	78	202	1106	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	499	165	65	483	84	146	991	78	202	1106	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.91	0.91	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	2.78	0.22	1.00	2.92	0.08
Final Sat.:	1769	3538	1583	1769	2947	513	1769	4658	369	1769	4935	128
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.10	0.04	0.16	0.16	0.08	0.21	0.21	0.11	0.22	0.22
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.33	0.33	0.08	0.30	0.30	0.16	0.38	0.38	0.21	0.43	0.43
Volume/Cap:	0.55	0.43	0.32	0.43	0.55	0.55	0.52	0.55	0.55	0.55	0.52	0.52
Uniform Del:	58.6	37.1	35.6	60.9	41.5	41.5	54.0	33.7	33.7	49.8	29.2	29.2
IncremntDel:	3.3	0.3	0.4	2.0	0.7	0.7	1.7	0.4	0.4	1.9	0.2	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:	62.0	37.3	35.9	62.9	42.2	42.2	55.7	34.1	34.1	51.7	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	37.3	35.9	62.9	42.2	42.2	55.7	34.1	34.1	51.7	29.5	29.5
LOS by Move:	E	D	D	E	D	D	E	C	C	D	C	C
HCM2kAvgQ:	5	9	5	3	11	11	6	13	13	8	13	13

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

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

Intersection #6 Charleston Boulevard/Las Vegas Boulevard (#6)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	39.5
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 4:15 - 5:15 PM												
Base Vol:	104	685	289	112	604	142	105	1186	131	141	1004	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:	104	685	289	112	604	142	105	1186	131	141	1004	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.84	0.84	0.84	0.82	0.82	0.82	0.89	0.89	0.89
PHF Volume:	111	732	309	134	723	170	129	1455	161	158	1123	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	732	309	134	723	170	129	1455	161	158	1123	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.:	111	732	309	134	723	170	129	1455	161	158	1123	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	2.70	0.30	1.00	2.89	0.11
Final Sat.:	1769	3538	1583	1769	2784	655	1769	4509	498	1769	4864	189
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.20	0.08	0.26	0.26	0.07	0.32	0.32	0.09	0.23	0.23
Crit Moves:	****				****			****			****	
Green/Cycle:	0.09	0.32	0.32	0.12	0.35	0.35	0.13	0.44	0.44	0.12	0.43	0.43
Volume/Cap:	0.73	0.64	0.61	0.64	0.73	0.73	0.54	0.73	0.73	0.73	0.54	0.54
Uniform Del:	62.5	40.6	40.0	58.9	39.5	39.5	56.6	32.5	32.5	59.3	30.0	30.0
IncremntDel:	17.0	1.3	2.1	6.7	2.4	2.4	2.5	1.3	1.3	12.4	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:	79.4	41.9	42.2	65.7	41.9	41.9	59.1	33.8	33.8	71.7	30.2	30.2
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:	79.4	41.9	42.2	65.7	41.9	41.9	59.1	33.8	33.8	71.7	30.2	30.2
LOS by Move:	E	D	D	E	D	D	E	C	C	E	C	C
HCM2kAvgQ:	6	15	12	7	18	18	6	22	22	8	14	14

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

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

Intersection #6 Charleston Boulevard/Las Vegas Boulevard (#6)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	38.8
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	92	410	136	61	454	79	140	947	75	169	927	24
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	104	461	153	69	511	89	158	1066	84	190	1043	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.94	0.94	0.94	0.96	0.96	0.96	0.84	0.84	0.84
PHF Volume:	126	561	186	73	544	95	165	1115	88	227	1245	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	561	186	73	544	95	165	1115	88	227	1245	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	561	186	73	544	95	165	1115	88	227	1245	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.91	0.91	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	2.78	0.22	1.00	2.92	0.08
Final Sat.:	1769	3538	1583	1769	2947	513	1769	4658	369	1769	4935	128
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.12	0.04	0.18	0.18	0.09	0.24	0.24	0.13	0.25	0.25
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.33	0.33	0.08	0.30	0.30	0.16	0.38	0.38	0.21	0.43	0.43
Volume/Cap:	0.62	0.49	0.36	0.49	0.62	0.62	0.59	0.62	0.62	0.62	0.59	0.59
Uniform Del:	59.1	37.9	36.1	61.2	42.5	42.5	54.6	34.9	34.9	50.6	30.3	30.3
IncremntDel:	5.9	0.3	0.4	2.5	1.2	1.2	3.2	0.6	0.6	3.3	0.4	0.4
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:	65.1	38.2	36.5	63.7	43.8	43.8	57.8	35.6	35.6	54.0	30.8	30.8
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:	65.1	38.2	36.5	63.7	43.8	43.8	57.8	35.6	35.6	54.0	30.8	30.8
LOS by Move:	E	D	D	E	D	D	E	D	D	D	C	C
HCM2kAvgQ:	6	10	6	4	13	13	7	15	15	10	15	15

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 #6 Charleston Boulevard/Las Vegas Boulevard (#6)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	43.0
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 4:15 - 5:15 PM												
Base Vol:	104	685	289	112	604	142	105	1186	131	141	1004	39
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	117	771	325	126	680	160	118	1335	147	159	1130	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.84	0.84	0.84	0.82	0.82	0.82	0.89	0.89	0.89
PHF Volume:	125	824	348	151	814	191	145	1638	181	178	1264	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	824	348	151	814	191	145	1638	181	178	1264	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	824	348	151	814	191	145	1638	181	178	1264	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	2.70	0.30	1.00	2.89	0.11
Final Sat.:	1769	3538	1583	1769	2784	655	1769	4509	498	1769	4864	189
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.22	0.09	0.29	0.29	0.08	0.36	0.36	0.10	0.26	0.26
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.32	0.32	0.12	0.35	0.35	0.13	0.44	0.44	0.12	0.43	0.43
Volume/Cap:	0.83	0.72	0.68	0.72	0.83	0.83	0.61	0.83	0.83	0.83	0.61	0.61
Uniform Del:	63.0	42.0	41.3	59.6	41.3	41.3	57.1	34.6	34.6	60.1	31.1	31.1
IncremntDel:	29.7	2.3	3.8	11.9	4.8	4.8	4.6	2.7	2.7	22.4	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:	92.7	44.4	45.1	71.5	46.1	46.1	61.7	37.3	37.3	82.5	31.6	31.6
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:	92.7	44.4	45.1	71.5	46.1	46.1	61.7	37.3	37.3	82.5	31.6	31.6
LOS by Move:	F	D	D	E	D	D	E	D	D	F	C	C
HCM2kAvgQ:	7	17	14	8	23	23	7	27	27	10	16	16

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

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

Intersection #6 Charleston Boulevard/Las Vegas Boulevard (#6)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	38.8
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	92	410	136	61	454	79	140	947	75	169	927	24
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	104	461	153	69	511	89	158	1066	84	190	1043	27
Added Vol:	0	0	0	0	0	4	1	4	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	461	153	69	511	93	159	1070	84	190	1049	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.94	0.94	0.94	0.96	0.96	0.96	0.84	0.84	0.84
PHF Volume:	126	561	186	73	544	99	166	1119	88	227	1252	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	561	186	73	544	99	166	1119	88	227	1252	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	561	186	73	544	99	166	1119	88	227	1252	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.91	0.91	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.69	0.31	1.00	2.78	0.22	1.00	2.92	0.08
Final Sat.:	1769	3538	1583	1769	2925	532	1769	4660	368	1769	4936	127
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.12	0.04	0.19	0.19	0.09	0.24	0.24	0.13	0.25	0.25
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.33	0.33	0.08	0.30	0.30	0.16	0.38	0.38	0.21	0.43	0.43
Volume/Cap:	0.63	0.49	0.36	0.49	0.63	0.63	0.59	0.63	0.63	0.63	0.59	0.59
Uniform Del:	59.2	37.8	36.0	61.1	42.5	42.5	54.6	35.0	35.0	50.7	30.5	30.5
IncremntDel:	6.1	0.3	0.4	2.5	1.2	1.2	3.3	0.7	0.7	3.4	0.4	0.4
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:	65.3	38.1	36.5	63.6	43.7	43.7	57.9	35.6	35.6	54.2	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.3	38.1	36.5	63.6	43.7	43.7	57.9	35.6	35.6	54.2	30.9	30.9
LOS by Move:	E	D	D	E	D	D	E	D	D	D	C	C
HCM2kAvgQ:	6	10	6	4	13	13	7	16	16	10	15	15

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

Intersection #6 Charleston Boulevard/Las Vegas Boulevard (#6)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	43.3
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 4:15 - 5:15 PM												
Base Vol:	104	685	289	112	604	142	105	1186	131	141	1004	39
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	117	771	325	126	680	160	118	1335	147	159	1130	44
Added Vol:	0	0	0	0	0	7	4	14	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	771	325	126	680	167	122	1349	147	159	1142	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.84	0.84	0.84	0.82	0.82	0.82	0.89	0.89	0.89
PHF Volume:	125	824	348	151	814	200	150	1655	181	178	1277	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	824	348	151	814	200	150	1655	181	178	1277	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	824	348	151	814	200	150	1655	181	178	1277	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	2.70	0.30	1.00	2.89	0.11
Final Sat.:	1769	3538	1583	1769	2755	676	1769	4514	493	1769	4866	187
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.22	0.09	0.30	0.30	0.08	0.37	0.37	0.10	0.26	0.26
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.32	0.32	0.12	0.35	0.35	0.14	0.44	0.44	0.12	0.42	0.42
Volume/Cap:	0.83	0.72	0.68	0.72	0.83	0.83	0.62	0.83	0.83	0.83	0.62	0.62
Uniform Del:	63.1	42.0	41.3	59.6	41.4	41.4	57.0	34.7	34.7	60.2	31.5	31.5
IncremntDel:	31.1	2.3	3.8	11.9	5.1	5.1	4.8	2.9	2.9	23.5	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:	94.1	44.3	45.1	71.4	46.5	46.5	61.8	37.5	37.5	83.7	32.1	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:	94.1	44.3	45.1	71.4	46.5	46.5	61.8	37.5	37.5	83.7	32.1	32.1
LOS by Move:	F	D	D	E	D	D	E	D	D	F	C	C
HCM2kAvgQ:	7	17	14	8	23	23	7	27	27	10	16	16

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

Intersection #7 Colorado Avenue/Main Street (#7)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: D[29.8]

Street Name:	Main Street						Colorado Avenue					
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	0	1 0	0 0	1!	0 0
Volume Module: >> Count Date: 30 May 2007 << 7:30 - 8:30 AM												
Base Vol:	6 526		4	4 859		16	0	1	11	5	4	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:	6 526		4	4 859		16	0	1	11	5	4	4
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	0.93 0.93		0.93	0.86 0.86		0.86	0.75 0.75		0.75	0.46 0.46		0.46
PHF Volume:	6 563		4	5 998		19	0	1	15	11	9	9
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Final Vol.:	6 563		4	5 998		19	0	1	15	11	9	9
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	4.1 xxxx	xxxxx	xxxxx		6.5	6.9	7.5	6.5	6.9	
FollowUpTim:	2.2 xxxx	xxxxx	2.2 xxxx	xxxxx	xxxxx		4.0	3.3	3.5	4.0	3.3	
Capacity Module:												
Cnflict Vol:	1016 xxxx	xxxxx	567 xxxx	xxxxx	xxxx		1597	508	1087	1604	284	
Potent Cap.:	678 xxxx	xxxxx	1001 xxxx	xxxxx	xxxx		106	510	170	104	713	
Move Cap.:	678 xxxx	xxxxx	1001 xxxx	xxxxx	xxxx		104	510	162	103	713	
Volume/Cap:	0.01 xxxx	xxxx	0.00 xxxx	xxxx	xxxx		0.01	0.03	0.07	0.08	0.01	
Level Of Service Module:												
2Way95thQ:	0.0 xxxx	xxxxx	0.0 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	10.4 xxxx	xxxxx	8.6 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	LT - LTR	- RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx xxxx		385	xxxx	173	xxxxx		
SharedQueue:	0.0 xxxx	xxxxx	0.0 xxxx	xxxxx	xxxxx xxxx		0.1	xxxxx	0.6	xxxxx		
Shrd ConDel:	10.4 xxxx	xxxxx	8.6 xxxx	xxxxx	xxxxx xxxx		14.8	xxxxx	29.8	xxxxx		
Shared LOS:	B	*	*	A	*	*	*	*	B	*	D	*
ApproachDel:	xxxxxx		xxxxxx				14.8			29.8		
ApproachLOS:	*		*				B			D		

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

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

Intersection #7 Colorado Avenue/Main Street (#7)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: E[43.5]

Street Name:	Main Street						Colorado Avenue					
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: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	8	937	1	4	693	11	6	2	9	8	3	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:	8	937	1	4	693	11	6	2	9	8	3	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.39	0.39	0.39	0.60	0.60	0.60
PHF Volume:	9	1081	1	5	797	13	16	5	23	13	5	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	9	1081	1	5	797	13	16	5	23	13	5	22
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
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:	809	xxxx	xxxxx	1082	xxxx	xxxxx	1373	1912	405	1510	1918	541
Potent Cap.:	812	xxxx	xxxxx	640	xxxx	xxxxx	105	67	596	83	67	485
Move Cap.:	812	xxxx	xxxxx	640	xxxx	xxxxx	93	66	596	74	65	485
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.17	0.08	0.04	0.18	0.08	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.5	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	154	xxxxx	xxxx	133	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	1.2	xxxxx
Shrd ConDel:	9.5	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	37.3	xxxxx	xxxxx	43.5	xxxxx
Shared LOS:	A	*	*	B	*	*	*	E	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			37.3			43.5		
ApproachLOS:	*			*			E			E		

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

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

Intersection #7 Colorado Avenue/Main Street (#7)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.330
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	1.3
Optimal Cycle:	140	Level Of Service:	A

Street Name:	Main Street						Colorado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1	1 1	0 1	1 0	1	0 1	0 0	1!	0 0
Volume Module: >> Count Date: 30 May 2007 << 7:30 - 8:30 AM												
Base Vol:	0	526	4	4	859	0	0	0	0	5	0	4
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	592	5	5	967	0	0	0	0	6	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.86	0.86	0.86	0.75	0.75	0.75	0.46	0.46	0.46
PHF Volume:	0	634	5	5	1123	0	0	0	0	12	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	634	5	5	1123	0	0	0	0	12	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	634	5	5	1123	0	0	0	0	12	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.00	1.00	0.56	0.00	0.44
Final Sat.:	1900	3508	27	1769	3538	1900	1900	1900	1900	946	0	757
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.00	0.32	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.95	0.95	0.02	0.96	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Volume/Cap:	0.00	0.19	0.19	0.19	0.33	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Uniform Del:	0.0	0.3	0.3	68.1	0.2	0.0	0.0	0.0	0.0	65.5	0.0	65.5
IncremntDel:	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	2.9	0.0	2.9
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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	0.3	0.3	68.1	0.2	0.0	0.0	0.0	0.0	68.4	0.0	68.4
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	0.3	0.3	68.1	0.2	0.0	0.0	0.0	0.0	68.4	0.0	68.4
LOS by Move:	A	A	A	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	1	1	0	2	0	0	0	0	1	0	1

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 #7 Colorado Avenue/Main Street (#7)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	1.9
Optimal Cycle:	140	Level Of Service:	A

Street Name:	Main Street						Colorado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1	1 1	0 1	1 0	1	0 1	0 0	1!	0 0
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	0	937	1	4	693	0	0	0	0	8	0	13
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1055	1	5	780	0	0	0	0	9	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.39	0.39	0.39	0.60	0.60	0.60
PHF Volume:	0	1216	1	5	897	0	0	0	0	15	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1216	1	5	897	0	0	0	0	15	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1216	1	5	897	0	0	0	0	15	0	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.93	0.93	1.00	1.00	1.00	1.00	0.88	1.00	0.88
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.00	1.00	0.38	0.00	0.62
Final Sat.:	1900	3534	4	1769	3538	1900	1900	1900	1900	637	0	1036
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.00	0.25	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.93	0.93	0.01	0.94	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Volume/Cap:	0.00	0.37	0.37	0.37	0.27	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Uniform Del:	0.0	0.5	0.5	69.1	0.4	0.0	0.0	0.0	0.0	62.9	0.0	62.9
IncremntDel:	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	2.2	0.0	2.2
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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	0.6	0.6	69.2	0.4	0.0	0.0	0.0	0.0	65.0	0.0	65.0
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	0.6	0.6	69.2	0.4	0.0	0.0	0.0	0.0	65.0	0.0	65.0
LOS by Move:	A	A	A	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	3	3	1	2	0	0	0	0	2	0	2

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

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

Intersection #7 Colorado Avenue/Main Street (#7)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	27.6
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Main Street						Colorado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1	1 1	0 1	1 0	1	0 1	0 0	1!	0 0
Volume Module: >> Count Date: 30 May 2007 << 7:30 - 8:30 AM												
Base Vol:	0	526	4	4	859	0	0	0	0	5	0	4
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	592	5	5	967	0	0	0	0	6	0	5
Added Vol:	24	0	0	0	0	25	14	2	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	592	5	5	967	25	14	2	17	6	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.86	0.86	0.86	0.75	0.75	0.75	0.46	0.46	0.46
PHF Volume:	26	634	5	5	1123	29	19	3	23	12	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	634	5	5	1123	29	19	3	23	12	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	26	634	5	5	1123	29	19	3	23	12	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.98	0.83	0.90	1.00	0.90
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.00	1.00	0.56	0.00	0.44
Final Sat.:	1769	3508	27	1769	3538	1583	1769	1862	1583	946	0	757
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.00	0.32	0.02	0.01	0.00	0.01	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.04	0.92	0.92	0.02	0.89	0.89	0.03	0.03	0.03	0.03	0.00	0.00
Volume/Cap:	0.36	0.20	0.20	0.20	0.36	0.02	0.36	0.04	0.41	0.41	0.00	9.37
Uniform Del:	65.3	0.6	0.6	68.1	1.2	0.8	66.6	65.3	66.2	66.6	0.0	69.9
IncremntDel:	3.0	0.0	0.0	0.0	0.1	0.0	4.1	0.3	5.0	5.2	0.0	4492
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	0.00	1.00
Delay/Veh:	68.3	0.6	0.6	68.1	1.2	0.8	70.7	65.6	71.1	71.7	0.0	4561
User DelAdj:	1.00	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	0.6	0.6	68.1	1.2	0.8	70.7	65.6	71.1	71.7	0.0	4561
LOS by Move:	E	A	A	E	A	A	E	E	E	E	A	F
HCM2kAvgQ:	1	2	2	0	4	0	1	0	1	1	0	4

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

Intersection #7 Colorado Avenue/Main Street (#7)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	14.4
Optimal Cycle:	140	Level Of Service:	B

Street Name:	Main Street						Colorado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1	1	1 0	1 0	1	0 1	0 0	1!	0 0
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	0	937	1	4	693	0	0	0	0	8	0	13
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1055	1	5	780	0	0	0	0	9	0	15
Added Vol:	46	0	0	0	0	47	45	8	55	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1055	1	5	780	47	45	8	55	9	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.39	0.39	0.39	0.60	0.60	0.60
PHF Volume:	53	1216	1	5	897	54	117	21	142	15	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1216	1	5	897	54	117	21	142	15	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	53	1216	1	5	897	54	117	21	142	15	0	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.98	0.83	0.88	1.00	0.88
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.00	1.00	0.38	0.00	0.62
Final Sat.:	1769	3534	4	1769	3538	1583	1769	1862	1583	637	0	1036
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.00	0.25	0.03	0.07	0.01	0.09	0.02	0.00	0.02
Crit Moves:		****		****					****	****		
Green/Cycle:	0.08	0.75	0.75	0.01	0.67	0.67	0.18	0.20	0.20	0.05	0.00	0.00
Volume/Cap:	0.38	0.46	0.46	0.46	0.38	0.05	0.36	0.06	0.46	0.46	0.00	xxxx
Uniform Del:	61.1	6.8	6.8	69.3	10.0	7.7	50.2	45.8	49.8	64.5	0.0	0.0
IncremntDel:	1.7	0.1	0.1	0.2	0.1	0.0	0.7	0.1	1.1	3.9	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	0.00	0.00
Delay/Veh:	62.8	7.0	7.0	69.5	10.1	7.7	50.9	45.9	50.9	68.4	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:	62.8	7.0	7.0	69.5	10.1	7.7	50.9	45.9	50.9	68.4	0.0	0.0
LOS by Move:	E	A	A	E	B	A	D	D	D	E	A	A
HCM2kAvgQ:	3	10	10	1	9	1	5	1	6	2	0	7

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

Intersection #8 Colorado Avenue/4th Street (#8)

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[9.0]

Street Name:	4th Street								Colorado Avenue					
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 3	0 0		0 0 0	0 0		1 0 0	0 0		0 0 0	0 0	
Volume Module: >> Count Date: 30 May 2007 << 8:00 - 9:00 AM												
Base Vol:	9	195	0	0	0	0	6	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:	9	195	0	0	0	0	6	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.50	0.50	0.50	0.38	0.38	0.38	0.90	0.90	0.90
PHF Volume:	9	199	0	0	0	0	16	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	9	199	0	0	0	0	16	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	85	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	917	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	910	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	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	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			9.0			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 #8 Colorado Avenue/4th Street (#8)

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[9.7]

Street Name:	4th Street						Colorado Avenue					
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 3	0 0		0 0 0	0 0		1 0 0	0 0		0 0 0	0 0	
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	22	345	0	0	0	0	22	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:	22	345	0	0	0	0	22	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.80	0.80	0.80	0.61	0.61	0.61	0.90	0.90	0.90
PHF Volume:	23	361	0	0	0	0	36	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	23	361	0	0	0	0	36	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	166	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	824	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	808	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	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	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			9.7			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 #8 Colorado Avenue/4th Street (#8)

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[9.1]

Street Name:	4th Street								Colorado Avenue					
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 3	0 0		0 0 0	0 0		1 0 0	0 0		0 0 0	0 0	
Volume Module: >> Count Date: 30 May 2007 << 8:00 - 9:00 AM												
Base Vol:	9	195	0	0	0	0	6	0	0	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	10	219	0	0	0	0	7	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.50	0.50	0.50	0.38	0.38	0.38	0.90	0.90	0.90
PHF Volume:	10	224	0	0	0	0	18	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	10	224	0	0	0	0	18	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	95	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	904	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	896	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	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	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			9.1			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 #8 Colorado Avenue/4th Street (#8)

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[9.8]

Street Name:	4th Street						Colorado Avenue					
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 3	0 0		0 0 0	0 0		1 0 0	0 0		0 0 0	0 0	
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	22	345	0	0	0	0	22	0	0	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	25	388	0	0	0	0	25	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.80	0.80	0.80	0.61	0.61	0.61	0.90	0.90	0.90
PHF Volume:	26	406	0	0	0	0	41	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	26	406	0	0	0	0	41	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	187	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	802	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	784	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	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	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			9.8			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection #8 Colorado Avenue/4th Street (#8)

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A[9.1]

Street Name:	4th Street						Colorado Avenue					
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 3 0 0			0 0 0 0 0			1 0 0 0 0			0 0 0 0 0		
Volume Module: >> Count Date: 30 May 2007 << 8:00 - 9:00 AM												
Base Vol:	9	195	0	0	0	0	6	0	0	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	10	219	0	0	0	0	7	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	219	0	0	0	0	9	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.50	0.50	0.50	0.38	0.38	0.38	0.90	0.90	0.90
PHF Volume:	10	224	0	0	0	0	23	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	10	224	0	0	0	0	23	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	95	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	904	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	896	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	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	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			9.1			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

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Intersection #8 Colorado Avenue/4th Street (#8)

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[9.9]

****

Street Name:	4th Street						Colorado Avenue					
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 3	0 0		0 0 0	0 0		1 0 0	0 0		0 0 0	0 0	
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	22	345	0	0	0	0	22	0	0	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	25	388	0	0	0	0	25	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	388	0	0	0	0	33	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.80	0.80	0.80	0.61	0.61	0.61	0.90	0.90	0.90
PHF Volume:	26	406	0	0	0	0	54	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	26	406	0	0	0	0	54	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	187	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	802	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	784	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	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	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			9.9			xxxxxx		
ApproachLOS:	*			*			A			*		

****

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

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

Intersection #9 Oakey Boulevard/Western Avenue (#9)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	34.6
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Western Avenue						Oakey Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	62	85	65	117	177	10	33	529	216	145	262	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	85	65	117	177	10	33	529	216	145	262	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.93	0.93	0.93	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	75	103	79	126	191	11	39	623	254	170	307	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	103	79	126	191	11	39	623	254	170	307	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	103	79	126	191	11	39	623	254	170	307	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.05	0.07	0.10	0.01	0.02	0.18	0.16	0.10	0.09	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.15	0.15	0.20	0.25	0.25	0.13	0.42	0.42	0.23	0.52	0.52
Volume/Cap:	0.42	0.36	0.33	0.36	0.42	0.03	0.17	0.42	0.38	0.42	0.17	0.12
Uniform Del:	59.0	53.3	53.0	48.7	44.4	40.1	53.9	28.4	27.8	45.9	17.6	17.1
IncremntDel:	1.6	0.8	0.8	0.7	0.6	0.0	0.3	0.2	0.4	0.7	0.0	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:	60.6	54.2	53.8	49.4	45.0	40.1	54.3	28.5	28.2	46.6	17.6	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:	60.6	54.2	53.8	49.4	45.0	40.1	54.3	28.5	28.2	46.6	17.6	17.2
LOS by Move:	E	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	3	4	3	5	7	0	2	10	7	6	3	2

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 #9 Oakey Boulevard/Western Avenue (#9)

****

Cycle (sec): 140 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 0 (Y+R=6.0 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 140 Level Of Service: C

****

Street Name:	Western Avenue						Oakey Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	303	327	200	67	67	17	45	465	80	76	670	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	327	200	67	67	17	45	465	80	76	670	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.65	0.65	0.65	0.92	0.92	0.92	0.93	0.93	0.93
PHF Volume:	327	353	216	103	103	26	49	508	87	82	724	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	353	216	103	103	26	49	508	87	82	724	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	327	353	216	103	103	26	49	508	87	82	724	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.18	0.19	0.14	0.06	0.06	0.02	0.03	0.14	0.06	0.05	0.20	0.14
Crit Moves:		****			****			****			****	
Green/Cycle:	0.40	0.39	0.39	0.12	0.12	0.12	0.06	0.37	0.37	0.12	0.43	0.43
Volume/Cap:	0.47	0.48	0.35	0.48	0.47	0.14	0.48	0.39	0.15	0.39	0.48	0.32
Uniform Del:	31.2	31.6	29.7	57.4	57.5	55.3	63.9	32.9	29.8	57.1	29.0	26.7
IncremntDel:	0.5	0.5	0.3	1.7	1.6	0.3	3.5	0.2	0.1	1.2	0.2	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:	31.7	32.1	30.0	59.1	59.1	55.6	67.4	33.1	29.9	58.3	29.2	27.0
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	32.1	30.0	59.1	59.1	55.6	67.4	33.1	29.9	58.3	29.2	27.0
LOS by Move:	C	C	C	E	E	E	E	C	C	E	C	C
HCM2kAvgQ:	10	11	6	5	5	1	3	8	2	4	12	6

****

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 #9 Oakey Boulevard/Western Avenue (#9)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.2
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Western Avenue						Oakey Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	62	85	65	117	177	10	33	529	216	145	262	81
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	70	96	73	132	199	11	37	595	243	163	295	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.93	0.93	0.93	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	84	116	88	142	215	12	44	701	286	191	346	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	116	88	142	215	12	44	701	286	191	346	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.:	84	116	88	142	215	12	44	701	286	191	346	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.08	0.12	0.01	0.02	0.20	0.18	0.11	0.10	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.15	0.15	0.20	0.25	0.25	0.13	0.42	0.42	0.23	0.52	0.52
Volume/Cap:	0.47	0.41	0.37	0.41	0.47	0.03	0.19	0.47	0.43	0.47	0.19	0.13
Uniform Del:	59.3	53.7	53.4	49.2	45.0	40.1	54.1	29.1	28.5	46.5	17.8	17.2
IncremntDel:	1.9	1.0	1.0	0.8	0.8	0.0	0.4	0.2	0.4	0.9	0.0	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:	61.3	54.7	54.4	50.0	45.8	40.2	54.5	29.4	29.0	47.3	17.9	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	54.7	54.4	50.0	45.8	40.2	54.5	29.4	29.0	47.3	17.9	17.3
LOS by Move:	E	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	4	5	4	6	8	0	2	11	9	7	4	2

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 #9 Oakey Boulevard/Western Avenue (#9)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.5
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Western Avenue						Oakey Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	303	327	200	67	67	17	45	465	80	76	670	201
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	341	368	225	75	75	19	51	523	90	86	754	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.65	0.65	0.65	0.92	0.92	0.92	0.93	0.93	0.93
PHF Volume:	368	397	243	116	116	29	55	571	98	92	815	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	397	243	116	116	29	55	571	98	92	815	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.:	368	397	243	116	116	29	55	571	98	92	815	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.15	0.07	0.06	0.02	0.03	0.16	0.06	0.05	0.23	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.40	0.39	0.39	0.12	0.12	0.12	0.06	0.37	0.37	0.12	0.43	0.43
Volume/Cap:	0.52	0.54	0.39	0.54	0.52	0.16	0.54	0.44	0.17	0.44	0.54	0.36
Uniform Del:	32.1	32.6	30.3	57.9	58.0	55.4	64.1	33.6	30.0	57.4	29.9	27.3
IncremntDel:	0.7	0.8	0.4	2.8	2.3	0.4	5.7	0.2	0.1	1.5	0.4	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:	32.8	33.4	30.7	60.6	60.3	55.8	69.9	33.8	30.2	58.9	30.3	27.6
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:	32.8	33.4	30.7	60.6	60.3	55.8	69.9	33.8	30.2	58.9	30.3	27.6
LOS by Move:	C	C	C	E	E	E	E	C	C	E	C	C
HCM2kAvgQ:	12	13	7	5	5	1	3	10	3	4	14	7

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

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

Intersection #9 Oakey Boulevard/Western Avenue (#9)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.1
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Western Avenue						Oakey Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	62	85	65	117	177	10	33	529	216	145	262	81
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	70	96	73	132	199	11	37	595	243	163	295	91
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	96	73	132	199	11	37	601	243	163	299	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.93	0.93	0.93	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	84	116	88	142	215	12	44	708	286	191	350	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	116	88	142	215	12	44	708	286	191	350	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.:	84	116	88	142	215	12	44	708	286	191	350	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.08	0.12	0.01	0.02	0.20	0.18	0.11	0.10	0.07
Crit Moves:	****				****			****			****	
Green/Cycle:	0.10	0.15	0.15	0.20	0.24	0.24	0.13	0.42	0.42	0.23	0.52	0.52
Volume/Cap:	0.47	0.41	0.37	0.41	0.47	0.03	0.19	0.47	0.43	0.47	0.19	0.13
Uniform Del:	59.4	53.8	53.5	49.3	45.1	40.2	54.2	29.0	28.3	46.6	17.6	17.1
IncremntDel:	2.0	1.0	1.0	0.8	0.8	0.0	0.4	0.2	0.4	0.9	0.0	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:	61.4	54.8	54.4	50.1	45.9	40.3	54.6	29.2	28.7	47.5	17.7	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	54.8	54.4	50.1	45.9	40.3	54.6	29.2	28.7	47.5	17.7	17.1
LOS by Move:	E	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	4	5	4	6	8	0	2	11	9	7	4	2

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

Intersection #9 Oakey Boulevard/Western Avenue (#9)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.4
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Western Avenue						Oakey Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	303	327	200	67	67	17	45	465	80	76	670	201
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	341	368	225	75	75	19	51	523	90	86	754	226
Added Vol:	0	0	0	0	0	0	0	12	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	368	225	75	75	19	51	535	90	86	768	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.65	0.65	0.65	0.92	0.92	0.92	0.93	0.93	0.93
PHF Volume:	368	397	243	116	116	29	55	584	98	92	830	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	397	243	116	116	29	55	584	98	92	830	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.:	368	397	243	116	116	29	55	584	98	92	830	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.15	0.07	0.06	0.02	0.03	0.17	0.06	0.05	0.23	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.39	0.39	0.39	0.12	0.12	0.12	0.06	0.37	0.37	0.12	0.43	0.43
Volume/Cap:	0.53	0.54	0.39	0.54	0.53	0.16	0.54	0.45	0.17	0.45	0.54	0.36
Uniform Del:	32.5	32.9	30.6	58.0	58.1	55.5	64.2	33.2	29.6	57.5	29.6	26.8
IncremntDel:	0.8	0.9	0.4	2.9	2.4	0.4	6.0	0.2	0.1	1.5	0.4	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:	33.2	33.8	31.0	60.9	60.5	55.9	70.2	33.4	29.7	59.1	30.1	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	33.8	31.0	60.9	60.5	55.9	70.2	33.4	29.7	59.1	30.1	27.2
LOS by Move:	C	C	C	E	E	E	E	C	C	E	C	C
HCM2kAvgQ:	12	13	7	5	5	1	3	10	3	4	14	7

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

Intersection #10 Wyoming Avenue/Industrial Road (#10)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.3
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	146	25	201	0	55	22	21	362	272	339	316	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:	146	25	201	0	55	22	21	362	272	339	316	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.80	0.80	0.80	0.87	0.87	0.87	0.82	0.82	0.82
PHF Volume:	174	30	240	0	69	27	24	416	312	413	385	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	30	240	0	69	27	24	416	312	413	385	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	174	30	240	0	69	27	24	416	312	413	385	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.83	1.00	0.94	0.94	0.93	0.93	0.83	0.93	0.93	0.93
Lanes:	1.71	0.29	1.00	0.00	0.71	0.29	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3049	522	1583	0	1278	511	1769	3538	1583	1769	3487	44
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.15	0.00	0.05	0.05	0.01	0.12	0.20	0.23	0.11	0.11
Crit Moves:			****	****					****	****		
Green/Cycle:	0.13	0.26	0.26	0.00	0.13	0.13	0.08	0.34	0.34	0.40	0.66	0.66
Volume/Cap:	0.43	0.22	0.58	0.00	0.43	0.43	0.17	0.35	0.58	0.58	0.17	0.17
Uniform Del:	55.7	40.6	45.2	0.0	56.5	56.5	59.9	34.7	38.1	32.8	9.2	9.2
IncremntDel:	0.6	0.1	2.1	0.0	1.3	1.3	0.6	0.2	1.6	1.2	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.3	40.8	47.3	0.0	57.8	57.8	60.5	34.9	39.8	34.0	9.2	9.2
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:	56.3	40.8	47.3	0.0	57.8	57.8	60.5	34.9	39.8	34.0	9.2	9.2
LOS by Move:	E	D	D	A	E	E	E	C	D	C	A	A
HCM2kAvgQ:	4	3	9	0	4	4	1	7	11	14	3	3

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 Wyoming Avenue/Industrial Road (#10)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	40.1
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1	0 2	0	1	1 0 1 1 0
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	561	44	458	3	34	40	22	490	131	238	352	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	561	44	458	3	34	40	22	490	131	238	352	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.74	0.74	0.74	0.86	0.86	0.86	0.83	0.83	0.83
PHF Volume:	655	51	534	4	46	54	26	573	153	288	426	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	655	51	534	4	46	54	26	573	153	288	426	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	655	51	534	4	46	54	26	573	153	288	426	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.83	0.91	0.91	0.91	0.93	0.93	0.83	0.93	0.93	0.93
Lanes:	1.85	0.15	1.00	0.04	0.44	0.52	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3301	259	1583	67	763	898	1769	3538	1583	1769	3481	49
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.34	0.06	0.06	0.06	0.01	0.16	0.10	0.16	0.12	0.12
Crit Moves:			****	****				****		****		
Green/Cycle:	0.42	0.47	0.47	0.08	0.13	0.13	0.05	0.22	0.22	0.23	0.40	0.40
Volume/Cap:	0.47	0.42	0.72	0.72	0.47	0.47	0.30	0.72	0.43	0.72	0.30	0.30
Uniform Del:	29.1	24.8	30.0	62.6	56.6	56.6	64.4	50.3	46.7	50.2	28.5	28.5
IncremntDel:	0.2	0.2	3.5	16.5	1.6	1.6	2.0	3.3	0.8	6.4	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:	29.4	25.0	33.5	79.1	58.2	58.2	66.5	53.6	47.5	56.6	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	25.0	33.5	79.1	58.2	58.2	66.5	53.6	47.5	56.6	28.7	28.7
LOS by Move:	C	C	C	E	E	E	E	D	D	E	C	C
HCM2kAvgQ:	11	10	19	6	5	5	1	13	6	13	6	6

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 Wyoming Avenue/Industrial Road (#10)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	33.0
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Industrial Road						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1	0 2	0 1	1 0	1 1 0
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	146	0	201	0	0	0	0	362	272	339	316	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	164	0	226	0	0	0	0	407	306	382	356	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:	0.84	0.84	0.84	0.80	0.80	0.80	0.87	0.87	0.87	0.82	0.82	0.82
PHF Volume:	196	0	270	0	0	0	0	468	351	465	434	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	0	270	0	0	0	0	468	351	465	434	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.:	196	0	270	0	0	0	0	468	351	465	434	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.93	0.95
Lanes:	2.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3545	0	1583	0	1900	0	1900	3538	1583	1769	3538	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.17	0.00	0.00	0.00	0.00	0.13	0.22	0.26	0.12	0.00
Crit Moves:			****						****	****		
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.34	0.34	0.40	0.74	0.00
Volume/Cap:	0.21	0.00	0.66	0.00	0.00	0.00	0.00	0.39	0.66	0.66	0.17	0.00
Uniform Del:	40.6	0.0	46.2	0.0	0.0	0.0	0.0	35.3	39.4	34.1	5.4	0.0
IncremntDel:	0.1	0.0	3.8	0.0	0.0	0.0	0.0	0.2	2.9	2.2	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	40.7	0.0	50.0	0.0	0.0	0.0	0.0	35.5	42.3	36.3	5.4	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:	40.7	0.0	50.0	0.0	0.0	0.0	0.0	35.5	42.3	36.3	5.4	0.0
LOS by Move:	D	A	D	A	A	A	A	D	D	D	A	A
HCM2kAvgQ:	3	0	11	0	0	0	0	8	13	17	3	0

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

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

Intersection #10 Wyoming Avenue/Industrial Road (#10)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.2
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1	0 2	0	1	1 0 1 1 0
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	561	0	458	0	0	0	0	490	131	238	352	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	631	0	515	0	0	0	0	551	147	268	396	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:	0.86	0.86	0.86	0.74	0.74	0.74	0.86	0.86	0.86	0.83	0.83	0.83
PHF Volume:	737	0	601	0	0	0	0	645	172	324	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	737	0	601	0	0	0	0	645	172	324	480	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.:	737	0	601	0	0	0	0	645	172	324	480	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.93	0.95
Lanes:	2.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3545	0	1583	0	1900	0	1900	3538	1583	1769	3538	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.38	0.00	0.00	0.00	0.00	0.18	0.11	0.18	0.14	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.51	0.00	0.51	0.00	0.00	0.00	0.00	0.24	0.24	0.25	0.49	0.00
Volume/Cap:	0.41	0.00	0.75	0.00	0.00	0.00	0.00	0.75	0.45	0.75	0.28	0.00
Uniform Del:	21.2	0.0	27.1	0.0	0.0	0.0	0.0	48.9	44.8	48.7	21.0	0.0
IncremntDel:	0.2	0.0	3.8	0.0	0.0	0.0	0.0	3.6	0.8	6.9	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:	21.4	0.0	31.0	0.0	0.0	0.0	0.0	52.4	45.7	55.7	21.1	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:	21.4	0.0	31.0	0.0	0.0	0.0	0.0	52.4	45.7	55.7	21.1	0.0
LOS by Move:	C	A	C	A	A	A	A	D	D	E	C	A
HCM2kAvgQ:	10	0	21	0	0	0	0	15	6	14	6	0

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

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

Intersection #10 Wyoming Avenue/Industrial Road (#10)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.0
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Industrial Road						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0 1!	0 0	1	0 2	0 1	1	0 1	1 0
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	146	0	201	0	0	0	0	362	272	339	316	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	164	0	226	0	0	0	0	407	306	382	356	0
Added Vol:	0	19	8	1	13	2	3	3	0	5	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	19	234	1	13	2	3	410	306	387	358	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.80	0.80	0.80	0.87	0.87	0.87	0.82	0.82	0.82
PHF Volume:	196	23	280	1	16	2	3	471	351	471	436	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	23	280	1	16	2	3	471	351	471	436	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.:	196	23	280	1	16	2	3	471	351	471	436	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.83	0.96	0.96	0.96	0.93	0.93	0.83	0.93	0.93	0.93
Lanes:	1.79	0.21	1.00	0.06	0.81	0.13	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3195	369	1583	114	1483	228	1769	3538	1583	1769	3528	10
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.18	0.01	0.01	0.01	0.00	0.13	0.22	0.27	0.12	0.12
Crit Moves:			****	****					****	****		
Green/Cycle:	0.24	0.26	0.26	0.02	0.04	0.04	0.01	0.33	0.33	0.39	0.71	0.71
Volume/Cap:	0.26	0.24	0.68	0.68	0.26	0.26	0.17	0.41	0.68	0.68	0.17	0.17
Uniform Del:	43.6	40.7	46.4	68.5	65.0	65.0	68.6	36.4	40.6	35.0	6.7	6.7
IncremntDel:	0.2	0.1	4.4	48.0	1.8	1.8	4.2	0.2	3.5	2.7	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:	43.8	40.8	50.8	116.6	66.8	66.8	72.7	36.7	44.1	37.7	6.7	6.7
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:	43.8	40.8	50.8	116.6	66.8	66.8	72.7	36.7	44.1	37.7	6.7	6.7
LOS by Move:	D	D	D	F	E	E	E	D	D	D	A	A
HCM2kAvgQ:	4	4	12	2	1	1	0	8	14	17	3	3

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

Intersection #10 Wyoming Avenue/Industrial Road (#10)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	36.3
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1	0 2	0 1	1 0	1 1 0
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	146	0	201	0	0	0	0	362	272	339	316	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	177	0	244	0	0	0	0	440	331	412	384	0
Added Vol:	0	19	8	1	13	2	3	3	0	5	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	19	252	1	13	2	3	443	331	417	386	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.80	0.80	0.80	0.87	0.87	0.87	0.82	0.82	0.82
PHF Volume:	212	23	301	1	16	2	3	509	380	509	471	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	23	301	1	16	2	3	509	380	509	471	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.:	212	23	301	1	16	2	3	509	380	509	471	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.83	0.96	0.96	0.96	0.93	0.93	0.83	0.93	0.93	0.93
Lanes:	1.81	0.19	1.00	0.06	0.81	0.13	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3219	345	1583	114	1483	228	1769	3538	1583	1769	3529	9
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.19	0.01	0.01	0.01	0.00	0.14	0.24	0.29	0.13	0.13
Crit Moves:			****	****					****	****		
Green/Cycle:	0.24	0.26	0.26	0.02	0.04	0.04	0.01	0.33	0.33	0.39	0.71	0.71
Volume/Cap:	0.28	0.25	0.73	0.73	0.28	0.28	0.19	0.44	0.73	0.73	0.19	0.19
Uniform Del:	43.6	40.9	47.2	68.7	65.3	65.3	68.7	36.8	41.4	36.0	6.6	6.6
IncremntDel:	0.2	0.1	6.4	66.3	2.1	2.1	4.9	0.3	5.2	3.9	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:	43.8	41.0	53.6	135.0	67.4	67.4	73.6	37.1	46.6	39.9	6.7	6.7
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:	43.8	41.0	53.6	135.0	67.4	67.4	73.6	37.1	46.6	39.9	6.7	6.7
LOS by Move:	D	D	D	F	E	E	E	D	D	D	A	A
HCM2kAvgQ:	4	4	13	2	1	1	0	9	15	19	3	3

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

Intersection #10 Wyoming Avenue/Industrial Road (#10)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	40.7
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1	0 2	0	1	1 0 1 1 0
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	561	0	458	0	0	0	0	490	131	238	352	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	631	0	515	0	0	0	0	551	147	268	396	0
Added Vol:	0	36	15	3	43	6	5	6	0	18	8	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	631	36	530	3	43	6	5	557	147	286	404	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:	0.86	0.86	0.86	0.74	0.74	0.74	0.86	0.86	0.86	0.83	0.83	0.83
PHF Volume:	737	42	619	4	58	8	6	652	172	346	489	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	737	42	619	4	58	8	6	652	172	346	489	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.:	737	42	619	4	58	8	6	652	172	346	489	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.83	0.96	0.96	0.96	0.93	0.93	0.83	0.93	0.93	0.93
Lanes:	1.89	0.11	1.00	0.06	0.83	0.11	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3365	192	1583	105	1511	211	1769	3538	1583	1769	3517	17
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.39	0.04	0.04	0.04	0.00	0.18	0.11	0.20	0.14	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.45	0.48	0.48	0.05	0.08	0.08	0.01	0.23	0.23	0.24	0.46	0.46
Volume/Cap:	0.49	0.45	0.81	0.81	0.49	0.49	0.30	0.81	0.48	0.81	0.30	0.30
Uniform Del:	27.0	23.9	30.7	66.0	61.7	61.7	68.7	51.2	46.9	50.0	23.8	23.8
IncremntDel:	0.2	0.2	6.5	41.3	2.5	2.5	8.7	6.2	1.0	11.0	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:	27.2	24.1	37.2	107.4	64.3	64.3	77.4	57.3	47.9	61.1	24.0	24.0
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:	27.2	24.1	37.2	107.4	64.3	64.3	77.4	57.3	47.9	61.1	24.0	24.0
LOS by Move:	C	C	D	F	E	E	E	E	D	E	C	C
HCM2kAvgQ:	12	11	24	5	3	3	1	16	7	16	7	7

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

Intersection #11 Wyoming Avenue/Main Street (#11)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	37.5
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0
Volume Module: >> Count Date: 30 May 2007 << 7:30 - 8:30 AM												
Base Vol:	103	320	9	24	447	350	208	245	120	20	264	23
Growth Adj:	1.00	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	320	9	24	447	350	208	245	120	20	264	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.88	0.88	0.88	0.84	0.84	0.84
PHF Volume:	119	370	10	28	522	408	238	280	137	24	313	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	370	10	28	522	408	238	280	137	24	313	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.:	119	370	10	28	522	408	238	280	137	24	313	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.87	0.87	0.93	0.93	0.83	0.93	0.97	0.97
Lanes:	1.00	1.95	0.05	1.00	1.12	0.88	1.00	2.00	1.00	1.00	0.92	0.08
Final Sat.:	1769	3427	96	1769	1853	1451	1769	3538	1583	1769	1692	147
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.02	0.28	0.28	0.13	0.08	0.09	0.01	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.46	0.46	0.07	0.42	0.42	0.20	0.41	0.41	0.06	0.28	0.28
Volume/Cap:	0.67	0.24	0.24	0.24	0.67	0.67	0.67	0.19	0.21	0.21	0.67	0.67
Uniform Del:	60.7	23.3	23.3	62.0	32.6	32.6	51.6	26.1	26.3	62.2	44.9	44.9
IncremntDel:	9.4	0.1	0.1	1.0	1.3	1.3	4.8	0.1	0.2	0.9	3.4	3.4
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:	70.0	23.4	23.4	63.0	33.9	33.9	56.4	26.2	26.5	63.1	48.3	48.3
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:	70.0	23.4	23.4	63.0	33.9	33.9	56.4	26.2	26.5	63.1	48.3	48.3
LOS by Move:	E	C	C	E	C	C	E	C	C	E	D	D
HCM2kAvgQ:	6	5	5	1	17	17	10	4	4	1	14	14

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

Traffix 7.8.0715 (c) 2006 Dowling Assoc. Licensed to K-H, LAS VEGAS

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

Intersection #11 Wyoming Avenue/Main Street (#11)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	40.8
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	154	534	22	32	446	211	402	595	121	52	220	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:	154	534	22	32	446	211	402	595	121	52	220	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.84	0.84	0.84	0.95	0.95	0.95	0.78	0.78	0.78
PHF Volume:	178	617	25	38	528	250	424	628	128	67	283	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	617	25	38	528	250	424	628	128	67	283	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	178	617	25	38	528	250	424	628	128	67	283	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.89	0.89	0.93	0.93	0.83	0.93	0.97	0.97
Lanes:	1.00	1.92	0.08	1.00	1.36	0.64	1.00	2.00	1.00	1.00	0.95	0.05
Final Sat.:	1769	3377	139	1769	2286	1082	1769	3538	1583	1769	1761	88
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.02	0.23	0.23	0.24	0.18	0.08	0.04	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.41	0.41	0.05	0.32	0.32	0.33	0.45	0.45	0.10	0.22	0.22
Volume/Cap:	0.73	0.45	0.45	0.45	0.73	0.73	0.73	0.39	0.18	0.39	0.73	0.73
Uniform Del:	57.9	30.3	30.3	64.9	42.6	42.6	41.6	25.6	22.9	59.4	50.8	50.8
IncremntDel:	10.9	0.2	0.2	3.8	2.7	2.7	4.8	0.2	0.1	1.5	6.7	6.7
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:	68.8	30.5	30.5	68.7	45.3	45.3	46.4	25.8	23.1	60.9	57.5	57.5
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:	68.8	30.5	30.5	68.7	45.3	45.3	46.4	25.8	23.1	60.9	57.5	57.5
LOS by Move:	E	C	C	E	D	D	D	C	C	E	E	E
HCM2kAvgQ:	9	10	10	2	17	17	17	9	3	3	13	13

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

Traffix 7.8.0715 (c) 2006 Dowling Assoc. Licensed to K-H, LAS VEGAS

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

Intersection #11 Wyoming Avenue/Main Street (#11)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	38.4
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	0	1	0
Volume Module: >> Count Date: 30 May 2007 << 7:30 - 8:30 AM												
Base Vol:	103	320	9	24	447	350	208	245	120	20	264	23
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	116	360	10	27	503	394	234	276	135	23	297	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.88	0.88	0.88	0.84	0.84	0.84
PHF Volume:	134	417	12	32	587	460	268	315	154	27	352	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	417	12	32	587	460	268	315	154	27	352	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	134	417	12	32	587	460	268	315	154	27	352	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.97	0.97
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.92	0.08
Final Sat.:	1769	3427	96	1769	3538	1583	1769	3538	1583	1769	1692	147
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.12	0.02	0.17	0.29	0.15	0.09	0.10	0.02	0.21	0.21
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.44	0.44	0.06	0.40	0.40	0.21	0.43	0.43	0.07	0.29	0.29
Volume/Cap:	0.73	0.28	0.28	0.28	0.41	0.73	0.73	0.21	0.23	0.23	0.73	0.73
Uniform Del:	60.7	25.0	25.0	62.4	30.2	35.5	51.7	25.1	25.3	61.9	45.0	45.0
IncremntDel:	13.4	0.1	0.1	1.3	0.2	4.2	7.0	0.1	0.2	1.0	5.0	5.0
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:	74.1	25.1	25.1	63.7	30.4	39.7	58.7	25.1	25.5	62.9	49.9	49.9
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:	74.1	25.1	25.1	63.7	30.4	39.7	58.7	25.1	25.5	62.9	49.9	49.9
LOS by Move:	E	C	C	E	C	D	E	C	C	E	D	D
HCM2kAvgQ:	7	6	6	2	9	17	12	4	4	1	16	16

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 #11 Wyoming Avenue/Main Street (#11)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	42.6
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	0	1 0
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	154	534	22	32	446	211	402	595	121	52	220	11
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	173	601	25	36	502	237	452	670	136	59	248	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.84	0.84	0.84	0.95	0.95	0.95	0.78	0.78	0.78
PHF Volume:	200	694	29	43	595	281	478	707	144	75	319	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	694	29	43	595	281	478	707	144	75	319	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	200	694	29	43	595	281	478	707	144	75	319	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.97	0.97
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.95	0.05
Final Sat.:	1769	3377	139	1769	3538	1583	1769	3538	1583	1769	1761	88
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.21	0.02	0.17	0.18	0.27	0.20	0.09	0.04	0.18	0.18
Crit Moves:	****					****	****				****	
Green/Cycle:	0.15	0.35	0.35	0.04	0.24	0.24	0.36	0.50	0.50	0.11	0.24	0.24
Volume/Cap:	0.74	0.59	0.59	0.59	0.70	0.74	0.74	0.40	0.18	0.40	0.74	0.74
Uniform Del:	56.7	37.1	37.1	65.9	48.7	49.2	38.8	21.8	19.2	58.3	48.9	48.9
IncremntDel:	10.5	0.7	0.7	11.7	2.7	7.7	4.6	0.1	0.1	1.4	6.5	6.5
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:	67.2	37.9	37.9	77.7	51.3	56.9	43.4	21.9	19.3	59.7	55.4	55.4
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:	67.2	37.9	37.9	77.7	51.3	56.9	43.4	21.9	19.3	59.7	55.4	55.4
LOS by Move:	E	D	D	E	D	E	D	C	B	E	E	E
HCM2kAvgQ:	10	13	13	3	13	13	19	10	3	3	14	14

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

Traffix 7.8.0715 (c) 2006 Dowling Assoc. Licensed to K-H, LAS VEGAS

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

Intersection #11 Wyoming Avenue/Main Street (#11)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	38.5
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	0	1 0
Volume Module: >> Count Date: 30 May 2007 << 7:30 - 8:30 AM												
Base Vol:	103	320	9	24	447	350	208	245	120	20	264	23
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	116	360	10	27	503	394	234	276	135	23	297	26
Added Vol:	5	23	0	0	16	1	1	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	383	10	27	519	395	235	276	139	23	297	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.88	0.88	0.88	0.84	0.84	0.84
PHF Volume:	140	443	12	32	606	461	269	315	159	27	352	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	443	12	32	606	461	269	315	159	27	352	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	140	443	12	32	606	461	269	315	159	27	352	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.97	0.97
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.92	0.08
Final Sat.:	1769	3433	91	1769	3538	1583	1769	3538	1583	1769	1692	147
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.02	0.17	0.29	0.15	0.09	0.10	0.02	0.21	0.21
Crit Moves:	****					****	****				****	
Green/Cycle:	0.11	0.45	0.45	0.06	0.40	0.40	0.21	0.43	0.43	0.06	0.29	0.29
Volume/Cap:	0.73	0.29	0.29	0.29	0.43	0.73	0.73	0.21	0.23	0.23	0.73	0.73
Uniform Del:	60.4	24.7	24.7	62.8	30.5	35.7	51.8	25.1	25.4	62.2	45.2	45.2
IncremntDel:	13.4	0.1	0.1	1.5	0.2	4.3	7.3	0.1	0.2	1.1	5.2	5.2
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:	73.8	24.8	24.8	64.3	30.8	40.1	59.1	25.2	25.6	63.3	50.4	50.4
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:	73.8	24.8	24.8	64.3	30.8	40.1	59.1	25.2	25.6	63.3	50.4	50.4
LOS by Move:	E	C	C	E	C	D	E	C	C	E	D	D
HCM2kAvgQ:	7	6	6	2	10	18	12	4	4	1	16	16

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

Intersection #11 Wyoming Avenue/Main Street (#11)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	43.4
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	0	1 0
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	154	534	22	32	446	211	402	595	121	52	220	11
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	173	601	25	36	502	237	452	670	136	59	248	12
Added Vol:	10	44	0	0	53	2	2	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	645	25	36	555	239	454	670	148	59	248	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.84	0.84	0.84	0.95	0.95	0.95	0.78	0.78	0.78
PHF Volume:	212	745	29	43	658	284	480	707	156	75	319	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	745	29	43	658	284	480	707	156	75	319	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	212	745	29	43	658	284	480	707	156	75	319	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.97	0.97
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.95	0.05
Final Sat.:	1769	3387	130	1769	3538	1583	1769	3538	1583	1769	1761	88
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.22	0.02	0.19	0.18	0.27	0.20	0.10	0.04	0.18	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.36	0.36	0.04	0.25	0.25	0.36	0.49	0.49	0.10	0.24	0.24
Volume/Cap:	0.76	0.61	0.61	0.61	0.76	0.73	0.76	0.41	0.20	0.41	0.76	0.76
Uniform Del:	56.4	36.4	36.4	66.1	49.0	48.6	39.6	22.6	20.0	58.6	49.5	49.5
IncremntDel:	11.3	0.8	0.8	14.1	3.9	6.9	5.3	0.2	0.1	1.5	7.4	7.4
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:	67.7	37.2	37.2	80.2	52.9	55.5	44.9	22.7	20.2	60.0	56.9	56.9
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:	67.7	37.2	37.2	80.2	52.9	55.5	44.9	22.7	20.2	60.0	56.9	56.9
LOS by Move:	E	D	D	F	D	E	D	C	C	E	E	E
HCM2kAvgQ:	10	14	14	3	15	12	19	10	4	3	15	15

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

Intersection #12 St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	31.3
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Las Vegas Boulevard						St. Louis Avenue-Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	0 0	1	0 2	1 0	2	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	88	459	39	122	422	5	0	297	185	43	235	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	459	39	122	422	5	0	297	185	43	235	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.89	0.89	0.89	0.89	0.89	0.89	0.88	0.88	0.88
PHF Volume:	108	564	48	138	477	6	0	333	207	49	267	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	564	48	138	477	6	0	333	207	49	267	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	564	48	138	477	6	0	333	207	49	267	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	1.00	0.98	0.73	0.93	0.93	0.83
Lanes:	2.00	2.77	0.23	2.00	2.96	0.04	0.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	4629	393	3432	5014	59	0	1862	2786	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.10	0.10	0.00	0.18	0.07	0.03	0.08	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.33	0.33	0.11	0.33	0.33	0.00	0.49	0.49	0.07	0.56	0.56
Volume/Cap:	0.29	0.37	0.37	0.37	0.29	0.29	0.00	0.37	0.15	0.37	0.13	0.21
Uniform Del:	57.3	35.7	35.7	57.9	34.7	34.7	0.0	22.6	20.0	61.6	14.7	15.4
IncremntDel:	0.4	0.1	0.1	0.6	0.1	0.1	0.0	0.3	0.1	1.7	0.0	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	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.7	35.8	35.8	58.5	34.8	34.8	0.0	22.8	20.1	63.3	14.7	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:	57.7	35.8	35.8	58.5	34.8	34.8	0.0	22.8	20.1	63.3	14.7	15.5
LOS by Move:	E	D	D	E	C	C	A	C	C	E	B	B
HCM2kAvgQ:	2	7	7	3	5	5	0	9	3	2	3	4

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 #12 St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	33.6
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Las Vegas Boulevard						St. Louis Avenue-Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	1	0	2 0 2	1	0	0 0 1	0	2	1 0 2	0	1
Volume Module: >> Count Date: 5 Jun 2007 << 4:45 - 5:45 PM												
Base Vol:	229	698	57	137	565	9	0	326	267	98	446	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	698	57	137	565	9	0	326	267	98	446	316
User Adj:	1.00	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	0.94	0.94	0.94	0.88	0.88	0.88	0.94	0.94	0.94
PHF Volume:	249	758	62	146	604	10	0	372	304	105	477	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	758	62	146	604	10	0	372	304	105	477	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.:	249	758	62	146	604	10	0	372	304	105	477	338
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	1.00	0.98	0.73	0.93	0.93	0.83
Lanes:	2.00	2.77	0.23	2.00	2.95	0.05	0.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	4648	380	3432	4994	80	0	1862	2786	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.04	0.12	0.12	0.00	0.20	0.11	0.06	0.13	0.21
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.35	0.35	0.09	0.28	0.28	0.00	0.43	0.43	0.13	0.56	0.56
Volume/Cap:	0.44	0.46	0.46	0.46	0.44	0.44	0.00	0.46	0.25	0.46	0.24	0.38
Uniform Del:	52.5	35.2	35.2	60.3	41.6	41.6	0.0	28.4	25.6	56.6	15.9	17.4
IncremntDel:	0.5	0.2	0.2	1.1	0.2	0.2	0.0	0.4	0.1	1.5	0.1	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	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.0	35.4	35.4	61.4	41.9	41.9	0.0	28.9	25.7	58.2	15.9	17.7
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:	53.0	35.4	35.4	61.4	41.9	41.9	0.0	28.9	25.7	58.2	15.9	17.7
LOS by Move:	D	D	D	E	D	D	A	C	C	E	B	B
HCM2kAvgQ:	5	10	10	4	8	8	0	11	5	5	5	8

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 #12 St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.414
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	31.8
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Las Vegas Boulevard						St. Louis Avenue-Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	0 0	1	0 2	1 0	2	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	88	459	39	122	422	5	0	297	185	43	235	166
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	99	517	44	137	475	6	0	334	208	48	264	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.89	0.89	0.89	0.89	0.89	0.89	0.88	0.88	0.88
PHF Volume:	122	635	54	155	537	6	0	374	233	55	300	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	635	54	155	537	6	0	374	233	55	300	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	122	635	54	155	537	6	0	374	233	55	300	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	1.00	0.98	0.73	0.93	0.93	0.83
Lanes:	2.00	2.77	0.23	2.00	2.96	0.04	0.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	4629	393	3432	5014	59	0	1862	2786	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.05	0.11	0.11	0.00	0.20	0.08	0.03	0.08	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.33	0.33	0.11	0.33	0.33	0.00	0.49	0.49	0.07	0.56	0.56
Volume/Cap:	0.32	0.41	0.41	0.41	0.32	0.32	0.00	0.41	0.17	0.41	0.15	0.24
Uniform Del:	57.6	36.3	36.3	58.2	35.1	35.1	0.0	23.2	20.3	61.8	14.8	15.6
IncremntDel:	0.5	0.2	0.2	0.7	0.1	0.1	0.0	0.3	0.1	2.1	0.0	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	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.1	36.5	36.5	58.9	35.3	35.3	0.0	23.5	20.3	63.9	14.8	15.8
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	36.5	36.5	58.9	35.3	35.3	0.0	23.5	20.3	63.9	14.8	15.8
LOS by Move:	E	D	D	E	D	D	A	C	C	E	B	B
HCM2kAvgQ:	3	8	8	4	6	6	0	10	3	3	3	5

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

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

Intersection #12 St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	34.4
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Las Vegas Boulevard						St. Louis Avenue-Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	0 0	1	0 2	1 0	2	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 4:45 - 5:45 PM												
Base Vol:	229	698	57	137	565	9	0	326	267	98	446	316
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	258	786	64	154	636	10	0	367	301	110	502	356
User Adj:	1.00	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	0.94	0.94	0.94	0.88	0.88	0.88	0.94	0.94	0.94
PHF Volume:	280	853	70	165	679	11	0	418	343	118	537	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	853	70	165	679	11	0	418	343	118	537	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	280	853	70	165	679	11	0	418	343	118	537	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	1.00	0.98	0.73	0.93	0.93	0.83
Lanes:	2.00	2.77	0.23	2.00	2.95	0.05	0.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	4648	380	3432	4994	80	0	1862	2786	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.05	0.14	0.14	0.00	0.22	0.12	0.07	0.15	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.35	0.35	0.09	0.28	0.28	0.00	0.43	0.43	0.13	0.56	0.56
Volume/Cap:	0.49	0.52	0.52	0.52	0.49	0.49	0.00	0.52	0.29	0.52	0.27	0.43
Uniform Del:	53.0	36.1	36.1	60.6	42.4	42.4	0.0	29.4	26.0	57.1	16.2	18.1
IncremntDel:	0.7	0.3	0.3	1.6	0.3	0.3	0.0	0.6	0.1	2.2	0.1	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	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.7	36.4	36.4	62.2	42.6	42.6	0.0	30.0	26.1	59.3	16.3	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:	53.7	36.4	36.4	62.2	42.6	42.6	0.0	30.0	26.1	59.3	16.3	18.4
LOS by Move:	D	D	D	E	D	D	A	C	C	E	B	B
HCM2kAvgQ:	6	12	12	4	9	9	0	13	5	5	6	9

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

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

Intersection #12 St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	32.2
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Las Vegas Boulevard						St. Louis Avenue-Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	0 0	1	0 2	1 0	2	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	88	459	39	122	422	5	0	297	185	43	235	166
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	99	517	44	137	475	6	0	334	208	48	264	187
Added Vol:	20	0	0	0	0	0	0	6	13	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	517	44	137	475	6	0	340	221	48	273	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.89	0.89	0.89	0.89	0.89	0.89	0.88	0.88	0.88
PHF Volume:	146	635	54	155	537	6	0	381	248	55	310	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	635	54	155	537	6	0	381	248	55	310	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	146	635	54	155	537	6	0	381	248	55	310	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	1.00	0.98	0.73	0.93	0.93	0.83
Lanes:	2.00	2.77	0.23	2.00	2.96	0.04	0.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	4629	393	3432	5014	59	0	1862	2786	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.05	0.11	0.11	0.00	0.20	0.09	0.03	0.09	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.33	0.33	0.11	0.31	0.31	0.00	0.49	0.49	0.07	0.56	0.56
Volume/Cap:	0.34	0.42	0.42	0.42	0.34	0.34	0.00	0.42	0.18	0.42	0.16	0.24
Uniform Del:	56.1	36.6	36.6	58.3	37.1	37.1	0.0	22.9	20.0	61.9	14.6	15.4
IncremntDel:	0.5	0.2	0.2	0.8	0.1	0.1	0.0	0.3	0.1	2.1	0.0	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	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.6	36.8	36.8	59.1	37.2	37.2	0.0	23.2	20.1	64.1	14.6	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:	56.6	36.8	36.8	59.1	37.2	37.2	0.0	23.2	20.1	64.1	14.6	15.5
LOS by Move:	E	D	D	E	D	D	A	C	C	E	B	B
HCM2kAvgQ:	3	8	8	4	6	6	0	10	3	3	3	4

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

Intersection #12 St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	34.7
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Las Vegas Boulevard						St. Louis Avenue-Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	0 0	1	0 2	1 0	2	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 4:45 - 5:45 PM												
Base Vol:	229	698	57	137	565	9	0	326	267	98	446	316
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	258	786	64	154	636	10	0	367	301	110	502	356
Added Vol:	37	0	0	0	0	0	0	21	44	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	786	64	154	636	10	0	388	345	110	520	356
User Adj:	1.00	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	0.94	0.94	0.94	0.88	0.88	0.88	0.94	0.94	0.94
PHF Volume:	320	853	70	165	679	11	0	442	393	118	556	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	853	70	165	679	11	0	442	393	118	556	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	320	853	70	165	679	11	0	442	393	118	556	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	1.00	0.98	0.73	0.93	0.93	0.83
Lanes:	2.00	2.77	0.23	2.00	2.95	0.05	0.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	4648	380	3432	4994	80	0	1862	2786	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.05	0.14	0.14	0.00	0.24	0.14	0.07	0.16	0.24
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.34	0.34	0.09	0.25	0.25	0.00	0.45	0.45	0.12	0.57	0.57
Volume/Cap:	0.53	0.54	0.54	0.54	0.53	0.53	0.00	0.53	0.32	0.53	0.28	0.42
Uniform Del:	52.6	37.3	37.3	61.0	45.0	45.0	0.0	28.3	25.1	57.4	15.3	17.0
IncremntDel:	0.9	0.3	0.3	1.9	0.4	0.4	0.0	0.7	0.1	2.5	0.1	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	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.5	37.6	37.6	62.9	45.4	45.4	0.0	28.9	25.2	59.9	15.4	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	37.6	37.6	62.9	45.4	45.4	0.0	28.9	25.2	59.9	15.4	17.3
LOS by Move:	D	D	D	E	D	D	A	C	C	E	B	B
HCM2kAvgQ:	7	12	12	4	10	10	0	14	6	5	6	9

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

Intersection #13 St. Louis Avenue-Weldon Place/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	29.3
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						St. Louis Avenue-Weldon Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0	0 0 1	0	1	0 0 2	0	1	0 1 0
Volume Module: >> Count Date: 5 Jun 2007 << 7:15 - 8:15 AM												
Base Vol:	355	23	51	0	0	8	6	62	411	51	79	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:	355	23	51	0	0	8	6	62	411	51	79	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.34	0.34	0.34	0.94	0.94	0.94	0.83	0.83	0.83
PHF Volume:	410	27	59	0	0	23	6	66	439	62	95	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	27	59	0	0	23	6	66	439	62	95	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.:	410	27	59	0	0	23	6	66	439	62	95	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.83	1.00	1.00	0.85	0.98	0.98	0.73	0.91	0.91	0.91
Lanes:	1.88	0.12	1.00	0.00	0.00	1.00	0.09	0.91	2.00	0.75	1.16	0.09
Final Sat.:	3340	216	1583	0	0	1611	164	1691	2786	1294	2004	152
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.04	0.00	0.00	0.01	0.04	0.04	0.16	0.05	0.05	0.05
Crit Moves:	****					****			****	****		
Green/Cycle:	0.36	0.40	0.40	0.00	0.00	0.00	0.27	0.46	0.46	0.14	0.33	0.33
Volume/Cap:	0.34	0.31	0.09	0.00	0.00	xxxx	0.14	0.09	0.34	0.34	0.14	0.14
Uniform Del:	32.8	28.6	26.1	0.0	0.0	0.0	38.8	21.2	24.2	54.5	33.1	33.1
IncremntDel:	0.2	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.2	0.4	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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.0	28.8	26.2	0.0	0.0	0.0	38.9	21.3	24.4	54.9	33.2	33.2
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:	33.0	28.8	26.2	0.0	0.0	0.0	38.9	21.3	24.4	54.9	33.2	33.2
LOS by Move:	C	C	C	A	A	A	D	C	C	D	C	C
HCM2kAvgQ:	7	6	2	0	0	5	2	2	7	4	3	3

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 #13 St. Louis Avenue-Weldon Place/Paradise Road

****

Cycle (sec):	140	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	28.5
Optimal Cycle:	140	Level Of Service:	C

****

Street Name:	Paradise Road						St. Louis Avenue-Weldon Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0 0	0 1	0	1 0	0 2	0	1 0	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 4:30 - 5:30 PM												
Base Vol:	717	23	84	0	0	15	7	62	449	48	107	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:	717	23	84	0	0	15	7	62	449	48	107	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.54	0.54	0.54	0.95	0.95	0.95	0.92	0.92	0.92
PHF Volume:	825	26	97	0	0	28	7	66	475	52	117	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	825	26	97	0	0	28	7	66	475	52	117	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.:	825	26	97	0	0	28	7	66	475	52	117	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	1.00	1.00	0.85	0.98	0.98	0.73	0.91	0.91	0.91
Lanes:	1.94	0.06	1.00	0.00	0.00	1.00	0.10	0.90	2.00	0.60	1.33	0.07
Final Sat.:	3442	110	1583	0	0	1611	188	1665	2786	1033	2302	129
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.06	0.00	0.00	0.02	0.04	0.04	0.17	0.05	0.05	0.05
Crit Moves:	****					****			****	****		
Green/Cycle:	0.50	0.54	0.54	0.00	0.00	0.00	0.20	0.36	0.36	0.11	0.26	0.26
Volume/Cap:	0.48	0.45	0.11	0.00	0.00	xxxx	0.19	0.11	0.48	0.48	0.19	0.19
Uniform Del:	22.9	19.7	16.0	0.0	0.0	0.0	46.4	30.2	34.9	58.9	40.3	40.3
IncremntDel:	0.2	0.2	0.1	0.0	0.0	0.0	0.3	0.1	0.4	1.0	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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.1	19.9	16.0	0.0	0.0	0.0	46.6	30.2	35.3	59.9	40.4	40.4
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:	23.1	19.9	16.0	0.0	0.0	0.0	46.6	30.2	35.3	59.9	40.4	40.4
LOS by Move:	C	B	B	A	A	A	D	C	D	E	D	D
HCM2kAvgQ:	12	11	2	0	0	5	3	2	9	4	3	3

****

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 #13 St. Louis Avenue-Weldon Place/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	29.8
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						St. Louis Avenue-Weldon Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	1	0	0	0	0	1	0	1	0	0	2	0	1	0	1	0
Volume Module: >> Count Date: 5 Jun 2007 << 7:15 - 8:15 AM												
Base Vol:	355	23	51	0	0	8	6	62	411	51	79	6
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	400	26	57	0	0	9	7	70	463	57	89	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:	0.87	0.87	0.87	0.34	0.34	0.34	0.94	0.94	0.94	0.83	0.83	0.83
PHF Volume:	462	30	66	0	0	26	7	75	494	69	107	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	30	66	0	0	26	7	75	494	69	107	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.:	462	30	66	0	0	26	7	75	494	69	107	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.83	1.00	1.00	0.85	0.98	0.98	0.73	0.91	0.91	0.91
Lanes:	1.88	0.12	1.00	0.00	0.00	1.00	0.09	0.91	2.00	0.75	1.16	0.09
Final Sat.:	3340	216	1583	0	0	1611	164	1691	2786	1294	2004	152
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.04	0.00	0.00	0.02	0.04	0.04	0.18	0.05	0.05	0.05
Crit Moves:	****					****			****	****		
Green/Cycle:	0.36	0.40	0.40	0.00	0.00	0.00	0.27	0.46	0.46	0.14	0.33	0.33
Volume/Cap:	0.39	0.34	0.10	0.00	0.00	xxxx	0.16	0.10	0.39	0.39	0.16	0.16
Uniform Del:	33.4	29.2	26.2	0.0	0.0	0.0	39.0	21.3	24.8	54.8	33.3	33.3
IncremntDel:	0.2	0.1	0.1	0.0	0.0	0.0	0.2	0.0	0.2	0.5	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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.6	29.3	26.3	0.0	0.0	0.0	39.1	21.4	25.0	55.4	33.4	33.4
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:	33.6	29.3	26.3	0.0	0.0	0.0	39.1	21.4	25.0	55.4	33.4	33.4
LOS by Move:	C	C	C	A	A	A	D	C	C	E	C	C
HCM2kAvgQ:	8	7	2	0	0	5	3	2	8	4	3	3

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 #13 St. Louis Avenue-Weldon Place/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	29.4
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						St. Louis Avenue-Weldon Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	1	0	0	0	0	1	0	1	0	0	2	0	1	0	1	0
Volume Module: >> Count Date: 5 Jun 2007 << 4:30 - 5:30 PM												
Base Vol:	717	23	84	0	0	15	7	62	449	48	107	6
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	807	26	95	0	0	17	8	70	505	54	120	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:	0.87	0.87	0.87	0.54	0.54	0.54	0.95	0.95	0.95	0.92	0.92	0.92
PHF Volume:	929	30	109	0	0	31	8	74	535	59	132	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	929	30	109	0	0	31	8	74	535	59	132	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.:	929	30	109	0	0	31	8	74	535	59	132	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	1.00	1.00	0.85	0.98	0.98	0.73	0.91	0.91	0.91
Lanes:	1.94	0.06	1.00	0.00	0.00	1.00	0.10	0.90	2.00	0.60	1.33	0.07
Final Sat.:	3442	110	1583	0	0	1611	188	1665	2786	1033	2302	129
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.07	0.00	0.00	0.02	0.04	0.04	0.19	0.06	0.06	0.06
Crit Moves:	****					****			****	****		
Green/Cycle:	0.50	0.54	0.54	0.00	0.00	0.00	0.20	0.36	0.36	0.11	0.26	0.26
Volume/Cap:	0.54	0.50	0.13	0.00	0.00	xxxx	0.22	0.12	0.54	0.54	0.22	0.22
Uniform Del:	23.9	20.5	16.1	0.0	0.0	0.0	46.6	30.3	35.9	59.3	40.6	40.6
IncremntDel:	0.3	0.2	0.1	0.0	0.0	0.0	0.3	0.1	0.6	1.6	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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.2	20.7	16.2	0.0	0.0	0.0	46.9	30.4	36.5	60.9	40.7	40.7
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:	24.2	20.7	16.2	0.0	0.0	0.0	46.9	30.4	36.5	60.9	40.7	40.7
LOS by Move:	C	C	B	A	A	A	D	C	D	E	D	D
HCM2kAvgQ:	14	13	2	0	0	6	3	2	11	5	3	3

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

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

Intersection #13 St. Louis Avenue-Weldon Place/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	29.8
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						St. Louis Avenue-Weldon Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0 0	0 1	0	1 0	0 2	0	1 0	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 7:15 - 8:15 AM												
Base Vol:	355	23	51	0	0	8	6	62	411	51	79	6
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	400	26	57	0	0	9	7	70	463	57	89	7
Added Vol:	9	0	0	0	0	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	409	26	57	0	0	9	7	70	469	57	89	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:	0.87	0.87	0.87	0.34	0.34	0.34	0.94	0.94	0.94	0.83	0.83	0.83
PHF Volume:	472	30	66	0	0	26	7	75	501	69	107	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	30	66	0	0	26	7	75	501	69	107	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.:	472	30	66	0	0	26	7	75	501	69	107	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.83	1.00	1.00	0.85	0.98	0.98	0.73	0.91	0.91	0.91
Lanes:	1.88	0.12	1.00	0.00	0.00	1.00	0.09	0.91	2.00	0.75	1.16	0.09
Final Sat.:	3345	212	1583	0	0	1611	164	1691	2786	1294	2004	152
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.04	0.00	0.00	0.02	0.04	0.04	0.18	0.05	0.05	0.05
Crit Moves:	****					****			****	****		
Green/Cycle:	0.36	0.40	0.40	0.00	0.00	0.00	0.27	0.46	0.46	0.14	0.33	0.33
Volume/Cap:	0.39	0.35	0.10	0.00	0.00	xxxx	0.16	0.10	0.39	0.39	0.16	0.16
Uniform Del:	33.2	29.0	26.0	0.0	0.0	0.0	39.1	21.4	24.9	55.1	33.5	33.5
IncremntDel:	0.2	0.1	0.1	0.0	0.0	0.0	0.2	0.0	0.2	0.5	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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.4	29.2	26.1	0.0	0.0	0.0	39.2	21.4	25.1	55.6	33.5	33.5
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:	33.4	29.2	26.1	0.0	0.0	0.0	39.2	21.4	25.1	55.6	33.5	33.5
LOS by Move:	C	C	C	A	A	A	D	C	C	E	C	C
HCM2kAvgQ:	8	7	2	0	0	5	3	2	8	4	3	3

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

Intersection #13 St. Louis Avenue-Weldon Place/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	29.6
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						St. Louis Avenue-Weldon Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	1	0	0	0	0	1	0	1	0	0	2	0	1	0	1	0
Volume Module: >> Count Date: 5 Jun 2007 << 4:30 - 5:30 PM												
Base Vol:	717	23	84	0	0	15	7	62	449	48	107	6
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	807	26	95	0	0	17	8	70	505	54	120	7
Added Vol:	18	0	0	0	0	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	825	26	95	0	0	17	8	70	526	54	120	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:	0.87	0.87	0.87	0.54	0.54	0.54	0.95	0.95	0.95	0.92	0.92	0.92
PHF Volume:	949	30	109	0	0	31	8	74	557	59	132	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	949	30	109	0	0	31	8	74	557	59	132	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.:	949	30	109	0	0	31	8	74	557	59	132	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	1.00	1.00	0.85	0.98	0.98	0.73	0.91	0.91	0.91
Lanes:	1.94	0.06	1.00	0.00	0.00	1.00	0.10	0.90	2.00	0.60	1.33	0.07
Final Sat.:	3445	108	1583	0	0	1611	188	1665	2786	1033	2302	129
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.07	0.00	0.00	0.02	0.04	0.04	0.20	0.06	0.06	0.06
Crit Moves:	****					****			****	****		
Green/Cycle:	0.50	0.53	0.53	0.00	0.00	0.00	0.20	0.36	0.36	0.10	0.26	0.26
Volume/Cap:	0.55	0.52	0.13	0.00	0.00	xxxx	0.22	0.12	0.55	0.55	0.22	0.22
Uniform Del:	24.3	20.9	16.3	0.0	0.0	0.0	46.5	29.8	35.6	59.7	40.4	40.4
IncremntDel:	0.4	0.2	0.1	0.0	0.0	0.0	0.3	0.1	0.7	1.9	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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.6	21.2	16.4	0.0	0.0	0.0	46.8	29.9	36.3	61.5	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:	24.6	21.2	16.4	0.0	0.0	0.0	46.8	29.9	36.3	61.5	40.5	40.5
LOS by Move:	C	C	B	A	A	A	D	C	D	E	D	D
HCM2kAvgQ:	14	13	2	0	0	6	3	2	11	5	3	3

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

Intersection #14 Northbridge Lane/Industrial Road (#14)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Industrial Road						Northbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0	1	1 0 0	0 0	0	0 0 0	1	0 0 0	1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	0	478	155	27	729	0	0	0	0	346	0	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:	0	478	155	27	729	0	0	0	0	346	0	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:	0.78	0.78	0.78	0.94	0.94	0.94	0.90	0.90	0.90	0.94	0.94	0.94
PHF Volume:	0	610	198	29	774	0	0	0	0	367	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	610	198	29	774	0	0	0	0	367	0	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.:	0	610	198	29	774	0	0	0	0	367	0	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.51	0.49	0.07	1.93	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2573	834	126	3405	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.23	0.23	0.00	0.00	0.00	0.00	0.21	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.35	0.35	0.34	0.69	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.67	0.67	0.67	0.33	0.00	0.00	0.00	0.00	0.67	0.00	0.12
Uniform Del:	0.0	38.4	38.4	39.7	8.6	0.0	0.0	0.0	0.0	42.2	0.0	34.8
IncremntDel:	0.0	1.5	1.5	1.5	0.1	0.0	0.0	0.0	0.0	3.3	0.0	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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	39.9	39.9	41.2	8.7	0.0	0.0	0.0	0.0	45.5	0.0	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.9	39.9	41.2	8.7	0.0	0.0	0.0	0.0	45.5	0.0	34.9
LOS by Move:	A	D	D	D	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	16	16	16	7	0	0	0	0	14	0	2

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 #14 Northbridge Lane/Industrial Road (#14)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	27.5
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Industrial Road						Northbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0	1	1 0 0	0 0	0	0 0 0	1	0	0 0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	0	1268	317	35	521	0	0	0	0	228	0	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:	0	1268	317	35	521	0	0	0	0	228	0	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.85	0.85	0.85	0.90	0.90	0.90	0.86	0.86	0.86
PHF Volume:	0	1438	359	41	617	0	0	0	0	264	0	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1438	359	41	617	0	0	0	0	264	0	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.:	0	1438	359	41	617	0	0	0	0	264	0	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.60	0.40	0.13	1.87	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2745	686	222	3305	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	0.19	0.19	0.00	0.00	0.00	0.00	0.15	0.00	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.61	0.61	0.22	0.83	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.86	0.86	0.86	0.23	0.00	0.00	0.00	0.00	0.86	0.00	0.42
Uniform Del:	0.0	22.4	22.4	52.8	2.6	0.0	0.0	0.0	0.0	56.2	0.0	51.5
IncremntDel:	0.0	3.9	3.9	9.7	0.0	0.0	0.0	0.0	0.0	20.9	0.0	1.0
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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	26.3	26.3	62.4	2.6	0.0	0.0	0.0	0.0	77.1	0.0	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.3	26.3	62.4	2.6	0.0	0.0	0.0	0.0	77.1	0.0	52.5
LOS by Move:	A	C	C	E	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	35	35	17	3	0	0	0	0	14	0	5

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 #14 Northbridge Lane/Industrial Road (#14)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	31.0
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Industrial Road						Northbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0	1	1 0 0	0 0	0	0 0 0	1	0	0 0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	0	478	155	27	729	0	0	0	0	346	0	56
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	538	174	30	820	0	0	0	0	389	0	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.94	0.94	0.94	0.90	0.90	0.90	0.94	0.94	0.94
PHF Volume:	0	687	223	32	871	0	0	0	0	413	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	687	223	32	871	0	0	0	0	413	0	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.:	0	687	223	32	871	0	0	0	0	413	0	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.51	0.49	0.07	1.93	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2573	834	126	3405	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.26	0.26	0.00	0.00	0.00	0.00	0.23	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.35	0.35	0.34	0.69	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.76	0.76	0.76	0.37	0.00	0.00	0.00	0.00	0.76	0.00	0.14
Uniform Del:	0.0	40.0	40.0	41.2	8.9	0.0	0.0	0.0	0.0	43.7	0.0	35.0
IncremntDel:	0.0	2.8	2.8	2.8	0.1	0.0	0.0	0.0	0.0	6.0	0.0	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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	42.8	42.8	44.0	9.0	0.0	0.0	0.0	0.0	49.7	0.0	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.8	42.8	44.0	9.0	0.0	0.0	0.0	0.0	49.7	0.0	35.1
LOS by Move:	A	D	D	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	19	19	19	8	0	0	0	0	17	0	2

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 #14 Northbridge Lane/Industrial Road (#14)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.967
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	37.9
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Northbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0 1	1	0 0	0 0	0	0 0 0	1 0	0	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	0	1268	317	35	521	0	0	0	0	228	0	99
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1427	357	39	586	0	0	0	0	257	0	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.85	0.85	0.85	0.90	0.90	0.90	0.86	0.86	0.86
PHF Volume:	0	1618	405	47	694	0	0	0	0	297	0	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1618	405	47	694	0	0	0	0	297	0	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1618	405	47	694	0	0	0	0	297	0	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.60	0.40	0.13	1.87	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2745	686	222	3305	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.59	0.21	0.21	0.00	0.00	0.00	0.00	0.17	0.00	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.61	0.61	0.22	0.83	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.97	0.97	0.97	0.25	0.00	0.00	0.00	0.00	0.97	0.00	0.47
Uniform Del:	0.0	26.0	26.0	54.3	2.7	0.0	0.0	0.0	0.0	57.4	0.0	52.0
IncremntDel:	0.0	12.9	12.9	24.7	0.0	0.0	0.0	0.0	0.0	42.4	0.0	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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	38.9	38.9	79.0	2.7	0.0	0.0	0.0	0.0	99.8	0.0	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.9	38.9	79.0	2.7	0.0	0.0	0.0	0.0	99.8	0.0	53.3
LOS by Move:	A	D	D	E	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	49	49	21	4	0	0	0	0	17	0	5

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

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

Intersection #14 Northbridge Lane/Industrial Road (#14)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	31.4
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Industrial Road						Northbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0	1	1 0 0	0 0	0	0 0 0	1	0	0 0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	0	478	155	27	729	0	0	0	0	346	0	56
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	538	174	30	820	0	0	0	0	389	0	63
Added Vol:	0	27	0	10	8	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	565	174	40	828	0	0	0	0	389	0	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.94	0.94	0.94	0.90	0.90	0.90	0.94	0.94	0.94
PHF Volume:	0	722	223	43	880	0	0	0	0	413	0	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	722	223	43	880	0	0	0	0	413	0	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	722	223	43	880	0	0	0	0	413	0	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.53	0.47	0.09	1.91	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2609	805	164	3367	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.26	0.26	0.00	0.00	0.00	0.00	0.23	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.36	0.36	0.34	0.70	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.00	0.77	0.77	0.77	0.37	0.00	0.00	0.00	0.00	0.77	0.00	0.14
Uniform Del:	0.0	39.8	39.8	41.4	8.7	0.0	0.0	0.0	0.0	44.4	0.0	35.6
IncremntDel:	0.0	3.1	3.1	3.1	0.1	0.0	0.0	0.0	0.0	6.8	0.0	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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	42.9	42.9	44.6	8.8	0.0	0.0	0.0	0.0	51.2	0.0	35.7
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	42.9	42.9	44.6	8.8	0.0	0.0	0.0	0.0	51.2	0.0	35.7
LOS by Move:	A	D	D	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	20	20	20	8	0	0	0	0	17	0	2

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

Intersection #14 Northbridge Lane/Industrial Road (#14)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.005
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	45.5
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Northbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0	1	1 0 0	0 0	0	0 0 0	1	0	0 0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	0	1268	317	35	521	0	0	0	0	228	0	99
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1427	357	39	586	0	0	0	0	257	0	111
Added Vol:	0	50	0	33	27	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1477	357	72	613	0	0	0	0	258	0	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.85	0.85	0.85	0.90	0.90	0.90	0.86	0.86	0.86
PHF Volume:	0	1675	405	86	726	0	0	0	0	299	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1675	405	86	726	0	0	0	0	299	0	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.:	0	1675	405	86	726	0	0	0	0	299	0	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.61	0.39	0.21	1.79	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2767	668	372	3149	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.61	0.61	0.23	0.23	0.00	0.00	0.00	0.00	0.17	0.00	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.60	0.60	0.23	0.83	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	1.00	1.00	1.00	0.28	0.00	0.00	0.00	0.00	1.00	0.00	0.49
Uniform Del:	0.0	27.8	27.8	53.9	2.6	0.0	0.0	0.0	0.0	58.2	0.0	52.8
IncremntDel:	0.0	20.9	20.9	32.8	0.1	0.0	0.0	0.0	0.0	53.4	0.0	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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	48.7	48.7	86.7	2.6	0.0	0.0	0.0	0.0	111.6	0.0	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	48.7	48.7	86.7	2.6	0.0	0.0	0.0	0.0	111.6	0.0	54.2
LOS by Move:	A	D	D	F	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	55	55	24	4	0	0	0	0	18	0	6

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

Intersection #15 Southbridge Lane/Industrial Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	25.3
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Industrial Road						Southbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	1	0	1	1	0	0	0	0	0	0	0	2	0	0	0	1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	0	529	102	14	1068	0	0	0	0	282	0	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	529	102	14	1068	0	0	0	0	282	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.96	0.96	0.96	0.90	0.90	0.90	0.93	0.93	0.93
PHF Volume:	0	698	135	15	1117	0	0	0	0	302	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	698	135	15	1117	0	0	0	0	302	0	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	698	135	15	1117	0	0	0	0	302	0	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	1.00	0.03	1.97	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	1583	46	3489	0	0	0	0	3432	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.09	0.32	0.32	0.00	0.00	0.00	0.00	0.09	0.00	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.33	0.33	0.53	0.85	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Volume/Cap:	0.00	0.61	0.26	0.61	0.37	0.00	0.00	0.00	0.00	0.61	0.00	0.51
Uniform Del:	0.0	39.6	34.8	22.9	2.2	0.0	0.0	0.0	0.0	56.1	0.0	55.2
IncremntDel:	0.0	0.9	0.3	0.6	0.1	0.0	0.0	0.0	0.0	2.1	0.0	1.9
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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	40.6	35.1	23.4	2.3	0.0	0.0	0.0	0.0	58.2	0.0	57.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	40.6	35.1	23.4	2.3	0.0	0.0	0.0	0.0	58.2	0.0	57.2
LOS by Move:	A	D	D	C	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	13	4	18	6	0	0	0	0	7	0	5

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

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

Intersection #15 Southbridge Lane/Industrial Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	22.9
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Industrial Road						Southbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	1	0	1	1	0	0	0	0	0	0	0	2	0	0	0	1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	0	1464	189	21	741	0	0	0	0	199	0	127
Growth Adj:	1.00	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	1464	189	21	741	0	0	0	0	199	0	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.87	0.87	0.87	0.90	0.90	0.90	0.95	0.95	0.95
PHF Volume:	0	1630	210	24	852	0	0	0	0	210	0	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1630	210	24	852	0	0	0	0	210	0	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1630	210	24	852	0	0	0	0	210	0	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	1.00	0.06	1.94	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	1583	97	3437	0	0	0	0	3432	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.13	0.25	0.25	0.00	0.00	0.00	0.00	0.06	0.00	0.08
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.58	0.58	0.31	0.89	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Volume/Cap:	0.00	0.79	0.23	0.79	0.28	0.00	0.00	0.00	0.00	0.57	0.00	0.79
Uniform Del:	0.0	22.8	14.2	44.0	1.1	0.0	0.0	0.0	0.0	59.5	0.0	61.0
IncremntDel:	0.0	2.2	0.1	4.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	22.2
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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	25.0	14.3	48.0	1.1	0.0	0.0	0.0	0.0	61.7	0.0	83.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.0	14.3	48.0	1.1	0.0	0.0	0.0	0.0	61.7	0.0	83.2
LOS by Move:	A	C	B	D	A	A	A	A	A	E	A	F
HCM2kAvgQ:	0	29	4	20	3	0	0	0	0	5	0	8

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 #15 Southbridge Lane/Industrial Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	26.4
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Industrial Road						Southbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	0 1	1	0 0	0 0	0	0 0 0	2	0 0	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	0	529	102	14	1068	0	0	0	0	282	0	110
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	595	115	16	1202	0	0	0	0	317	0	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.96	0.96	0.96	0.90	0.90	0.90	0.93	0.93	0.93
PHF Volume:	0	785	151	16	1257	0	0	0	0	340	0	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	785	151	16	1257	0	0	0	0	340	0	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	785	151	16	1257	0	0	0	0	340	0	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	1.00	0.03	1.97	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	1583	46	3489	0	0	0	0	3432	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.10	0.36	0.36	0.00	0.00	0.00	0.00	0.10	0.00	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.33	0.33	0.53	0.85	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Volume/Cap:	0.00	0.68	0.29	0.68	0.42	0.00	0.00	0.00	0.00	0.68	0.00	0.58
Uniform Del:	0.0	40.9	35.2	24.3	2.3	0.0	0.0	0.0	0.0	56.7	0.0	55.8
IncremntDel:	0.0	1.7	0.3	1.0	0.1	0.0	0.0	0.0	0.0	3.8	0.0	3.6
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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	42.6	35.5	25.3	2.4	0.0	0.0	0.0	0.0	60.6	0.0	59.4
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	42.6	35.5	25.3	2.4	0.0	0.0	0.0	0.0	60.6	0.0	59.4
LOS by Move:	A	D	D	C	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	16	5	21	7	0	0	0	0	8	0	6

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 #15 Southbridge Lane/Industrial Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	27.1
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Industrial Road						Southbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	0	1 1	0 0	0 0	0	0 0 0	2	0 0	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	0	1464	189	21	741	0	0	0	0	199	0	127
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1648	213	24	834	0	0	0	0	224	0	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.87	0.87	0.87	0.90	0.90	0.90	0.95	0.95	0.95
PHF Volume:	0	1835	237	27	959	0	0	0	0	236	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1835	237	27	959	0	0	0	0	236	0	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1835	237	27	959	0	0	0	0	236	0	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	1.00	0.06	1.94	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	1583	97	3437	0	0	0	0	3432	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.15	0.28	0.28	0.00	0.00	0.00	0.00	0.07	0.00	0.10
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.58	0.58	0.31	0.89	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Volume/Cap:	0.00	0.89	0.26	0.89	0.31	0.00	0.00	0.00	0.00	0.65	0.00	0.89
Uniform Del:	0.0	25.5	14.5	45.9	1.1	0.0	0.0	0.0	0.0	60.0	0.0	61.7
IncremntDel:	0.0	5.4	0.1	9.4	0.1	0.0	0.0	0.0	0.0	3.9	0.0	40.2
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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	31.0	14.6	55.3	1.2	0.0	0.0	0.0	0.0	63.9	0.0	101.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.0	14.6	55.3	1.2	0.0	0.0	0.0	0.0	63.9	0.0	101.9
LOS by Move:	A	C	B	E	A	A	A	A	A	E	A	F
HCM2kAvgQ:	0	39	5	24	3	0	0	0	0	6	0	9

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

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

Intersection #15 Southbridge Lane/Industrial Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	26.8
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Industrial Road						Southbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	0 1	1	0 0	0 0	0	0 0 0	2	0 0	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	0	529	102	14	1068	0	0	0	0	282	0	110
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	595	115	16	1202	0	0	0	0	317	0	124
Added Vol:	0	12	1	0	8	0	0	0	0	0	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	607	116	16	1210	0	0	0	0	317	0	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.96	0.96	0.96	0.90	0.90	0.90	0.93	0.93	0.93
PHF Volume:	0	801	153	16	1266	0	0	0	0	340	0	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	801	153	16	1266	0	0	0	0	340	0	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.:	0	801	153	16	1266	0	0	0	0	340	0	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	1.00	0.03	1.97	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	1583	45	3489	0	0	0	0	3432	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.10	0.36	0.36	0.00	0.00	0.00	0.00	0.10	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.33	0.33	0.53	0.86	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.00	0.69	0.29	0.69	0.42	0.00	0.00	0.00	0.00	0.69	0.00	0.65
Uniform Del:	0.0	40.7	34.9	24.6	2.3	0.0	0.0	0.0	0.0	56.9	0.0	56.6
IncremntDel:	0.0	1.8	0.3	1.1	0.1	0.0	0.0	0.0	0.0	4.1	0.0	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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	42.5	35.2	25.7	2.4	0.0	0.0	0.0	0.0	61.0	0.0	63.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.5	35.2	25.7	2.4	0.0	0.0	0.0	0.0	61.0	0.0	63.2
LOS by Move:	A	D	D	C	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	16	5	22	7	0	0	0	0	8	0	7

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

Intersection #15 Southbridge Lane/Industrial Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.928
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	30.2
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Industrial Road						Southbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	0	1 1	0 0	0 0	0	0 0 0	2	0 0	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	0	1464	189	21	741	0	0	0	0	199	0	127
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1648	213	24	834	0	0	0	0	224	0	143
Added Vol:	0	22	1	1	27	0	0	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1670	214	25	861	0	0	0	0	224	0	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.87	0.87	0.87	0.90	0.90	0.90	0.95	0.95	0.95
PHF Volume:	0	1859	238	28	990	0	0	0	0	236	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1859	238	28	990	0	0	0	0	236	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1859	238	28	990	0	0	0	0	236	0	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	1.00	0.06	1.94	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	1583	98	3436	0	0	0	0	3432	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.15	0.29	0.29	0.00	0.00	0.00	0.00	0.07	0.00	0.11
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.57	0.57	0.31	0.88	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.93	0.27	0.93	0.33	0.00	0.00	0.00	0.00	0.56	0.00	0.93
Uniform Del:	0.0	27.7	15.5	46.7	1.5	0.0	0.0	0.0	0.0	57.8	0.0	60.8
IncremntDel:	0.0	8.1	0.2	13.2	0.1	0.0	0.0	0.0	0.0	1.7	0.0	44.4
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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	35.8	15.6	59.9	1.5	0.0	0.0	0.0	0.0	59.6	0.0	105.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.8	15.6	59.9	1.5	0.0	0.0	0.0	0.0	59.6	0.0	105.2
LOS by Move:	A	D	B	E	A	A	A	A	A	E	A	F
HCM2kAvgQ:	0	42	5	26	4	0	0	0	0	6	0	11

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

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Intersection #16 Sahara Avenue/Las Vegas Boulevard

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Cycle (sec):	140	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	32.6
Optimal Cycle:	140	Level Of Service:	C

****

Street Name:	Las Vegas Boulevard						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 2	1 0	2	0 3	0 1	1	0 2	1 0
Volume Module: >> Count Date: 6 Jun 2007 << 7:15 - 8:15 AM												
Base Vol:	253	307	139	155	402	101	228	1698	348	146	1801	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	307	139	155	402	101	228	1698	348	146	1801	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.93	0.93	0.93	0.95	0.95	0.95	0.93	0.93	0.93
PHF Volume:	333	404	183	167	433	109	240	1789	367	156	1930	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	404	183	167	433	109	240	1789	367	156	1930	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.:	333	404	183	167	433	109	240	1789	367	156	1930	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.87	0.87	0.90	0.89	0.83	0.93	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	2.40	0.60	2.00	3.00	1.00	1.00	2.86	0.14
Final Sat.:	3432	5083	1583	3432	3941	990	3432	5083	1583	1769	4807	240
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.12	0.05	0.11	0.11	0.07	0.35	0.23	0.09	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.21	0.21	0.09	0.16	0.16	0.10	0.56	0.56	0.14	0.59	0.59
Volume/Cap:	0.68	0.37	0.54	0.54	0.68	0.68	0.68	0.63	0.42	0.63	0.68	0.68
Uniform Del:	56.9	46.9	48.8	60.9	55.2	55.2	60.5	21.3	18.0	56.8	19.5	19.5
IncremntDel:	3.8	0.2	1.7	1.9	2.4	2.4	5.2	0.5	0.3	5.3	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:	60.7	47.1	50.5	62.8	57.6	57.6	65.8	21.8	18.3	62.1	20.1	20.1
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:	60.7	47.1	50.5	62.8	57.6	57.6	65.8	21.8	18.3	62.1	20.1	20.1
LOS by Move:	E	D	D	E	E	E	E	C	B	E	C	C
HCM2kAvgQ:	8	5	7	4	9	9	6	19	9	7	22	22

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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 #16 Sahara Avenue/Las Vegas Boulevard

Cycle (sec):	140	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	45.0
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3	0	1	2 0	2	1 0	2 0	3	0 1	1 0	2	1 0
Volume Module: >> Count Date: 6 Jun 2007 << 4:00 - 5:00 PM												
Base Vol:	618	831	361	274	589	107	258	1621	267	131	1752	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	618	831	361	274	589	107	258	1621	267	131	1752	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	683	918	399	298	641	116	312	1958	322	145	1945	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	683	918	399	298	641	116	312	1958	322	145	1945	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	683	918	399	298	641	116	312	1958	322	145	1945	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.87	0.87	0.90	0.89	0.83	0.93	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	2.54	0.46	2.00	3.00	1.00	1.00	2.77	0.23
Final Sat.:	3432	5083	1583	3432	4203	764	3432	5083	1583	1769	4633	389
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.25	0.09	0.15	0.15	0.09	0.39	0.20	0.08	0.42	0.42
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.30	0.30	0.10	0.18	0.18	0.11	0.49	0.49	0.10	0.49	0.49
Volume/Cap:	0.86	0.60	0.83	0.83	0.86	0.86	0.86	0.79	0.42	0.79	0.86	0.86
Uniform Del:	51.7	41.5	45.4	61.5	56.0	56.0	61.6	29.8	23.0	61.2	31.8	31.8
IncremntDel:	9.6	0.6	11.7	15.0	8.7	8.7	18.6	1.8	0.4	20.1	3.4	3.4
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:	61.3	42.1	57.1	76.5	64.7	64.7	80.3	31.6	23.4	81.3	35.2	35.2
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:	61.3	42.1	57.1	76.5	64.7	64.7	80.3	31.6	23.4	81.3	35.2	35.2
LOS by Move:	E	D	E	E	E	E	F	C	C	F	D	D
HCM2kAvgQ:	17	13	18	9	14	14	9	27	9	8	31	31

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 #16 Sahara Avenue/Las Vegas Boulevard

Cycle (sec):	140	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	34.9
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Las Vegas Boulevard						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 6 Jun 2007 << 7:15 - 8:15 AM												
Base Vol:	253	307	139	155	402	101	228	1698	348	146	1801	90
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	285	346	156	174	452	114	257	1911	392	164	2027	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.93	0.93	0.93	0.95	0.95	0.95	0.93	0.93	0.93
PHF Volume:	375	455	206	188	487	122	270	2014	413	176	2173	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	455	206	188	487	122	270	2014	413	176	2173	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	375	455	206	188	487	122	270	2014	413	176	2173	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.87	0.87	0.90	0.89	0.83	0.93	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	2.40	0.60	2.00	3.00	1.00	1.00	2.86	0.14
Final Sat.:	3432	5083	1583	3432	3941	990	3432	5083	1583	1769	4807	240
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.13	0.05	0.12	0.12	0.08	0.40	0.26	0.10	0.45	0.45
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.21	0.21	0.09	0.16	0.16	0.10	0.56	0.56	0.14	0.59	0.59
Volume/Cap:	0.76	0.42	0.61	0.61	0.76	0.76	0.76	0.71	0.47	0.71	0.76	0.76
Uniform Del:	57.7	47.4	49.6	61.3	56.1	56.1	61.1	22.9	18.7	57.5	21.3	21.3
IncremntDel:	7.0	0.3	3.1	3.4	4.4	4.4	9.5	0.9	0.4	9.4	1.2	1.2
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:	64.7	47.7	52.8	64.7	60.5	60.5	70.6	23.8	19.1	67.0	22.5	22.5
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:	64.7	47.7	52.8	64.7	60.5	60.5	70.6	23.8	19.1	67.0	22.5	22.5
LOS by Move:	E	D	D	E	E	E	E	C	B	E	C	C
HCM2kAvgQ:	10	6	9	5	11	11	8	23	11	9	27	27

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 #16 Sahara Avenue/Las Vegas Boulevard

Cycle (sec):	140	Critical Vol./Cap.(X):	0.970
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	55.2
Optimal Cycle:	140	Level Of Service:	E

Street Name:	Las Vegas Boulevard						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3	0	1	2 0 2	1	0	2 0 3	0	1	1 0 2	1	0
Volume Module: >> Count Date: 6 Jun 2007 << 4:00 - 5:00 PM												
Base Vol:	618	831	361	274	589	107	258	1621	267	131	1752	147
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	696	935	406	308	663	120	290	1824	301	147	1972	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	769	1033	449	336	721	131	351	2203	363	164	2189	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	769	1033	449	336	721	131	351	2203	363	164	2189	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	769	1033	449	336	721	131	351	2203	363	164	2189	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.87	0.87	0.90	0.89	0.83	0.93	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	2.54	0.46	2.00	3.00	1.00	1.00	2.77	0.23
Final Sat.:	3432	5083	1583	3432	4203	764	3432	5083	1583	1769	4633	389
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.28	0.10	0.17	0.17	0.10	0.43	0.23	0.09	0.47	0.47
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.30	0.30	0.10	0.18	0.18	0.11	0.49	0.49	0.10	0.49	0.49
Volume/Cap:	0.97	0.67	0.94	0.94	0.97	0.97	0.97	0.89	0.47	0.89	0.97	0.97
Uniform Del:	53.4	42.7	47.4	62.2	57.2	57.2	62.4	32.4	23.8	61.9	34.9	34.9
IncremntDel:	24.7	1.2	25.8	31.4	23.2	23.2	39.3	4.4	0.5	36.8	12.0	12.0
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:	78.1	43.8	73.2	93.6	80.5	80.5	101.7	36.7	24.3	98.7	46.9	46.9
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:	78.1	43.8	73.2	93.6	80.5	80.5	101.7	36.7	24.3	98.7	46.9	46.9
LOS by Move:	E	D	E	F	F	F	F	D	C	F	D	D
HCM2kAvgQ:	22	15	23	11	18	18	11	34	10	10	42	42

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

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

Intersection #16 Sahara Avenue/Las Vegas Boulevard

Cycle (sec):	140	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.2
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 6 Jun 2007 << 7:15 - 8:15 AM												
Base Vol:	253	307	139	155	402	101	228	1698	348	146	1801	90
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	285	346	156	174	452	114	257	1911	392	164	2027	101
Added Vol:	0	6	0	1	4	8	11	0	0	0	1	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	352	156	175	456	122	268	1911	392	164	2028	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.93	0.93	0.93	0.95	0.95	0.95	0.93	0.93	0.93
PHF Volume:	375	463	206	189	491	131	282	2014	413	176	2174	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	463	206	189	491	131	282	2014	413	176	2174	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	375	463	206	189	491	131	282	2014	413	176	2174	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.86	0.86	0.90	0.89	0.83	0.93	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	2.37	0.63	2.00	3.00	1.00	1.00	2.85	0.15
Final Sat.:	3432	5083	1583	3432	3889	1037	3432	5083	1583	1769	4803	245
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.13	0.06	0.13	0.13	0.08	0.40	0.26	0.10	0.45	0.45
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.21	0.21	0.09	0.16	0.16	0.11	0.55	0.55	0.14	0.59	0.59
Volume/Cap:	0.77	0.42	0.61	0.61	0.77	0.77	0.77	0.71	0.47	0.71	0.77	0.77
Uniform Del:	57.9	47.5	49.6	61.2	56.0	56.0	60.9	23.0	18.8	57.6	21.8	21.8
IncremntDel:	7.4	0.3	3.1	3.4	4.6	4.6	9.6	0.9	0.4	9.5	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:	65.3	47.7	52.7	64.6	60.6	60.6	70.5	23.9	19.2	67.1	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.3	47.7	52.7	64.6	60.6	60.6	70.5	23.9	19.2	67.1	23.0	23.0
LOS by Move:	E	D	D	E	E	E	E	C	B	E	C	C
HCM2kAvgQ:	10	6	9	5	11	11	8	23	11	9	28	28

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

Intersection #16 Sahara Avenue/Las Vegas Boulevard

Cycle (sec):	140	Critical Vol./Cap.(X):	0.988
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	57.7
Optimal Cycle:	140	Level Of Service:	E

Street Name:	Las Vegas Boulevard						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 6 Jun 2007 << 4:00 - 5:00 PM												
Base Vol:	618	831	361	274	589	107	258	1621	267	131	1752	147
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	696	935	406	308	663	120	290	1824	301	147	1972	165
Added Vol:	0	12	0	5	14	25	21	1	0	0	1	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	696	947	406	313	677	145	311	1825	301	147	1973	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	769	1047	449	341	737	158	376	2205	363	164	2190	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	769	1047	449	341	737	158	376	2205	363	164	2190	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	769	1047	449	341	737	158	376	2205	363	164	2190	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.87	0.87	0.90	0.89	0.83	0.93	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	2.47	0.53	2.00	3.00	1.00	1.00	2.76	0.24
Final Sat.:	3432	5083	1583	3432	4071	875	3432	5083	1583	1769	4625	397
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.28	0.10	0.18	0.18	0.11	0.43	0.23	0.09	0.47	0.47
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.30	0.30	0.11	0.18	0.18	0.11	0.49	0.49	0.10	0.48	0.48
Volume/Cap:	0.99	0.68	0.93	0.93	0.99	0.99	0.99	0.89	0.47	0.89	0.99	0.99
Uniform Del:	53.9	42.8	47.4	62.1	57.0	57.0	62.1	32.6	24.0	62.0	36.1	36.1
IncremntDel:	29.2	1.2	25.6	30.8	26.8	26.8	42.8	4.5	0.5	37.6	15.5	15.5
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:	83.1	44.0	73.0	92.9	83.9	83.9	104.9	37.1	24.4	99.6	51.6	51.6
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:	83.1	44.0	73.0	92.9	83.9	83.9	104.9	37.1	24.4	99.6	51.6	51.6
LOS by Move:	F	D	E	F	F	F	F	D	C	F	D	D
HCM2kAvgQ:	22	15	23	11	19	19	12	34	10	10	43	43

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

Intersection #17 Sahara Avenue/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	28.1
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	0	1	2 0	1	1 0	1 0	3	0 1	2 0	3	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	307	211	161	186	272	24	47	1773	476	219	1610	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	211	161	186	272	24	47	1773	476	219	1610	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.87	0.87	0.87	0.95	0.95	0.95	0.82	0.82	0.82
PHF Volume:	342	235	179	215	314	28	50	1868	502	266	1959	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	235	179	215	314	28	50	1868	502	266	1959	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	342	235	179	215	314	28	50	1868	502	266	1959	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.92	0.92	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	1.84	0.16	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3212	283	1769	5083	1583	3432	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.11	0.06	0.10	0.10	0.03	0.37	0.32	0.08	0.39	0.15
Crit Moves:	****				****			****			****	
Green/Cycle:	0.16	0.20	0.20	0.11	0.15	0.15	0.05	0.57	0.57	0.12	0.65	0.65
Volume/Cap:	0.64	0.34	0.57	0.57	0.64	0.64	0.60	0.64	0.55	0.64	0.60	0.24
Uniform Del:	55.5	48.2	50.8	59.2	55.8	55.8	65.4	20.3	18.8	58.7	14.3	10.4
IncremntDel:	2.7	0.3	2.6	2.1	2.7	2.7	11.3	0.5	0.8	3.4	0.3	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:	58.2	48.5	53.3	61.4	58.5	58.5	76.7	20.8	19.5	62.1	14.6	10.5
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:	58.2	48.5	53.3	61.4	58.5	58.5	76.7	20.8	19.5	62.1	14.6	10.5
LOS by Move:	E	D	D	E	E	E	E	C	B	E	B	B
HCM2kAvgQ:	8	5	8	5	8	8	3	20	13	7	18	4

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 #17 Sahara Avenue/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	36.1
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Paradise Road						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 5 Jun 2007 << 4:30 - 5:30 PM												
Base Vol:	711	520	286	233	283	29	49	1658	425	164	1582	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	711	520	286	233	283	29	49	1658	425	164	1582	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.95	0.95	0.95
PHF Volume:	780	570	314	262	318	33	53	1810	464	172	1660	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	780	570	314	262	318	33	53	1810	464	172	1660	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	780	570	314	262	318	33	53	1810	464	172	1660	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.92	0.92	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	1.81	0.19	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3164	324	1769	5083	1583	3432	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.23	0.16	0.20	0.08	0.10	0.10	0.03	0.36	0.29	0.05	0.33	0.19
Crit Moves:	****				****			****			****	
Green/Cycle:	0.31	0.32	0.32	0.12	0.14	0.14	0.05	0.49	0.49	0.07	0.51	0.51
Volume/Cap:	0.73	0.50	0.61	0.61	0.73	0.73	0.64	0.73	0.60	0.73	0.64	0.38
Uniform Del:	43.2	38.3	40.1	58.1	58.0	58.0	65.6	28.8	26.2	64.0	25.3	21.2
IncremntDel:	2.7	0.3	2.2	2.7	5.8	5.8	16.1	1.2	1.4	11.3	0.6	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:	45.9	38.7	42.3	60.8	63.8	63.8	81.7	30.0	27.6	75.3	25.9	21.5
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:	45.9	38.7	42.3	60.8	63.8	63.8	81.7	30.0	27.6	75.3	25.9	21.5
LOS by Move:	D	D	D	E	E	E	F	C	C	E	C	C
HCM2kAvgQ:	16	10	12	6	9	9	3	23	15	5	19	8

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 #17 Sahara Avenue/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	30.0
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	0	1	2 0 1	1	0	1 0 3	0	1	2 0 3	0	1
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	307	211	161	186	272	24	47	1773	476	219	1610	200
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	346	237	181	209	306	27	53	1996	536	246	1812	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.87	0.87	0.87	0.95	0.95	0.95	0.82	0.82	0.82
PHF Volume:	385	264	202	241	353	31	56	2103	565	300	2204	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	264	202	241	353	31	56	2103	565	300	2204	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	385	264	202	241	353	31	56	2103	565	300	2204	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.92	0.92	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	1.84	0.16	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3212	283	1769	5083	1583	3432	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.13	0.07	0.11	0.11	0.03	0.41	0.36	0.09	0.43	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.20	0.20	0.11	0.15	0.15	0.05	0.57	0.57	0.12	0.65	0.65
Volume/Cap:	0.72	0.38	0.64	0.64	0.72	0.72	0.67	0.72	0.62	0.72	0.67	0.27
Uniform Del:	56.3	48.7	51.6	59.7	56.6	56.6	65.7	21.9	19.9	59.3	15.5	10.6
IncremntDel:	4.9	0.3	4.6	3.8	4.9	4.9	19.4	0.9	1.4	6.2	0.6	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:	61.2	49.0	56.2	63.6	61.4	61.4	85.0	22.8	21.3	65.5	16.0	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:	61.2	49.0	56.2	63.6	61.4	61.4	85.0	22.8	21.3	65.5	16.0	10.8
LOS by Move:	E	D	E	E	E	E	F	C	C	E	B	B
HCM2kAvgQ:	9	5	9	6	10	10	4	24	16	8	22	5

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 #17 Sahara Avenue/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	39.3
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Paradise Road						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	2 0	1	1 0	1 0	3	0 1	2 0	3	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 4:30 - 5:30 PM												
Base Vol:	711	520	286	233	283	29	49	1658	425	164	1582	294
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	800	585	322	262	319	33	55	1866	478	185	1781	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.95	0.95	0.95
PHF Volume:	877	642	353	294	357	37	60	2037	522	194	1868	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	877	642	353	294	357	37	60	2037	522	194	1868	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	877	642	353	294	357	37	60	2037	522	194	1868	347
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.92	0.92	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	1.81	0.19	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3164	324	1769	5083	1583	3432	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.26	0.18	0.22	0.09	0.11	0.11	0.03	0.40	0.33	0.06	0.37	0.22
Crit Moves:	****				****			****		****		
Green/Cycle:	0.31	0.32	0.32	0.12	0.14	0.14	0.05	0.49	0.49	0.07	0.51	0.51
Volume/Cap:	0.83	0.56	0.69	0.69	0.83	0.83	0.73	0.83	0.68	0.83	0.73	0.43
Uniform Del:	44.8	39.3	41.4	58.8	58.8	58.8	65.8	31.0	27.7	64.4	26.9	21.8
IncremntDel:	5.4	0.6	4.1	4.8	11.3	11.3	27.1	2.4	2.5	20.8	1.1	0.4
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:	50.3	39.9	45.4	63.6	70.1	70.1	92.9	33.4	30.2	85.2	28.0	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	39.9	45.4	63.6	70.1	70.1	92.9	33.4	30.2	85.2	28.0	22.2
LOS by Move:	D	D	D	E	E	E	F	C	C	F	C	C
HCM2kAvgQ:	20	12	14	7	11	11	4	29	18	6	23	9

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

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

Intersection #17 Sahara Avenue/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	30.2
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	2 0	1	1 0	1 0	3	0 1	2 0	3	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	307	211	161	186	272	24	47	1773	476	219	1610	200
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	346	237	181	209	306	27	53	1996	536	246	1812	225
Added Vol:	1	5	0	3	4	0	0	1	1	0	2	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	242	181	212	310	27	53	1997	537	246	1814	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.87	0.87	0.87	0.95	0.95	0.95	0.82	0.82	0.82
PHF Volume:	386	270	202	245	358	31	56	2104	566	300	2207	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	270	202	245	358	31	56	2104	566	300	2207	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	386	270	202	245	358	31	56	2104	566	300	2207	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.92	0.92	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	1.84	0.16	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3215	280	1769	5083	1583	3432	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.13	0.07	0.11	0.11	0.03	0.41	0.36	0.09	0.43	0.18
Crit Moves:	****				****			****			****	
Green/Cycle:	0.16	0.20	0.20	0.11	0.15	0.15	0.05	0.57	0.57	0.12	0.64	0.64
Volume/Cap:	0.72	0.39	0.64	0.64	0.72	0.72	0.67	0.72	0.63	0.72	0.67	0.27
Uniform Del:	56.3	48.8	51.6	59.6	56.4	56.4	65.7	22.0	20.1	59.3	15.6	10.7
IncremntDel:	4.9	0.4	4.6	3.8	4.9	4.9	19.7	0.9	1.4	6.3	0.6	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:	61.2	49.1	56.2	63.4	61.3	61.3	85.4	22.9	21.5	65.6	16.2	10.9
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:	61.2	49.1	56.2	63.4	61.3	61.3	85.4	22.9	21.5	65.6	16.2	10.9
LOS by Move:	E	D	E	E	E	E	F	C	C	E	B	B
HCM2kAvgQ:	10	5	9	6	10	10	4	24	16	8	22	5

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

Intersection #17 Sahara Avenue/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	39.7
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Paradise Road						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	0	1	2 0 1	1	0	1 0 3	0	1	2 0 3	0	1
Volume Module: >> Count Date: 5 Jun 2007 << 4:30 - 5:30 PM												
Base Vol:	711	520	286	233	283	29	49	1658	425	164	1582	294
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	800	585	322	262	319	33	55	1866	478	185	1781	331
Added Vol:	2	10	0	10	12	0	0	4	2	0	3	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	802	595	322	272	331	33	55	1870	480	185	1784	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.95	0.95	0.95
PHF Volume:	880	653	353	306	371	37	60	2042	524	194	1872	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	880	653	353	306	371	37	60	2042	524	194	1872	356
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	880	653	353	306	371	37	60	2042	524	194	1872	356
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.92	0.92	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	1.82	0.18	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3178	314	1769	5083	1583	3432	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.26	0.18	0.22	0.09	0.12	0.12	0.03	0.40	0.33	0.06	0.37	0.22
Crit Moves:	****				****			****		****		
Green/Cycle:	0.31	0.32	0.32	0.13	0.14	0.14	0.05	0.48	0.48	0.07	0.50	0.50
Volume/Cap:	0.83	0.58	0.70	0.70	0.83	0.83	0.73	0.83	0.69	0.83	0.73	0.45
Uniform Del:	45.0	39.6	41.6	58.4	58.6	58.6	65.9	31.2	28.0	64.5	27.2	22.2
IncremntDel:	5.7	0.7	4.2	4.8	11.5	11.5	27.9	2.5	2.6	21.6	1.1	0.4
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:	50.7	40.3	45.7	63.2	70.0	70.0	93.7	33.8	30.6	86.1	28.3	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:	50.7	40.3	45.7	63.2	70.0	70.0	93.7	33.8	30.6	86.1	28.3	22.6
LOS by Move:	D	D	D	E	E	E	F	C	C	F	C	C
HCM2kAvgQ:	20	12	14	8	11	11	4	29	18	6	23	10

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

Intersection #19 Wyoming/Access Drive

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: E[36.1]

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	1	0		0	1	0	1	0	
Volume Module:																								
Base Vol:	25	10	25				25	10	25				25	563	25				25	659	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:	25	10	25				25	10	25				25	563	25				25	659	25			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90			
PHF Volume:	28	11	28				28	11	28				28	626	28				28	732	28			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	28	11	28				28	11	28				28	626	28				28	732	28			
Critical Gap Module:																								
Critical Gp:	7.5	6.5	6.9				7.5	6.5	6.9				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:	1122	1511	327				1176	1511	380				760	xxxx	xxxxx				653	xxxx	xxxxx			
Potent Cap.:	161	119	669				147	119	618				848	xxxx	xxxxx				929	xxxx	xxxxx			
Move Cap.:	135	112	669				124	112	618				848	xxxx	xxxxx				929	xxxx	xxxxx			
Volume/Cap:	0.21	0.10	0.04				0.22	0.10	0.04				0.03	xxxx	xxxx				0.03	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				9.4	xxxx	xxxxx				9.0	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				A	*	*				A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	192	xxxxx				xxxx	181	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	1.5	xxxxx				xxxxx	1.6	xxxxx				0.1	xxxx	xxxxx				0.1	xxxx	xxxxx			
Shrd ConDel:	xxxxx	33.4	xxxxx				xxxxx	36.1	xxxxx				9.4	xxxx	xxxxx				9.0	xxxx	xxxxx			
Shared LOS:	*	D	*				*	E	*				A	*	*				A	*	*			
ApproachDel:		33.4						36.1						xxxxxx						xxxxxx				
ApproachLOS:		D						E						*						*				

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

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

Intersection #19 Wyoming/Access Drive

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: F[91.7]

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	1	0		0	1	0	1	0	
Volume Module:																								
Base Vol:	25	10	25				25	10	25				25	951	25				25	595	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:	25	10	25				25	10	25				25	951	25				25	595	25			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90			
PHF Volume:	28	11	28				28	11	28				28	1057	28				28	661	28			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	28	11	28				28	11	28				28	1057	28				28	661	28			
Critical Gap Module:																								
Critical Gp:	7.5	6.5	6.9				7.5	6.5	6.9				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:	1518	1871	542				1320	1871	344				689	xxxx	xxxxx				1084	xxxx	xxxxx			
Potent Cap.:	82	71	484				115	71	652				901	xxxx	xxxxx				639	xxxx	xxxxx			
Move Cap.:	64	66	484				89	66	652				901	xxxx	xxxxx				639	xxxx	xxxxx			
Volume/Cap:	0.43	0.17	0.06				0.31	0.17	0.04				0.03	xxxx	xxxx				0.04	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				9.1	xxxx	xxxxx				10.9	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				A	*	*				B	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	101	xxxxx				xxxx	127	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	3.3	xxxxx				xxxxx	2.5	xxxxx				0.1	xxxx	xxxxx				0.1	xxxx	xxxxx			
Shrd ConDel:	xxxxx	91.7	xxxxx				xxxxx	60.8	xxxxx				9.1	xxxx	xxxxx				10.9	xxxx	xxxxx			
Shared LOS:	*	F	*				*	F	*				A	*	*				B	*	*			
ApproachDel:	91.7						60.8						xxxxxx						xxxxxx					
ApproachLOS:	F						F						*						*					

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

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

Intersection #19 Wyoming/Access Drive

Cycle (sec):	140	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	5.0
Optimal Cycle:	140	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	25	0	25	0	0	0	0	563	25	25	659	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	28	0	28	0	0	0	0	634	28	28	742	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	31	0	31	0	0	0	0	704	31	31	824	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	0	31	0	0	0	0	704	31	31	824	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.:	31	0	31	0	0	0	0	704	31	31	824	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	1.00	0.97	0.97	0.93	0.98	1.00
Lanes:	0.50	0.00	0.50	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.00	1.00
Final Sat.:	848	0	848	1900	1900	1900	1900	1772	79	1769	1862	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.40	0.40	0.02	0.44	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.88	0.88	0.04	0.92	0.00
Volume/Cap:	0.48	0.00	0.48	0.00	0.00	0.00	0.00	0.45	0.45	0.45	0.48	0.00
Uniform Del:	61.9	0.0	61.9	0.0	0.0	0.0	0.0	1.6	1.6	65.8	0.7	0.0
IncremntDel:	2.8	0.0	2.8	0.0	0.0	0.0	0.0	0.2	0.2	4.6	0.2	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:	64.7	0.0	64.7	0.0	0.0	0.0	0.0	1.8	1.8	70.3	1.0	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:	64.7	0.0	64.7	0.0	0.0	0.0	0.0	1.8	1.8	70.3	1.0	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	6	6	2	5	0

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

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

Intersection #19 Wyoming/Access Drive

Cycle (sec):	140	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	6.1
Optimal Cycle:	140	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	25	0	25	0	0	0	0	951	25	25	595	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	28	0	28	0	0	0	0	1070	28	28	670	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	31	0	31	0	0	0	0	1189	31	31	744	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	0	31	0	0	0	0	1189	31	31	744	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.:	31	0	31	0	0	0	0	1189	31	31	744	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	1.00	0.98	0.98	0.93	0.98	1.00
Lanes:	0.50	0.00	0.50	1.00	1.00	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	848	0	848	1900	1900	1900	1900	1807	48	1769	1862	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.66	0.66	0.02	0.40	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.92	0.92	0.02	0.95	0.00
Volume/Cap:	0.71	0.00	0.71	0.00	0.00	0.00	0.00	0.71	0.71	0.71	0.42	0.00
Uniform Del:	65.4	0.0	65.4	0.0	0.0	0.0	0.0	1.2	1.2	67.8	0.3	0.0
IncremntDel:	23.9	0.0	23.9	0.0	0.0	0.0	0.0	1.4	1.4	42.7	0.2	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:	89.3	0.0	89.3	0.0	0.0	0.0	0.0	2.6	2.6	110.4	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:	89.3	0.0	89.3	0.0	0.0	0.0	0.0	2.6	2.6	110.4	0.5	0.0
LOS by Move:	F	A	F	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	13	13	3	3	0

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

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

Intersection #19 Wyoming/Access Drive

Cycle (sec):	140	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	5.9
Optimal Cycle:	140	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	25	0	25	0	0	0	0	563	25	25	659	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	28	0	28	0	0	0	0	634	28	28	742	0
Added Vol:	0	0	0	3	0	7	10	2	0	0	2	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	0	28	3	0	7	10	636	28	28	744	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	31	0	31	3	0	8	11	706	31	31	826	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	0	31	3	0	8	11	706	31	31	826	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.:	31	0	31	3	0	8	11	706	31	31	826	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	0.93	1.00	0.83	0.93	0.97	0.97	0.93	0.98	0.83
Lanes:	0.50	0.00	0.50	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.00	1.00
Final Sat.:	848	0	848	1769	1900	1583	1769	1772	78	1769	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.01	0.40	0.40	0.02	0.44	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.00	0.07	0.00	0.00	0.00	0.01	0.89	0.89	0.04	0.91	0.91
Volume/Cap:	0.49	0.00	0.51	0.51	0.00	xxxx	0.49	0.45	0.45	0.45	0.49	0.00
Uniform Del:	62.1	0.0	62.6	69.6	0.0	0.0	68.6	1.5	1.5	65.8	1.0	0.6
IncremntDel:	2.9	0.0	3.6	55.3	0.0	0.0	15.4	0.2	0.2	4.6	0.2	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	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.0	0.0	66.2	124.9	0.0	0.0	84.1	1.7	1.7	70.4	1.2	0.6
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:	65.0	0.0	66.2	124.9	0.0	0.0	84.1	1.7	1.7	70.4	1.2	0.6
LOS by Move:	E	A	E	F	A	A	F	A	A	E	A	A
HCM2kAvgQ:	3	0	3	1	0	2	1	6	6	2	6	0

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

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

Intersection #19 Wyoming/Access Drive

Cycle (sec):	140	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	9.2
Optimal Cycle:	140	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	25	0	25	0	0	0	0	951	25	25	595	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	28	0	28	0	0	0	0	1070	28	28	670	0
Added Vol:	0	0	0	10	0	23	20	4	0	0	4	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	0	28	10	0	23	20	1074	28	28	674	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	31	0	31	11	0	26	22	1194	31	31	749	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	0	31	11	0	26	22	1194	31	31	749	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.:	31	0	31	11	0	26	22	1194	31	31	749	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	0.93	1.00	0.83	0.93	0.98	0.98	0.93	0.98	0.83
Lanes:	0.50	0.00	0.50	1.00	1.00	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	848	0	848	1769	1900	1583	1769	1807	47	1769	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.01	0.00	0.02	0.01	0.66	0.66	0.02	0.40	0.01
Crit Moves:	****					****		****		****		
Green/Cycle:	0.05	0.00	0.04	0.01	0.00	0.00	0.03	0.90	0.90	0.02	0.90	0.90
Volume/Cap:	0.73	0.00	0.92	0.60	0.00	xxxx	0.45	0.73	0.73	0.73	0.45	0.01
Uniform Del:	65.5	0.0	67.0	69.0	0.0	0.0	67.0	1.9	1.9	67.9	1.2	0.7
IncremntDel:	27.3	0.0	83.2	42.7	0.0	0.0	6.3	1.7	1.7	47.9	0.2	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	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	92.8	0.0	150.2	111.7	0.0	0.0	73.2	3.6	3.6	115.7	1.4	0.7
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:	92.8	0.0	150.2	111.7	0.0	0.0	73.2	3.6	3.6	115.7	1.4	0.7
LOS by Move:	F	A	F	F	A	A	E	A	A	F	A	A
HCM2kAvgQ:	4	0	5	1	0	5	2	16	16	3	6	0

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

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APPENDIX F

Left Turn Storage Calculations

Kimley-Horn
and Associates, Inc.

STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Charleston Blvd/Grand Central Pkwy
1

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1		2		2		1	
Available Storage (ft/lane)		50'		Shared/140'		175'		100'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	3	18	140	200	342	663	11	16
	Storage (ft/lane)	17	52	117	155	242	427	38	48
Background	Vehicles per Hour	3	20	158	225	385	746	12	18
	Storage (ft/lane)	17	56	128	171	267	474	40	52
Back + Proj	Vehicles per Hour	3	20	162	232	385	746	12	18
	Storage (ft/lane)	17	56	131	175	267	474	40	52

Kimley-Horn
and Associates, Inc.

STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Charleston Blvd/Commerce St

2

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1							
Available Storage (ft/lane)		100'							
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	173	400						
	Storage (ft/lane)	275	552						
Background	Vehicles per Hour	0	0						
	Storage (ft/lane)	0	0						
Back + Proj	Vehicles per Hour	24	77						
	Storage (ft/lane)	64	147						

Kimley-Horn
and Associates, Inc.

STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Charleston Blvd/Main St

3

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1		1		1		1	
Available Storage (ft/lane)		TWLTL		75'		300'		125'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	177	389	55	75	217	211	133	129
	Storage (ft/lane)	280	539	114	144	331	323	223	218
Background	Vehicles per Hour	199	438	62	84	244	237	150	145
	Storage (ft/lane)	308	596	125	156	364	356	246	239
Back + Proj	Vehicles per Hour	206	462	62	84	244	237	161	166
	Storage (ft/lane)	317	624	125	156	364	356	260	266

Kimley-Horn
and Associates, Inc.

STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Charleston Blvd/Casino Center Blvd

4

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1		1		1		1	
Available Storage (ft/lane)		75'		Shared		75'		150'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	5	9	12	29	84	33	19	27
	Storage (ft/lane)	23	34	40	72	156	79	54	69
Background	Vehicles per Hour	6	10	14	33	95	37	21	30
	Storage (ft/lane)	26	36	44	79	172	86	58	74
Back + Proj	Vehicles per Hour	6	10	14	33	96	40	21	30
	Storage (ft/lane)	26	36	44	79	173	91	58	74

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Charleston Blvd/4th St
5

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1				1			
Available Storage (ft/lane)		150'				75'			
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	45	101			238	98		
	Storage (ft/lane)	99	180			357	176		
Background	Vehicles per Hour	51	114			268	110		
	Storage (ft/lane)	108	198			394	193		
Back + Proj	Vehicles per Hour	51	114			268	110		
	Storage (ft/lane)	108	198			394	193		

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Charleston Blvd/Las Vegas Blvd
6

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1		1		1		1	
Available Storage (ft/lane)		275'		200'		200'		275'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	92	104	61	112	140	105	169	141
	Storage (ft/lane)	168	184	123	195	233	186	270	234
Background	Vehicles per Hour	104	117	69	126	158	118	190	159
	Storage (ft/lane)	184	202	135	214	256	203	297	257
Back + Proj	Vehicles per Hour	104	117	69	126	159	122	190	159
	Storage (ft/lane)	184	202	135	214	257	209	297	257

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UNSIGNALIZED LEFT-TURN BAY STORAGE LENGTH

(Clark County, Las Vegas, North Las Vegas)

Location: Colorado Ave/Main St

7 (Existing)

Equation = [(number of vehicles/60 minutes)*3 minutes]*25 feet per vehicle

N= Number of vehicles

N= Vehicles per Hour

Storage Length =((Vehicles per hour/60)*3)*25

Movement		NBL		SBL		EBL		WBL	
Available Storage (ft/lane)		Shared		Shared		Shared		Shared	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	6	8	4	4	0	6	5	8
	Storage (ft/lane)	8	10	5	5	0	8	6	10
Background	Vehicles per Hour								
	Storage (ft/lane)								
Back + Proj	Vehicles per Hour								
	Storage (ft/lane)								

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Colorado Ave/Main St
7 (Proposed)

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1		1		1		1	
Available Storage (ft/lane)		TWLTL		TWLTL		Continuous		Shared	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour								
	Storage (ft/lane)								
Background	Vehicles per Hour	0	0	5	5	0	0	6	9
	Storage (ft/lane)	0	0	23	23	0	0	26	34
Back + Proj	Vehicles per Hour	24	46	5	5	14	45	6	9
	Storage (ft/lane)	64	100	23	23	44	99	26	34

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UNSIGNALIZED LEFT-TURN BAY STORAGE LENGTH

(Clark County, Las Vegas, North Las Vegas)

Location: Colorado Ave/4th St

8

Equation = [(number of vehicles/60 minutes)*3 minutes]*25 feet per vehicle

N= Number of vehicles

N= Vehicles per Hour

Storage Length =((Vehicles per hour/60)*3)*25

Movement		NBL		SBL		EBL		WBL	
Available Storage (ft/lane)		60'				N/A			
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	9	22			6	22		
	Storage (ft/lane)	11	28			8	28		
Background	Vehicles per Hour	10	25			7	25		
	Storage (ft/lane)	13	31			9	31		
Back + Proj	Vehicles per Hour	10	25			9	33		
	Storage (ft/lane)	13	31			11	41		

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Oakey Blvd/Western Ave

9

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1		1		1		1	
Available Storage (ft/lane)		175' to TWLTL		125'		50'		125' to TWLTL	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	62	303	117	67	33	45	145	76
	Storage (ft/lane)	125	436	202	132	79	99	239	145
Background	Vehicles per Hour	70	341	132	75	37	51	163	86
	Storage (ft/lane)	136	482	222	144	86	108	263	159
Back + Proj	Vehicles per Hour	70	341	132	75	37	51	163	86
	Storage (ft/lane)	136	482	222	144	86	108	263	159

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Wyoming Ave/Industrial Rd
10

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		2		1		1		1	
Available Storage (ft/lane)		Shared/100' to TWLTL		Shared		75'		100'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	146	561	0	3	21	22	339	238
	Storage (ft/lane)	120	369	0	17	58	60	479	357
Background	Vehicles per Hour	164	631	0	0	0	0	382	268
	Storage (ft/lane)	132	409	0	0	0	0	530	394
Back + Proj	Vehicles per Hour	164	631	1	3	3	5	387	286
	Storage (ft/lane)	132	409	10	17	17	23	536	416

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Wyoming Ave/Main St
11

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1		1		1		1	
Available Storage (ft/lane)		75'		100'		125'		75'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	103	154	24	32	208	402	20	52
	Storage (ft/lane)	183	251	64	77	320	554	56	110
Background	Vehicles per Hour	116	173	27	36	234	452	23	59
	Storage (ft/lane)	201	275	69	84	352	612	62	120
Back + Proj	Vehicles per Hour	121	183	27	36	235	454	23	59
	Storage (ft/lane)	207	288	69	84	353	615	62	120

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location St. Louis Ave/Main St/Las Vegas Blvd
12

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		2		2				1	
Available Storage (ft/lane)		175'		175'				125'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	88	229	122	137			43	98
	Storage (ft/lane)	81	173	105	115			95	176
Background	Vehicles per Hour	99	258	137	154			48	110
	Storage (ft/lane)	89	191	115	126			103	193
Back + Proj	Vehicles per Hour	119	295	137	154			48	110
	Storage (ft/lane)	103	214	115	126			103	193

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location St. Louis Ave/Weldon Place/Paradise Rd
13

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		2				1		1	
Available Storage (ft/lane)		Shared/N/A				Shared		Shared	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	355	717			6	7	51	48
	Storage (ft/lane)	249	458			26	29	108	103
Background	Vehicles per Hour	400	807			7	8	57	54
	Storage (ft/lane)	276	508			29	31	117	113
Back + Proj	Vehicles per Hour	409	825			7	8	57	54
	Storage (ft/lane)	281	518			29	31	117	113

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Northbridge Ln/Industrial Rd
14

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes				1				1	
Available Storage (ft/lane)				Shared/125'				Cont	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour			27	35			346	228
	Storage (ft/lane)			69	83			488	345
Background	Vehicles per Hour			30	39			389	257
	Storage (ft/lane)			74	89			539	380
Back + Proj	Vehicles per Hour			40	72			389	258
	Storage (ft/lane)			91	139			539	382

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Southbridge Ln/Industrial Rd
15

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes				1				2	
Available Storage (ft/lane)				Shared				Cont	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour			14	21			282	199
	Storage (ft/lane)			44	58			206	154
Background	Vehicles per Hour			16	24			317	224
	Storage (ft/lane)			48	64			227	170
Back + Proj	Vehicles per Hour			16	25			317	224
	Storage (ft/lane)			48	65			227	170

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Sahara Ave/Las Vegas Blvd
16

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		2		2		2		1	
Available Storage (ft/lane)		650'		275'		400'		375'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	253	618	155	274	228	258	146	131
	Storage (ft/lane)	188	402	126	201	173	191	240	221
Background	Vehicles per Hour	285	696	174	308	257	290	164	147
	Storage (ft/lane)	207	446	139	221	190	211	264	242
Back + Proj	Vehicles per Hour	285	696	175	313	268	311	164	147
	Storage (ft/lane)	207	446	139	224	197	223	264	242

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Sahara Ave/Paradise Rd
17

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		2		2		1		2	
Available Storage (ft/lane)		550'		175' to TWLTL		200'		350'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	307	711	186	233	47	49	219	164
	Storage (ft/lane)	221	454	146	176	102	105	167	132
Background	Vehicles per Hour	346	800	209	262	53	55	246	185
	Storage (ft/lane)	244	504	161	193	111	114	184	146
Back + Proj	Vehicles per Hour	347	802	212	272	53	55	246	185
	Storage (ft/lane)	245	505	163	200	111	114	184	146

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UNSIGNALIZED LEFT-TURN BAY STORAGE LENGTH

(Clark County, Las Vegas, North Las Vegas)

Location: Wyoming Ave/Fairfield Avenue
18 (Existing)

Equation = [(number of vehicles/60 minutes)*3 minutes]*25 feet per vehicle

N= Number of vehicles

N= Vehicles per Hour

Storage Length =((Vehicles per hour/60)*3)*25

Movement		NBL		SBL		EBL		WBL	
Available Storage (ft/lane)		Shared		Shared		Shared		Shared	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour	25	25	25	25	25	25	25	25
	Storage (ft/lane)	31	31	31	31	31	31	31	31
Background	Vehicles per Hour								
	Storage (ft/lane)								
Back + Proj	Vehicles per Hour								
	Storage (ft/lane)								

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Wyoming Ave/Fairfield Ave
18 (Proposed)

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1		1		1		1	
Available Storage (ft/lane)		Shared		Continuous		Continuous		Continuous	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Existing	Vehicles per Hour								
	Storage (ft/lane)								
Background	Vehicles per Hour	28	28	0	0	0	0	28	28
	Storage (ft/lane)	71	71	0	0	0	0	71	71
Back + Proj	Vehicles per Hour	28	28	3	10	10	20	28	28
	Storage (ft/lane)	71	71	17	36	36	56	71	71

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APPENDIX G

Existing CAT Routes

206 Charleston

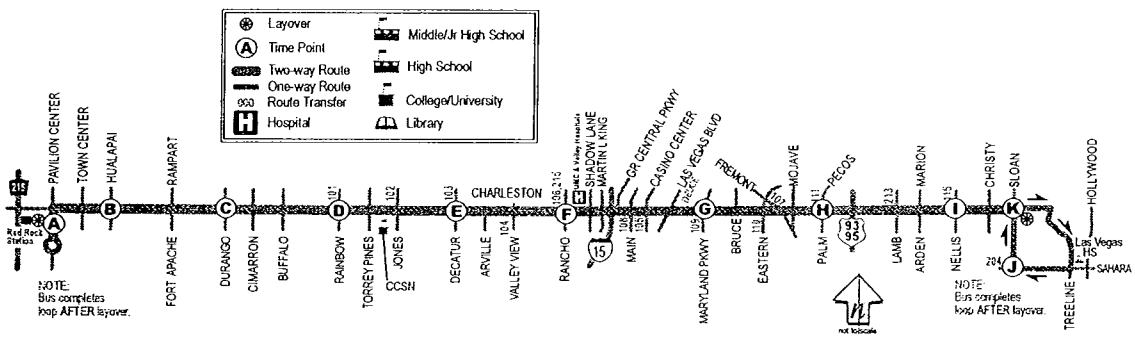
Eastbound | Mondays - Thursdays

RED ROCK STATION Ⓐ	HUALAPAI Ⓑ	DURANGO Ⓒ	RAINBOW Ⓓ	DECATUR Ⓔ	RANCHO Ⓕ	MARYLAND PARKWAY Ⓖ	PECOS Ⓗ	NELLIS Ⓘ	SLOAN / SAHARA Ⓙ	CHARLESTON / SLOAN Ⓚ
1:40	1:45	1:50	1:56	2:04	2:10	2:20	2:28	2:35	—	2:37
2:25	2:30	2:35	2:41	2:49	2:55	3:05	3:13	3:20	—	3:22
3:10	3:15	3:20	3:26	3:34	3:40	3:50	3:58	4:05	—	4:07
3:55	4:00	4:05	4:11	4:19	4:25	4:35	4:43	4:50	—	4:52
4:25	4:30	4:35	4:41	4:49	4:55	5:05	5:13	5:20	—	5:22
4:45	4:50	4:55	5:01	5:09	5:15	5:25	5:33	5:40	—	5:42
5:00	5:06	5:12	5:20	5:30	5:38	5:50	5:59	6:07	—	6:09
5:15	5:21	5:28	5:36	5:46	5:54	6:06	6:15	6:26	—	6:29
5:28	5:34	5:41	5:49	5:59	6:07	6:19	6:28	6:39	—	6:42
5:47	5:53	6:00	6:08	6:18	6:27	6:39	6:49	6:58	—	7:01
6:01	6:07	6:15	6:24	6:36	6:45	6:58	7:08	7:17	—	7:20
6:16	6:22	6:30	6:39	6:51	7:00	7:13	7:23	7:32	—	7:35
6:31	6:37	6:45	6:54	7:06	7:15	7:28	7:38	7:47	—	7:50
6:46	6:52	7:00	7:09	7:21	7:30	7:43	7:53	8:02	—	8:05
7:01	7:07	7:15	7:24	7:36	7:45	7:58	8:08	8:17	—	8:20
7:16	7:22	7:30	7:39	7:51	8:00	8:13	8:23	8:32	—	8:35
7:31	7:37	7:45	7:54	8:06	8:15	8:28	8:38	8:47	—	8:50
7:46	7:52	8:00	8:09	8:21	8:30	8:43	8:53	9:02	—	9:05
8:01	8:07	8:15	8:24	8:36	8:45	8:59	9:10	9:20	—	9:23
8:16	8:22	8:30	8:39	8:51	9:00	9:14	9:25	9:35	—	9:38
8:31	8:37	8:45	8:54	9:06	9:15	9:29	9:40	9:50	—	9:53
8:46	8:52	9:00	9:09	9:21	9:30	9:44	9:55	10:05	—	10:08
9:01	9:07	9:15	9:24	9:36	9:45	9:59	10:10	10:20	—	10:23
9:16	9:22	9:30	9:39	9:51	10:00	10:14	10:25	10:35	—	10:38
9:31	9:37	9:45	9:54	10:06	10:15	10:29	10:40	10:50	—	10:53
9:41	9:47	9:55	10:05	10:17	10:28	10:43	10:55	11:06	—	11:09
9:56	10:02	10:10	10:20	10:32	10:43	10:58	11:10	11:21	—	11:24
10:11	10:17	10:25	10:35	10:47	10:58	11:13	11:25	11:36	—	11:39
10:26	10:32	10:40	10:50	11:02	11:13	11:28	11:40	11:51	—	11:54
10:41	10:47	10:55	11:05	11:17	11:28	11:43	11:55	12:06	—	12:09
10:56	11:02	11:10	11:20	11:32	11:43	11:58	12:10	12:21	—	12:24
11:11	11:17	11:25	11:35	11:47	11:58	12:13	12:25	12:36	—	12:39
11:26	11:32	11:40	11:50	12:02	12:13	12:28	12:40	12:51	—	12:54
11:41	11:47	11:55	12:05	12:17	12:28	12:43	12:55	1:06	—	1:09
11:56	12:02	12:10	12:20	12:32	12:43	12:58	1:10	1:21	—	1:24
12:11	12:17	12:26	12:36	12:49	1:01	1:17	1:29	1:40	—	1:43
12:26	12:32	12:41	12:51	1:04	1:16	1:32	1:44	1:55	—	1:58
12:41	12:47	12:56	1:06	1:19	1:31	1:47	1:59	2:10	—	2:13

RED ROCK STATION Ⓐ	HUALAPAI Ⓑ	DURANGO Ⓒ	RAINBOW Ⓓ	DECATUR Ⓔ	RANCHO Ⓕ	MARYLAND PARKWAY Ⓖ	PECOS Ⓗ	NELLIS Ⓘ	SLOAN / SAHARA Ⓙ	CHARLESTON / SLOAN Ⓚ
12:56	1:02	1:11	1:21	1:34	1:46	2:02	2:14	2:25	—	2:28
1:11	1:17	1:26	1:36	1:49	2:01	2:17	2:29	2:40	—	2:43
1:26	1:32	1:41	1:51	2:04	2:16	2:32	2:44	2:55	—	2:58
1:41	1:47	1:56	2:06	2:19	2:31	2:47	2:59	3:10	—	3:13
1:57	2:03	2:12	2:22	2:35	2:47	3:03	3:15	3:26	—	3:29
2:12	2:18	2:27	2:37	2:50	3:02	3:18	3:30	3:41	—	3:44
2:27	2:33	2:42	2:52	3:05	3:17	3:33	3:45	3:56	—	3:59
2:42	2:48	2:57	3:07	3:20	3:32	3:48	4:00	4:11	—	4:14
2:57	3:03	3:12	3:22	3:35	3:47	4:03	4:15	4:26	—	4:29
3:12	3:18	3:27	3:37	3:50	4:02	4:18	4:30	4:41	—	4:44
3:27	3:33	3:42	3:52	4:05	4:17	4:33	4:45	4:56	—	4:59
3:42	3:48	3:57	4:07	4:20	4:32	4:48	5:00	5:11	—	5:14
3:57	4:03	4:12	4:22	4:35	4:47	5:03	5:15	5:26	—	5:29
4:12	4:18	4:27	4:37	4:50	5:02	5:18	5:30	5:41	—	5:44
4:27	4:33	4:42	4:52	5:05	5:17	5:33	5:45	5:56	—	5:59
4:42	4:48	4:57	5:07	5:20	5:32	5:48	6:00	6:11	—	6:14
4:57	5:03	5:12	5:22	5:34	5:44	5:59	6:10	6:21	—	6:24
5:12	5:18	5:27	5:37	5:49	5:59	6:14	6:25	6:36	—	6:39
5:27	5:33	5:42	5:52	6:04	6:14	6:29	6:40	6:51	—	6:54
5:42	5:48	5:57	6:07	6:19	6:29	6:44	6:55	7:06	—	7:09
5:57	6:03	6:11	6:20	6:32	6:41	6:54	7:04	7:14	—	7:17
6:12	6:18	6:26	6:35	6:47	6:56	7:09	7:19	7:29	—	7:32
6:27	6:33	6:41	6:50	7:02	7:11	7:24	7:34	7:44	—	7:47
6:47	6:53	7:00	7:08	7:19	7:27	7:39	7:49	7:59	—	8:01
7:07	7:13	7:20	7:28	7:39	7:47	7:59	8:09	8:19	—	8:21
7:27	7:33	7:40	7:48	7:59	8:07	8:19	8:29	8:39	—	8:41
7:57	8:03	8:10	8:18	8:29	8:37	8:49	8:59	9:09	—	9:11
8:27	8:33	8:40	8:48	8:59	9:07	9:19	9:29	9:39	—	9:41
8:57	9:03	9:10	9:18	9:29	9:37	9:49	9:59	10:09	—	10:11
9:27	9:33	9:40	9:48	9:59	10:07	10:19	10:29	10:39	—	10:41
9:57	10:03	10:10	10:18	10:29	10:37	10:49	10:59	11:09	—	11:11
10:27	10:33	10:39	10:46	10:54	11:01	11:13	11:22	11:30	—	11:32
10:57	11:03	11:09	11:16	11:24	11:31	11:43	11:52	12:00	—	12:02
11:27	11:33	11:39	11:46	11:54	12:01	12:13	12:22	12:30	—	12:32
11:57	12:03	12:09	12:16	12:24	12:31	12:43	12:52	1:00	—	1:02
12:27	12:33	12:39	12:46	12:54	1:01	1:13	1:22	1:30	—	1:32
12:57	1:03	1:09	1:16	1:24	1:31	1:43	1:52	2:00	—	2:02

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Charleston 206



LOOKING FOR A FAST EAST/WEST CONNECTION?
Try the new Route 213 to travel from Valley View in the west to Paradise in the east in just eight minutes via the Desert Inn Superarterial.

24 hour service

206 Charleston

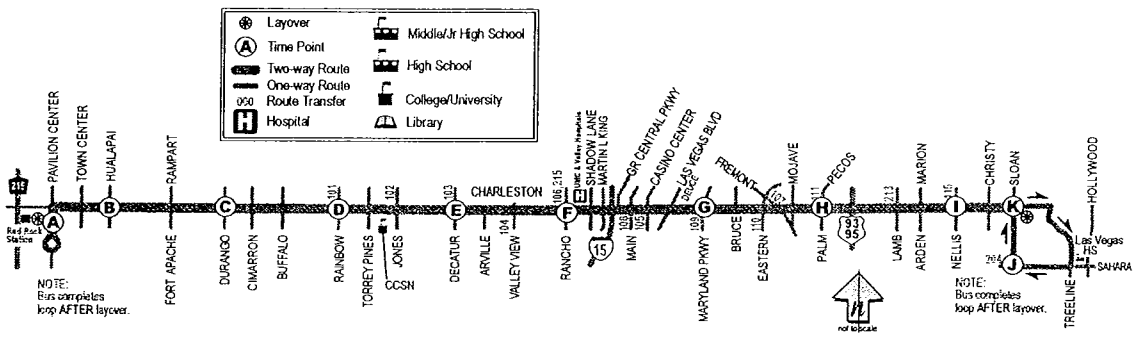
Westbound | Mondays - Thursdays

CHARLESTON / SLOAN (K)	SLOAN / SAHARA (J)	NELLIS (I)	PECOS (H)	MARYLAND PARKWAY (G)	RANCHO (F)	DECATUR (E)	RAINBOW (D)	DURANGO (C)	HUALAPAI (B)	RED ROCK STATION (A)
1:15	1:22	1:28	1:35	1:43	1:51	1:57	2:04	2:09	2:14	2:17
2:00	2:07	2:13	2:20	2:28	2:36	2:42	2:49	2:54	2:59	3:02
2:45	2:52	2:58	3:05	3:13	3:21	3:27	3:34	3:39	3:44	3:47
3:30	3:37	3:43	3:50	3:58	4:06	4:12	4:19	4:24	4:29	4:32
4:00	4:07	4:13	4:20	4:28	4:36	4:42	4:49	4:54	4:59	5:02
4:20	4:27	4:34	4:42	4:52	5:02	5:10	5:18	5:24	5:30	5:34
4:42	4:49	4:56	5:04	5:14	5:24	5:32	5:40	5:46	5:52	5:56
5:00	5:07	5:15	5:25	5:36	5:47	5:56	6:05	6:11	6:17	6:21
5:15	5:23	5:32	5:44	5:57	6:10	6:19	6:30	6:37	6:44	6:48
5:30	5:38	5:47	5:59	6:12	6:25	6:34	6:45	6:52	6:59	7:03
5:45	5:53	6:02	6:14	6:27	6:40	6:49	7:00	7:07	7:14	7:18
6:00	6:08	6:17	6:29	6:42	6:55	7:04	7:15	7:22	7:29	7:33
6:15	6:23	6:32	6:44	6:57	7:10	7:19	7:30	7:37	7:44	7:48
6:30	6:39	6:48	7:00	7:13	7:26	7:35	7:46	7:53	8:00	8:04
6:40	6:49	6:59	7:11	7:24	7:38	7:47	7:58	8:05	8:12	8:16
6:50	6:59	7:09	7:21	7:34	7:48	7:57	8:08	8:15	8:22	8:26
7:05	7:13	7:23	7:35	7:48	8:02	8:12	8:23	8:30	8:37	8:41
7:20	7:28	7:38	7:50	8:03	8:17	8:27	8:38	8:45	8:52	8:56
7:35	7:43	7:53	8:05	8:18	8:32	8:42	8:53	9:00	9:07	9:11
7:50	7:58	8:08	8:20	8:33	8:47	8:57	9:08	9:15	9:22	9:26
8:05	8:13	8:23	8:35	8:48	9:02	9:12	9:23	9:30	9:37	9:41
8:20	8:28	8:38	8:50	9:03	9:17	9:27	9:38	9:45	9:52	9:56
8:35	8:43	8:53	9:05	9:18	9:32	9:42	9:53	10:00	10:07	10:11
8:50	8:58	9:08	9:20	9:33	9:47	9:57	10:08	10:15	10:22	10:26
9:05	9:13	9:23	9:35	9:49	10:03	10:13	10:24	10:31	10:38	10:42
9:20	9:28	9:38	9:50	10:04	10:18	10:28	10:39	10:46	10:53	10:57
9:35	9:43	9:53	10:05	10:19	10:33	10:43	10:54	11:01	11:08	11:12
9:50	9:58	10:08	10:20	10:34	10:48	10:58	11:09	11:16	11:23	11:27
10:05	10:13	10:23	10:35	10:49	11:04	11:15	11:26	11:33	11:40	11:44
10:20	10:28	10:38	10:50	11:04	11:19	11:30	11:41	11:48	11:55	11:59
10:35	10:43	10:53	11:05	11:19	11:34	11:45	11:56	12:03	12:10	12:14
10:50	10:58	11:08	11:20	11:34	11:49	12:00	12:11	12:18	12:25	12:29
11:05	11:13	11:23	11:35	11:49	12:04	12:15	12:26	12:33	12:40	12:44
11:15	11:23	11:33	11:45	11:59	12:14	12:25	12:36	12:43	12:50	12:54
11:30	11:38	11:48	12:00	12:14	12:29	12:40	12:51	12:58	1:05	1:09
11:45	11:53	12:03	12:15	12:29	12:44	12:55	1:06	1:13	1:20	1:24
11:59	12:07	12:18	12:31	12:45	1:01	1:12	1:23	1:31	1:38	1:42
12:14	12:22	12:33	12:46	1:00	1:16	1:27	1:38	1:46	1:53	1:57

CHARLESTON / SLOAN (K)	SLOAN / SAHARA (J)	NELLIS (I)	PECOS (H)	MARYLAND PARKWAY (G)	RANCHO (F)	DECATUR (E)	RAINBOW (D)	DURANGO (C)	HUALAPAI (B)	RED ROCK STATION (A)
12:29	12:37	12:48	1:01	1:15	1:31	1:42	1:53	2:01	2:08	2:12
12:44	12:52	1:03	1:16	1:30	1:46	1:57	2:08	2:16	2:23	2:27
12:59	1:07	1:18	1:31	1:45	2:01	2:12	2:23	2:31	2:38	2:42
1:14	1:22	1:33	1:46	2:00	2:16	2:27	2:38	2:46	2:53	2:57
1:28	1:40	1:51	2:06	2:20	2:36	2:47	2:58	3:06	3:13	3:17
1:41	1:51	2:02	2:16	2:30	2:46	2:57	3:08	3:16	3:23	3:27
1:59	2:07	2:18	2:31	2:45	3:01	3:12	3:23	3:31	3:38	3:42
2:14	2:22	2:33	2:46	3:00	3:16	3:27	3:38	3:46	3:53	3:57
2:29	2:37	2:48	3:01	3:15	3:31	3:42	3:53	4:01	4:08	4:12
2:44	2:52	3:03	3:16	3:30	3:46	3:57	4:08	4:16	4:23	4:27
2:59	3:07	3:18	3:31	3:45	4:01	4:12	4:23	4:31	4:38	4:42
3:14	3:22	3:33	3:46	4:00	4:16	4:27	4:38	4:46	4:53	4:57
3:29	3:37	3:48	4:01	4:15	4:31	4:42	4:53	5:01	5:08	5:12
3:44	3:52	4:03	4:16	4:30	4:46	4:57	5:08	5:16	5:23	5:27
3:59	4:07	4:18	4:31	4:45	5:01	5:12	5:23	5:31	5:38	5:42
4:14	4:22	4:33	4:46	5:00	5:16	5:27	5:38	5:46	5:53	5:57
4:29	4:37	4:48	5:01	5:15	5:31	5:42	5:53	6:01	6:08	6:12
4:45	4:53	5:04	5:17	5:31	5:46	5:56	6:07	6:15	6:22	6:26
5:00	5:08	5:19	5:32	5:46	6:01	6:11	6:22	6:30	6:37	6:41
5:15	5:23	5:34	5:47	6:01	6:16	6:26	6:37	6:45	6:52	6:56
5:30	5:38	5:48	6:00	6:13	6:26	6:35	6:45	6:52	6:58	7:02
5:45	5:53	6:03	6:15	6:28	6:41	6:50	7:00	7:07	7:13	7:17
6:00	6:08	6:18	6:30	6:43	6:56	7:05	7:15	7:22	7:28	7:32
6:15	6:23	6:32	6:43	6:55	7:07	7:16	7:26	7:32	7:38	7:42
6:35	6:43	6:52	7:03	7:15	7:27	7:36	7:46	7:52	7:58	8:02
6:55	7:03	7:12	7:23	7:35	7:47	7:56	8:06	8:12	8:18	8:22
7:20	7:28	7:37	7:48	8:00	8:12	8:21	8:31	8:37	8:43	8:47
7:50	7:58	8:07	8:18	8:30	8:42	8:51	9:01	9:07	9:13	9:17
8:22	8:30	8:38	8:48	8:59	9:11	9:19	9:29	9:35	9:41	9:45
8:52	9:00	9:08	9:18	9:29	9:41	9:49	9:59	10:05	10:11	10:15
9:22	9:30	9:38	9:48	9:59	10:11	10:19	10:29	10:35	10:41	10:45
9:52	10:00	10:08	10:18	10:29	10:41	10:49	10:59	11:05	11:11	11:15
10:22	10:29	10:36	10:45	10:56	11:08	11:14	11:22	11:28	11:33	11:37
10:52	10:59	11:06	11:15	11:26	11:36	11:44	11:52	11:58	12:03	12:07
11:22	11:29	11:36	11:45	11:56	12:06	12:14	12:22	12:28	12:33	12:37
11:52	11:59	12:06	12:15	12:26	12:36	12:44	12:52	12:58	1:03	1:07
12:25	12:32	12:39	12:48	12:59	1:09	1:17	1:25	1:31	1:36	1:40

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Charleston 206



24 hour service

206 Charleston

Eastbound | Fridays

RED ROCK STATION (A)	HUALAPAI (B)	DURANGO (C)	RAINBOW (D)	DECATUR (E)	RANCHO (F)	MARYLAND PARKWAY (G)	PECOS (H)	NELLIS (I)	SLOAN / SAHARA (J)	CHARLESTON / SLOAN (K)
1:40	1:45	1:50	1:56	2:04	2:10	2:20	2:28	2:35	—	2:37
2:25	2:30	2:35	2:41	2:49	2:55	3:05	3:13	3:20	—	3:22
3:10	3:15	3:20	3:26	3:34	3:40	3:50	3:58	4:05	—	4:07
3:55	4:00	4:05	4:11	4:19	4:25	4:35	4:43	4:50	—	4:52
4:25	4:30	4:35	4:41	4:49	4:55	5:05	5:13	5:20	—	5:22
4:45	4:50	4:55	5:01	5:09	5:15	5:25	5:33	5:40	—	5:42
5:00	5:06	5:12	5:20	5:30	5:38	5:50	5:59	6:07	—	6:09
5:15	5:21	5:28	5:36	5:46	5:54	6:06	6:15	6:26	—	6:29
5:28	5:34	5:41	5:49	5:59	6:07	6:19	6:28	6:39	—	6:42
5:47	5:53	6:00	6:08	6:18	6:27	6:39	6:49	6:58	—	7:01
6:01	6:07	6:15	6:24	6:36	6:45	6:58	7:08	7:17	—	7:20
6:16	6:22	6:30	6:39	6:51	7:00	7:13	7:23	7:32	—	7:35
6:31	6:37	6:45	6:54	7:06	7:15	7:28	7:38	7:47	—	7:50
6:46	6:52	7:00	7:09	7:21	7:30	7:43	7:53	8:02	—	8:05
7:01	7:07	7:15	7:24	7:36	7:45	7:58	8:08	8:17	—	8:20
7:16	7:22	7:30	7:39	7:51	8:00	8:13	8:23	8:32	—	8:35
7:31	7:37	7:45	7:54	8:06	8:15	8:28	8:38	8:47	—	8:50
7:46	7:52	8:00	8:09	8:21	8:30	8:43	8:53	9:02	—	9:05
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8:16	8:22	8:30	8:39	8:51	9:00	9:14	9:25	9:35	—	9:38
8:31	8:37	8:45	8:54	9:06	9:15	9:29	9:40	9:50	—	9:53
8:46	8:52	9:00	9:09	9:21	9:30	9:44	9:55	10:05	—	10:08
9:01	9:07	9:15	9:24	9:36	9:45	9:59	10:10	10:20	—	10:23
9:16	9:22	9:30	9:39	9:51	10:00	10:14	10:25	10:35	—	10:38
9:31	9:37	9:45	9:54	10:06	10:15	10:29	10:40	10:50	—	10:53
9:41	9:47	9:55	10:05	10:17	10:28	10:43	10:55	11:06	—	11:09
9:56	10:02	10:10	10:20	10:32	10:43	10:58	11:10	11:21	—	11:24
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10:26	10:32	10:40	10:50	11:02	11:13	11:28	11:40	11:51	—	11:54
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11:56	12:02	12:10	12:20	12:32	12:43	12:58	1:10	1:21	—	1:24
12:11	12:17	12:26	12:36	12:49	1:01	1:17	1:29	1:40	—	1:43
12:26	12:32	12:41	12:51	1:04	1:16	1:32	1:44	1:55	—	1:58
12:41	12:47	12:56	1:06	1:19	1:31	1:47	1:59	2:10	—	2:13

RED ROCK STATION (A)	HUALAPAI (B)	DURANGO (C)	RAINBOW (D)	DECATUR (E)	RANCHO (F)	MARYLAND PARKWAY (G)	PECOS (H)	NELLIS (I)	SLOAN / SAHARA (J)	CHARLESTON / SLOAN (K)
12:56	1:02	1:11	1:21	1:34	1:46	2:02	2:14	2:25	—	2:28
1:11	1:17	1:26	1:36	1:49	2:01	2:17	2:29	2:40	—	2:43
1:26	1:32	1:41	1:51	2:04	2:16	2:32	2:44	2:55	—	2:58
1:41	1:47	1:56	2:06	2:19	2:31	2:47	2:59	3:10	—	3:13
1:57	2:03	2:12	2:22	2:35	2:47	3:03	3:15	3:26	—	3:29
2:12	2:18	2:27	2:37	2:50	3:02	3:18	3:30	3:41	—	3:44
2:27	2:33	2:42	2:52	3:05	3:17	3:33	3:45	3:56	—	3:59
2:42	2:48	2:57	3:07	3:20	3:32	3:48	4:00	4:11	—	4:14
2:57	3:03	3:12	3:22	3:35	3:47	4:03	4:15	4:26	—	4:29
3:12	3:18	3:27	3:37	3:50	4:02	4:18	4:30	4:41	—	4:44
3:27	3:33	3:42	3:52	4:05	4:17	4:33	4:45	4:56	—	4:59
3:42	3:48	3:57	4:07	4:20	4:32	4:48	5:00	5:11	—	5:14
3:57	4:03	4:12	4:22	4:35	4:47	5:03	5:15	5:26	—	5:29
4:12	4:18	4:27	4:37	4:50	5:02	5:18	5:30	5:41	—	5:44
4:27	4:33	4:42	4:52	5:05	5:17	5:33	5:45	5:56	—	5:59
4:42	4:48	4:57	5:07	5:20	5:32	5:48	6:00	6:11	—	6:14
4:57	5:03	5:12	5:22	5:34	5:44	5:59	6:10	6:21	—	6:24
5:12	5:18	5:27	5:37	5:49	5:59	6:14	6:25	6:36	—	6:39
5:27	5:33	5:42	5:52	6:04	6:14	6:29	6:40	6:51	—	6:54
5:42	5:48	5:57	6:07	6:19	6:29	6:44	6:55	7:06	—	7:09
5:57	6:03	6:11	6:20	6:32	6:41	6:54	7:04	7:14	—	7:17
6:12	6:18	6:26	6:35	6:47	6:56	7:09	7:19	7:29	—	7:32
6:27	6:33	6:41	6:50	7:02	7:11	7:24	7:34	7:44	—	7:47
6:47	6:53	7:00	7:08	7:19	7:27	7:39	7:49	7:59	—	8:01
7:07	7:13	7:20	7:28	7:39	7:47	7:59	8:09	8:19	—	8:21
7:27	7:33	7:40	7:48	7:59	8:07	8:19	8:29	8:39	—	8:41
7:57	8:03	8:10	8:18	8:29	8:37	8:49	8:59	9:09	—	9:11
8:27	8:33	8:40	8:48	8:59	9:07	9:19	9:29	9:39	—	9:41
8:57	9:03	9:10	9:18	9:29	9:37	9:49	9:59	10:09	—	10:11
9:27	9:33	9:40	9:48	9:59	10:07	10:19	10:29	10:39	—	10:41
9:57	10:03	10:10	10:18	10:29	10:37	10:49	10:59	11:09	—	11:11
10:27	10:33	10:39	10:46	10:54	11:01	11:13	11:22	11:30	—	11:32
10:57	11:03	11:09	11:16	11:24	11:31	11:43	11:52	12:00	—	12:02
11:27	11:33	11:39	11:46	11:54	12:01	12:13	12:22	12:30	—	12:32
11:57	12:03	12:09	12:16	12:24	12:31	12:43	12:52	1:00	—	1:02
12:27	12:33	12:39	12:46	12:54	1:01	1:13	1:22	1:30	—	1:32
12:57	1:03	1:09	1:16	1:24	1:31	1:43	1:52	2:00	—	2:02

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Charleston 206

Westbound | Fridays

CHARLESTON / SLOAN (K)	SLOAN / SAHARA (J)	NELLIS (I)	PECOS (H)	MARYLAND PARKWAY (G)	RANCHO (F)	DECATUR (E)	RAINBOW (D)	DURANGO (C)	HUALAPAI (B)	RED ROCK STATION (A)
1:15	1:22	1:28	1:35	1:43	1:51	1:57	2:04	2:09	2:14	2:17
2:00	2:07	2:13	2:20	2:28	2:36	2:42	2:49	2:54	2:59	3:02
2:45	2:52	2:58	3:05	3:13	3:21	3:27	3:34	3:39	3:44	3:47
3:30	3:37	3:43	3:50	3:58	4:06	4:12	4:19	4:24	4:29	4:32
4:00	4:07	4:13	4:20	4:28	4:36	4:42	4:49	4:54	4:59	5:02
4:20	4:27	4:34	4:42	4:52	5:02	5:10	5:18	5:24	5:30	5:34
4:42	4:49	4:56	5:04	5:14	5:24	5:32	5:40	5:46	5:52	5:56
5:00	5:07	5:15	5:25	5:36	5:47	5:56	6:05	6:11	6:17	6:21
5:15	5:23	5:32	5:44	5:57	6:10	6:19	6:30	6:37	6:44	6:48
5:30	5:38	5:47	5:59	6:12	6:25	6:34	6:45	6:52	6:59	7:03
5:45	5:53	6:02	6:14	6:27	6:40	6:49	7:00	7:07	7:14	7:18
6:00	6:08	6:17	6:29	6:42	6:55	7:04	7:15	7:22	7:29	7:33
6:15	6:23	6:32	6:44	6:57	7:10	7:19	7:30	7:37	7:44	7:48
6:30	6:39	6:48	7:00	7:13	7:26	7:35	7:46	7:53	8:00	8:04
6:40	6:49	6:59	7:11	7:24	7:38	7:47	7:58	8:05	8:12	8:16
6:50	6:59	7:09	7:21	7:34	7:48	7:57	8:08	8:15	8:22	8:26
7:05	7:13	7:23	7:35	7:48	8:02	8:12	8:23	8:30	8:37	8:41
7:20	7:28	7:38	7:50	8:03	8:17	8:27	8:38	8:45	8:52	8:56
7:35	7:43	7:53	8:05	8:18	8:32	8:42	8:53	9:00	9:07	9:11
7:50	7:58	8:08	8:20	8:33	8:47	8:57	9:08	9:15	9:22	9:26
8:05	8:13	8:23	8:35	8:48	9:02	9:12	9:23	9:30	9:37	9:41
8:20	8:28	8:38	8:50	9:03	9:17	9:27	9:38	9:45	9:52	9:56
8:35	8:43	8:53	9:05	9:18	9:32	9:42	9:53	10:00	10:07	10:11
8:50	8:58	9:08	9:20	9:33	9:47	9:57	10:08	10:15	10:22	10:26
9:05	9:13	9:23	9:35	9:49	10:03	10:13	10:24	10:31	10:38	10:42
9:20	9:28	9:38	9:50	10:04	10:18	10:28	10:39	10:46	10:53	10:57
9:35	9:43	9:53	10:05	10:19	10:33	10:43	10:54	11:01	11:08	11:12
9:50	9:58	10:08	10:20	10:34	10:48	10:58	11:09	11:16	11:23	11:27
10:05	10:13	10:23	10:35	10:49	11:04	11:15	11:26	11:33	11:40	11:44
10:20	10:28	10:38	10:50	11:04	11:19	11:30	11:41	11:48	11:55	11:59
10:35	10:43	10:53	11:05	11:19	11:34	11:45	11:56	12:03	12:10	12:14
10:50	10:58	11:08	11:20	11:34	11:49	12:00	12:11	12:18	12:25	12:29
11:05	11:13	11:23	11:35	11:49	12:04	12:15	12:26	12:33	12:40	12:44
11:15	11:23	11:33	11:45	11:59	12:14	12:25	12:36	12:43	12:50	12:54
11:30	11:38	11:48	12:00	12:14	12:29	12:40	12:51	12:58	1:05	1:09
11:45	11:53	12:03	12:15	12:29	12:44	12:55	1:06	1:13	1:20	1:24
11:59	12:07	12:18	12:31	12:45	1:01	1:12	1:23	1:31	1:38	1:42
12:14	12:22	12:33	12:46	1:00	1:16	1:27	1:38	1:46	1:53	1:57

CHARLESTON / SLOAN (K)	SLOAN / SAHARA (J)	NELLIS (I)	PECOS (H)	MARYLAND PARKWAY (G)	RANCHO (F)	DECATUR (E)	RAINBOW (D)	DURANGO (C)	HUALAPAI (B)	RED ROCK STATION (A)
12:29	12:37	12:48	1:01	1:15	1:31	1:42	1:53	2:01	2:08	2:12
12:44	12:52	1:03	1:16	1:30	1:46	1:57	2:08	2:16	2:23	2:27
12:59	1:07	1:18	1:31	1:45	2:01	2:12	2:23	2:31	2:38	2:42
1:14	1:22	1:33	1:46	2:00	2:16	2:27	2:38	2:46	2:53	2:57
1:28	1:40	1:51	2:06	2:20	2:36	2:47	2:58	3:06	3:13	3:17
1:41	1:51	2:02	2:16	2:30	2:46	2:57	3:08	3:16	3:23	3:27
1:59	2:07	2:18	2:31	2:45	3:01	3:12	3:23	3:31	3:38	3:42
2:14	2:22	2:33	2:46	3:00	3:16	3:27	3:38	3:46	3:53	3:57
2:29	2:37	2:48	3:01	3:15	3:31	3:42	3:53	4:01	4:08	4:12
2:44	2:52	3:03	3:16	3:30	3:46	3:57	4:08	4:16	4:23	4:27
2:59	3:07	3:18	3:31	3:45	4:01	4:12	4:23	4:31	4:38	4:42
3:14	3:22	3:33	3:46	4:00	4:16	4:27	4:38	4:46	4:53	4:57
3:29	3:37	3:48	4:01	4:15	4:31	4:42	4:53	5:01	5:08	5:12
3:44	3:52	4:03	4:16	4:30	4:46	4:57	5:08	5:16	5:23	5:27
3:59	4:07	4:18	4:31	4:45	5:01	5:12	5:23	5:31	5:38	5:42
4:14	4:22	4:33	4:46	5:00	5:16	5:27	5:38	5:46	5:53	5:57
4:29	4:37	4:48	5:01	5:15	5:31	5:42	5:53	6:01	6:08	6:12
4:45	4:53	5:04	5:17	5:31	5:46	5:56	6:07	6:15	6:22	6:26
5:00	5:08	5:19	5:32	5:46	6:01	6:11	6:22	6:30	6:37	6:41
5:15	5:23	5:34	5:47	6:01	6:16	6:26	6:37	6:45	6:52	6:56
5:30	5:38	5:48	6:00	6:13	6:26	6:35	6:45	6:52	6:58	7:02
5:45	5:53	6:03	6:15	6:28	6:41	6:50	7:00	7:07	7:13	7:17
6:00	6:08	6:18	6:30	6:43	6:56	7:05	7:15	7:22	7:28	7:32
6:15	6:23	6:32	6:43	6:55	7:07	7:16	7:26	7:32	7:38	7:42
6:35	6:43	6:52	7:03	7:15	7:27	7:36	7:46	7:52	7:58	8:02
6:55	7:03	7:12	7:23	7:35	7:47	7:56	8:06	8:12	8:18	8:22
7:20	7:28	7:37	7:48	8:00	8:12	8:21	8:31	8:37	8:43	8:47
7:50	7:58	8:07	8:18	8:30	8:42	8:51	9:01	9:07	9:13	9:17
8:22	8:30	8:38	8:48	8:59	9:11	9:19	9:29	9:35	9:41	9:45
8:52	9:00	9:08	9:18	9:29	9:41	9:49	9:59	10:05	10:11	10:15
9:22	9:30	9:38	9:48	9:59	10:11	10:19	10:29	10:35	10:41	10:45
9:52	10:00	10:08	10:18	10:29	10:41	10:49	10:59	11:05	11:11	11:15
10:22	10:29	10:36	10:45	10:56	11:06	11:14	11:22	11:28	11:33	11:37
10:52	10:59	11:06	11:15	11:26	11:36	11:44	11:52	11:58	12:03	12:07
11:22	11:29	11:36	11:45	11:56	12:06	12:14	12:22	12:28	12:33	12:37
11:52	11:59	12:06	12:15	12:26	12:36	12:44	12:52	12:58	1:03	1:07
12:25	12:32	12:39	12:48	12:59	1:09	1:17	1:25	1:31	1:36	1:40

24 hour service

206 Charleston

Eastbound | Saturdays

RED ROCK STATION Ⓐ	HUALAPAI Ⓑ	DURANGO Ⓒ	RAINBOW Ⓓ	DECATUR Ⓔ	RANCHO Ⓕ	MARYLAND PARKWAY Ⓖ	PECOS Ⓗ	NELLIS Ⓘ	SLOAN / SAHARA Ⓙ	CHARLESTON / SLOAN Ⓚ
1:40	1:45	1:50	1:56	2:04	2:10	2:20	2:28	2:35	—	2:37
2:25	2:30	2:35	2:41	2:49	2:55	3:05	3:13	3:20	—	3:22
3:10	3:15	3:20	3:26	3:34	3:40	3:50	3:58	4:05	—	4:07
3:55	4:00	4:05	4:11	4:19	4:25	4:35	4:43	4:50	—	4:52
4:30	4:35	4:41	4:48	4:56	5:03	5:14	5:23	5:31	—	5:33
4:50	4:55	5:01	5:08	5:16	5:23	5:34	5:43	5:51	—	5:53
5:10	5:15	5:21	5:28	5:36	5:43	5:54	6:03	6:11	—	6:13
5:30	5:35	5:41	5:48	5:56	6:03	6:14	6:23	6:31	—	6:33
5:50	5:55	6:01	6:08	6:16	6:23	6:34	6:43	6:51	—	6:53
6:06	6:11	6:18	6:26	6:36	6:44	6:56	7:05	7:13	—	7:15
6:23	6:28	6:35	6:43	6:53	7:01	7:13	7:22	7:30	—	7:32
6:43	6:48	6:55	7:03	7:13	7:21	7:33	7:42	7:50	—	7:52
7:03	7:08	7:15	7:23	7:33	7:41	7:53	8:02	8:10	—	8:12
7:23	7:28	7:35	7:43	7:53	8:01	8:13	8:22	8:30	—	8:32
7:43	7:48	7:55	8:03	8:13	8:21	8:33	8:42	8:50	—	8:52
8:03	8:08	8:15	8:23	8:33	8:41	8:53	9:02	9:10	—	9:12
8:23	8:28	8:35	8:43	8:53	9:01	9:13	9:22	9:30	—	9:32
8:43	8:48	8:55	9:03	9:13	9:21	9:33	9:42	9:50	—	9:52
9:03	9:08	9:15	9:23	9:34	9:43	9:56	10:06	10:16	—	10:18
9:23	9:28	9:35	9:43	9:54	10:03	10:16	10:26	10:36	—	10:38
9:43	9:48	9:55	10:03	10:14	10:23	10:36	10:46	10:56	—	10:58
10:03	10:08	10:15	10:23	10:34	10:43	10:56	11:06	11:16	—	11:18
10:23	10:28	10:35	10:43	10:54	11:03	11:16	11:26	11:36	—	11:38
10:43	10:48	10:55	11:03	11:14	11:23	11:36	11:46	11:56	—	11:58
11:03	11:08	11:15	11:23	11:35	11:45	12:00	12:11	12:21	—	12:23
11:23	11:28	11:35	11:43	11:55	12:05	12:20	12:31	12:41	—	12:43
11:43	11:48	11:55	12:03	12:15	12:25	12:40	12:51	1:01	—	1:03
12:03	12:08	12:15	12:23	12:35	12:45	1:00	1:11	1:21	—	1:23
12:23	12:28	12:35	12:43	12:55	1:05	1:20	1:31	1:41	—	1:43
12:43	12:48	12:55	1:03	1:15	1:25	1:40	1:51	2:01	—	2:03
1:03	1:08	1:15	1:23	1:35	1:45	2:00	2:11	2:21	—	2:23

RED ROCK STATION Ⓐ	HUALAPAI Ⓑ	DURANGO Ⓒ	RAINBOW Ⓓ	DECATUR Ⓔ	RANCHO Ⓕ	MARYLAND PARKWAY Ⓖ	PECOS Ⓗ	NELLIS Ⓘ	SLOAN / SAHARA Ⓙ	CHARLESTON / SLOAN Ⓚ
1:23	1:28	1:35	1:43	1:55	2:05	2:20	2:31	2:41	—	2:43
1:43	1:48	1:55	2:03	2:15	2:25	2:40	2:51	3:01	—	3:03
2:03	2:08	2:15	2:23	2:35	2:45	3:00	3:11	3:21	—	3:23
2:23	2:28	2:35	2:43	2:55	3:05	3:20	3:31	3:41	—	3:43
2:43	2:48	2:55	3:03	3:15	3:25	3:40	3:51	4:01	—	4:03
3:03	3:08	3:15	3:23	3:35	3:45	4:00	4:11	4:21	—	4:23
3:23	3:28	3:35	3:43	3:55	4:05	4:20	4:31	4:41	—	4:43
3:43	3:48	3:55	4:03	4:15	4:25	4:40	4:51	5:01	—	5:03
4:03	4:08	4:15	4:23	4:35	4:45	5:00	5:11	5:21	—	5:23
4:23	4:28	4:35	4:43	4:55	5:05	5:20	5:31	5:41	—	5:43
4:43	4:48	4:55	5:03	5:15	5:25	5:40	5:51	6:01	—	6:03
5:03	5:08	5:15	5:23	5:35	5:45	6:00	6:11	6:21	—	6:23
5:23	5:28	5:35	5:43	5:54	6:03	6:16	6:26	6:36	—	6:38
5:43	5:48	5:55	6:03	6:14	6:23	6:36	6:46	6:56	—	6:58
6:03	6:08	6:15	6:23	6:34	6:43	6:56	7:06	7:16	—	7:18
6:23	6:28	6:35	6:43	6:54	7:03	7:16	7:26	7:36	—	7:38
6:43	6:48	6:55	7:03	7:13	7:21	7:33	7:43	7:52	—	7:54
7:08	7:13	7:20	7:28	7:38	7:46	7:58	8:08	8:17	—	8:19
7:33	7:38	7:45	7:53	8:03	8:11	8:23	8:33	8:42	—	8:44
8:03	8:08	8:15	8:23	8:33	8:41	8:53	9:03	9:12	—	9:14
8:33	8:38	8:45	8:52	9:02	9:10	9:21	9:31	9:40	—	9:42
9:03	9:08	9:15	9:22	9:32	9:40	9:51	10:01	10:10	—	10:12
9:33	9:38	9:45	9:52	10:02	10:10	10:21	10:31	10:40	—	10:42
10:03	10:08	10:15	10:22	10:32	10:40	10:51	11:01	11:10	—	11:12
10:33	10:38	10:45	10:52	11:02	11:10	11:21	11:31	11:40	—	11:42
11:03	11:08	11:14	11:21	11:29	11:36	11:47	11:56	12:04	—	12:06
11:33	11:38	11:44	11:51	11:59	12:06	12:17	12:26	12:34	—	12:36
12:03	12:08	12:14	12:21	12:29	12:36	12:47	12:56	1:04	—	1:06
12:25	12:30	12:36	12:43	12:51	12:58	1:09	1:18	1:26	—	1:28
12:55	1:00	1:06	1:13	1:21	1:28	1:39	1:48	1:56	—	1:58

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Charleston 206

Westbound | Saturdays

CHARLESTON / SLOAN (K)	SLOAN / SAHARA (J)	NELLIS (I)	PECOS (H)	MARYLAND PARKWAY (G)	RANCHO (F)	DECATUR (E)	RAINBOW (D)	DURANGO (C)	HUALAPAI (B)	RED ROCK STATION (A)
1:15	1:22	1:28	1:35	1:43	1:51	1:57	2:04	2:09	2:14	2:17
2:00	2:07	2:13	2:20	2:28	2:36	2:42	2:49	2:54	2:59	3:02
2:45	2:52	2:58	3:05	3:13	3:21	3:27	3:34	3:39	3:44	3:47
3:30	3:37	3:43	3:50	3:58	4:06	4:12	4:19	4:24	4:29	4:32
4:15	4:22	4:28	4:35	4:43	4:51	4:57	5:04	5:09	5:14	5:17
4:40	4:47	4:54	5:02	5:12	5:22	5:29	5:37	5:43	5:48	5:52
5:05	5:12	5:20	5:29	5:40	5:51	5:59	6:08	6:14	6:19	6:23
5:25	5:32	5:40	5:49	6:00	6:11	6:19	6:28	6:34	6:39	6:43
5:45	5:52	6:00	6:09	6:20	6:31	6:39	6:48	6:54	6:59	7:03
6:05	6:13	6:21	6:31	6:43	6:55	7:04	7:14	7:21	7:27	7:31
6:25	6:33	6:41	6:51	7:03	7:15	7:24	7:34	7:41	7:47	7:51
6:45	6:53	7:01	7:11	7:23	7:35	7:44	7:54	8:01	8:07	8:11
7:05	7:13	7:21	7:31	7:43	7:55	8:04	8:14	8:21	8:27	8:31
7:25	7:33	7:41	7:51	8:03	8:15	8:24	8:34	8:41	8:47	8:51
7:45	7:53	8:01	8:11	8:23	8:35	8:44	8:54	9:01	9:07	9:11
8:02	8:10	8:19	8:30	8:43	8:55	9:04	9:14	9:21	9:28	9:32
8:22	8:30	8:39	8:50	9:03	9:15	9:24	9:34	9:41	9:48	9:52
8:42	8:50	8:59	9:10	9:23	9:35	9:44	9:54	10:01	10:08	10:12
9:02	9:10	9:19	9:30	9:43	9:55	10:04	10:14	10:21	10:28	10:32
9:22	9:30	9:39	9:50	10:03	10:15	10:24	10:34	10:41	10:48	10:52
9:42	9:50	9:59	10:10	10:23	10:35	10:44	10:54	11:01	11:08	11:12
9:57	10:05	10:15	10:26	10:39	10:53	11:03	11:14	11:22	11:29	11:33
10:15	10:23	10:33	10:44	10:57	11:11	11:21	11:32	11:40	11:47	11:51
10:35	10:43	10:53	11:04	11:17	11:31	11:41	11:52	12:00	12:07	12:11
10:55	11:03	11:13	11:24	11:37	11:51	12:01	12:12	12:20	12:27	12:31
11:15	11:23	11:33	11:44	11:57	12:11	12:21	12:32	12:40	12:47	12:51
11:35	11:43	11:53	12:04	12:17	12:31	12:41	12:52	1:00	1:07	1:11
11:55	12:03	12:13	12:24	12:37	12:51	1:01	1:12	1:20	1:27	1:31
12:15	12:23	12:33	12:44	12:57	1:11	1:21	1:32	1:40	1:47	1:51
12:35	12:43	12:53	1:04	1:17	1:31	1:41	1:52	2:00	2:07	2:11
12:55	1:03	1:13	1:24	1:37	1:51	2:01	2:12	2:20	2:27	2:31

CHARLESTON / SLOAN (K)	SLOAN / SAHARA (J)	NELLIS (I)	PECOS (H)	MARYLAND PARKWAY (G)	RANCHO (F)	DECATUR (E)	RAINBOW (D)	DURANGO (C)	HUALAPAI (B)	RED ROCK STATION (A)
1:15	1:23	1:33	1:44	1:57	2:11	2:21	2:32	2:40	2:47	2:51
1:35	1:43	1:53	2:04	2:17	2:31	2:41	2:52	3:00	3:07	3:11
1:55	2:03	2:13	2:24	2:37	2:51	3:01	3:12	3:20	3:27	3:31
2:15	2:23	2:33	2:44	2:57	3:11	3:21	3:32	3:40	3:47	3:51
2:35	2:43	2:53	3:04	3:17	3:31	3:41	3:52	4:00	4:07	4:11
2:55	3:03	3:13	3:24	3:37	3:51	4:01	4:12	4:20	4:27	4:31
3:15	3:23	3:33	3:44	3:57	4:11	4:21	4:32	4:40	4:47	4:51
3:35	3:43	3:53	4:04	4:17	4:31	4:41	4:52	5:00	5:07	5:11
3:55	4:03	4:13	4:24	4:37	4:51	5:01	5:12	5:20	5:27	5:31
4:15	4:23	4:33	4:44	4:57	5:11	5:21	5:32	5:40	5:47	5:51
4:35	4:43	4:53	5:04	5:17	5:31	5:41	5:52	6:00	6:07	6:11
4:55	5:03	5:13	5:24	5:37	5:51	6:01	6:12	6:20	6:27	6:31
5:15	5:23	5:32	5:43	5:55	6:08	6:17	6:27	6:34	6:41	6:45
5:35	5:43	5:52	6:03	6:15	6:28	6:37	6:47	6:54	7:01	7:05
5:55	6:03	6:12	6:23	6:35	6:48	6:57	7:07	7:14	7:21	7:25
6:15	6:23	6:31	6:41	6:53	7:05	7:13	7:22	7:29	7:35	7:39
6:35	6:43	6:51	7:01	7:13	7:25	7:33	7:42	7:49	7:55	7:59
6:55	7:03	7:11	7:21	7:33	7:45	7:53	8:02	8:09	8:15	8:19
7:20	7:28	7:36	7:46	7:58	8:10	8:18	8:27	8:34	8:40	8:44
7:50	7:58	8:06	8:16	8:28	8:40	8:48	8:57	9:04	9:10	9:14
8:14	8:21	8:29	8:39	8:50	9:02	9:10	9:19	9:25	9:31	9:35
8:35	8:42	8:50	9:00	9:11	9:23	9:31	9:40	9:46	9:52	9:56
8:55	9:02	9:10	9:20	9:31	9:43	9:51	10:00	10:06	10:12	10:16
9:25	9:32	9:40	9:50	10:01	10:13	10:21	10:30	10:36	10:42	10:46
9:55	10:02	10:10	10:19	10:29	10:40	10:48	10:56	11:02	11:07	11:11
10:25	10:32	10:40	10:49	10:59	11:10	11:18	11:26	11:32	11:37	11:41
10:55	11:02	11:09	11:17	11:27	11:37	11:45	11:53	11:58	12:03	12:06
11:25	11:32	11:39	11:47	11:57	12:07	12:15	12:23	12:28	12:33	12:36
11:55	12:02	12:09	12:17	12:27	12:37	12:45	12:53	12:58	1:03	1:06
12:25	12:32	12:39	12:47	12:57	1:07	1:15	1:23	1:28	1:33	1:36

206 Charleston

Eastbound | Sundays & Holidays

RED ROCK STATION Ⓐ	HUALAPAI Ⓑ	DURANGO Ⓒ	RAINBOW Ⓓ	DECATUR Ⓔ	RANCHO Ⓕ	MARYLAND PARKWAY Ⓖ	PECOS Ⓗ	NELLIS Ⓘ	SLOAN / SAHARA Ⓙ	CHARLESTON / SLOAN Ⓚ
1:40	1:45	1:50	1:56	2:04	2:10	2:20	2:28	2:35	—	2:37
2:25	2:30	2:35	2:41	2:49	2:55	3:05	3:13	3:20	—	3:22
3:10	3:15	3:20	3:26	3:34	3:40	3:50	3:58	4:05	—	4:07
3:55	4:00	4:05	4:11	4:19	4:25	4:35	4:43	4:50	—	4:52
4:40	4:45	4:50	4:56	5:04	5:11	5:21	5:30	5:38	—	5:40
5:10	5:15	5:20	5:26	5:34	5:41	5:51	6:00	6:08	—	6:10
5:35	5:40	5:45	5:51	5:59	6:06	6:16	6:25	6:33	—	6:35
5:55	6:00	6:05	6:11	6:19	6:26	6:36	6:45	6:53	—	6:55
6:15	6:20	6:26	6:33	6:42	6:49	7:00	7:10	7:18	—	7:20
6:35	6:40	6:46	6:53	7:02	7:09	7:20	7:30	7:38	—	7:40
6:55	7:00	7:06	7:13	7:22	7:29	7:40	7:50	7:58	—	8:00
7:15	7:20	7:26	7:33	7:42	7:49	8:00	8:10	8:18	—	8:20
7:35	7:40	7:46	7:53	8:02	8:09	8:20	8:30	8:38	—	8:40
7:58	8:03	8:09	8:16	8:25	8:32	8:43	8:53	9:01	—	9:03
8:18	8:23	8:29	8:36	8:45	8:52	9:03	9:13	9:21	—	9:23
8:38	8:43	8:49	8:56	9:05	9:12	9:23	9:33	9:41	—	9:43
8:55	9:00	9:06	9:14	9:24	9:32	9:44	9:54	10:03	—	10:05
9:15	9:20	9:26	9:34	9:44	9:52	10:04	10:14	10:23	—	10:25
9:35	9:40	9:46	9:54	10:04	10:12	10:24	10:34	10:43	—	10:45
9:55	10:00	10:06	10:14	10:24	10:32	10:44	10:54	11:03	—	11:05
10:15	10:20	10:26	10:34	10:44	10:52	11:04	11:14	11:23	—	11:25
10:35	10:40	10:46	10:54	11:04	11:12	11:24	11:34	11:43	—	11:45
10:55	11:00	11:07	11:15	11:26	11:34	11:47	11:58	12:07	—	12:09
11:15	11:20	11:27	11:35	11:46	11:54	12:07	12:18	12:27	—	12:29
11:35	11:40	11:47	11:55	12:06	12:14	12:27	12:38	12:47	—	12:49
11:55	12:00	12:07	12:15	12:26	12:34	12:47	12:58	1:07	—	1:09
12:15	12:20	12:27	12:35	12:46	12:54	1:07	1:18	1:27	—	1:29
12:35	12:40	12:47	12:55	1:06	1:14	1:27	1:38	1:47	—	1:49
12:55	1:00	1:07	1:15	1:26	1:34	1:47	1:58	2:07	—	2:09
1:15	1:20	1:27	1:35	1:46	1:54	2:07	2:18	2:27	—	2:29

RED ROCK STATION Ⓐ	HUALAPAI Ⓑ	DURANGO Ⓒ	RAINBOW Ⓓ	DECATUR Ⓔ	RANCHO Ⓕ	MARYLAND PARKWAY Ⓖ	PECOS Ⓗ	NELLIS Ⓘ	SLOAN / SAHARA Ⓙ	CHARLESTON / SLOAN Ⓚ
1:35	1:40	1:47	1:55	2:06	2:14	2:27	2:38	2:47	—	2:49
1:55	2:00	2:07	2:15	2:26	2:34	2:47	2:58	3:07	—	3:09
2:15	2:20	2:27	2:35	2:46	2:54	3:07	3:18	3:27	—	3:29
2:35	2:40	2:47	2:55	3:06	3:14	3:27	3:38	3:47	—	3:49
2:55	3:00	3:07	3:15	3:26	3:34	3:47	3:58	4:07	—	4:09
3:15	3:20	3:27	3:35	3:46	3:54	4:07	4:18	4:27	—	4:29
3:35	3:40	3:47	3:55	4:06	4:14	4:27	4:38	4:47	—	4:49
3:55	4:00	4:07	4:15	4:26	4:34	4:47	4:58	5:07	—	5:09
4:15	4:20	4:27	4:35	4:46	4:54	5:07	5:18	5:27	—	5:29
4:35	4:40	4:47	4:55	5:06	5:14	5:27	5:38	5:47	—	5:49
4:55	5:00	5:07	5:15	5:26	5:34	5:47	5:58	6:07	—	6:09
5:15	5:20	5:27	5:35	5:46	5:54	6:07	6:18	6:27	—	6:29
5:35	5:40	5:46	5:54	6:04	6:12	6:24	6:34	6:43	—	6:45
5:55	6:00	6:06	6:14	6:24	6:32	6:44	6:54	7:03	—	7:05
6:15	6:20	6:26	6:34	6:44	6:52	7:04	7:14	7:23	—	7:25
6:35	6:40	6:46	6:54	7:04	7:12	7:24	7:34	7:43	—	7:45
7:05	7:10	7:16	7:23	7:32	7:39	7:50	7:59	8:08	—	8:10
7:35	7:40	7:46	7:53	8:02	8:09	8:20	8:29	8:38	—	8:40
8:00	8:05	8:11	8:18	8:27	8:34	8:45	8:54	9:03	—	9:05
8:30	8:35	8:41	8:47	8:56	9:03	9:14	9:23	9:31	—	9:33
9:00	9:05	9:11	9:17	9:26	9:33	9:44	9:53	10:01	—	10:03
9:30	9:35	9:41	9:47	9:56	10:03	10:14	10:23	10:31	—	10:33
10:00	10:05	10:11	10:17	10:26	10:33	10:44	10:53	11:01	—	11:03
10:30	10:35	10:41	10:47	10:56	11:03	11:14	11:23	11:31	—	11:33
11:00	11:05	11:10	11:16	11:24	11:31	11:41	11:49	11:57	—	11:59
11:35	11:40	11:45	11:51	11:59	12:06	12:16	12:24	12:32	—	12:34
12:05	12:10	12:15	12:21	12:29	12:36	12:46	12:54	1:02	—	1:04
12:35	12:40	12:45	12:51	12:59	1:06	1:16	1:24	1:32	—	1:34
1:05	1:10	1:15	1:21	1:29	1:36	1:46	1:54	2:02	—	2:04

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Charleston 206

Westbound | Sundays & Holidays

CHARLESTON / SLOAN (K)	SLOAN / SAHARA (J)	NELLIS (I)	PECOS (H)	MARYLAND PARKWAY (G)	RANCHO (F)	DECATUR (E)	RAINBOW (D)	DURANGO (C)	HUALAPAI (B)	RED ROCK STATION (A)
1:15	1:22	1:28	1:35	1:43	1:51	1:57	2:04	2:09	2:14	2:17
2:00	2:07	2:13	2:20	2:28	2:36	2:42	2:49	2:54	2:59	3:02
2:45	2:52	2:58	3:05	3:13	3:21	3:27	3:34	3:39	3:44	3:47
3:30	3:37	3:43	3:50	3:58	4:06	4:12	4:19	4:24	4:29	4:32
4:15	4:22	4:28	4:35	4:43	4:51	4:57	5:04	5:09	5:14	5:17
4:45	4:52	4:59	5:08	5:18	5:28	5:35	5:43	5:49	5:54	5:58
5:10	5:17	5:24	5:33	5:43	5:53	6:00	6:08	6:14	6:19	6:23
5:30	5:37	5:44	5:53	6:03	6:13	6:20	6:28	6:34	6:39	6:43
5:50	5:57	6:04	6:13	6:23	6:33	6:40	6:48	6:54	6:59	7:03
6:05	6:12	6:19	6:28	6:38	6:48	6:55	7:03	7:09	7:14	7:18
6:25	6:32	6:40	6:50	7:02	7:14	7:22	7:31	7:38	7:44	7:48
6:45	6:52	7:00	7:10	7:22	7:34	7:42	7:51	7:58	8:04	8:08
7:05	7:12	7:20	7:30	7:42	7:54	8:02	8:11	8:18	8:24	8:28
7:20	7:27	7:35	7:45	7:57	8:09	8:17	8:26	8:33	8:39	8:43
7:36	7:43	7:51	8:01	8:13	8:25	8:33	8:42	8:49	8:55	8:59
7:56	8:03	8:12	8:23	8:35	8:47	8:55	9:05	9:12	9:18	9:22
8:16	8:23	8:32	8:43	8:55	9:07	9:15	9:25	9:32	9:38	9:42
8:36	8:43	8:52	9:03	9:15	9:27	9:35	9:45	9:52	9:58	10:02
8:56	9:03	9:12	9:23	9:35	9:47	9:55	10:05	10:12	10:18	10:22
9:16	9:23	9:32	9:43	9:55	10:07	10:15	10:25	10:32	10:38	10:42
9:36	9:43	9:52	10:03	10:15	10:27	10:35	10:45	10:52	10:58	11:02
9:56	10:03	10:12	10:23	10:35	10:48	10:57	11:07	11:14	11:21	11:25
10:16	10:23	10:32	10:43	10:55	11:08	11:17	11:27	11:34	11:41	11:45
10:36	10:43	10:52	11:03	11:15	11:28	11:37	11:47	11:54	12:01	12:05
10:56	11:03	11:12	11:23	11:35	11:48	11:57	12:07	12:14	12:21	12:25
11:16	11:23	11:32	11:43	11:55	12:08	12:17	12:27	12:34	12:41	12:45
11:36	11:43	11:52	12:03	12:15	12:28	12:37	12:47	12:54	1:01	1:05
11:56	12:03	12:12	12:23	12:35	12:48	12:57	1:07	1:14	1:21	1:25
12:13	12:20	12:29	12:40	12:52	1:05	1:14	1:24	1:31	1:38	1:42
12:28	12:35	12:44	12:55	1:07	1:20	1:29	1:39	1:46	1:53	1:57
12:48	12:55	1:04	1:15	1:27	1:40	1:49	1:59	2:06	2:13	2:17

CHARLESTON / SLOAN (K)	SLOAN / SAHARA (J)	NELLIS (I)	PECOS (H)	MARYLAND PARKWAY (G)	RANCHO (F)	DECATUR (E)	RAINBOW (D)	DURANGO (C)	HUALAPAI (B)	RED ROCK STATION (A)
1:08	1:15	1:24	1:35	1:47	2:00	2:09	2:19	2:26	2:33	2:37
1:28	1:35	1:44	1:55	2:07	2:20	2:29	2:39	2:46	2:53	2:57
1:48	1:55	2:04	2:15	2:27	2:40	2:49	2:59	3:06	3:13	3:17
2:08	2:15	2:24	2:35	2:47	3:00	3:09	3:19	3:26	3:33	3:37
2:28	2:35	2:44	2:55	3:07	3:20	3:29	3:39	3:46	3:53	3:57
2:48	2:55	3:04	3:15	3:27	3:40	3:49	3:59	4:06	4:13	4:17
3:08	3:15	3:24	3:35	3:47	4:00	4:09	4:19	4:26	4:33	4:37
3:28	3:35	3:44	3:55	4:07	4:20	4:29	4:39	4:46	4:53	4:57
3:48	3:55	4:04	4:15	4:27	4:40	4:49	4:59	5:06	5:13	5:17
4:08	4:15	4:24	4:35	4:47	5:00	5:09	5:19	5:26	5:33	5:37
4:28	4:35	4:44	4:55	5:07	5:20	5:29	5:39	5:46	5:53	5:57
4:48	4:55	5:04	5:15	5:27	5:40	5:49	5:59	6:06	6:13	6:17
5:08	5:15	5:24	5:35	5:47	5:59	6:07	6:17	6:24	6:30	6:34
5:28	5:35	5:44	5:55	6:07	6:19	6:27	6:37	6:44	6:50	6:54
5:48	5:55	6:04	6:15	6:27	6:39	6:47	6:57	7:04	7:10	7:14
6:08	6:15	6:23	6:33	6:45	6:56	7:04	7:13	7:19	7:25	7:29
6:28	6:35	6:43	6:53	7:05	7:16	7:24	7:33	7:39	7:45	7:49
6:53	7:00	7:08	7:18	7:30	7:41	7:49	7:58	8:04	8:10	8:14
7:23	7:30	7:38	7:48	8:00	8:11	8:19	8:28	8:34	8:40	8:44
7:53	8:00	8:08	8:18	8:30	8:41	8:49	8:58	9:04	9:10	9:14
8:23	8:30	8:38	8:48	8:59	9:10	9:17	9:25	9:31	9:36	9:40
8:53	9:00	9:08	9:18	9:29	9:40	9:47	9:55	10:01	10:06	10:10
9:23	9:30	9:38	9:48	9:59	10:10	10:17	10:25	10:31	10:36	10:40
9:53	10:00	10:08	10:18	10:29	10:40	10:47	10:55	11:01	11:06	11:10
10:13	10:20	10:27	10:36	10:46	10:56	11:03	11:11	11:16	11:21	11:25
10:43	10:50	10:57	11:06	11:16	11:26	11:33	11:41	11:46	11:51	11:55
11:13	11:20	11:27	11:35	11:44	11:54	12:01	12:08	12:13	12:18	12:21
11:43	11:50	11:57	12:05	12:14	12:24	12:31	12:38	12:43	12:48	12:51
12:13	12:20	12:27	12:35	12:44	12:54	1:01	1:08	1:13	1:18	1:21
12:43	12:50	12:57	1:05	1:14	1:24	1:31	1:38	1:43	1:48	1:51

24 hour service

105 Martin L. King/Koval

Southbound | Weekdays

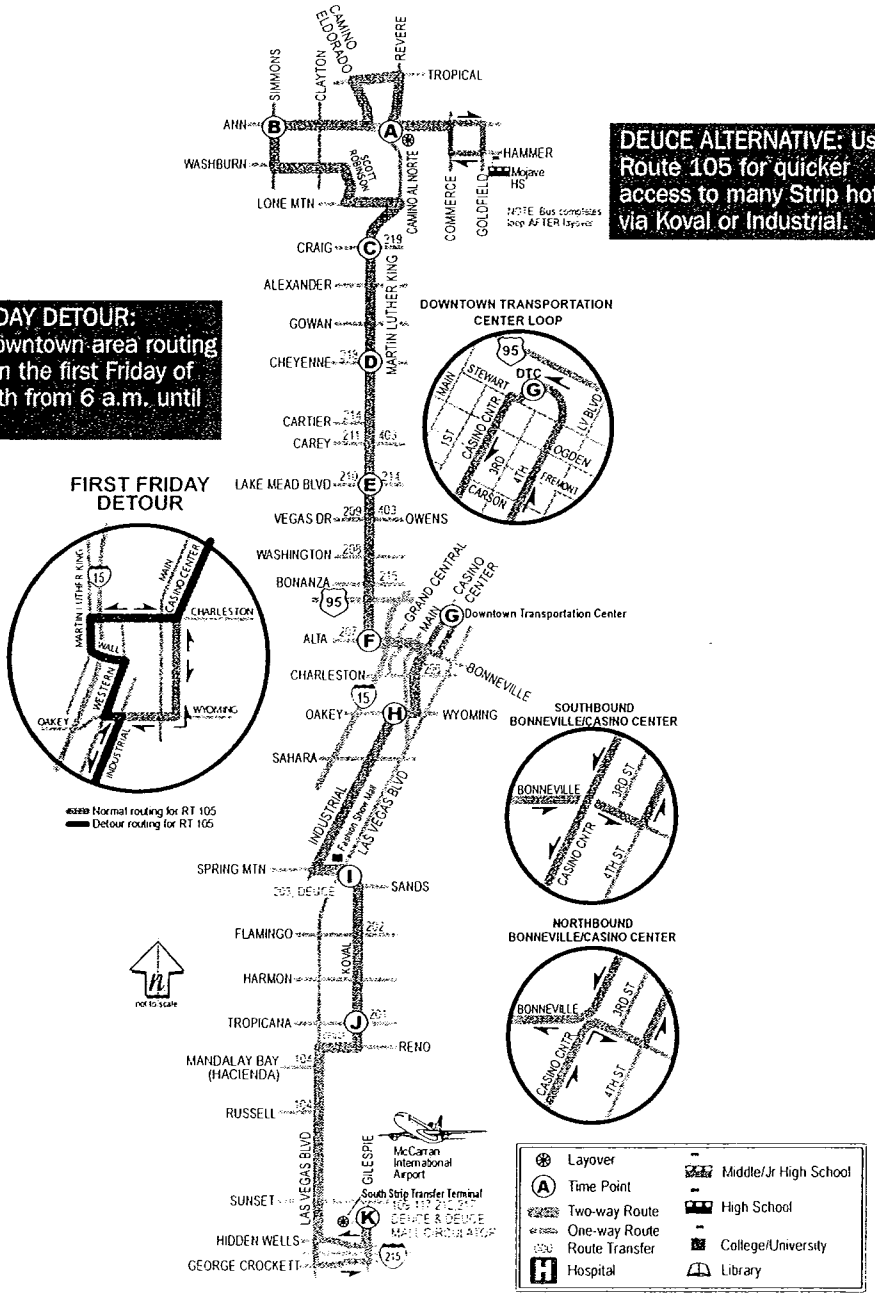
ANN / REVERE	SIMMONS / ANN	CRAIG	CHEYENNE	LAKE MEAD BLVD.	ALTA / MARTIN L. KING BLVD.	DOWNTOWN TRANSPORTATION CENTER	WYOMING / INDUSTRIAL	SANDS / LAS VEGAS BLVD. S.	TROPICANA	SOUTH STRIP TRANSFER TERMINAL
Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ	Ⓖ	Ⓗ	Ⓘ	Ⓙ	Ⓚ
2:45	2:58	3:07	3:11	3:16	3:22	3:33	3:44	3:53	4:01	4:14
4:25	4:40	4:50	4:56	5:02	5:11	5:23	5:35	5:45	5:54	6:09
5:00	5:15	5:25	5:31	5:37	5:46	5:58	6:10	6:20	6:29	6:44
5:30	5:46	5:56	6:02	6:09	6:18	6:31	6:44	6:54	7:03	7:19
6:00	6:16	6:27	6:33	6:40	6:50	7:03	7:16	7:27	7:37	7:53
6:30	6:46	6:57	7:03	7:10	7:20	7:33	7:46	7:57	8:07	8:23
7:00	7:16	7:27	7:33	7:40	7:50	8:03	8:16	8:27	8:37	8:53
7:30	7:46	7:57	8:03	8:10	8:20	8:33	8:46	8:57	9:07	9:23
8:00	8:16	8:27	8:33	8:40	8:50	9:03	9:16	9:27	9:37	9:53
8:30	8:46	8:57	9:03	9:10	9:20	9:33	9:46	9:57	10:07	10:23
9:00	9:16	9:27	9:33	9:40	9:50	10:03	10:16	10:27	10:37	10:53
9:30	9:46	9:57	10:03	10:10	10:20	10:33	10:46	10:57	11:07	11:23
10:00	10:16	10:27	10:33	10:40	10:50	11:03	11:16	11:27	11:37	11:53
10:30	10:46	10:57	11:03	11:10	11:20	11:33	11:46	11:57	12:07	12:23
11:00	11:16	11:27	11:33	11:40	11:50	12:04	12:18	12:29	12:41	12:59
11:30	11:46	11:57	12:03	12:10	12:20	12:34	12:48	12:59	1:11	1:29
12:00	12:16	12:27	12:33	12:40	12:50	1:04	1:18	1:29	1:41	1:59
12:30	12:47	12:58	1:05	1:12	1:23	1:37	1:51	2:03	2:15	2:34
1:00	1:17	1:28	1:35	1:42	1:53	2:07	2:21	2:33	2:45	3:04
1:30	1:47	1:58	2:05	2:12	2:23	2:37	2:51	3:03	3:15	3:34
2:00	2:17	2:28	2:35	2:42	2:53	3:07	3:21	3:33	3:45	4:04
2:30	2:47	2:58	3:05	3:12	3:23	3:37	3:51	4:03	4:15	4:34
3:00	3:17	3:28	3:35	3:42	3:53	4:07	4:21	4:33	4:45	5:04
3:30	3:47	3:58	4:05	4:12	4:23	4:37	4:51	5:03	5:15	5:34
4:00	4:17	4:28	4:35	4:42	4:53	5:07	5:21	5:32	5:44	6:02
4:30	4:47	4:58	5:05	5:12	5:23	5:37	5:51	6:02	6:14	6:32
5:00	5:16	5:27	5:33	5:40	5:50	6:03	6:17	6:28	6:39	6:56
5:30	5:46	5:57	6:03	6:10	6:20	6:33	6:47	6:58	7:09	7:26
6:00	6:16	6:27	6:33	6:40	6:50	7:03	7:17	7:28	7:39	7:56
6:30	6:46	6:57	7:02	7:08	7:17	7:29	7:42	7:52	8:03	8:19
7:30	7:46	7:57	8:02	8:08	8:17	8:29	8:42	8:52	9:03	9:19
8:30	8:46	8:57	9:02	9:08	9:17	9:29	9:42	9:52	10:03	10:19
9:30	9:46	9:57	10:02	10:08	10:17	10:29	10:42	10:52	11:03	11:19
10:30	10:44	10:54	10:59	11:04	11:12	11:23	11:35	11:45	11:54	12:09
11:30	11:44	11:54	11:59	12:04	12:12	12:23	12:35	12:45	12:54	1:09
12:30	12:44	12:54	12:59	1:04	1:12	1:23	1:35	1:45	1:54	2:09

Northbound | Weekdays

SOUTH STRIP TRANSFER TERMINAL	TROPICANA	SPRING MT. / LAS VEGAS BLVD. S.	WYOMING / INDUSTRIAL	DOWNTOWN TRANSPORTATION CENTER	ALTA / MARTIN L. KING BLVD.	LAKE MEAD BLVD.	CHEYENNE	CRAIG	SIMMONS / ANN	ANN / REVERE
Ⓚ	Ⓙ	Ⓘ	Ⓗ	Ⓖ	Ⓕ	Ⓔ	Ⓓ	Ⓒ	Ⓑ	Ⓐ
2:50	3:04	3:13	3:21	3:32	3:40	3:47	3:51	3:55	4:03	4:11
4:30	4:45	4:55	5:04	5:17	5:28	5:37	5:43	5:49	5:57	6:06
5:05	5:20	5:30	5:39	5:52	6:03	6:12	6:18	6:24	6:32	6:41
5:35	5:51	6:02	6:11	6:25	6:36	6:46	6:52	6:58	7:07	7:17
6:05	6:21	6:32	6:41	6:55	7:06	7:16	7:22	7:28	7:37	7:47
6:35	6:52	7:03	7:13	7:27	7:38	7:48	7:54	8:00	8:09	8:19
7:05	7:22	7:33	7:43	7:57	8:08	8:18	8:24	8:30	8:39	8:49
7:35	7:52	8:03	8:13	8:27	8:38	8:48	8:54	9:00	9:09	9:19
8:05	8:22	8:33	8:43	8:57	9:08	9:18	9:24	9:30	9:39	9:49
8:35	8:52	9:03	9:13	9:27	9:38	9:48	9:54	10:00	10:09	10:19
9:05	9:22	9:33	9:43	9:57	10:08	10:18	10:24	10:30	10:39	10:49
9:35	9:52	10:03	10:13	10:27	10:38	10:48	10:54	11:00	11:09	11:19
10:05	10:22	10:33	10:43	10:57	11:08	11:18	11:24	11:30	11:39	11:49
10:35	10:52	11:03	11:13	11:27	11:38	11:48	11:54	12:00	12:09	12:19
11:05	11:22	11:33	11:43	11:57	12:08	12:18	12:24	12:30	12:39	12:49
11:25	11:44	11:56	12:07	12:22	12:33	12:43	12:50	12:56	1:05	1:15
11:50	12:09	12:21	12:32	12:47	12:58	1:08	1:15	1:21	1:30	1:40
12:15	12:36	12:49	1:02	1:18	1:30	1:41	1:48	1:54	2:03	2:13
12:45	1:06	1:19	1:32	1:48	2:00	2:11	2:18	2:24	2:33	2:43
1:15	1:36	1:49	2:02	2:18	2:30	2:41	2:48	2:54	3:03	3:13
1:45	2:07	2:22	2:36	2:52	3:04	3:16	3:23	3:29	3:38	3:48
2:15	2:37	2:52	3:06	3:22	3:34	3:46	3:53	3:59	4:08	4:18
2:45	3:07	3:22	3:36	3:52	4:04	4:16	4:23	4:29	4:38	4:48
3:15	3:37	3:52	4:06	4:22	4:34	4:46	4:53	4:59	5:08	5:18
3:45	4:07	4:22	4:36	4:52	5:04	5:16	5:23	5:29	5:38	5:48
4:15	4:37	4:52	5:06	5:22	5:34	5:46	5:53	5:59	6:08	6:18
4:45	5:07	5:22	5:34	5:50	6:02	6:12	6:19	6:25	6:34	6:44
5:15	5:37	5:52	6:04	6:20	6:32	6:42	6:49	6:55	7:04	7:14
5:45	6:06	6:19	6:29	6:44	6:55	7:04	7:10	7:16	7:25	7:35
6:15	6:36	6:49	6:59	7:14	7:25	7:34	7:40	7:46	7:55	8:05
6:45	7:06	7:19	7:29	7:44	7:55	8:04	8:10	8:16	8:25	8:35
7:38	7:56	8:08	8:17	8:31	8:41	8:49	8:55	9:00	9:09	9:18
8:38	8:56	9:08	9:17	9:31	9:41	9:49	9:55	10:00	10:09	10:18
9:38	9:56	10:08	10:17	10:31	10:41	10:49	10:55	11:00	11:09	11:18
10:38	10:55	11:05	11:14	11:27	11:36	11:43	11:48	11:53	12:01	12:10
11:38	11:55	12:05	12:14	12:27	12:36	12:43	12:48	12:53	1:01	1:10
12:38	12:55	1:05	1:14	1:27	1:36	1:43	1:48	1:53	2:01	2:10

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Martin L. King/Koval **105**



Modified 24-hour service

105 Martin L. King/Koval

Southbound | Weekends & Holidays

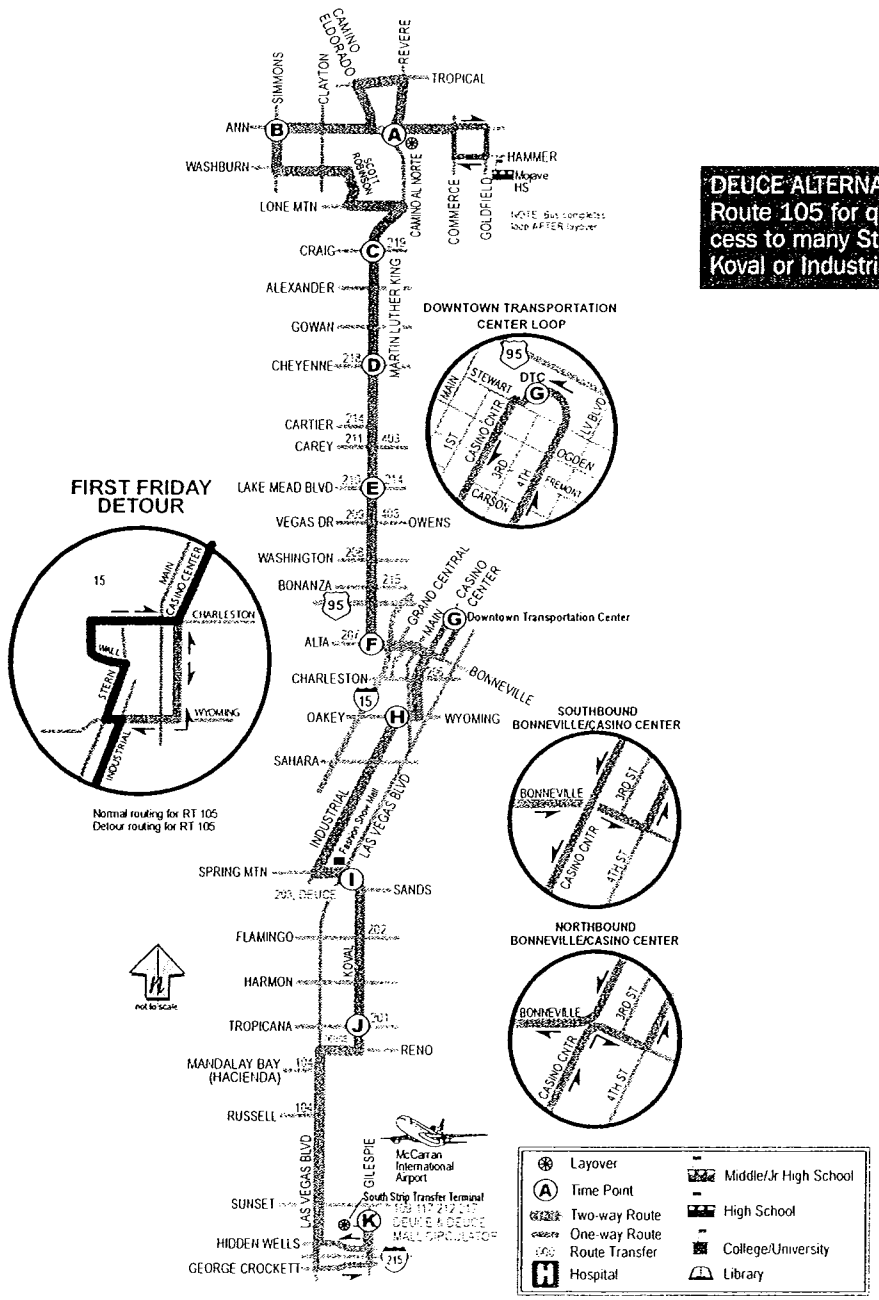
ANN / REVERE (A)	SIMMONS / ANN (B)	CRAIG (C)	CHEYENNE (D)	LAKE MEAD BLVD. (E)	ALTA / MARTIN L. KING BLVD. (F)	DOWNTOWN TRANSPORTATION CENTER (G)	WYOMING / INDUSTRIAL (H)	SANDS / LAS VEGAS BLVD. S. (I)	TROPICANA (J)	SOUTH STRIP TRANSFER TERMINAL (K)
2:45	2:58	3:07	3:11	3:16	3:22	3:33	3:44	3:53	4:01	4:14
4:25	4:40	4:49	4:54	5:00	5:08	5:20	5:32	5:42	5:51	6:06
5:00	5:15	5:24	5:29	5:35	5:43	5:55	6:07	6:17	6:26	6:41
5:30	5:45	5:55	6:00	6:06	6:14	6:27	6:39	6:49	6:59	7:15
6:00	6:15	6:25	6:30	6:36	6:44	6:57	7:09	7:19	7:29	7:45
6:30	6:45	6:55	7:00	7:06	7:14	7:27	7:39	7:49	7:59	8:15
7:00	7:15	7:25	7:30	7:36	7:44	7:57	8:09	8:19	8:29	8:45
7:30	7:45	7:55	8:00	8:06	8:14	8:27	8:39	8:49	8:59	9:15
8:00	8:15	8:25	8:30	8:36	8:44	8:57	9:09	9:19	9:29	9:45
8:30	8:45	8:55	9:00	9:06	9:14	9:27	9:39	9:49	9:59	10:15
9:00	9:15	9:25	9:30	9:36	9:44	9:57	10:09	10:19	10:29	10:45
9:30	9:45	9:55	10:00	10:06	10:14	10:27	10:39	10:49	10:59	11:15
10:00	10:15	10:25	10:30	10:36	10:44	10:57	11:09	11:19	11:29	11:45
10:30	10:45	10:55	11:00	11:06	11:14	11:27	11:39	11:49	11:59	12:15
11:00	11:16	11:26	11:31	11:37	11:45	11:58	12:10	12:21	12:32	12:49
11:30	11:46	11:56	12:01	12:07	12:15	12:28	12:40	12:51	1:02	1:19
12:00	12:16	12:26	12:31	12:37	12:45	12:58	1:10	1:21	1:32	1:49
12:30	12:46	12:56	1:02	1:09	1:18	1:31	1:43	1:54	2:05	2:22
1:00	1:16	1:26	1:32	1:39	1:48	2:01	2:13	2:24	2:35	2:52
1:30	1:46	1:56	2:02	2:09	2:18	2:31	2:43	2:54	3:05	3:22
2:00	2:16	2:26	2:32	2:39	2:48	3:01	3:13	3:24	3:35	3:52
2:30	2:46	2:56	3:02	3:09	3:18	3:31	3:43	3:54	4:05	4:22
3:00	3:16	3:26	3:32	3:39	3:48	4:01	4:13	4:24	4:35	4:52
3:30	3:46	3:56	4:02	4:09	4:18	4:31	4:43	4:54	5:05	5:22
4:00	4:16	4:26	4:32	4:39	4:48	5:01	5:13	5:24	5:35	5:52
4:30	4:46	4:56	5:02	5:09	5:18	5:31	5:43	5:54	6:05	6:22
5:00	5:16	5:26	5:32	5:38	5:46	5:59	6:11	6:22	6:33	6:50
5:30	5:46	5:56	6:02	6:08	6:16	6:29	6:41	6:52	7:03	7:20
6:00	6:16	6:26	6:32	6:38	6:46	6:59	7:11	7:22	7:33	7:50
6:30	6:46	6:56	7:01	7:07	7:15	7:27	7:39	7:50	8:01	8:17
7:30	7:46	7:56	8:01	8:07	8:15	8:27	8:39	8:50	9:01	9:17
8:30	8:46	8:56	9:01	9:07	9:15	9:27	9:39	9:50	10:01	10:17
9:30	9:46	9:56	10:01	10:07	10:15	10:27	10:39	10:50	11:01	11:17
10:30	10:44	10:53	10:58	11:03	11:10	11:21	11:32	11:43	11:53	12:08
11:30	11:44	11:53	11:58	12:03	12:10	12:21	12:32	12:43	12:53	1:08
12:30	12:44	12:53	12:58	1:03	1:10	1:21	1:32	1:43	1:53	2:08

Northbound | Weekends & Holidays

SOUTH STRIP TRANSFER TERMINAL (K)	TROPICANA (J)	SPRING MT. / LAS VEGAS BLVD. S. (I)	WYOMING / INDUSTRIAL (H)	DOWNTOWN TRANSPORTATION CENTER (G)	ALTA / MARTIN L. KING BLVD. (F)	LAKE MEAD BLVD. (E)	CHEYENNE (D)	CRAIG (C)	SIMMONS / ANN (B)	ANN / REVERE (A)
2:50	3:04	3:13	3:21	3:32	3:40	3:47	3:51	3:55	4:03	4:11
4:35	4:50	5:00	5:09	5:21	5:31	5:39	5:44	5:49	5:57	6:06
5:05	5:20	5:30	5:39	5:51	6:01	6:09	6:14	6:19	6:27	6:36
5:32	5:49	6:00	6:10	6:24	6:35	6:44	6:49	6:54	7:03	7:12
6:02	6:19	6:30	6:40	6:54	7:05	7:14	7:19	7:24	7:33	7:42
6:32	6:49	7:00	7:10	7:24	7:35	7:44	7:49	7:54	8:03	8:12
7:02	7:19	7:30	7:40	7:54	8:05	8:14	8:19	8:24	8:33	8:42
7:32	7:49	8:00	8:10	8:24	8:35	8:44	8:49	8:54	9:03	9:12
8:02	8:19	8:30	8:40	8:54	9:05	9:14	9:19	9:24	9:33	9:42
8:32	8:49	9:00	9:10	9:24	9:35	9:44	9:49	9:54	10:03	10:12
9:02	9:19	9:30	9:40	9:54	10:05	10:14	10:19	10:24	10:33	10:42
9:32	9:49	10:00	10:10	10:24	10:35	10:44	10:49	10:54	11:03	11:12
10:02	10:19	10:30	10:40	10:54	11:05	11:14	11:19	11:24	11:33	11:42
10:32	10:49	11:00	11:10	11:24	11:35	11:44	11:49	11:54	12:03	12:12
11:02	11:19	11:30	11:40	11:54	12:05	12:14	12:19	12:24	12:33	12:42
11:32	11:49	12:00	12:10	12:24	12:35	12:44	12:49	12:54	1:03	1:12
12:02	12:22	12:34	12:44	12:58	1:09	1:18	1:24	1:30	1:39	1:48
12:32	12:52	1:04	1:14	1:28	1:39	1:48	1:54	2:00	2:09	2:18
1:02	1:22	1:34	1:44	1:58	2:09	2:18	2:24	2:30	2:39	2:48
1:32	1:53	2:05	2:16	2:30	2:41	2:50	2:56	3:02	3:11	3:20
2:02	2:23	2:35	2:46	3:00	3:11	3:20	3:26	3:32	3:41	3:50
2:32	2:53	3:05	3:16	3:30	3:41	3:50	3:56	4:02	4:11	4:20
3:02	3:23	3:35	3:46	4:00	4:11	4:20	4:26	4:32	4:41	4:50
3:32	3:53	4:05	4:16	4:30	4:41	4:50	4:56	5:02	5:11	5:20
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10:32	10:49	10:59	11:08	11:20	11:29	11:36	11:41	11:46	11:54	12:02
11:32	11:49	11:59	12:08	12:20	12:29	12:36	12:41	12:46	12:54	1:02
12:32	12:49	12:59	1:08	1:20	1:29	1:36	1:41	1:46	1:54	2:02

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Martin L. King/Koval **105**



DEUCE ALTERNATIVE: Use Route 105 for quicker access to many Strip hotels via Koval or Industrial.

105

Modified 24 hour service

108 Paradise

Southbound | Weekdays

DOWNTOWN TRANSPORTATION CENTER (A)	OUTLET MALL (B)	SAHARA MONORAIL STATION (C)	FLAMINGO / PARADISE (D)	McCARRAN AIRPORT (E)
4:30	4:41	4:52	5:04	5:13
5:00	5:11	5:22	5:34	5:43
5:20	5:31	5:42	5:54	6:03
5:40	5:51	6:02	6:14	6:23
6:00	6:11	6:22	6:34	6:43
6:20	6:31	6:42	6:54	7:03
6:40	6:51	7:02	7:14	7:23
7:00	7:11	7:22	7:34	7:43
7:20	7:31	7:42	7:54	8:03
7:40	7:51	8:02	8:14	8:23
8:00	8:11	8:22	8:34	8:43
8:20	8:31	8:42	8:54	9:03
8:40	8:51	9:02	9:14	9:23
9:00	9:11	9:22	9:34	9:43
9:20	9:31	9:42	9:54	10:03
9:40	9:51	10:02	10:14	10:23
10:00	10:11	10:22	10:34	10:43
10:20	10:31	10:42	10:54	11:03
10:40	10:52	11:05	11:18	11:28
11:00	11:12	11:25	11:38	11:48
11:20	11:32	11:45	11:58	12:08
11:40	11:52	12:05	12:18	12:28
12:00	12:12	12:25	12:38	12:48
12:20	12:32	12:45	12:58	1:08
12:40	12:52	1:05	1:18	1:28
1:00	1:12	1:25	1:38	1:48
1:20	1:32	1:45	1:58	2:08
1:40	1:54	2:07	2:21	2:31
2:00	2:14	2:27	2:41	2:51

DOWNTOWN TRANSPORTATION CENTER (A)	OUTLET MALL (B)	SAHARA MONORAIL STATION (C)	FLAMINGO / PARADISE (D)	McCARRAN AIRPORT (E)
2:20	2:34	2:47	3:01	3:11
2:40	2:54	3:07	3:21	3:31
3:00	3:14	3:27	3:41	3:51
3:20	3:34	3:47	4:01	4:11
3:40	3:54	4:07	4:21	4:31
4:00	4:14	4:27	4:41	4:51
4:20	4:34	4:47	5:01	5:11
4:40	4:54	5:07	5:21	5:31
5:00	5:14	5:27	5:41	5:51
5:20	5:34	5:47	6:01	6:11
5:40	5:54	6:07	6:21	6:31
6:00	6:12	6:23	6:35	6:45
6:20	6:32	6:43	6:55	7:05
6:40	6:52	7:03	7:15	7:25
7:00	7:12	7:23	7:35	7:45
7:27	7:39	7:50	8:02	8:12
7:54	8:06	8:17	8:29	8:39
8:21	8:33	8:44	8:56	9:06
8:48	9:00	9:11	9:23	9:33
9:15	9:27	9:38	9:50	10:00
9:42	9:54	10:05	10:17	10:27
10:09	10:21	10:32	10:44	10:54
10:39	10:49	10:59	11:09	11:18
11:09	11:19	11:29	11:39	11:48
11:39	11:49	11:59	12:09	12:18
12:09	12:19	12:29	12:39	12:48
12:39	12:49	12:59	1:09	1:18
1:39	1:49	1:59	2:09	2:18

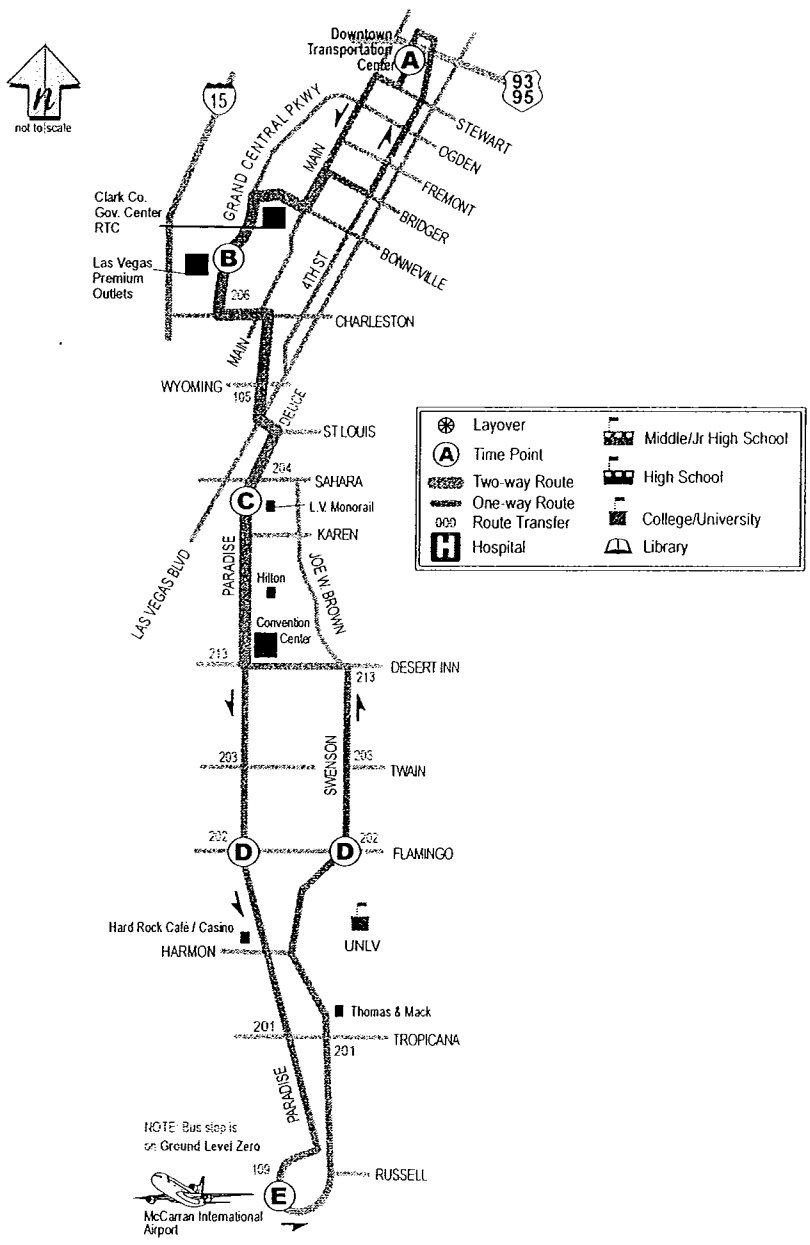
Northbound | Weekdays

McCARRAN AIRPORT (E)	FLAMINGO / SWENSON (D)	SAHARA MONORAIL STATION (C)	OUTLET MALL (B)	DOWNTOWN TRANSPORTATION CENTER (A)
5:15	5:26	5:39	5:50	6:00
5:45	5:56	6:09	6:20	6:30
6:05	6:16	6:29	6:40	6:50
6:25	6:36	6:49	7:00	7:10
6:45	6:56	7:09	7:20	7:30
7:05	7:16	7:29	7:40	7:50
7:25	7:36	7:49	8:00	8:10
7:45	7:56	8:09	8:20	8:30
8:05	8:16	8:29	8:40	8:50
8:25	8:36	8:49	9:00	9:10
8:45	8:56	9:09	9:20	9:30
9:05	9:16	9:29	9:40	9:50
9:25	9:36	9:49	10:00	10:10
9:45	9:56	10:09	10:20	10:30
10:05	10:16	10:29	10:40	10:50
10:25	10:36	10:49	11:00	11:10
10:45	10:56	11:09	11:20	11:30
11:05	11:16	11:29	11:40	11:50
11:32	11:45	11:59	12:11	12:21
11:52	12:05	12:19	12:31	12:41
12:12	12:25	12:39	12:51	1:01
12:32	12:45	12:59	1:11	1:21
12:52	1:05	1:19	1:31	1:41
1:12	1:25	1:39	1:51	2:01
1:32	1:45	1:59	2:11	2:21
1:52	2:05	2:19	2:31	2:41
2:11	2:25	2:41	2:53	3:03
2:35	2:49	3:05	3:17	3:27
2:55	3:09	3:25	3:37	3:47

McCARRAN AIRPORT (E)	FLAMINGO / SWENSON (D)	SAHARA MONORAIL STATION (C)	OUTLET MALL (B)	DOWNTOWN TRANSPORTATION CENTER (A)
3:15	3:29	3:45	3:57	4:07
3:35	3:49	4:05	4:17	4:27
3:55	4:09	4:25	4:37	4:47
4:15	4:29	4:45	4:57	5:07
4:35	4:49	5:05	5:17	5:27
4:55	5:09	5:25	5:37	5:47
5:15	5:29	5:45	5:57	6:07
5:35	5:48	6:02	6:14	6:24
5:55	6:08	6:22	6:34	6:44
6:15	6:26	6:39	6:49	6:58
6:35	6:46	6:59	7:09	7:18
6:49	7:00	7:13	7:23	7:32
7:09	7:20	7:33	7:43	7:52
7:29	7:40	7:53	8:03	8:12
7:49	8:00	8:13	8:23	8:32
8:16	8:27	8:40	8:50	8:59
8:43	8:54	9:07	9:17	9:26
9:10	9:21	9:34	9:44	9:53
9:37	9:48	10:01	10:11	10:20
10:04	10:15	10:28	10:38	10:47
10:31	10:42	10:55	11:05	11:14
10:58	11:09	11:22	11:32	11:41
11:20	11:31	11:42	11:51	12:00
11:50	12:01	12:12	12:21	12:30
12:20	12:31	12:42	12:51	1:00
12:50	1:01	1:12	1:21	1:30
1:20	1:31	1:42	1:51	2:00
2:20	2:31	2:42	2:51	3:00

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Paradise **108**



108 Paradise

Southbound | Weekends & Holidays

DOWNTOWN TRANSPORTATION CENTER	OUTLET MALL	SAHARA MONORAIL STATION	FLAMINGO / PARADISE	McCARRAN AIRPORT
Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ
4:30	4:40	4:51	5:03	5:12
5:00	5:10	5:21	5:33	5:42
5:20	5:30	5:41	5:53	6:02
5:40	5:50	6:01	6:13	6:22
6:00	6:10	6:21	6:33	6:42
6:20	6:30	6:41	6:53	7:02
6:40	6:50	7:01	7:13	7:22
7:00	7:10	7:21	7:33	7:42
7:20	7:30	7:41	7:53	8:02
7:40	7:50	8:01	8:13	8:22
8:00	8:10	8:21	8:33	8:42
8:20	8:30	8:41	8:53	9:02
8:40	8:50	9:01	9:13	9:22
9:00	9:10	9:21	9:33	9:42
9:20	9:30	9:41	9:53	10:02
9:40	9:50	10:01	10:13	10:22
10:00	10:10	10:21	10:33	10:42
10:20	10:30	10:41	10:53	11:02
10:40	10:50	11:01	11:13	11:22
11:00	11:10	11:21	11:33	11:42
11:20	11:30	11:41	11:53	12:02
11:40	11:50	12:01	12:13	12:22
12:00	12:12	12:23	12:36	12:45
12:20	12:32	12:43	12:56	1:05
12:40	12:52	1:03	1:16	1:25
1:00	1:12	1:23	1:36	1:45
1:20	1:32	1:43	1:56	2:05
1:40	1:52	2:03	2:16	2:25
2:00	2:12	2:23	2:36	2:45
2:20	2:32	2:43	2:56	3:05

DOWNTOWN TRANSPORTATION CENTER	OUTLET MALL	SAHARA MONORAIL STATION	FLAMINGO / PARADISE	McCARRAN AIRPORT
Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ
2:40	2:52	3:03	3:16	3:25
3:00	3:12	3:23	3:36	3:45
3:20	3:32	3:43	3:56	4:05
3:40	3:52	4:03	4:16	4:25
4:00	4:12	4:23	4:36	4:45
4:20	4:32	4:43	4:56	5:05
4:40	4:52	5:03	5:16	5:25
5:00	5:12	5:23	5:36	5:45
5:20	5:32	5:43	5:56	6:05
5:40	5:52	6:03	6:16	6:25
6:00	6:11	6:22	6:34	6:43
6:20	6:31	6:42	6:54	7:03
6:40	6:51	7:02	7:14	7:23
7:00	7:11	7:22	7:34	7:43
7:25	7:36	7:47	7:59	8:08
7:50	8:01	8:12	8:24	8:33
8:20	8:31	8:42	8:54	9:03
8:45	8:56	9:07	9:19	9:28
9:10	9:21	9:32	9:44	9:53
9:35	9:46	9:57	10:09	10:18
10:00	10:11	10:22	10:34	10:43
10:25	10:35	10:45	10:55	11:04
10:55	11:05	11:15	11:25	11:34
11:25	11:35	11:45	11:55	12:04
11:55	12:05	12:15	12:25	12:34
12:25	12:35	12:45	12:55	1:04
12:55	1:05	1:15	1:25	1:34
1:30	1:40	1:50	2:00	2:09

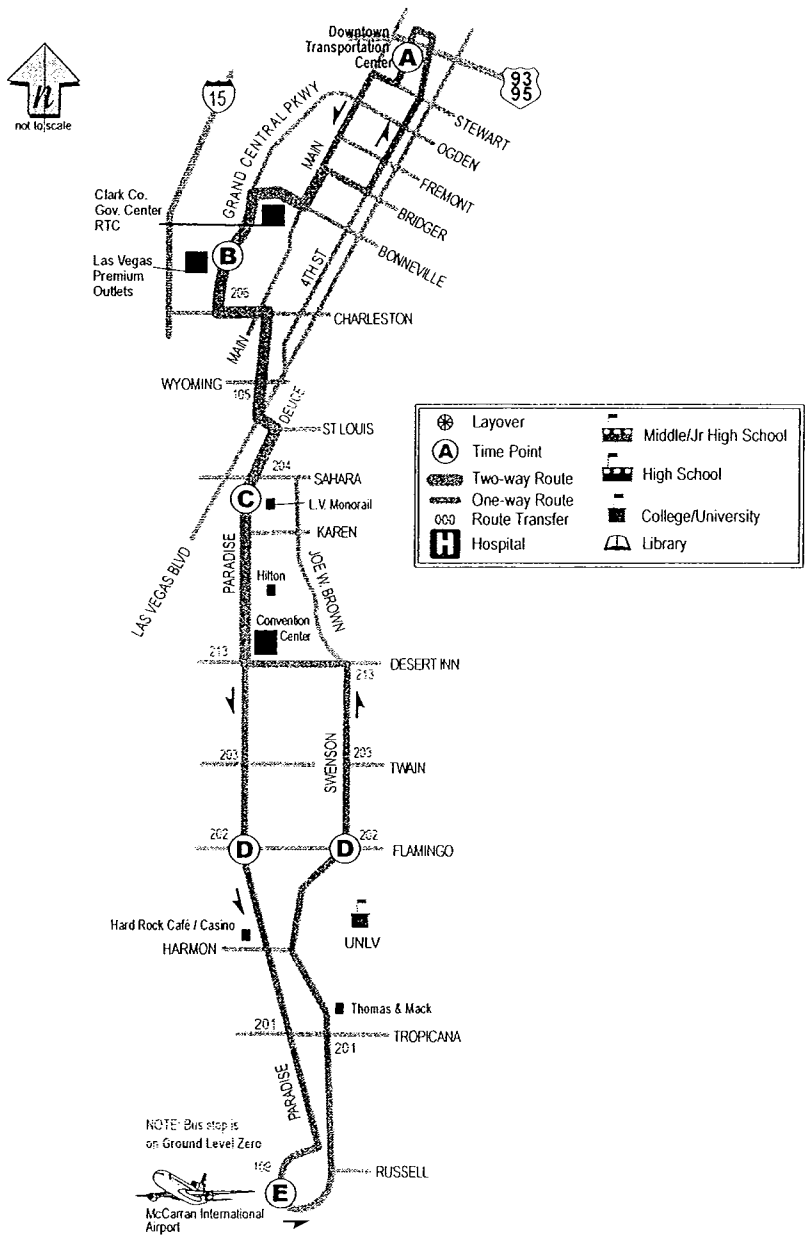
Northbound | Weekends & Holidays

McCARRAN AIRPORT	FLAMINGO / SWENSON	SAHARA MONORAIL STATION	OUTLET MALL	DOWNTOWN TRANSPORTATION CENTER
Ⓔ	Ⓓ	Ⓒ	Ⓑ	Ⓐ
5:15	5:25	5:37	5:48	5:58
5:45	5:55	6:07	6:18	6:28
6:05	6:15	6:27	6:38	6:48
6:25	6:35	6:47	6:58	7:08
6:45	6:55	7:07	7:18	7:28
7:05	7:15	7:27	7:38	7:48
7:25	7:35	7:47	7:58	8:08
7:45	7:55	8:07	8:18	8:28
8:05	8:15	8:27	8:38	8:48
8:25	8:35	8:47	8:58	9:08
8:45	8:55	9:07	9:18	9:28
9:05	9:15	9:27	9:38	9:48
9:25	9:35	9:47	9:58	10:08
9:45	9:55	10:07	10:18	10:28
10:05	10:15	10:27	10:38	10:48
10:25	10:35	10:47	10:58	11:08
10:45	10:55	11:07	11:18	11:28
11:05	11:15	11:27	11:38	11:48
11:25	11:35	11:47	11:58	12:08
11:45	11:55	12:07	12:18	12:28
12:05	12:15	12:27	12:38	12:48
12:25	12:35	12:47	12:58	1:08
12:47	12:58	1:11	1:21	1:31
1:07	1:18	1:31	1:41	1:51
1:27	1:38	1:51	2:01	2:11
1:47	1:58	2:11	2:21	2:31
2:07	2:18	2:31	2:41	2:51
2:27	2:38	2:51	3:01	3:11
2:47	2:58	3:11	3:21	3:31
3:07	3:18	3:31	3:41	3:51

McCARRAN AIRPORT	FLAMINGO / SWENSON	SAHARA MONORAIL STATION	OUTLET MALL	DOWNTOWN TRANSPORTATION CENTER
Ⓔ	Ⓓ	Ⓒ	Ⓑ	Ⓐ
3:27	3:38	3:51	4:01	4:11
3:47	3:58	4:11	4:21	4:31
4:07	4:18	4:31	4:41	4:51
4:27	4:38	4:51	5:01	5:11
4:47	4:58	5:11	5:21	5:31
5:07	5:18	5:31	5:41	5:51
5:27	5:38	5:51	6:01	6:11
5:47	5:58	6:11	6:21	6:31
6:07	6:17	6:30	6:39	6:48
6:27	6:37	6:50	6:59	7:08
6:46	6:56	7:09	7:18	7:27
7:06	7:16	7:29	7:38	7:47
7:26	7:36	7:49	7:58	8:07
7:46	7:56	8:09	8:18	8:27
8:11	8:21	8:34	8:43	8:52
8:36	8:46	8:59	9:08	9:17
9:06	9:16	9:29	9:38	9:47
9:31	9:41	9:54	10:03	10:12
9:56	10:06	10:19	10:28	10:37
10:21	10:31	10:44	10:53	11:02
10:45	10:55	11:06	11:15	11:24
11:06	11:16	11:27	11:36	11:45
11:36	11:46	11:57	12:06	12:15
12:06	12:16	12:27	12:36	12:45
12:36	12:46	12:57	1:06	1:15
1:06	1:16	1:27	1:36	1:45
1:36	1:46	1:57	2:06	2:15
2:11	2:21	2:32	2:41	2:50

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

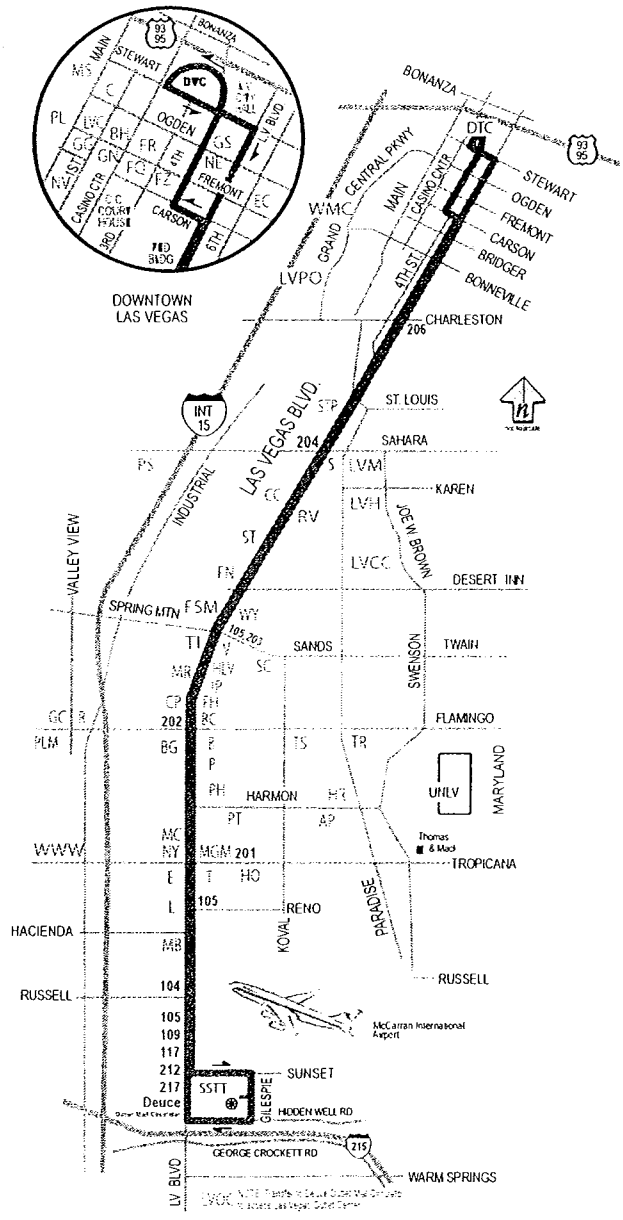
Paradise **108**



DEUCE Strip

Operates 24 hours,
7 days a week

FREQUENCY (Maximum wait time between buses) IN MINUTES				
Time Period	Mondays thru Thursdays	Fridays	Saturdays	Sundays
2:00 am to 5:00 am	17	17	17	17
5:00 am to 6:00 am	15	15	15	15
6:00 am to 9:00 am	12	12	12	12
9:00 am to 10:00 am	10	10	12	12
10:00 am to 11:00 am	8	8	10	10
11:00 am to Noon	8	8	9	8
Noon to 3:00 pm	8	8	8	8
3:00 pm to 11:00 pm	7	7	7	7
11:00 pm to Midnight	8	8	8	8
Midnight to 1:00 am	10	8	8	10
1:00 am to 2:00 am	12	12	12	15



Key To Hotels Around The Strip



AP	Alexis Park
B	Bally's Las Vegas
BC	Barbary Coast
BG	Bellagio
BH	Binion's
C	California Hotel
CC	Circus Circus
CP	Caesars Palace
E	Excalibur
EC	El Cortez
FH	Flamingo Hilton
FQ	Four Queens
FR	Fremont
FN	Frontier
FZ	Fitzgeralds
GC	Gold Coast
GG	Golden Gate
GN	Golden Nugget
GS	Gold Spike
HLV	Harrah's Las Vegas
HO	Hooters
HR	Hard Rock
IP	Imperial Palace
LVH	Las Vegas Hilton
L	Luxor
MB	Mandalay Bay
MC	Monte Carlo
MGM	MGM Grand
MR	Mirage
MS	Main Street Station
NV	Nevada Hotel
NY	New York New York
P	Paris
PH	Planet Hollywood
PL	Plaza
PLM	Palms
PS	Palace Station
PT	Polo Towers
R	Rio
RV	Riviera
S	Sahara
ST	Stardust (Echelon) coming soon
STP	Stratosphere
T	Tropicana
TI	Treasure Island
TR	Terrible's
TS	Tuscany
V	Venetian
WWW	Wild Wild West
WY	Wynn Hotel

SHOPPING/CONVENTIONS:

FSM	Fashion Show Mall
LVCC	Las Vegas Convention Center
LVOC	Las Vegas Outlet Center
LVPO	Las Vegas Premium Outlet
NE	Neonoplis
SC	Sands Convention Ctr.
WMC	World Market Center

TRANSIT TERMINALS:

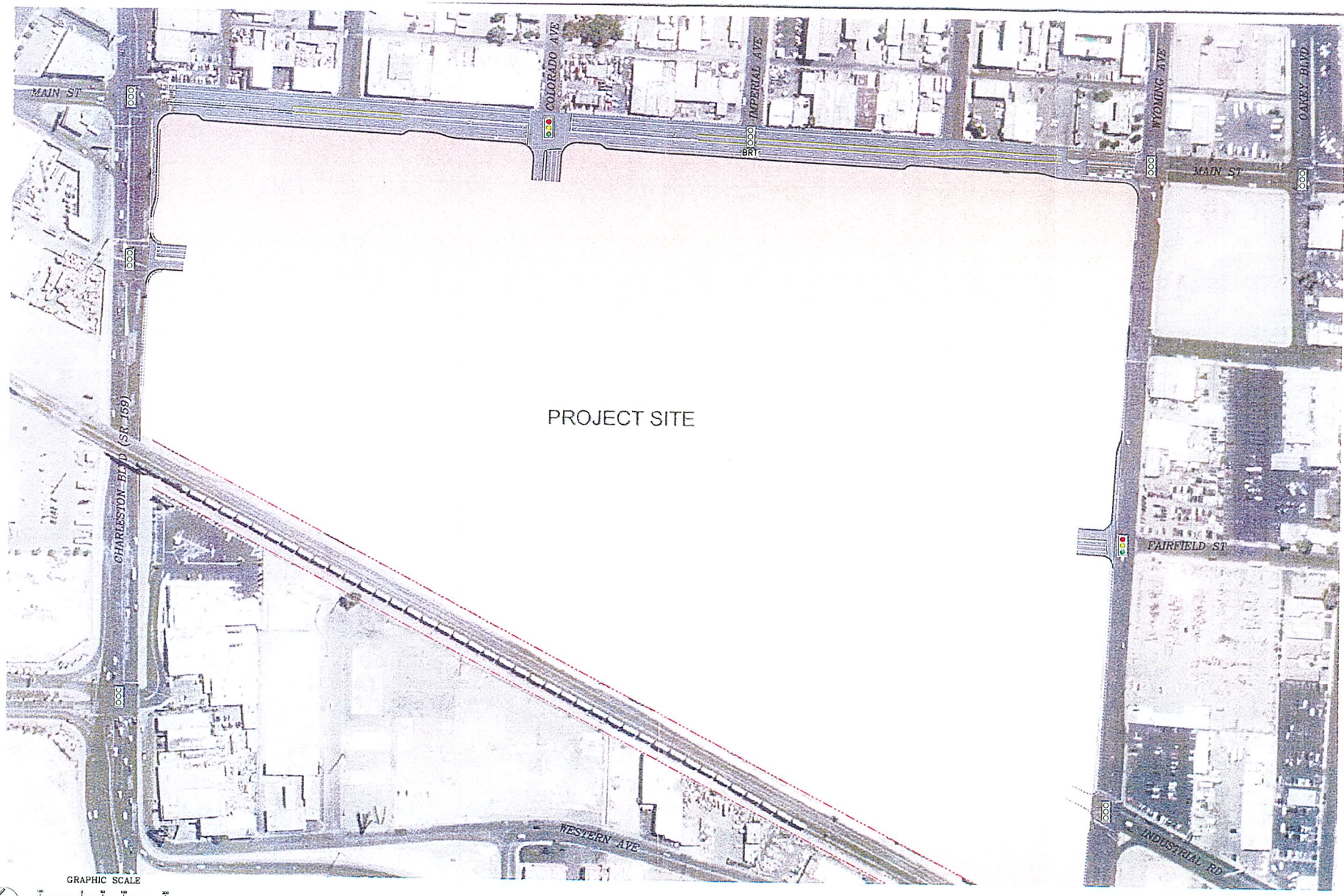
DTC	Downtown Transportation Center
SSTT	South Strip Transfer Terminal

APPENDIX H

Roadway Site Plan

City Council Meeting of June 20, 2007

OVERSIZED MAP/ DIAGRAM SUBMITTED AS BACKUP FOR ITEMS 149-157 – FILED WITHIN MINUTE BINDER



GRAPHIC SCALE

(IN FEET)
1 inch = 100 ft.

PHASE A OFFSITE ROADWAY IMPROVEMENTS
JUNE 11, 2007

Kimley-Horn © 2007 and Associates, Inc.

Master Transportation Study

Pulse

Prepared for:
Real Estate Interests Group, Inc.

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092610000

Kimley-Horn
and Associates, Inc.

Submitted at City Council
Date 6/20/07 Item 149
-157

MASTER TRANSPORTATION STUDY

FOR

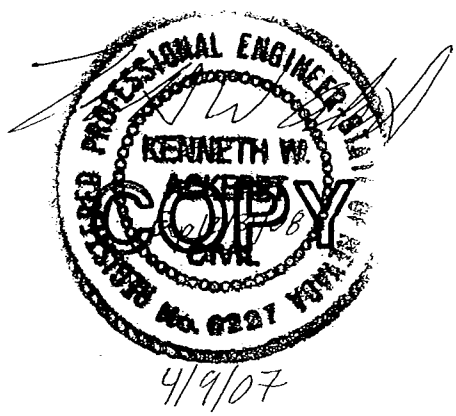
PULSE

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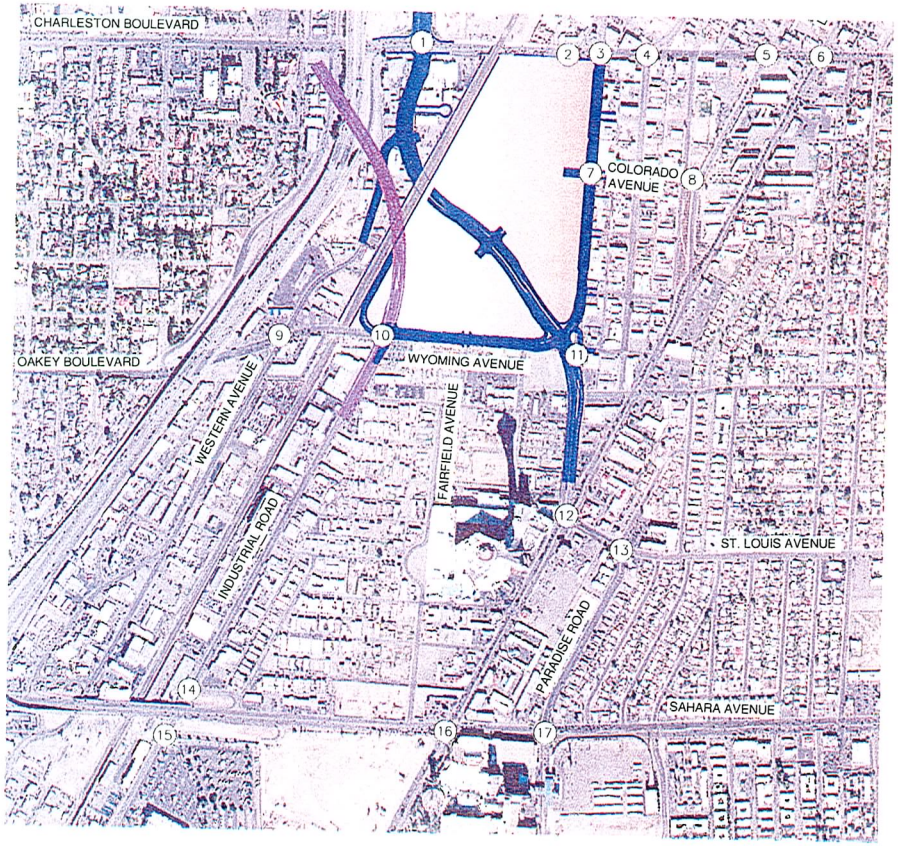
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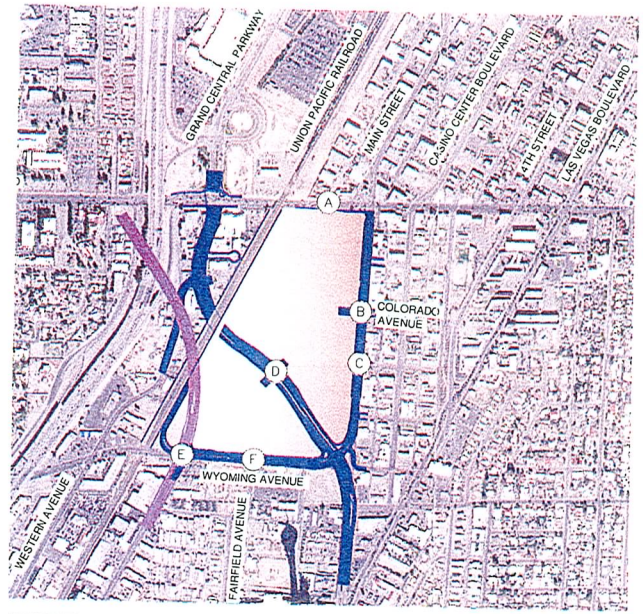
1.0 EXECUTIVE SUMMARY

The proposed Pulse redevelopment is located on approximately 70 acres within the City of Las Vegas, Nevada. The proposed project site is generally located south of Charleston Boulevard (SR-159), west of Main Street, north of Wyoming Avenue, and east of the Union Pacific Railroad Tracks. **Figure 1** illustrates the project location with respect to the Las Vegas Valley. The project site is currently occupied by commercial land uses. Upon completion of all phases, the Pulse facilities are anticipated to consist of the following land uses:

- 1,600 residential condominium units
- 1,500 condominium/hotel units
- 550,000 square feet retail
- 6,000 room casino with 100,000 square feet gaming floor area and associated amenities (across three (3) casinos)
- 3,500,000 square feet Sports Mart
- 22,000+/- seat arena

Regional access to the proposed project site is provided by Interstate-15, US-95, US-93, and McCarran International Airport. Primary access to the site is recommended to be provided by Charleston Boulevard (SR-159), Main Street, Wyoming Avenue, Industrial Road, and the proposed Grand Central Parkway South. Direct vehicular access to the site is expected to be provided from the existing Commerce Street signal on Charleston Boulevard, one (1) signalized access at the intersection of Main Street and Colorado Avenue, one (1) unsignalized intersection to align with Imperial Avenue, one (1) signalized intersection on Grand Central Parkway South, one (1) signalized intersection at Wyoming Avenue and Industrial Road, one (1) signalized intersection at Wyoming Avenue and Fairfield Avenue. **Figure E-1** shows the recommended access drives to the Pulse facilities to address the full build out vehicle needs of the proposed development. **Figure E-1** modifies the proposed access to the site as shown on the site plan (**Appendix M**). The street network recommendations shown on **Figure E-1** will require a City of Las Vegas Master Streets and Highways plan amendment for which this study supports.





NORTH
NTS

Project Access Drives	
A	One (1) existing signalized access at the intersection of Commerce Street and Charleston Boulevard
B	One (1) signalized access at the intersection of Main Street and Colorado Avenue
C	One (1) unsignalized intersection to align with Imperial Avenue
D	One (1) signalized intersection on Grand Central Parkway South
E	One (1) signalized intersection at Wyoming Avenue and Industrial Road
F	One (1) signalized intersection at Wyoming Avenue and Fairfield Avenue

LEGEND:

- (1) Study Area Key Intersection
- (A) Recommended Project Access Drive
- Project Neon
- Proposed Roadway Modifications

PULSE
RECOMMENDED STREET NETWORK IMPROVEMENTS AND ACCESS DRIVES

FIGURE E-1

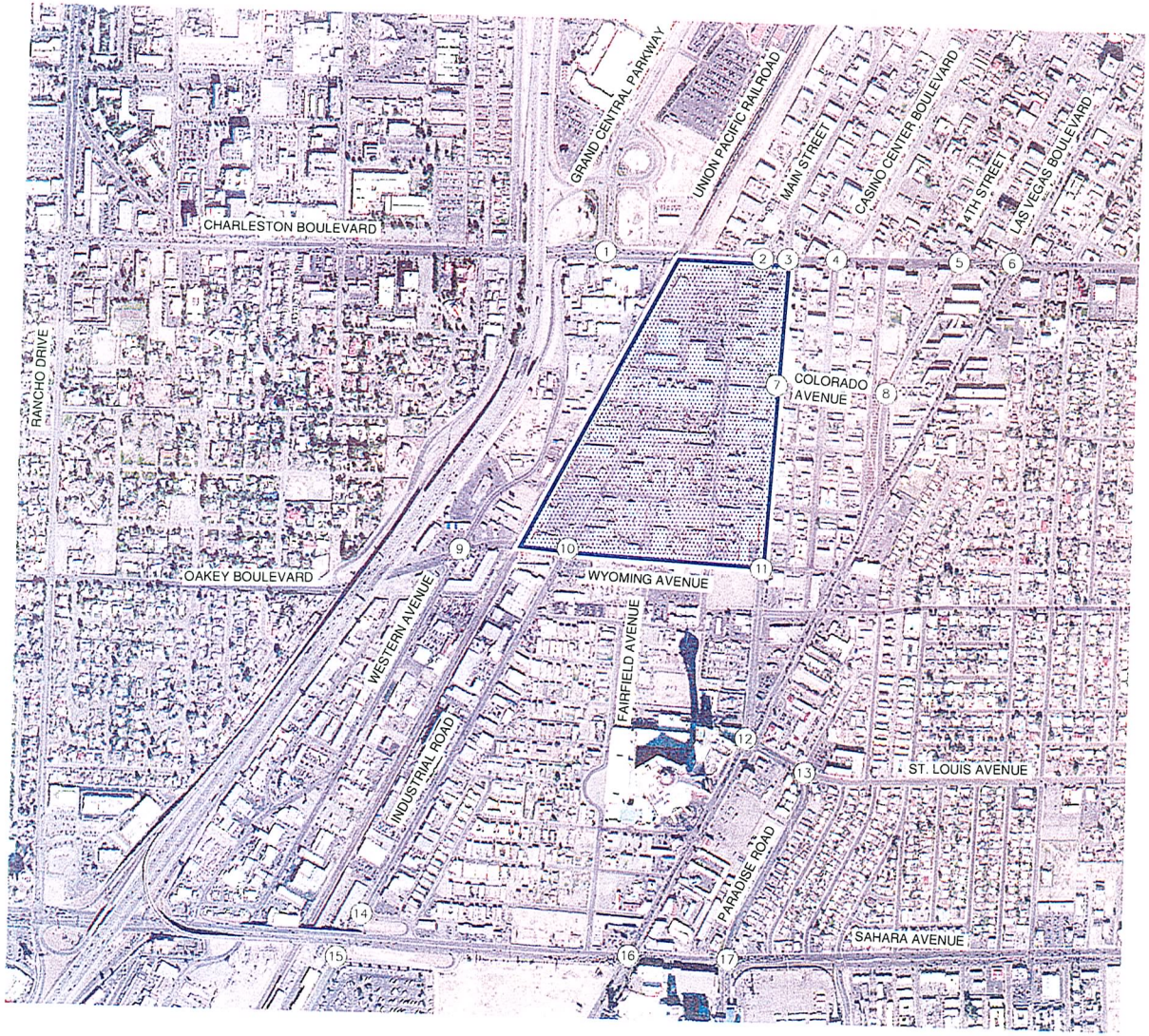
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For the purpose of this transportation overview master study, Kimley-Horn and Associates, Inc. established the study area boundaries to be generally between Sahara Avenue on the south, Charleston Boulevard on the north, Interstate-15 on the west, and Las Vegas Boulevard on the east. KHA identified seventeen (17) study area intersections. The intersections are as follows:

- Charleston Boulevard/Grand Central Parkway (#1)
- Charleston Boulevard/Main Street Right Only (#2)
- Charleston Boulevard/Main Street (#3)
- Charleston Boulevard/Casino Center Boulevard (#4)
- Charleston Boulevard/4th Street (#5)
- Charleston Boulevard/Las Vegas Boulevard (#6)
- Colorado Avenue/Main Street (#7)
- Colorado Avenue/4th Street (#8)
- Oakey Boulevard/Western Avenue (#9)
- Wyoming Avenue/Industrial Road (#10)
- Wyoming Avenue/Main Street (#11)
- St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)
- St. Louis Avenue-Weldon Place/Paradise Road (#13)
- Northbridge Lane/Industrial Road (#14)
- Southbridge Lane/Industrial Road (#15)
- Sahara Avenue/Las Vegas Boulevard (#16)
- Sahara Avenue/Paradise Road (#17)

Due to the project's entitlement time constraints as well as the identified recommendations for major revisions to the existing street network, traffic counts were not conducted at the key study area intersections. However, a site visit was performed to determine existing lane configurations and control. **Figure E-2** shows the location of the study area intersections identified by Kimley-Horn and Associates, Inc.



NORTH
NTS

Study Area Intersections	
1	Grand Central Parkway/Charleston Boulevard
2	Boulder Avenue/Charleston Boulevard
3	Charleston Boulevard/Main Street
4	Charleston Boulevard/Casino Center Boulevard
5	Charleston Boulevard/4th Street
6	Charleston Boulevard/Las Vegas Boulevard
7	Colorado Avenue/Main Street
8	Colorado Avenue/4th Street
9	Oakey Boulevard/Western Avenue
10	Wyoming Avenue/Industrial Road
11	Wyoming Avenue/Main Street
12	Main Street/St. Louis Avenue/Las Vegas Boulevard
13	Main Street/St. Louis Avenue/Paradise Road
14	Northbridge Lane/Industrial Road
15	Southbridge Lane/Industrial Road
16	Sahara Avenue/Las Vegas Boulevard
17	Sahara Avenue/Paradise Road

LEGEND:

(1) Study Area Key Intersection

PULSE
STUDY AREA INTERSECTIONS

FIGURE E-2

Kimley-Horn and Associates, Inc.

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After adjusting for internal capture and existing land uses located on site, the Pulse redevelopment project is estimated to generate approximately 38,800 daily trips, of which 2,088 are expected to occur during the AM peak hour and 3,283 are expected to occur during the PM peak hour. The estimated trip generation does not take into account any reductions in the vehicle trip generation due to the recommendation to have bus rapid transit (BRT) service the site (tentatively named the ACE route).

The Pulse project traffic is expected to be accommodated on the modified street network as recommended in this study to that proposed on the project site plan. It is recommended that the Pulse site development coordinate with Project NEON; however, it is not expected that Project NEON improvements are needed to support the project's development due to the significant roadway enhancements being recommended with the development of the Pulse project. The proposed Pulse project generated traffic volumes which resulted in the following traffic mitigation recommendations:

- It is recommended that all existing public right-of-ways south of Charleston Boulevard, east of the Union Pacific Railroad, north of Wyoming Avenue, and west of Main Street be vacated and replaced with a new Grand Central Parkway South alignment and private internal circulation roadways.

- It is recommended that as the site plan is modified and finalized to comply with the recommendations of this study that a technical traffic impact study be subsequently prepared to address the final lane configurations, intersection control, level of service analysis, and left turn storage at all study area intersections and project access drives.

- The final technical traffic impact study is recommended to include a porte-cochere vehicle turnover and queuing analysis for all proposed porte-cocheres. The porte-cochere evaluation should be based upon the final geometric design and operations schemes for each of the on-site porte-cochere facilities to ensure vehicles do not back up onto the adjacent public right-of-way.

- A Transportation Demand Management (TDM) Program is recommended to be created for the new facility. The developer should contact Justin Schor with the Regional Transportation Commission at 702-676-1602 to discuss Club Ride and the implementation of a Pulse TDM Program.

- On-site deliveries, non-emergency service calls, and routine maintenance visits are recommended to be scheduled outside of the AM and PM peak commute hours, and be a mitigation measure of a comprehensive Travel Demand Management Program for the proposed redevelopment.

- Off-site improvements including curb, gutter, sidewalk, and streetlights are recommended to be reconstructed along the project frontage of Charleston Boulevard, Grand Central Parkway South, Main Street, and Wyoming Avenue as appropriate.

- The streetlight system along the project's frontage of Charleston Boulevard, Grand Central Parkway South, Main Street, and Wyoming Avenue is recommended to be constructed as required to meet current City of Las Vegas and Clark County Area standards.

- The frontage of the project along Charleston Boulevard, Grand Central Parkway South, and Wyoming Avenue is recommended to be posted with R7-1APR (18" x 24") "NO PARKING" signs to prohibit on-street parking.

- If not already present, the developer shall install communications infrastructure of the Freeway and Arterial System of Transportation (FAST) along the entire length of the project's Charleston Boulevard, Grand Central Parkway South, Main Street, and Wyoming Avenue frontage. This improvement shall consist of a four inch (4") diameter PVC conduit with a No. 8 bare tracer wire along the Charleston Boulevard, Grand Central Parkway South, Main Street, and Wyoming Avenue frontages. The City of Las

Vegas should determine the locations of the system conduits, and associated pullboxes, during the review and acceptance of the development's off-site improvement plans.

- The developer is recommended to install R1-1 "STOP" signs with appropriate pavement markings for the egressing approach for each unsignalized access drive to public roadways per current MUTCD Guidelines.

- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings, and conform to the Clark County Area Standards and the current Manual on Uniform Traffic Control Devices (MUTCD) as applicable.

The following mitigation measures are recommended to be incorporated into the site plan for the Pulse development. These mitigation measures are a part of a comprehensive Traffic Mitigation Plan for the proposed development. These recommendations substantially change the proposed project site access and will require a City of Las Vegas Master Streets and Highways Plan amendment to implement.

1. Construct a southbound extension to Grand Central Parkway from Charleston Boulevard to the Wyoming Avenue/Main Street intersection.
2. Construct a grade separated railroad underpass crossing along the new Grand Central Parkway South alignment.
3. Removal of the existing Wyoming Avenue-Oakey Boulevard at-grade railroad crossing resulting in increased public safety due to the elimination of vehicle-train conflicts.
4. Provide exclusive BRT lanes within the center of the proposed Grand Central Parkway South to accommodate an extension to the BRT transit system within the City of Las Vegas.
5. Roadway and traffic signal modifications to the existing Charleston Boulevard/Grand Central Parkway intersection to include the extension of Grand Central Parkway on the south leg of the intersection.
6. Provide dual, northbound to westbound, left turn lanes at the Charleston Boulevard/Grand Central Parkway intersection.

7. Develop a single, northbound to eastbound right turn lane at the existing Charleston Boulevard/Grand Central Parkway intersection.
8. Upgrade and modify the existing Charleston Boulevard/Commerce Street signalized intersection to provide access to the development site.
9. Provide dual, northbound to westbound, left turn lanes at the Charleston Boulevard/Commerce Street intersection.
10. Construct a single, northbound to eastbound, right turn lane at the Charleston Boulevard/Commerce Street intersection.
11. Upgrade and modify the existing Charleston Boulevard/Main Street signalized intersection.
12. Provide an eastbound to southbound right turn lane at the Charleston Boulevard/Main Street intersection.
13. Expand the existing single northbound to westbound left turn lane at the Charleston Boulevard/Main Street intersection.
14. Develop a single northbound to eastbound right turn lane at the Charleston Boulevard/Main Street intersection by removing the existing on-street parking.
15. Signalize the existing Colorado Avenue/Main Street intersection for access into the project site.
16. Construct a single, eastbound to northbound, left turn lane at the Colorado Avenue/Main Street intersection.
17. Provide one (1) eastbound through lane at the Colorado Avenue/Main Street intersection egressing the site.
18. Provide a single, eastbound to southbound right turn lane at the Colorado Avenue/Main Street intersection egressing the site.
19. Remove existing on-street parking and construct southbound to westbound right turn lane at the Colorado Avenue/Main Street intersection.
20. Provide unsignalized access drive at the Imperial Avenue/Main Street intersection.
21. Remove existing on-street parking and construct southbound to westbound right turn lane at the Imperial Avenue/Main Street intersection.
22. Widen existing Main Street to delineate a continuous two way left turn lane along Main Street from Charleston Boulevard to Wyoming Avenue.

23. Install a signal at the Grand Central Parkway South/Western Avenue intersection.
24. Adequate right-of-way potential for future dual, southbound to eastbound left turn lanes at the Grand Central Parkway South/Western Avenue intersection.
25. Provide a Single, southbound to westbound right turn lane at the proposed Grand Central Parkway South/Western Avenue intersection.
26. Develop a Single, eastbound to northbound left turn lane at the proposed Grand Central Parkway South/Western Avenue intersection.
27. Provide right-of-way for a future single eastbound through lane at the proposed Grand Central Parkway South/Western Avenue intersection.
28. Provide dual, northbound to westbound left turn lanes at the proposed Grand Central Parkway South/Western Avenue intersection.
29. Provide adequate right-of-way for future single, northbound to eastbound right turn lane at the proposed Grand Central Parkway South/Western Avenue intersection.
30. Install signal at the proposed Grand Central Parkway South/Main Entry intersection.
31. Construct dual, southbound to eastbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
32. Provide single, southbound to westbound right turn lane at the proposed Grand Central Parkway South/Main Entry intersection.
33. Develop dual, eastbound to northbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
34. Create a shared eastbound through/right lane at the proposed Grand Central Parkway South/Main Entry intersection.
35. Install dual, northbound to westbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
36. Provide single, northbound to eastbound right turn lane at the proposed Grand Central Parkway South/Main Entry intersection.
37. Develop dual westbound to southbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
38. Provide a shared westbound through/right lane at the proposed Grand Central Parkway South/Main Entry intersection.

39. Modify the existing Wyoming Avenue/Industrial Road intersection to create a signalized intersection to accommodate future MLK-Industrial Road Connector.
40. Provide a single northbound to westbound left turn lane at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
41. Create a single northbound to eastbound right turn lane at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
42. Provide dual, westbound to southbound left turn lanes at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
43. Develop a single westbound to northbound right turn lane at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
44. Install dual, southbound to eastbound left turn lanes at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
45. Construct single southbound to westbound right turn lane at Wyoming Avenue/MLK-Industrial Road Connector.
46. Construct single eastbound to northbound left turn lane at Wyoming Avenue/MLK-Industrial Road Connector.
47. Construct single eastbound to southbound right turn lane at Wyoming Avenue/MLK-Industrial Road Connector.
48. Create signalized intersection at the Wyoming Avenue/Fairfield Avenue intersection.
49. Provide single southbound to eastbound left turn lane at the Wyoming Avenue/Fairfield Lane intersection egressing the site.
50. Provide single southbound through lane at the Wyoming Avenue/Fairfield Lane intersection egressing the site.
51. Provide single southbound to westbound right turn lane at the Wyoming Avenue/Fairfield Lane intersection egressing the site.
52. Provide single eastbound to northbound left turn lane at the Wyoming Avenue/Fairfield Lane intersection entering the site.
53. Provide single westbound to northbound right turn lanes at the Wyoming Avenue/Fairfield Avenue intersection.
54. Modification of existing Wyoming Avenue/Main Street intersection and signal to create a new intersection of Wyoming Avenue/Main Street/Grand Central Parkway South

with a 30 mile per hour design speed curve from southbound Main Street onto westbound Wyoming Avenue.

55. Install dual, northbound to westbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
56. Construct a single, northbound to eastbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
57. Provide dual, westbound to southbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
58. Install a single, westbound to northbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
59. Construct dual, southbound to eastbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
60. Provide a single, southbound to westbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
61. Construct dual, eastbound to northbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
62. Develop a single, eastbound to southbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
63. Dedicate and construct 80 foot right-of-way street on Wyoming Avenue.
64. Removal of numerous conflicting commercial driveways along Main Street and Wyoming Avenue
65. Opportunity for NDOT and City of Las Vegas to rebuild the Charleston/UPRR underpass with the extension of shoe fly rail diversion required to build the recommended Grand Central Parkway South UPRR underpass.
66. Improved pedestrian walkway facilities along Charleston Boulevard, Grand Central Parkway South, Main Street, and Wyoming Avenue.
67. FAST conduit along project's Charleston Boulevard, Grand Central Parkway South, Main Street, and Wyoming Avenue frontage.
68. Reduce traffic impacts to the residential neighborhoods west of Interstate-15 due to the elimination of the need for Project NEON to construct a grade separated railroad crossing along the Wyoming Avenue-Oakey Boulevard alignment.

69. Implementation of a Transportation Demand Management (TDM) Program.

The following roadway improvements have been recommended in this study to be incorporated into the site plan for the Pulse development. These roadway improvements are part of the recommended street network improvements illustrated on the Improved Roadway Continuity Map for the proposed development.

1. Development of a recommended continuous roadway extension of the Grand Central Parkway alignment from Charleston Boulevard to Main Street providing direct connection from Downtown Las Vegas to The Las Vegas Strip.
2. Improved Access from Western Avenue to Grand Central Parkway.
3. Provide exclusive BRT lanes (ACE Transit) to provide connectivity from Downtown Las Vegas to the Las Vegas Strip.
4. Develop a major roadway connection from Project NEON (MLK Connector) to Downtown Las Vegas via Wyoming Avenue to Main Street.

2.0 INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained by Real Estate Interests Group, Inc. to conduct a transportation review for the proposed Pulse development. The purpose of this review is to summarize key Las Vegas transportation issues and provide an overview of the Las Vegas transportation infrastructure to support the proposed Pulse development. This document is intended to fulfill the Master Traffic Impact Study requirement for entitlement purposes for the proposed Pulse redevelopment.

The proposed development site is located on approximately 70 acres within the City of Las Vegas, Nevada. The proposed project site is generally located south of Charleston Boulevard (SR-159), west of Main Street, north of Wyoming Avenue, and east of the Union Pacific Railroad Tracks. A listing of APN numbers is located in **Appendix A**. **Figure 1** illustrates the project location with respect to the Las Vegas Valley. **Figure 2** illustrates the proposed development site and its location within the Las Vegas Resort Corridor. A site plan for the proposed development is located in **Appendix M**.

At full build out, the proposed development is expected to contain the following land uses:

- 1,600 residential condominium units
- 1,500 condominium/hotel units
- 550,000 square feet retail
- 6,000 room casino with 100,000 square feet gaming floor area and associated amenities (across three (3) casinos)
- 3,500,000 square feet Sports Mart
- 22,000+/- seat arena

Regional access to the proposed project site is provided by Interstate-15, US-95, US-93, and McCarran International Airport. Primary access to the site is recommended to be provided by Charleston Boulevard (SR-159), Main Street, Wyoming Avenue, Industrial Road, and the proposed Grand Central Parkway South. Direct vehicular access to the site is expected to be

provided from the existing Commerce Street signal on Charleston Boulevard, one (1) signalized access at the intersection of Main Street and Colorado Avenue, one (1) unsignalized intersection to align with Imperial Avenue, one (1) signalized intersection on Grand Central Parkway South, one (1) signalized intersection at Wyoming Avenue and Industrial Road, one (1) signalized intersection at Wyoming Avenue and Fairfield Avenue.

The existing Citizen Area Transit (CAT) system could provide access to this site from bus routes along Charleston Boulevard (Route 206), Martin L. King Boulevard/Koval Lane (Route 105), Paradise Road (Route 108), and The Deuce (Strip Route). The proposed Grand Central Parkway South is recommended to contain exclusive bus rapid transit (BRT) lanes within the center of the road which would allow for extension of the future Grand Central Parkway BRT route (tentatively named the ACE route).

NORTH
NTS

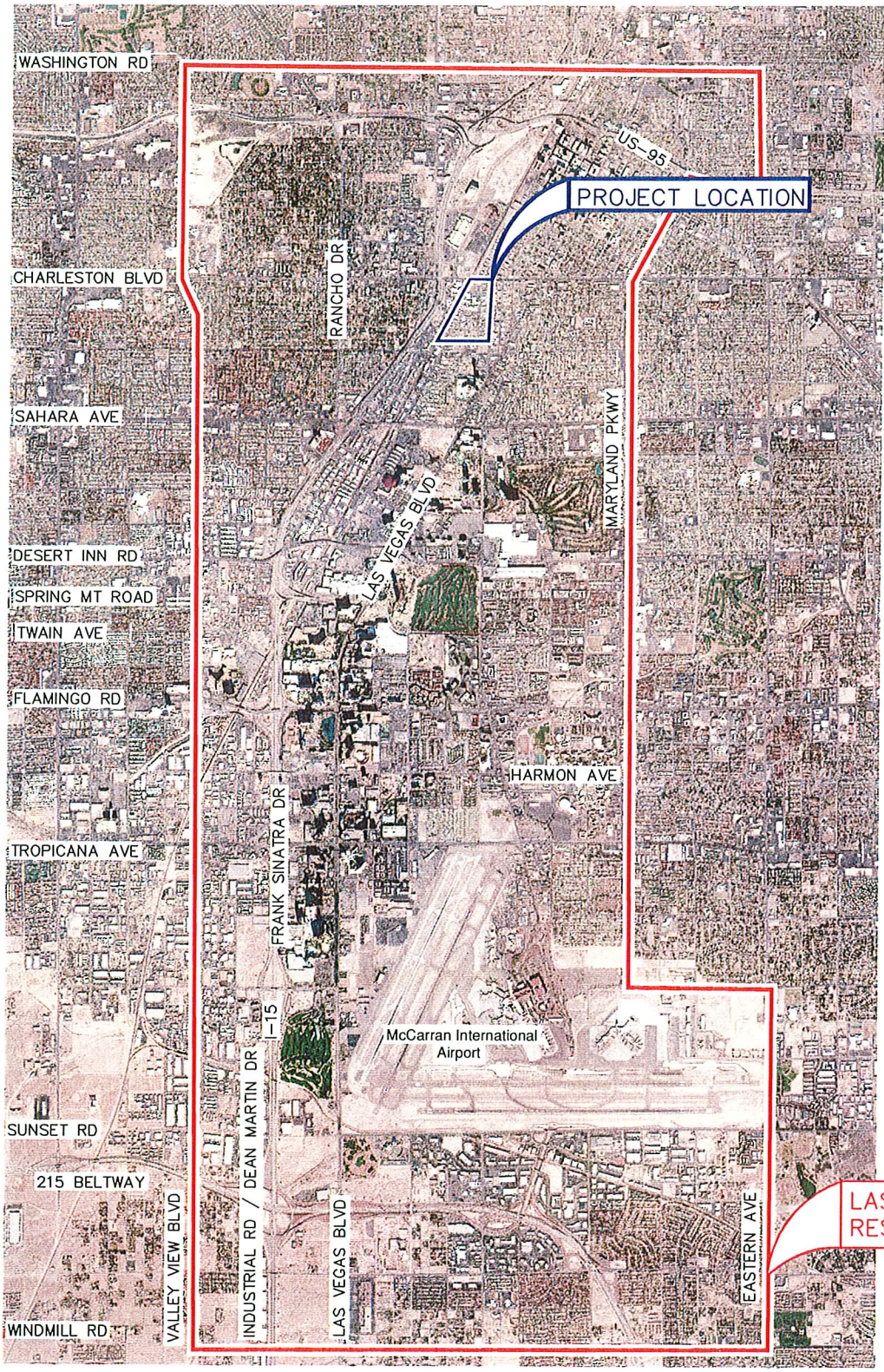


PULSE
VICINITY MAP

FIGURE 1

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* – From the RTC Resort Corridor Major Investment Update

PULSE
LAS VEGAS RESORT CORRIDOR

FIGURE 2

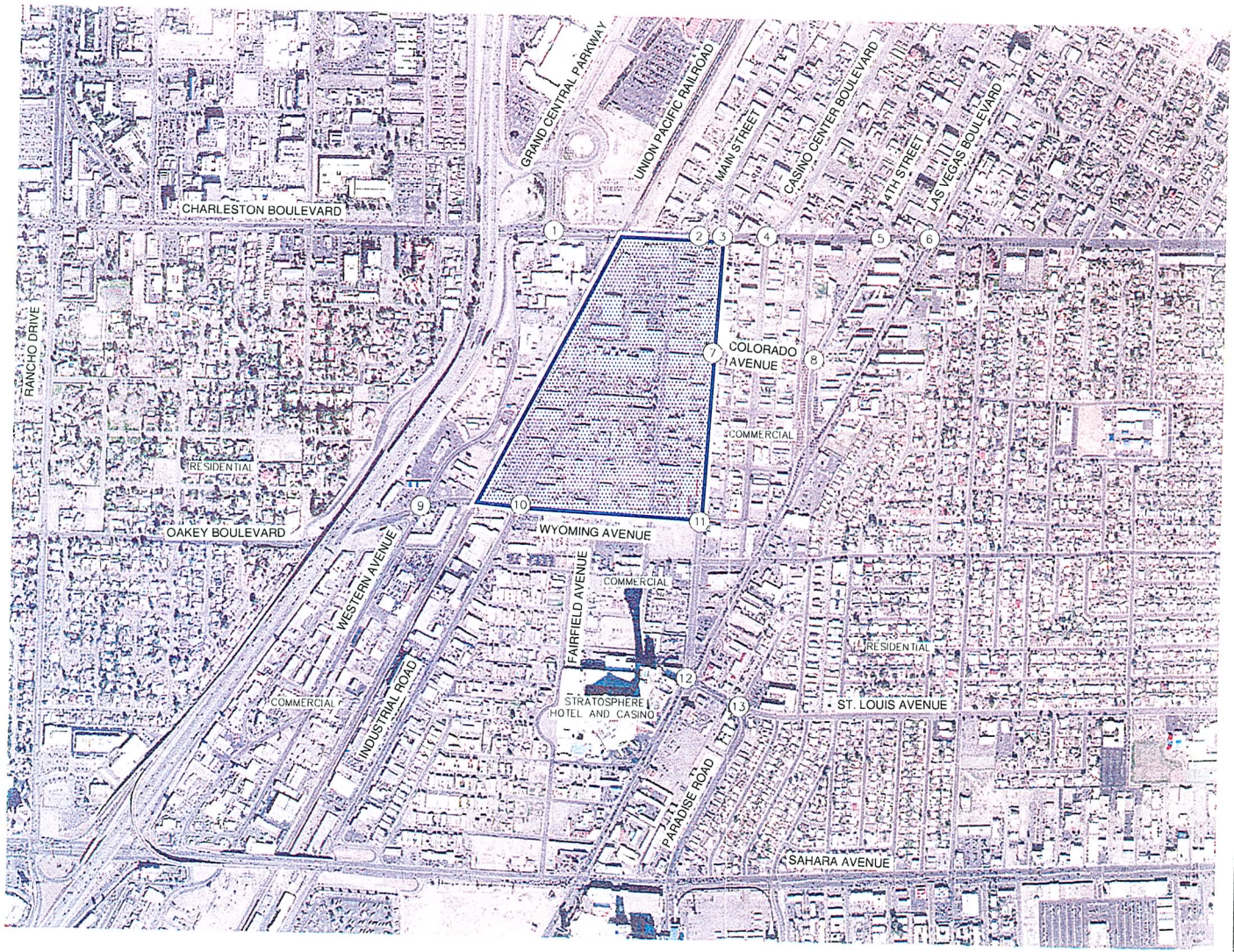
Kimley-Horn and Associates, Inc. ©2007

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For the purpose of this transportation overview master study, the Kimley-Horn and Associates, Inc. team established the study area boundaries to be generally between Sahara Avenue on the south, Charleston Boulevard on the north, Interstate-15 on the west, and Las Vegas Boulevard on the east. KHA identified seventeen (17) study area intersections. The intersections are as follows:

- Charleston Boulevard/Grand Central Parkway (#1)
- Charleston Boulevard/Main Street Right Only (#2)
- Charleston Boulevard/Main Street (#3)
- Charleston Boulevard/Casino Center Boulevard (#4)
- Charleston Boulevard/4th Street (#5)
- Charleston Boulevard/Las Vegas Boulevard (#6)
- Colorado Avenue/Main Street (#7)
- Colorado Avenue/4th Street (#8)
- Oakey Boulevard/Western Avenue (#9)
- Wyoming Avenue/Industrial Road (#10)
- Wyoming Avenue/Main Street (#11)
- St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)
- St. Louis Avenue-Weldon Place/Paradise Road (#13)
- Northbridge Lane/Industrial Road (#14)
- Southbridge Lane/Industrial Road (#15)
- Sahara Avenue/Las Vegas Boulevard (#16)
- Sahara Avenue/Paradise Road (#17)

Due to the project's entitlement time constraints as well as the identified recommendations for major revisions to the existing street network, traffic counts were not conducted at the key study area intersections. However, a site visit was performed to determine existing lane configurations and control. **Figure 3** shows the study area intersections for this transportation review document.



NORTH
NTS

LEGEND:

(1) Study Area Key Intersection

PULSE
STUDY AREA

FIGURE 3

Kimley-Horn and Associates, Inc.

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3.0 MODES OF TRAVEL WITHIN THE LAS VEGAS VALLEY

This section of the report was prepared to aid the developer and the project team understand the different modes of travel throughout the Las Vegas Valley.

This section on travel mode describes both locally available transportation services and provides information that reflects the mix of visitor use when traveling to Las Vegas. The 4th Quarter 2005 Summary *Marketing Bulletin* by the Las Vegas Convention and Visitors Authority as presented in Section 2.3, shows that approximately 53.5 percent (53.5%) of all visitors traveled by automobile to Las Vegas by automobile and approximately 46.5% used air transportation. Approximately sixteen percent (16%) of visitors to Las Vegas used a rental car while in the area (which equates to approximately 34 percent (34%) of visitors who flew to Las Vegas renting a vehicle).

3.1 Private Automobile

The private automobile plays an important role in Las Vegas both in terms of casino hotel/resort patrons and the travel mode choice used by most employees commuting to work. The 2000 US Census Transportation Planning Package reported that 74.6 percent (74.6%) of Valley workers commuted to work alone, compared to 74.8 percent (74.8%) in 1990. The 2000 commute travel time was reported at 22.6 minutes, carpool at 25 minutes, and transit at 51.2 minutes. The Census Package reported that approximately 64 percent (64%) of all (gaming and non gaming) Las Vegas Valley workers depart from home between 5:00 AM and 9:00 AM, twenty percent (20%) between noon and midnight. In 2000, the RTC transportation system network model calculated approximately 3.16 million daily vehicle trips, 3.83 million person trips, and 24.9 million vehicle miles traveled (VMT). Transit ridership accounted for approximately 50.5 million annual person trips representing approximately a one percent (1%) travel mode split between vehicle and transit.

NDOT collects traffic data from each of the four major routes into the Las Vegas Valley:

- Interstate-15 South, to/from Southern California
- Interstate-15 North, to/from Salt Lake City

- U.S. 95 North, to/from Tonopah/Reno
- U.S. 93/95 South, to/from Arizona and Needles, California

In terms of visitor volume, Interstate-15 between Las Vegas and Southern California represents the most significant route of entry into the Las Vegas Valley. The Average Daily Traffic (ADT) for Interstate-15 south of Las Vegas (to/from southern California) was 39,649 vehicles per day in 2005. The ADT for Interstate-15 north of Las Vegas (to/from Salt Lake City) was 26,227 in 2005. U.S. 95 north of Las Vegas (to/from Tonopah/Reno) was 10,528 vehicles per day and U.S. 95 south of Las Vegas (to/from Searchlight/Laughlin) was 9,140 vehicles per day. Count information includes both directions and includes total vehicular traffic.

3.2 Taxi

There are 16 taxicab companies licensed to serve in the state of Nevada. In 2005, 25.4 Million trips were completed versus 24.8 Million trips in 2004, a 2.4 percent (2.4%) increase. A majority of these reported trips are assumed to occur in the Las Vegas Valley; however, data is only available for the entire state. Taxi trips (origin/destination) occur throughout the valley even though a majority of taxi trips involve McCarran International Airport and/or the Resort Corridor. In 2005, there were almost 3.16 Million taxi pick-ups at McCarran International Airport (approximately 8,645 taxi pick-ups per day). Data is not available for taxi drop-offs at the airport, as taxis are only assessed a fee by the airport for pick-ups.

Local taxi rates are $3.20 for the first 1/8th mile, $0.25 for each additional 1/8th mile. Fares originating at McCarran International Airport are charged an additional fee of $1.20 per pick-up. The estimated taxi fare from McCarran International Airport to the proposed development is estimated to be on the order of $18.00 - $20.00 each way.

McCarran International Airport and other areas of the Valley are also served by limousine service and local shuttle services connect the airport with hotel properties. Outside of the Las Vegas Valley shuttle services connect McCarran International Airport with Mesquite, Nevada; Laughlin, Nevada; St. George, Utah; Bullhead City, Arizona; Lake Havasu, Arizona; and Needles, California.

3.3 Airport Shuttle

There are several airport shuttle companies that offer service from McCarran International Airport to hotels throughout the Las Vegas Valley. Per person rates are approximately: $5.00 to Strip hotels, $7.00 to downtown hotels, and $7.00 - $21.00 to hotels not located on The Strip.

3.4 Limousine Service

Limousine prices vary between $35.00/hour for a sedan to over $80/hour for specialty limousines. Some companies have a minimum rental time period for limousines. Limousines also offer shuttle service between McCarran Airport and hotels. The prices for limousine service from the airport are generally around $5 per person to The Strip hotels, $6 per person to downtown Las Vegas and range from $5 to $21 per person for trips to hotels not located on The Strip.

Complimentary, in house, hotel limousine services are provided to VIP guests of the various resort hotels and upscale high-rise condominiums located throughout the Las Vegas Valley.

3.5 Rental Car

Rental car fleets are currently located on and off the airport properties (McCarran International Airport and North Las Vegas Executive Airport) and at hotel/resort locations. Information for the hotel/resort rental car locations was not found during our research; however, McCarran International Airport summarizes the rental car revenue by three categories; On Airport, Off Airport, and Reliever Airports. In 2005 there were eleven (11) rental car companies operating at McCarran generating revenue of $267.4 Million as compared to ten (10) companies in 2004 with revenues of approximately $240.2 Million, an eleven percent (11%) increase.

A $135 Million consolidated rental car facility is now under construction in the area south of the 215 Beltway, north of Warm Strings Road, and west of Gilespie Street. The consolidated rental car facility is expected to open in 2007. The existing rental car counters in the baggage claim area of McCarran International Airport will be replaced with larger baggage carousels. The existing rental car parking lots are expected to be converted to parking for airport passengers.

3.6 Air Travel

Air traffic plays a critical role in the Las Vegas tourist industry with over 46.5 percent (46.5%) of all visitors arriving by air.

3.6.1 McCarran International Airport

In 2005, McCarran International Airport had 44,267,362 enplaned/deplaned passengers. This represents a 6.8 percent (6.8%) increase when compared to 2004. The airport was served by an average of 1,068 scheduled daily flights. An important factor for a tourist destination is that scheduled airlines serve Las Vegas with 114 nonstop markets. In addition, charter and international carriers account for 2.76 Million, or six percent (6%) of the total enplaned/deplaned passengers. The total charter and international passengers declined by sixteen percent (16%) when compared to 2004. **Table 1** summarizes historic passenger and flight statistics for McCarran International Airport.

Table 1 - Passenger and Flight Statistics, McCarran International Airport

Year	Passenger Data			Flight Data (Landings)		
	Enplaned/Deplaned Passengers	Change	Percent Change	Annual Landings	Change	Percent Change
1996	30,459,965			164,715		
1997	30,305,822	(154,143)	-1%	159,558	(5,157)	-3%
1998	29,792,472	(513,350)	-2%	164,715	5,157	3%
1999	33,715,129	3,922,657	13%	183,171	18,456	11%
2000	36,180,960	2,465,831	7%	196,583	13,412	7%
2001	35,009,011	(1,171,949)	-3%	183,990	(12,593)	-6%
2002	35,179,960	170,949	0%	180,906	(3,084)	-2%
2003	36,265,233	1,085,273	3%	182,041	1,135	0.6%
2004	41,441,531	5,176,298	14.3%	205,327	23,286	13%
2005	44,267,362	2,825,831	6.8%	222,553	17,226	8%

Source: http://www.mccarran.com/

3.6.2 General Aviation Airports

There are two separate general aviation airports located within the Las Vegas Valley. The Henderson Executive Airport is located on the south side of the Valley, south of St. Rose Parkway and east of Interstate-15. The North Las Vegas Airport is located in the northwest part of the Valley near U.S. 95 and Cheyenne Avenue. The primary tourist activity at the North Las Vegas airport is scenic charter flights of Las Vegas and the Grand Canyon.

3.6.3 Ivanpah Airport

The McCarran Master Plan has estimated that the maximum number of passengers that the build-out McCarran Airport facility can accommodate is 52 Million passengers per year. In order to plan for future needs, Clark County Department of Aviation has acquired 6,500 acres of federal land for the future site of the Ivanpah Airport. The site is located approximately 30 miles south of McCarran Airport, adjacent to Interstate-15 between Jean and Primm, Nevada. The airport will become the new Las Vegas international and long-haul airport making McCarran a regional airport receiving only flights of approximately 500 miles or less. Proposed transportation system improvements between Ivanpah and Las Vegas include the widening of Interstate-15 in each direction and possibly accommodating high-speed rail.

3.7 Mass Transit

Several major transit systems operate within the Las Vegas Valley. They include the Citizens Area Transit (CAT) bus, The DEUCE (double decker bus), The Metropolitan Area Express (MAX) bus, The Las Vegas Monorail, The Strip Trolley, and inter-hotel people mover systems (which privately connect various hotels along The Strip). There are also proposed Bus Rapid Transit (BRT) projects for a downtown connector (tentatively referred to as the ACE) and Boulder Highway (downtown Las Vegas to Henderson). The extension of Grand Central Parkway with Grand Central Parkway South will allow for the expansion of the downtown BRT system as currently proposed.

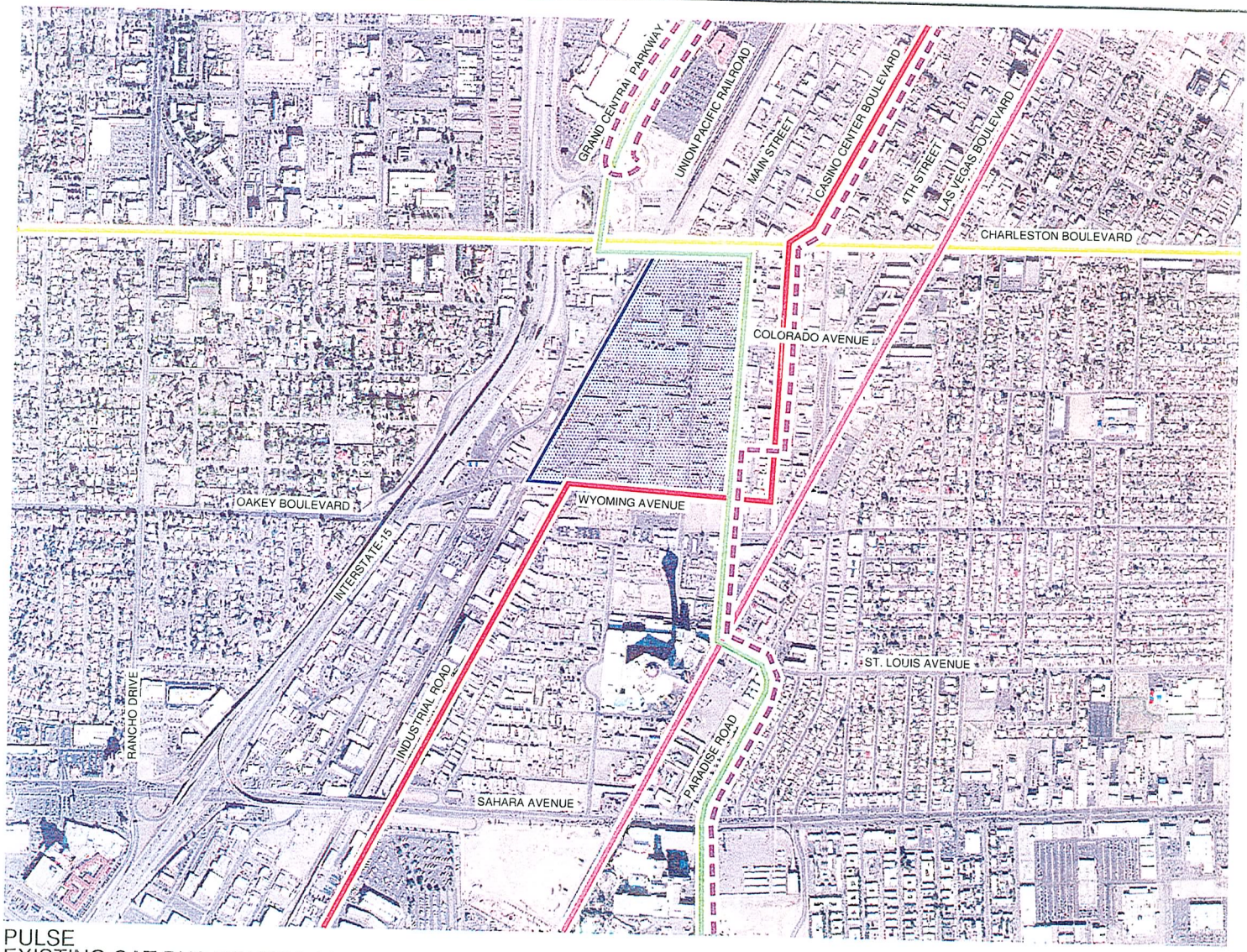
3.7.1 Citizens Area Transit (CAT)

The site is expected to be served by existing CAT routes. CAT bus route 206 along Charleston Boulevard is expected to serve the Pulse site with 24-hour bus service with headways of approximately 15-20 minutes during the day and up to 30 minute headways on Sundays and

holidays. CAT bus route 105 along Martin Luther King Boulevard/Koval Lane currently serves the Pulse site with a modified 24-hour service. Weekday headways are on the order of 30 minutes and increase to approximately 45 minutes during nights, weekends, and holidays. CAT bus route 108 along Paradise Road currently serves the Pulse development with headways of approximately 20 minutes during the daytime and increases to approximately 40 minutes during the nights, weekends, and holidays. Service along route 108 is provided approximately twenty-two (22) hours a day. Relevant CAT bus route information is located in **Appendix B**. **Figure 4** shows the existing CAT routes expected to serve the project site.

3.7.2 The Downtown Connector Bus Rapid Transit (BRT)

Plans are currently underway for the Downtown Connector Bus Rapid Transit (BRT) project. The project consists of a BRT system connecting the Las Vegas Monorail System with the Downtown Resort Corridor. The project consists of a mixture of exclusive bus lanes and nonexclusive bus lanes. The Downtown Connector BRT is expected to be completed in 2008. The BRT downtown connector (currently named the ACE) can be expanded to the south along the recommended Grand Central Parkway South extension to Main Street to complete a looping route downtown.



PULSE
EXISTING CAT BUS ROUTES ANTICIPATED TO SERVE PULSE

FIGURE 4

Kimley-Horn © 2007 and Associates, Inc.

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4.0 EXISTING STUDY AREA STREET NETWORK CONDITIONS

This section of the report details existing conditions within the project study area.

4.1 Existing Land Uses

The Pulse redevelopment site is currently comprised of a mixture of commercial and residential land uses. Areas surrounding the redevelopment site are fully developed and comprised of a mixture of commercial, light industrial, restaurant, and residential land uses.

4.2 Study Area Intersections

The existing street network surrounding the project site, including the Kimley-Horn and Associates, Inc. (KHA) identified study area intersections are generally fully developed to their existing right-of-way widths.

For the purpose of this transportation overview master study, the Kimley-Horn and Associates, Inc. team established the study area boundaries to be generally between Sahara Avenue on the south, Charleston Boulevard on the north, Interstate-15 on the west, and Las Vegas Boulevard on the east. KHA identified seventeen (17) study area intersections. The intersections are as follows:

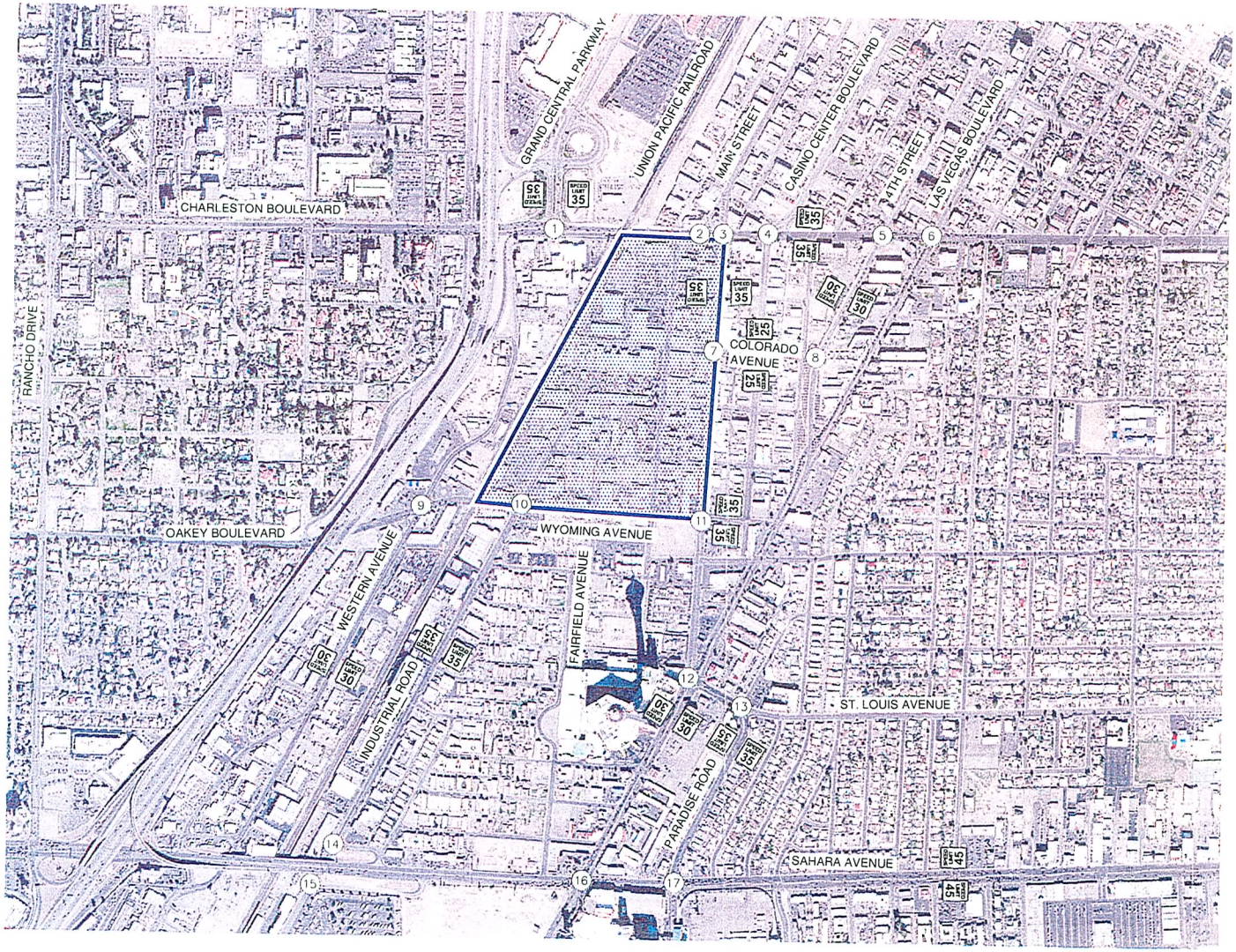
- Charleston Boulevard/Grand Central Parkway (#1)
- Charleston Boulevard/Main Street Right Only (#2)
- Charleston Boulevard/Main Street (#3)
- Charleston Boulevard/Casino Center Boulevard (#4)
- Charleston Boulevard/4th Street (#5)
- Charleston Boulevard/Las Vegas Boulevard (#6)
- Colorado Avenue/Main Street (#7)
- Colorado Avenue/4th Street (#8)
- Oakey Boulevard/Western Avenue (#9)
- Wyoming Avenue/Industrial Road (#10)

- Wyoming Avenue/Main Street (#11)
- St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)
- St. Louis Avenue-Weldon Place/Paradise Road (#13)
- Northbridge Lane/Industrial Road (#14)
- Southbridge Lane/Industrial Road (#15)
- Sahara Avenue/Las Vegas Boulevard (#16)
- Sahara Avenue/Paradise Road (#17)

Due to the project's entitlement time constraints as well as the identified recommendations for major revisions to the existing street network, traffic counts were not conducted at the key study area intersections. However, a site visit was performed to determine existing lane configurations and control. **Figure 5** shows the location of the study area intersections identified by Kimley-Horn and Associates, Inc.

4.3 Existing Lane Configuration and Control at Study Area Intersections

The majority of intersections within the study area have been fully constructed recognizing existing and future traffic volumes. The existing intersection lane configurations are identified in **Figure 6** for the area surrounding the development site.

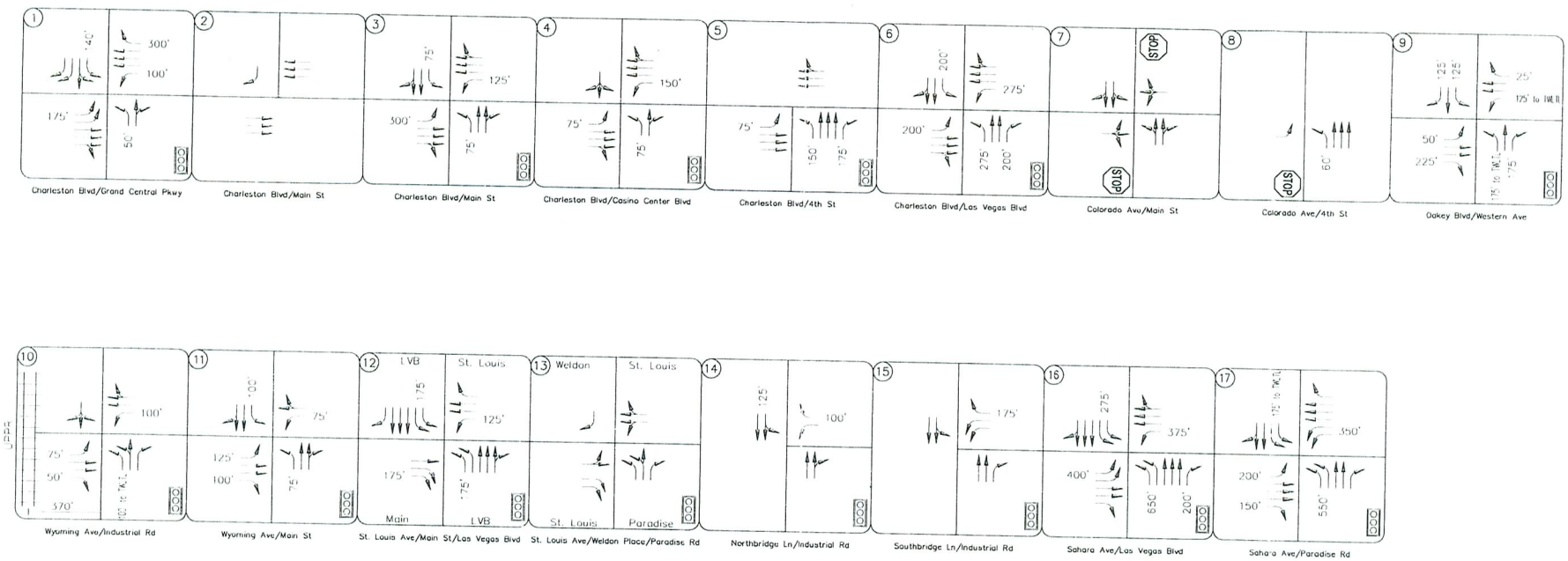


PULSE
STUDY AREA INTERSECTIONS

FIGURE 5

Kimley-Horn and Associates, Inc.

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LEGEND:

STOP — Stop Controlled Approach

Signalized Intersection

XXX' — Storage Length

PULSE
2007 EXISTING LANE CONFIGURATION AND CONTROL

FIGURE 6

Kimley-Horn and Associates, Inc.

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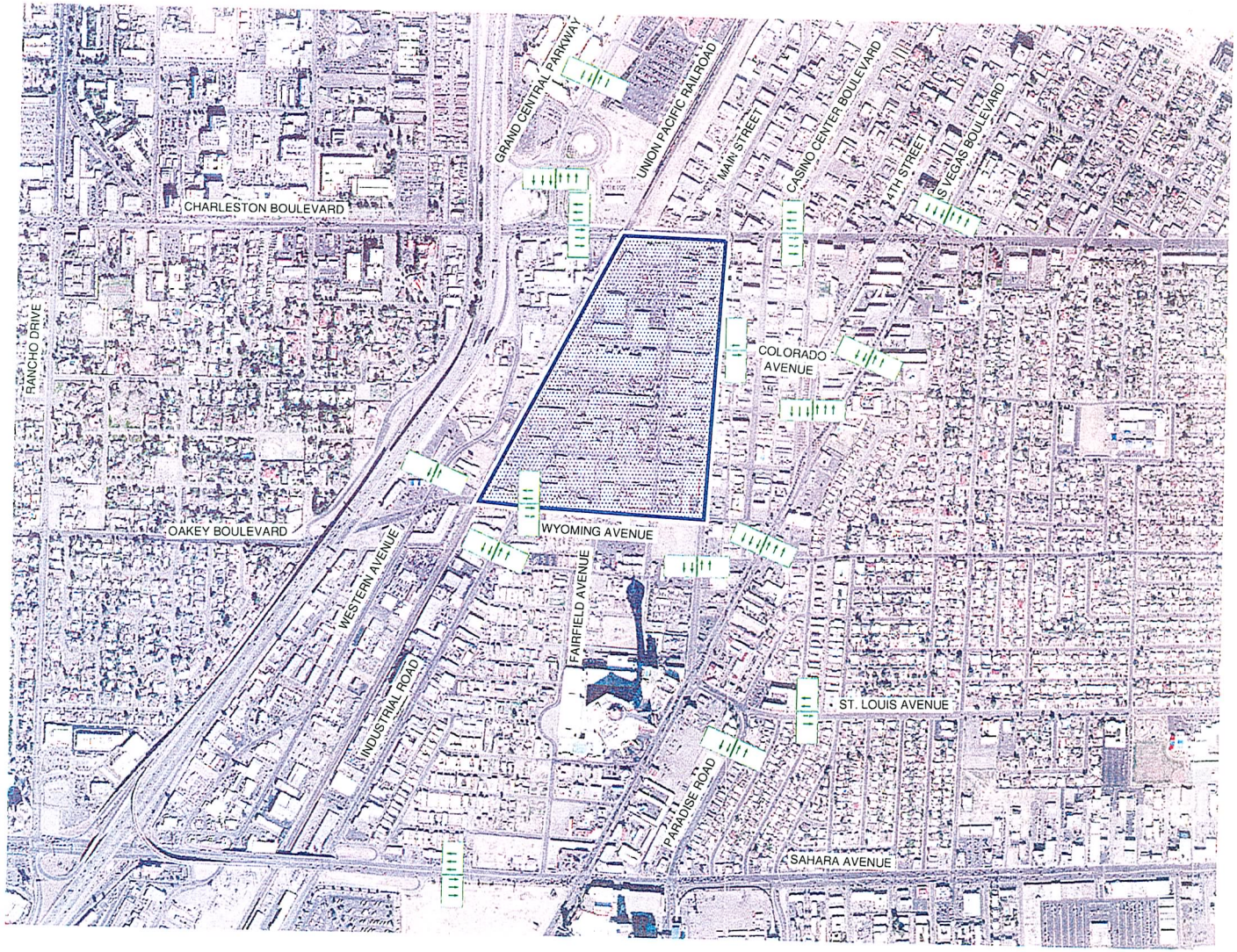
4.4 Study Area Roadway Segments

For the purpose of this transportation overview master study, the Kimley-Horn and Associates, Inc. team established study area roadway segments for analysis. The study area roadway segments are as follows:

- Charleston Boulevard, west of Grand Central Parkway
- Charleston Boulevard, north of Charleston Boulevard
- Grand Central Parkway, north of Charleston Boulevard
- Grand Central Parkway South, south of Charleston Boulevard
- Main Street, north of Charleston Boulevard
- Main Street, south of Wyoming Avenue
- Colorado Avenue, east of Main Street
- Industrial Road, south of Wyoming Avenue
- Martin Luther King Boulevard, north of Wyoming Avenue
- Western Avenue, southwest of Grand Central Parkway South

4.5 Existing Lane Configuration at Study Area Roadway Segments

The existing number of main through travel lanes on the major roadway segments is illustrated in **Figure 7**.



PULSE
EXISTING GENERAL NUMBER OF THROUGH LANES

FIGURE 7

Kimley-Horn and Associates, Inc.

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4.6 Existing Average Daily Traffic Volumes

Average daily traffic (ADT) volumes were obtained from the Nevada Department of Transportation (NDOT) 2005 Annual Traffic Report. Count Stations and 2005 ADTs are shown in **Figure 8**. Relevant count station information is located in **Appendix C**.

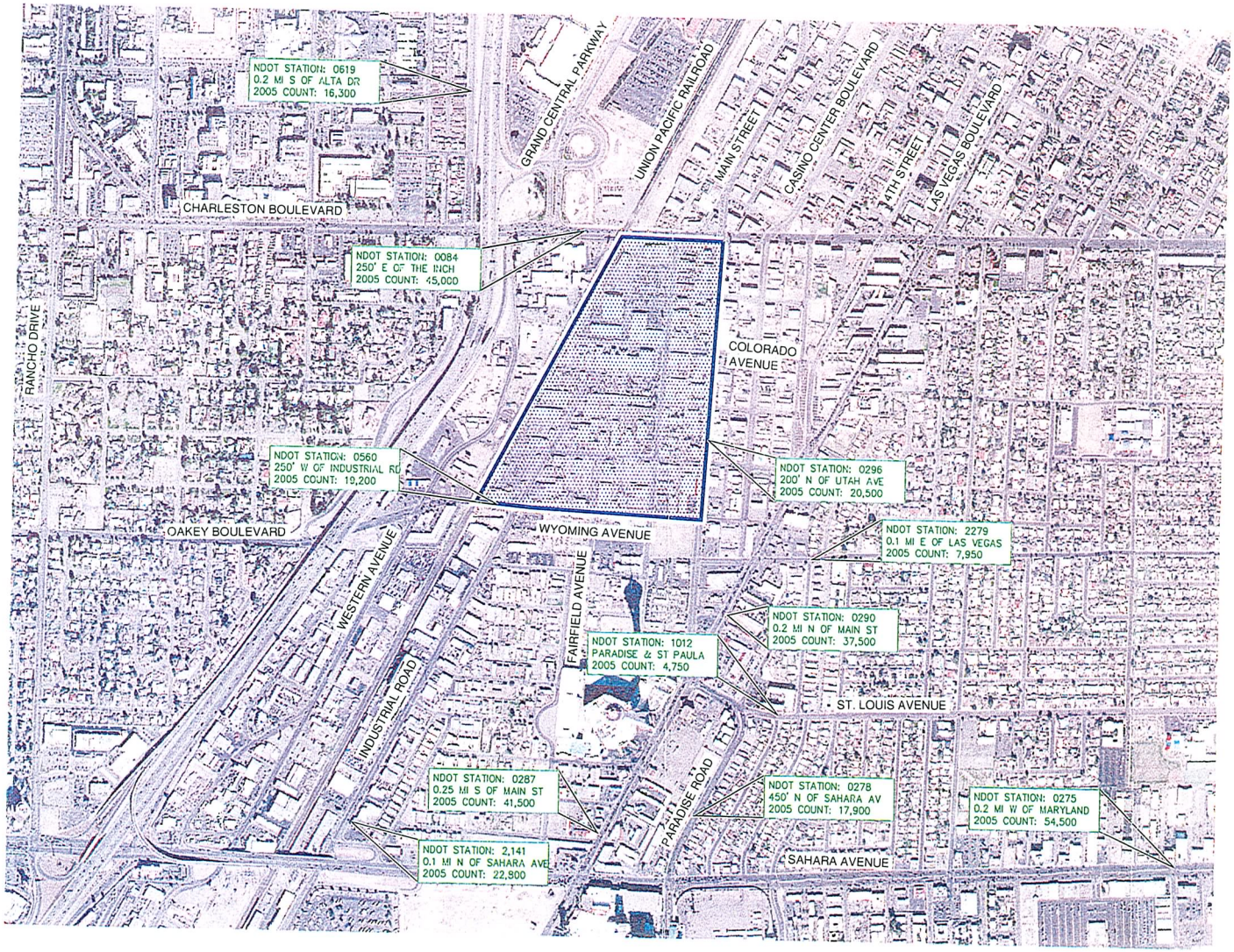
4.7 Existing Average Daily Traffic Volumes used in Analysis

For analysis purposes, the following ADTs were used in the analysis. In instances where count stations were not located on the arterial segment under evaluation, information from the closet count station was utilized. **Table 2** outlines the existing ADT used in the analysis portion of this report. **Figure 9** shows the existing ADTs used in the analysis.

Table 2 - 2005 Average Daily Arterial Volumes

Arterial Segment	Location	Estimated Existing ADT *
Charleston Boulevard	West of Grand Central Parkway	45,000
Charleston Boulevard	East of Main Street	45,000
Grand Central Parkway	North of Charleston Boulevard	35,000
Grand Central Parkway South	Charleston Boulevard to Main Street	n/a
Main Street	North of Charleston Boulevard	20,500
Main Street	South of Wyoming Avenue	20,500
Colorado Avenue	East of Main Street	5,000
Industrial Road	South of Wyoming Avenue	22,800
Western Avenue	Southwest of Grand Central Parkway South	19,200

Based on NDOT Count Stations in close proximity to the study arterial segments.

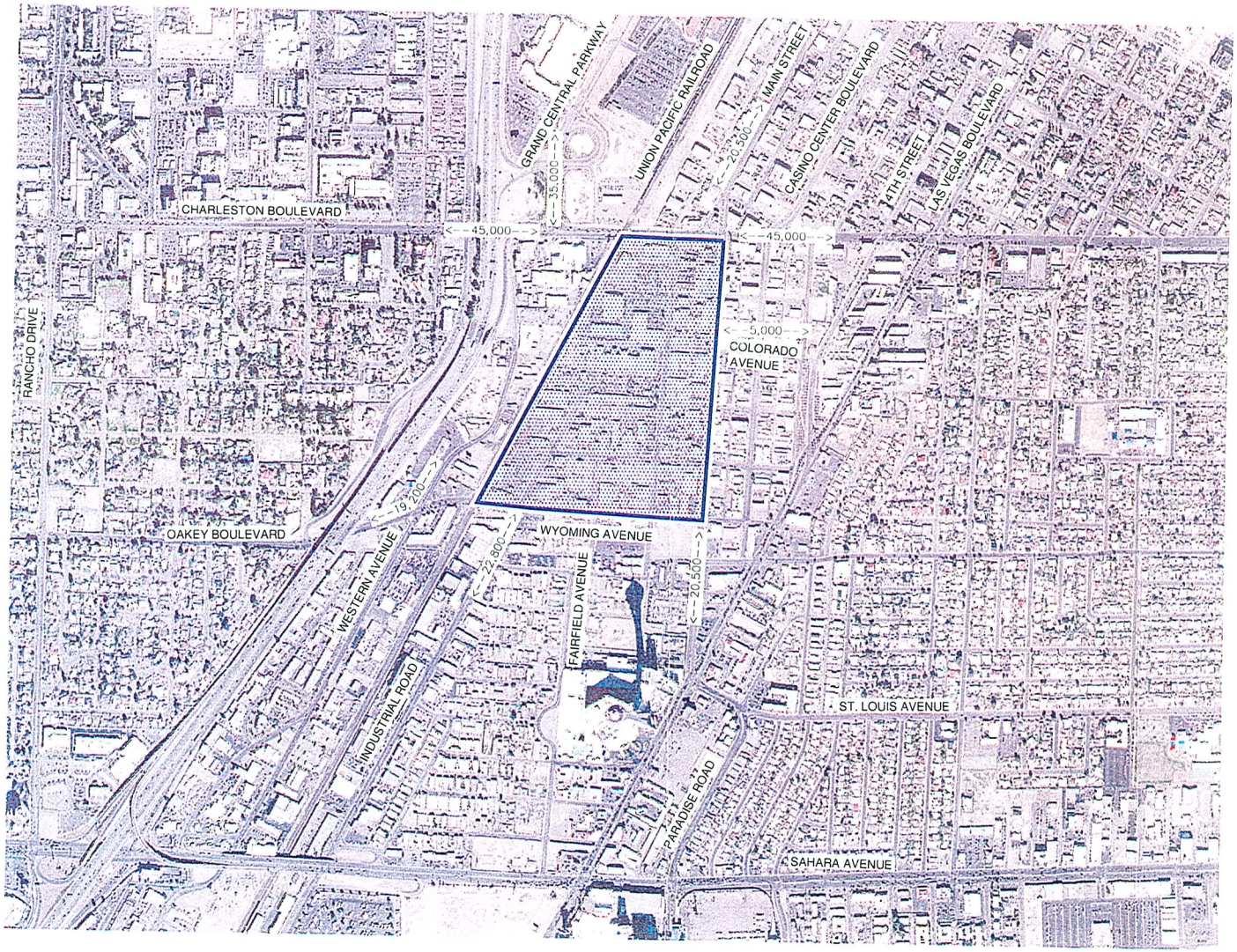


PULSE
2005 ANNUAL AVERAGE DAILY TRAFFIC AT NDOT COUNT STATIONS

FIGURE 8

Kimley-Horn and Associates, Inc.

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PULSE
EXISTING ADT USED IN ANALYSIS

FIGURE 9

Kimley-Horn and Associates, Inc.

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4.8 Existing Site Generated Traffic

The 70 acre site is currently occupied by a variety of commercial, office, retail, and light industrial land uses. For purposes of estimating the existing number of trips generated by existing developments, the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition was used. The ITE manual is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies performed at numerous locations in areas of various populations. Based on light industrial land use (ITE Land Use Code 110), the site currently generates on the order of 526 AM peak hour trips and 508 PM peak hour trips. **Table 3** summarizes the existing trip generation. Calculations are located in **Appendix D**.

Table 3 – Existing Site Trip Generation

Land Use	Daily	Trips					
		AM Peak Hour			PM Peak Hour		
		Entering	Exiting	Total	Entering	Exiting	Total
Light Industrial (ITE 110) – 70 Acres	3,626	437	89	526	112	396	508
TOTAL	**3,626**	**437**	**89**	**526**	**112**	**396**	**508**

Source: Trip Generation, 7th Edition, Institute of Transportation Engineers

5.0 FUTURE CONDITIONS

This section of the report details conditions that are expected in the future as the proposed Pulse project is constructed.

5.1 Planned Network Improvements

NDOT and the FHWA are in process of planning improvements along Interstate-15 from Sahara Avenue to U.S. 93/U.S. 95 (The Spaghetti Bowl). Improvements include modifying the Sahara Avenue interchange, improving the Charleston Avenue interchange, creating a grade separated railroad crossing at Oakey Boulevard-Wyoming Avenue, a Martin Luther King Boulevard-Industrial Road Connector, and providing increased downtown access. Project information can be located at: http://www.ndotprojectneon.com/. The proposed Pulse redevelopment is recommended to incorporate the design of the Martin Luther King Boulevard-Industrial Road Connector across and over the project. However, these improvements have been determined not to be necessary for the redevelopment of the project site as recommended in this study (**Appendix L**).

NDOT and the Federal Highway Administration (FHWA) are in the process of proposing managed lanes along Interstate-15 between Sahara Avenue and the 215 Beltway. Managed lanes could include: express lanes, reversible lanes, toll facilities, or high-occupancy vehicle (HOV) lanes. The purpose of the managed lanes is to relieve congestion along Interstate-15 through the Resort Corridor. A majority of the proposed improvements are expected to occur within existing right-of-way. More information on this project can be obtained from info@dot.state.nv.us.

Plans are currently underway for the Downtown Connector Bus Rapid Transit (BRT) project. The project consists of a BRT system connecting the Las Vegas Monorail System with the Downtown Resort Corridor. The project consists of a mixture of exclusive bus lanes and nonexclusive bus lanes. The Downtown Connector BRT is expected to be completed in 2008. The Pulse redevelopment project is recommended to build Grand Central Parkway South, which is also recommended to include exclusive BRT lanes down the median of the new

roadway. The recommended extension of Grand Central Parkway South can provide a direct BRT connection within exclusive lanes from Charleston Boulevard to Main Street. See **Appendix L** for the Grand Central Parkway South street cross-section.

5.2 Growth Rate

To accurately determine the impact of project traffic to the surrounding street network, it is necessary to establish future baseline traffic volumes along roadways in the vicinity of proposed development site. A negative growth rate was obtained from the evaluation of ten (10) Nevada Department of Transportation (NDOT) count stations: 0084, 0275, 0278, 0287, 0290, 0296, 0560, 0619, 1012, and 2279, one (1) on Charleston Boulevard, one (1) on Sahara Avenue, one (1) on Paradise Road, two (2) on Las Vegas Boulevard, one (1) on Main Street, one (1) on Wyoming Avenue, one (1) on Martin Luther King Boulevard, one (1) on St. Louis Avenue, and one (1) on Oakey Boulevard. Growth Rate Calculations are located in **Appendix E**.

A growth rate was not used in this Master Transportation Study planning document as it is expected that the a majority of the future traffic growth in this fully developed area will be the result of the Pulse development. However, the technical traffic impact study for the proposed development is recommended to take into account traffic volumes from approved planned projects within the vicinity of the proposed development.

5.3 Project Trip Generation

For purposes of estimating the number of new trips that would be generated by the proposed Pulse development, the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition and the Las Vegas Strip Casino Trip Generation Equation from the March 2000 study entitled, "Recalibration of Trip Generation Model for Las Vegas Hotel/Casinos" was used. The ITE manual is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies performed at numerous locations in areas of various populations.

Daily peak hour trip generation (excluding special events at the Sports Mart and arena) for the Pulse redevelopment project was based on Residential Townhouse/Condominium (ITE Land Use Code 230), Resort Hotel (ITE Land Use Code 330), Shopping Center (ITE Land Use Code 820), and Las Vegas Strip Casino land use. **Table 4** summarizes estimated project trips for the proposed Pulse development prior to adjusting for internal capture. Calculations are located in **Appendix F**.

Table 4 – Project Generated Traffic Prior to Internal Capture

Land Use	Daily	Trips					
		AM Peak Hour			PM Peak Hour		
		Entering	Exiting	Total	Entering	Exiting	Total
Residential Condo (ITE 230) – 1,600 DU	9,376	120	584	704	557	275	832
Resort Hotel (ITE 330) – 1,500 Rooms	7,875	335	130	465	271	359	630
Shopping Center (ITE 820) – 550, 000 SF	23,618	346	221	567	990	1,073	2,063
Resort Corridor Hotel Casino (6,000 Rooms, 100,000 SF Gaming Area)	33,976	929	645	1,574	1,332	1,386	2,718
All Resort Casino Amenities	*	*	*	*	*	*	*
Sports Mart – 3,500,000 SF (Not During an Event)**	2,500	200	minimal	200	minimal	200	200
Arena – 22,000+/- Seats (Special Event Facility)	minimal	minimal	minimal	minimal	minimal	minimal	minimal
TOTAL	77,345	1,930	1,580	3,510	3,150	3,293	6,443

Source: Trip Generation, 7th Edition, Institute of Transportation Engineers
"Recalibration of Trip Generation Model for Las Vegas Casinos", March 2003
* *Included in the Casino Trip Generation Equations*
** *Estimated 200 employees on a regular basis.*

5.3.1 Internal Capture

The trip generation shown in **Table 4** is calculated based on observed trip generation rates for single-use free standing sites. The Pulse development is anticipated to contain a mixture of land uses that are anticipated to interact with each other. For example, guests staying in the non-gaming hotels are anticipated to go to the casino and shop at the retail while staying at the Pulse development. The various attractions within the site are anticipated to cause a reduction in the actual vehicular trips entering and exiting the site. ITE has outlined the phenomenon of internal capture in multi-use developments in the Trip Generation Handbook, 2nd Edition, June 2004.

As defined by ITE, a multi-use development is a single real-estate project that consists of two (2) or more ITE land use classifications between which trips can be made without using the off-site

road system. The capture of trips internal to the site causes the external trips to the site to be reduced.

The ITE daily internal capture rates were applied to the daily traffic volumes. The ITE PM peak hour methodology was applied to the development during both the AM and PM peak hours since Las Vegas is a city that operates around the clock. Additionally, the residential condominiums and non-gaming resort hotels are anticipated to interact with other onsite uses like residential land uses. The shopping center and hotel/casino and amenities are anticipated to interact with other on-site uses like retail. In order to provide a conservative analysis, the general daily Sports Mart traffic was not considered for internal capture.

Table 5 outlines the project generated traffic after adjusting for internal capture based on the criteria set forth in the ITE Trip Generation Handbook, 2nd Edition, Chapter 7. Detailed calculations are located in **Appendix G**.

Table 5 - Project Generated Traffic After Internal Capture

Land Use	Daily	Trips					
		AM Peak Hour			PM Peak Hour		
		Entering	Exiting	Total	Entering	Exiting	Total
Residential Condo (ITE 230) - 1,600 DU	3,938	56	469	525	262	66	328
Resort Hotel (ITE 330) - 1,500 Rooms	2,718	268	41	309	76	145	221
Shopping Center (ITE 820) - 550, 000 SF	12,044	215	123	338	614	645	1,259
Resort Corridor Hotel Casino (6,000 Rooms, 100,000 SF Gaming Area and all Amenities)	21,255	743	499	1,242	872	911	1,783
All Resort Casino Amenities	*	*	*	*	*	*	*
Sports Mart - 3,500,000 SF (Not During an Event)**	2,500	200	minimal	200	minimal	200	200
Arena - 22,000+/- Seats (Special Event Facility)	minimal	minimal	minimal	minimal	minimal	minimal	minimal
TOTAL EXTERNAL TRIPS	**42,455**	**1,482**	**1,132**	**2,614**	**1,824**	**1,967**	**3,791**

Source: Trip Generation, 7th Edition, Institute of Transportation Engineers
"Recalibration of Trip Generation Model for Las Vegas Casinos", March 2003
** Included in the Casino Trip Generation Equations*
*** Estimated 200 employees on a regular basis.*

After taking into account internal capture, the proposed Pulse development is expected to generate 42,455 daily trips, of which 2,614 are expected to occur during the AM peak hour and 3,791 are expected to occur during the PM peak hour.

5.3.2 Net Project Trip Generation After Internal Capture

The Pulse redevelopment project is expected to replace existing commercial, retail, and light industrial developments. These developments are currently generating trips to the network (as outlined in **Section 4.8** and **Table 3** of this report). As such, the expected net external trip generation for the Pulse redevelopment project is located in **Table 6.**

Table 6 - Net Project Generated Traffic After Adjusting for Internal Capture

Land Use	Daily	Trips					
		AM Peak Hour			PM Peak Hour		
		Entering	Exiting	Total	Entering	Exiting	Total
Residential Condo (ITE 230) - 1,600 DU	3,938	56	469	525	262	66	328
Resort Hotel (ITE 330) - 1,500 Rooms	2,718	268	41	309	76	145	221
Shopping Center (ITE 820) - 550, 000 SF	12,044	215	123	338	614	645	1,259
Resort Corridor Hotel Casino (6,000 Rooms, 100,000 SF Gaming Area)	21,255	743	499	1,242	872	911	1,783
All Resort Casino Amenities	*	*	*	*	*	*	*
Sports Mart - 3,500,000 SF (Not During an Event)**	2,500	200	minimal	200	minimal	200	200
Arena - 22,000+/- Seats (Not During an Event)	minimal	minimal	minimal	minimal	minimal	minimal	minimal
TOTAL	**42,455**	**1,482**	**1,132**	**2,614**	**1,824**	**1,967**	**3,791**
Existing Site Generated Traffic	3,626	437	89	526	112	396	508
TOTAL NET	**38,829**	**1,045**	**1,043**	**2,088**	**1,712**	**1,571**	**3,283**

Source: *Trip Generation, 7th Edition, Institute of Transportation Engineers*
"Recalibration of Trip Generation Model for Las Vegas Casinos", March 2003
** Included in the Casino Trip Generation Equations*
*** Estimated 200 employees on a regular basis.*

After adjusting for internal capture and existing land uses located on the development site, the Pulse redevelopment project is expected to generate approximately 38,800 daily trips, of which 2,088 are expected to occur during the AM peak hour and 3,283 are anticipated to occur during the PM peak hour.

5.3.3 Net Project Trip Generation After Transit Adjustment

This proposed development is recommended to embrace the BRT public transit system through the construction of exclusive BRT lanes down the center of the recommended Grand Central Parkway South extension from Charleston Boulevard to Main Street, providing continuity of the BRT from Union Park (61 Acres) and downtown Las Vegas to The Strip. In order to provide a conservative analysis, a vehicle trip reduction for transit was not taken into account for the proposed project. After adjusting for internal capture and existing land uses located on site, the

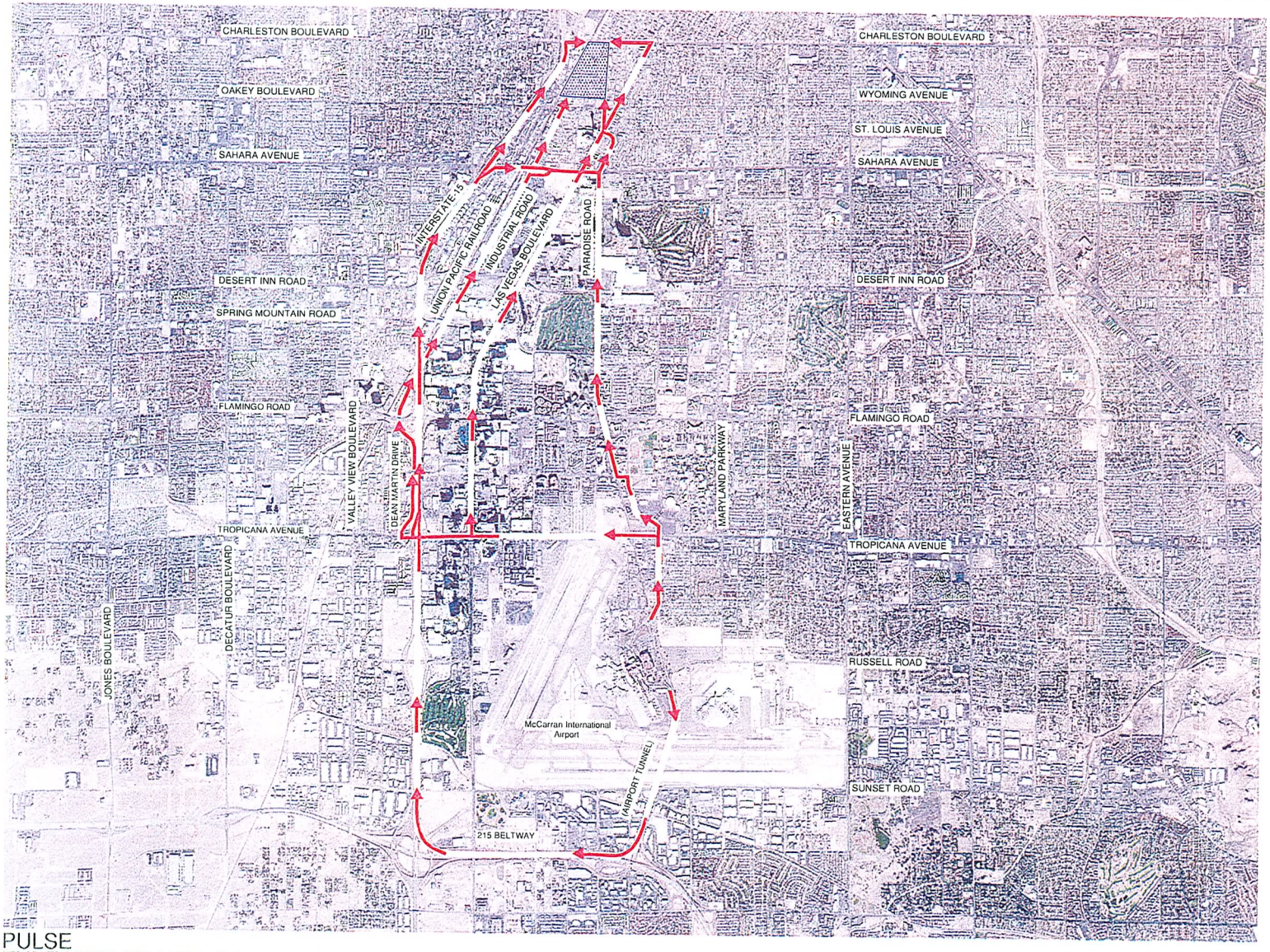
Pulse redevelopment project is expected to generate 38,829 daily trips, of which 2,088 are expected to occur during the AM peak hour and 3,283 are expected to occur during the PM peak hour. It is important to recognize that the estimated trip generation does not take into account any reductions in the trip generation due to the BRT servicing the site.

5.4 Expected Travel Routes to and From the Proposed Pulse Development

The following figures outline how vehicles are expected to travel to and from the proposed Pulse development. These figures show the expected major travel routes that visitors will take:

- To the site from McCarran International Airport
- From the site to McCarran International Airport
- To the site from the Consolidated Rental Car Facilities
- From the site to the Consolidated Rental Car Facilities
- To the site from Interstate-15
- From the site to Interstate-15
- To the site from The Strip
- From the site to The Strip

Residential related vehicular trips and employee related trips are expected to be evenly dispersed throughout the Las Vegas Valley. However, travel patterns for visitors are expected to primarily be from Interstate-15 South (McCarran International Airport, the proposed Ivanpah International Airport, and Southern California).

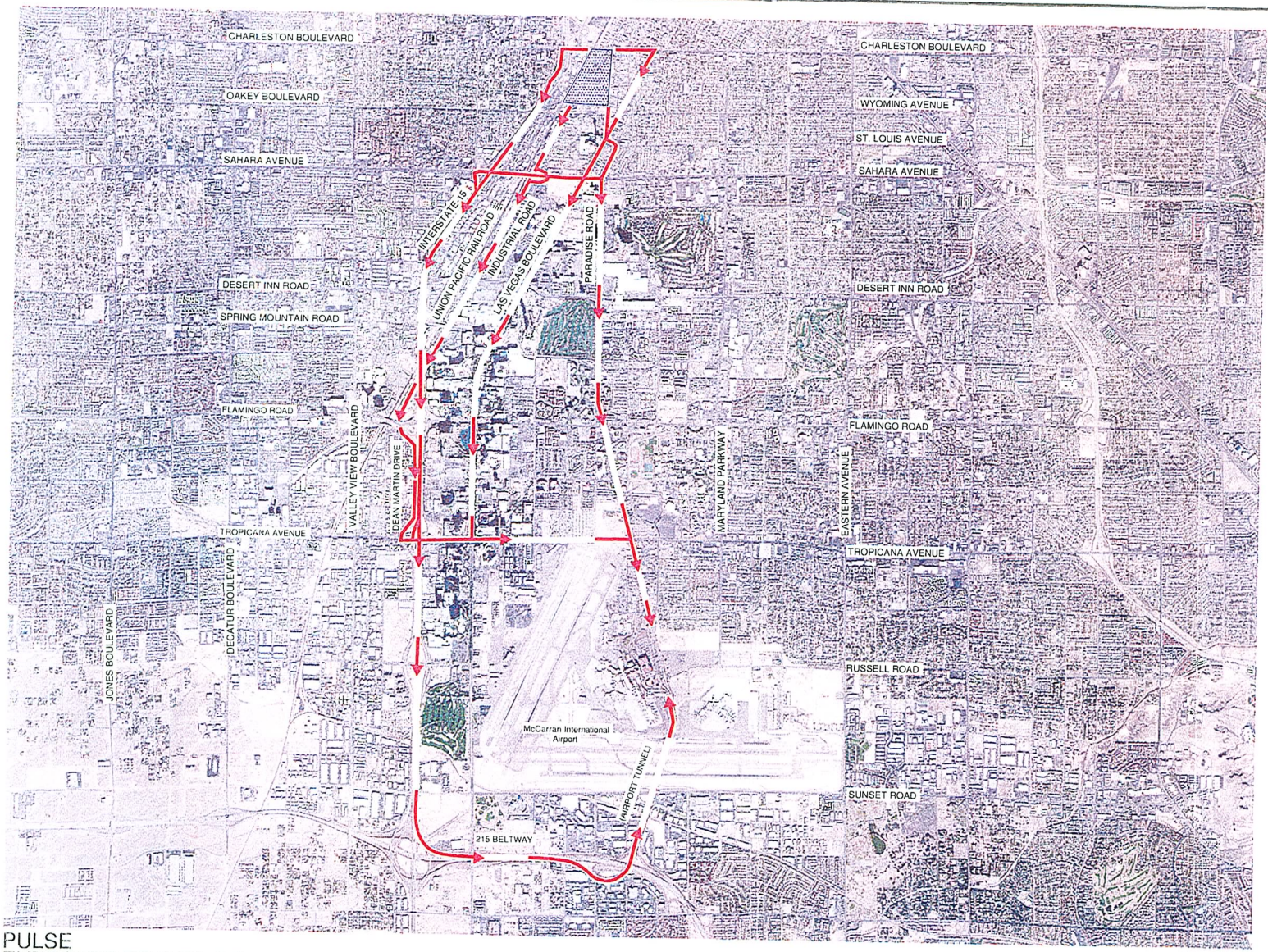


PULSE
EXPECTED TRAVEL ROUTES FROM McCARRAN INTERNATIONAL AIRPORT

FIGURE 10

Kimley-Horn and Associates, Inc.

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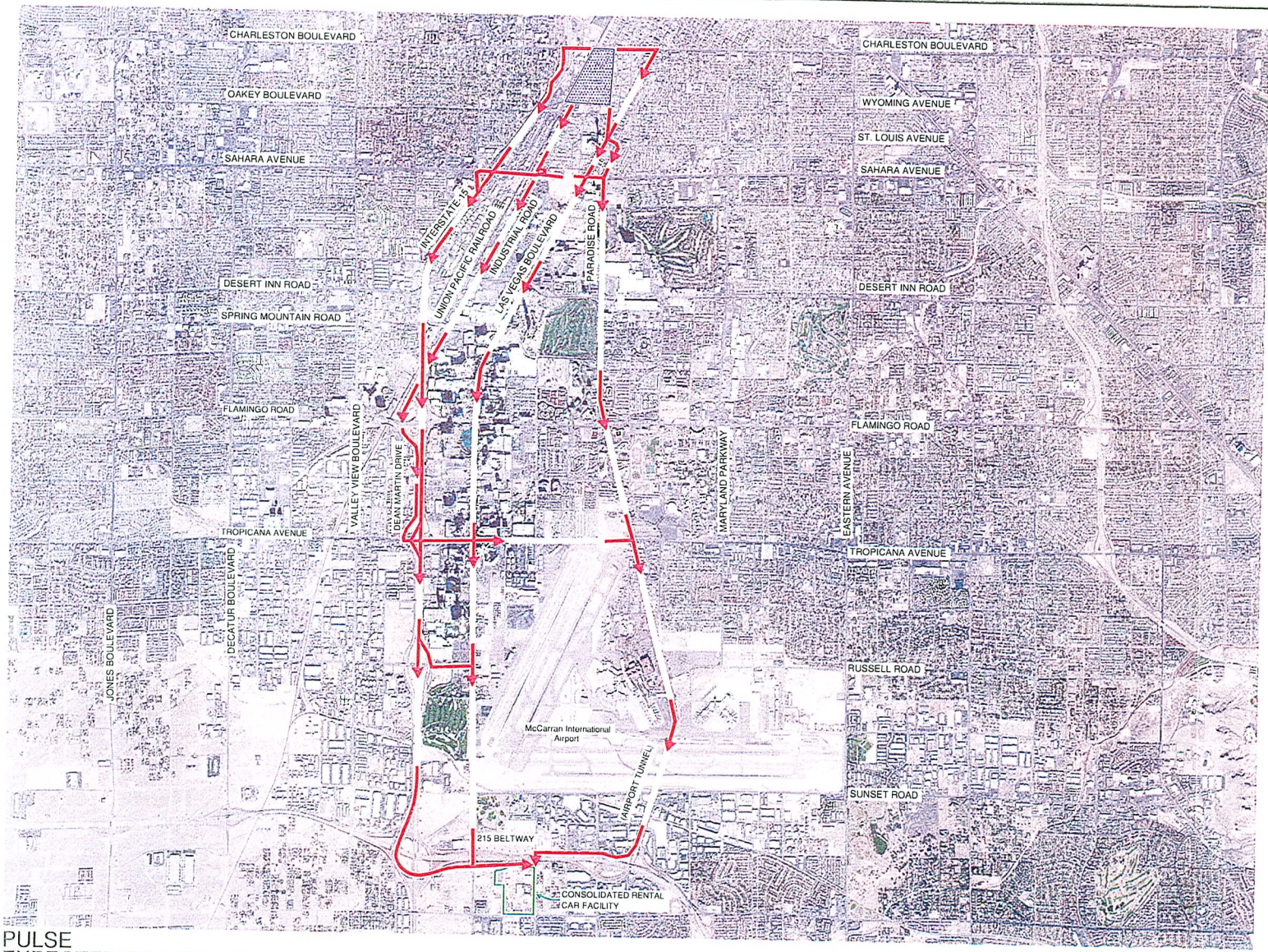


PULSE
EXPECTED TRAVEL ROUTES TO McCARRAN INTERNATIONAL AIRPORT

FIGURE 11

Kimley-Horn and Associates, Inc.

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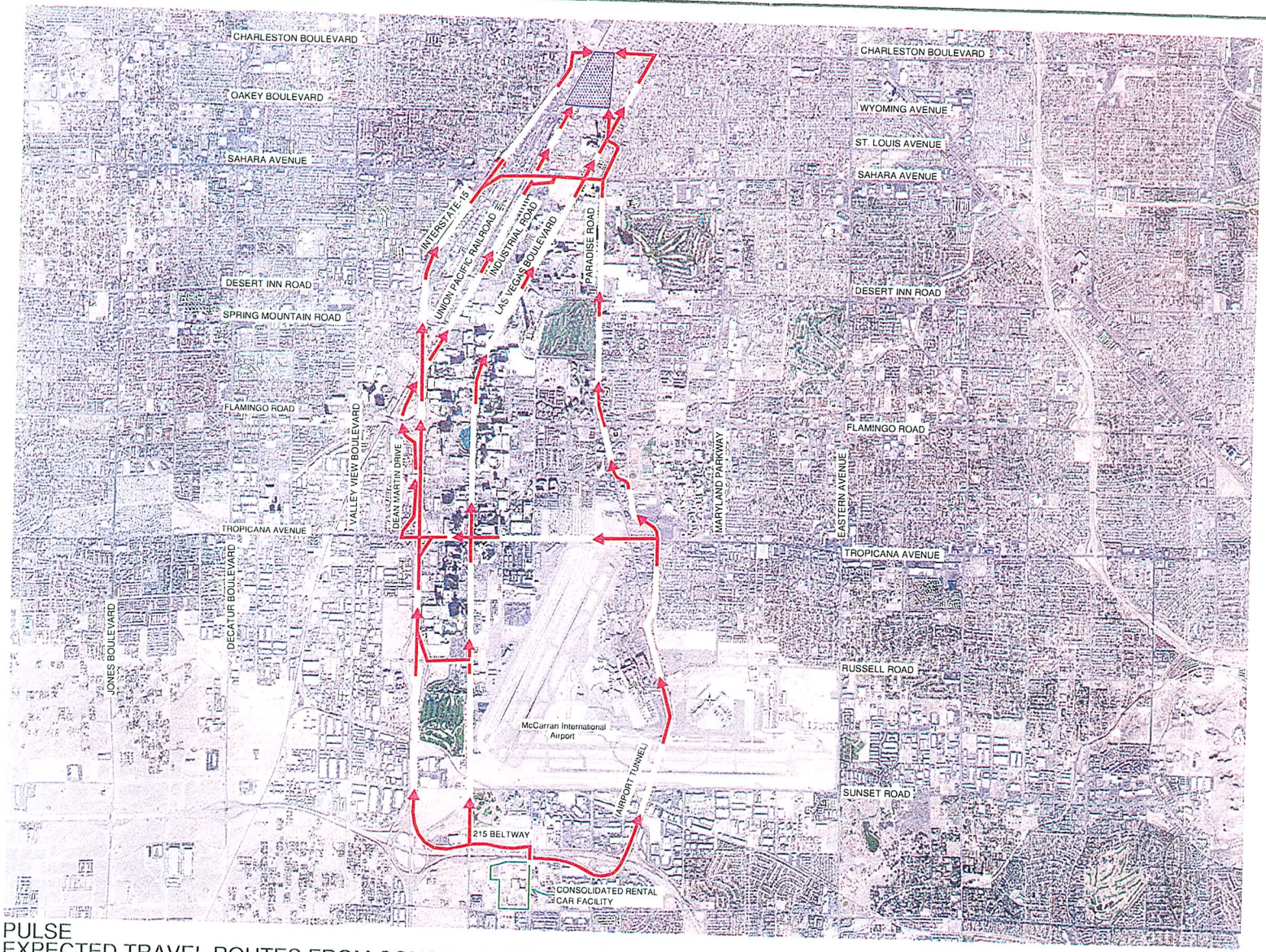


PULSE
EXPECTED TRAVEL ROUTES TO CONSOLIDATED RENTAL CAR FACILITIES

FIGURE 12

Kimley-Horn and Associates, Inc.

Date: April 09, 2007 / 8:48am / User: marydobling
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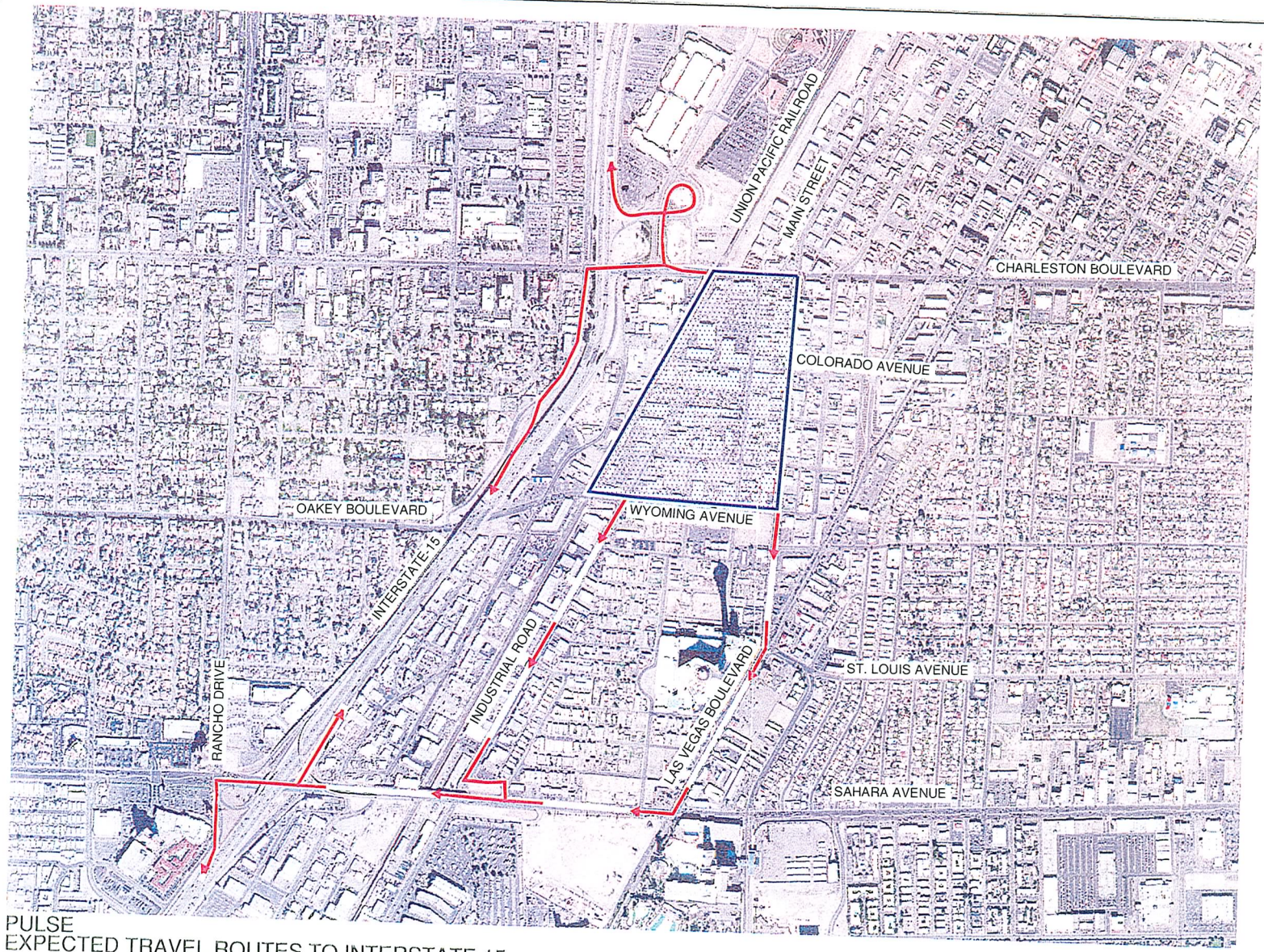


PULSE
EXPECTED TRAVEL ROUTES FROM CONSOLIDATED RENTAL CAR FACILITIES

FIGURE 13

Kimley-Horn and Associates, Inc.

Date: Apr 09, 2007 / 49pm / User: marydabling
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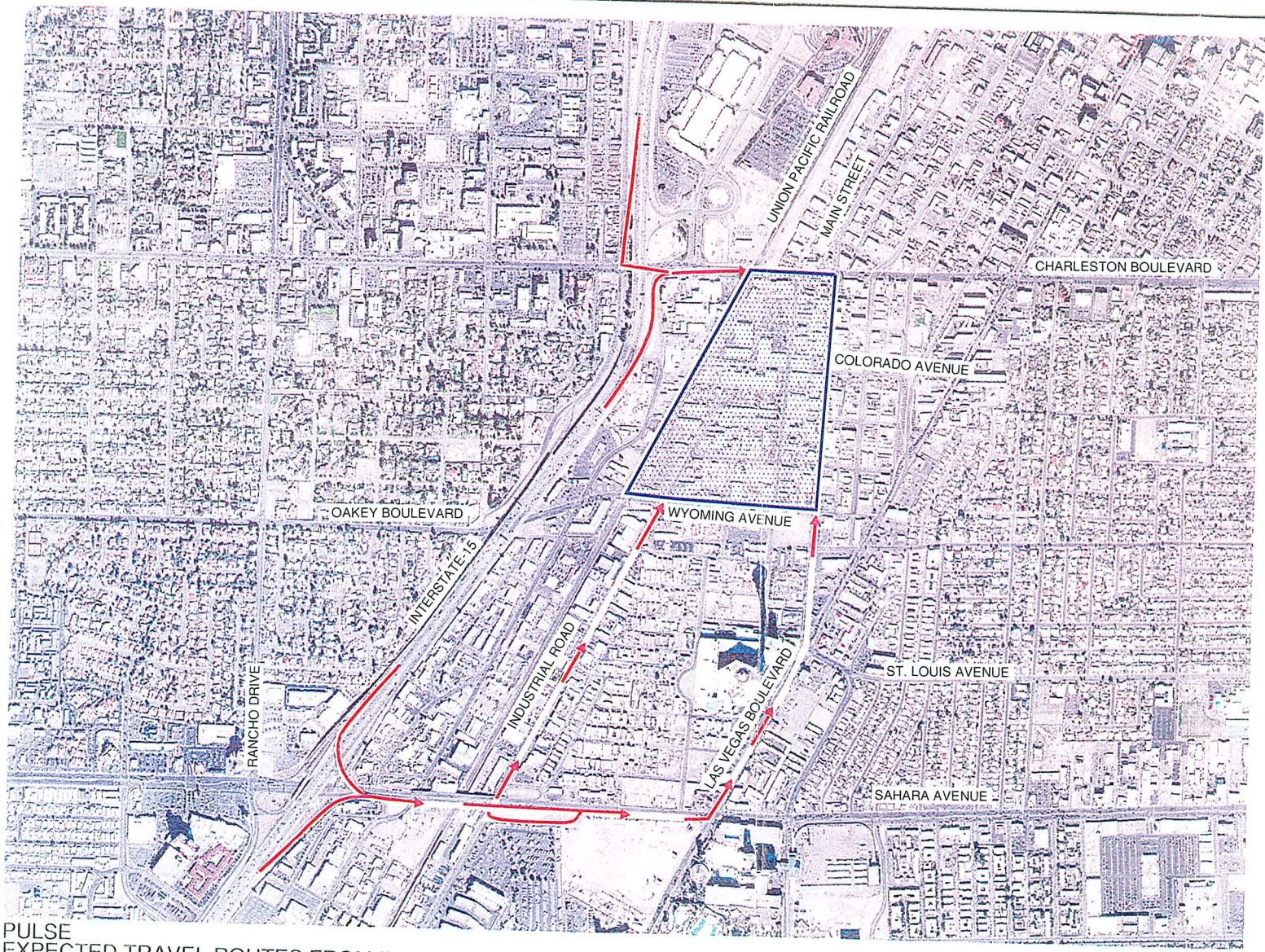


PULSE
EXPECTED TRAVEL ROUTES TO INTERSTATE 15

FIGURE 14

Kimley-Horn and Associates, Inc.

Date: April 09, 2007 - 7:50am / User: mary.dobing
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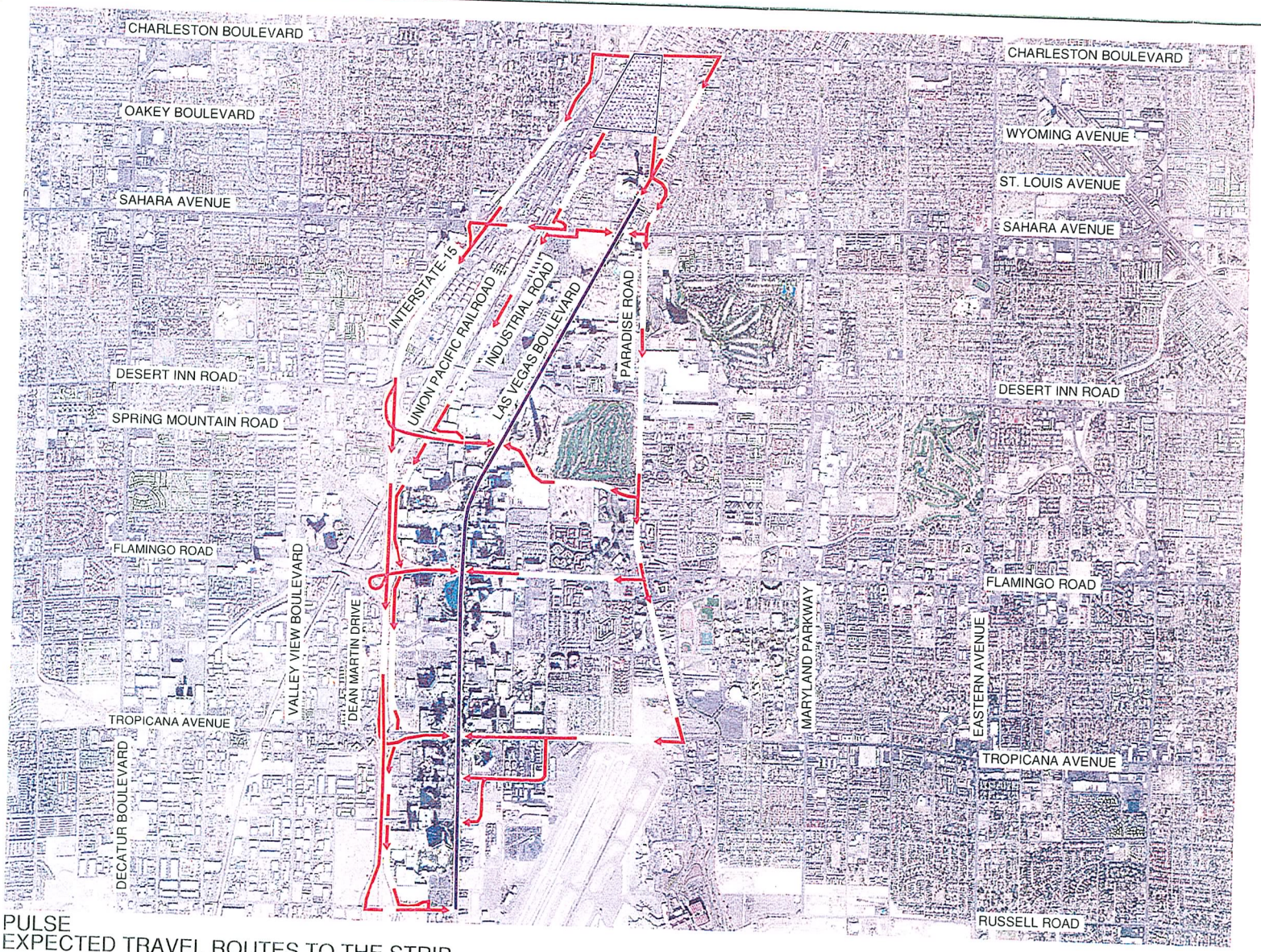


PULSE
EXPECTED TRAVEL ROUTES FROM INTERSTATE 15

FIGURE 15

Kimley-Horn and Associates, Inc.

Date: April 09, 2007 / 10:00am / User: tracy.dobbing
File: K:\PHO\092610000 - Pulse\Figures\Figures 10-17 - Travel Routes.dwg / Xref - 2007-04-04 Site X-Ref

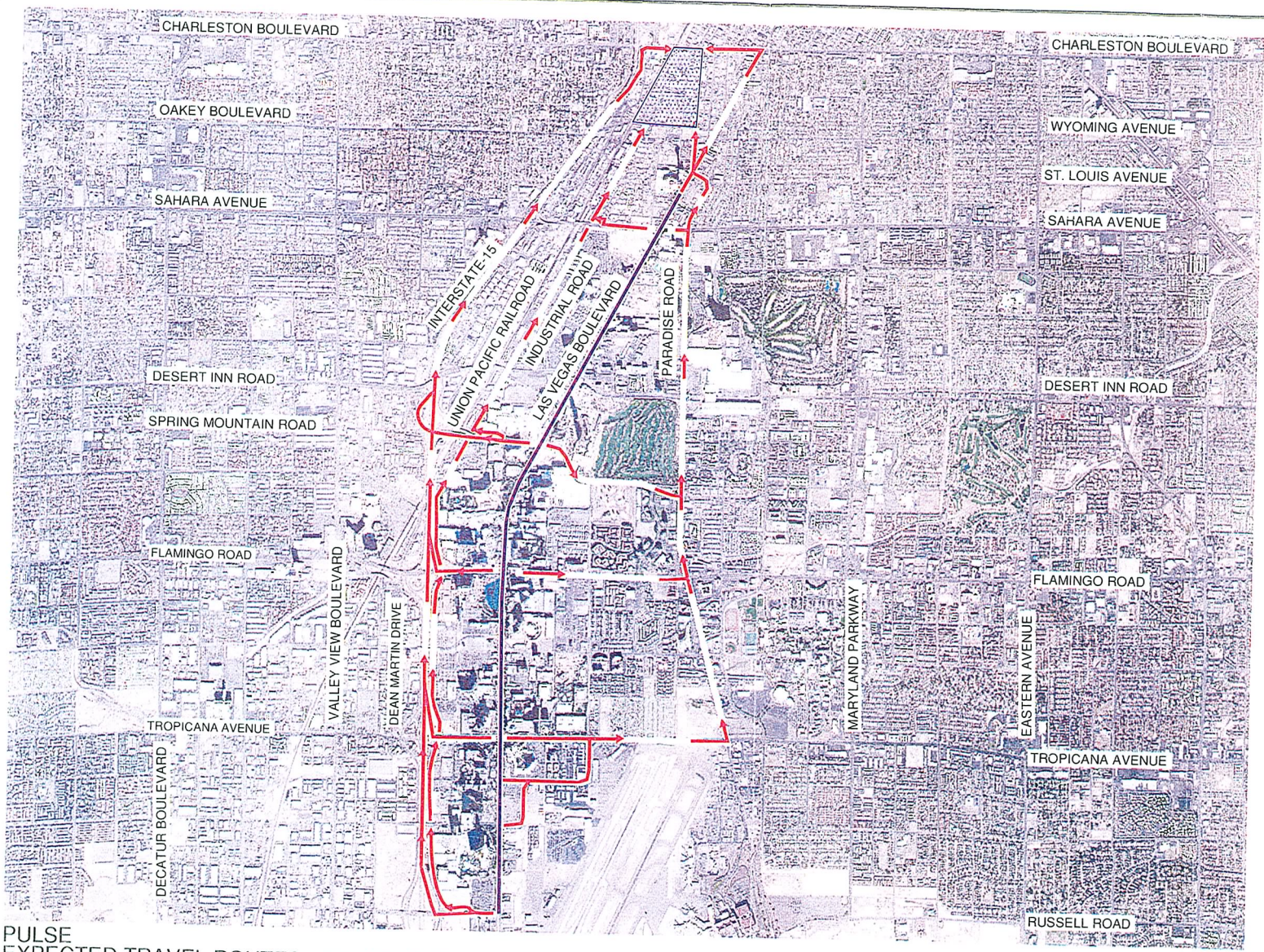


PULSE
EXPECTED TRAVEL ROUTES TO THE STRIP

FIGURE 16

Kimley-Horn and Associates, Inc.

Date: April 09, 2007 - 9:58am / User: mary.dobling
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PULSE
EXPECTED TRAVEL ROUTES FROM THE STRIP

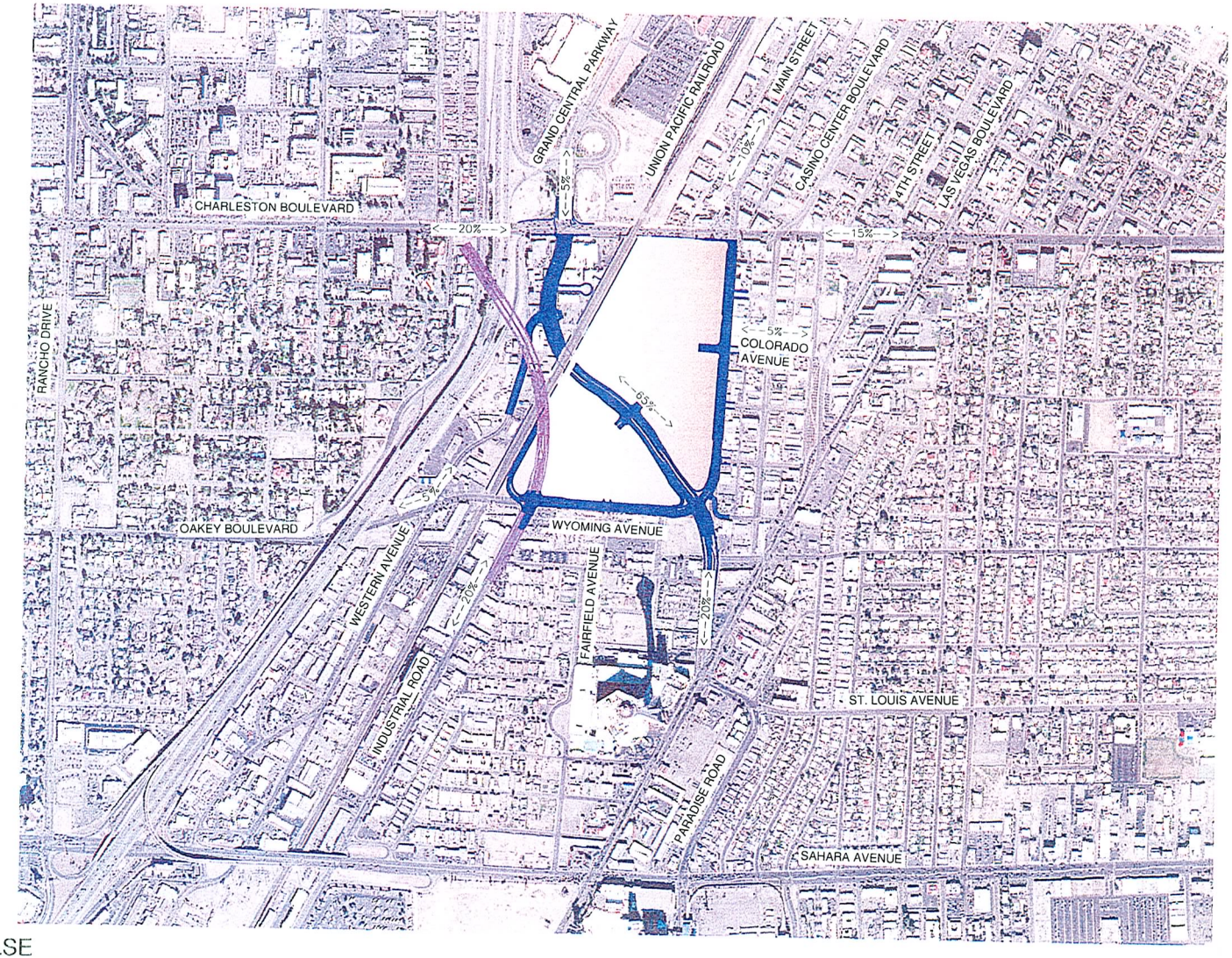
FIGURE 17

Kimley-Horn and Associates, Inc.

Date: April 09, 2007 / 9:44am / User: mary.dobing
Path: K:\DFW\C\092650000 - Pulse\Figures\Figures 10-17 - Travel Routes.dwg / Xref: 2007-04-04 Site X-Ref

5.4 Daily Trip Distribution and Assignment

The study area street network characteristics, including the existing traffic patterns, expected street network, and access to regional facilities (Interstate 15, US-95, and McCarran International Airport) were used to determine the distribution of site generated traffic. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site in the same direction. **Figure 18** illustrates the expected project daily trip distribution along key network segments servicing the site. Assignment of project traffic was obtained by applying the developed trip distribution to the estimated daily traffic generation in **Table 6**. Project daily traffic assignment volumes are illustrated in **Figure 19** along the recommended future roadway key network segments.



PULSE
DAILY TRIP DISTRIBUTION

FIGURE 18

Kimley-Horn and Associates, Inc.

Date: April 05, 2007 9:42am / User: mary.dobling
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PULSE
DAILY TRAFFIC ASSIGNMENT (ADT)

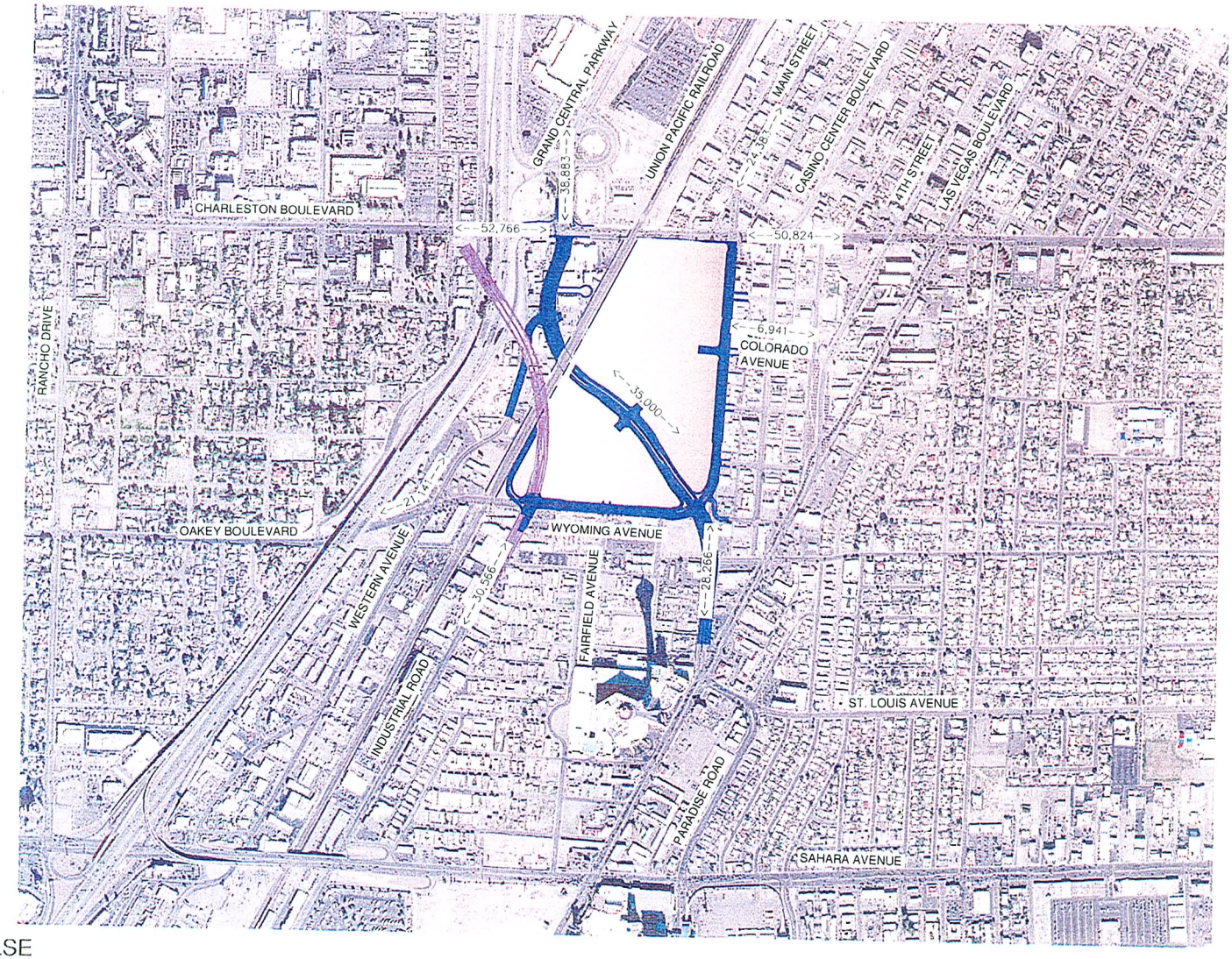
FIGURE 19

Kimley-Horn and Associates, Inc.

Date: April 09, 2007 - 9:42am / User: marydobling
Path: X:\PROJECTS\09510000 - Pulse\Figures\Figures.dwg / Xref: 2007_04_04 Site X Ref

5.5 Existing Plus Anticipated Daily Traffic Volumes

The project generated daily traffic volumes in **Figure 19** were added to the 2005 traffic volumes in **Figure 9** to represent estimated traffic conditions for full project development. The background plus project traffic volumes for the study area roadway segments are illustrated in **Figure 20.**



PULSE
FUTURE DAILY TRAFFIC VOLUMES (ADT)

FIGURE 20

Kimley-Horn and Associates, Inc.

Date: April 02, 2007 - 9:44am / User: mary.dobbing
Path: K:\PHX\092676000 - Data\Figures\Figures.dwg / xref: 2007-04-04 Site X-Ref

6.0 ANALYSIS

The following section outlines the capacity analysis conducted for the study area roadway segments for the proposed development. The primary purpose of this evaluation is to access the capacity of the existing/modified street network recommended by this study to support the proposed project traffic.

6.1 Capacity Related Planning Approach

Analyses were conducted to determine the adequacy of the street segments expected to exist as the Pulse study area redevelops. The roadway segments were analyzed using Table 7-6 Service Volumes by Arterial Class from the ITE *Transportation Planning Handbook*, 2nd Edition. (A copy of Table 7-6 is provided in **Appendix H**). This table is used for long-range planning purposes where detailed inputs are not always available. From this table level of service (LOS) can be predicted based on arterial classification, number of lanes, and one direction through service volumes. Based on the methodology provided by the Institute of Transportation Engineers in the *Transportation Planning Handbook*, 80-foot right-of-way arterial streets (2 through lanes in each direction) are capable of handling average daily traffic volumes on the order of 66,000 to 77,000 vehicles and 100-foot right-of-way arterial streets (3 through lanes in each direction) are capable of handling average daily traffic volumes on the order of 102,000 to 120,000 vehicles; assuming intersection spacing of approximately one-quarter mile and travel speeds between 35-45 miles per hour.

The roadway segments recommended by this study to exist with the completion of the Pulse development were analyzed using the planning approach to capacity. **Table 7** shows the results of the capacity analysis. Calculations are located in **Appendix I**.

Table 7 – Roadway Capacity Analysis

Arterial Segment	Roadway Class	Through Lanes	Capacity	Existing ADT	Project Generated Traffic (ADT)	Future ADT
Charleston Boulevard West of Grand Central Parkway	III	3 EB 3 WB	~102,000	45,000	7,766	52,766 (52,800)
Charleston Boulevard East of Main Street	III	3 EB 3 WB	~102,000	45,000	5,824	50,824 (50,800)
Grand Central Parkway North of Charleston Boulevard	III	2 NB 2 SB	~66,000	35,000	3,883	38,883 (38,900)
Grand Central Parkway Charleston Boulevard to Main Street	III	2 EB 2 WB	~66,000	n/a	25,238	35,000 (35,000)
Main Street North of Charleston Boulevard	III	2 NB 2 SB	~66,000	20,500	3,883	24,383 (24,400)
Main Street South of Wyoming Avenue	III	2 NB 2 SB	~66,000	20,500	7,766	28,266 (28,300)
Colorado Avenue East of Main Street	IV	1 NB 1 SB	~33,000	5,000	1,941	6,941 (7,000)
Industrial Road South of Wyoming Avenue	III	2 NB 2 SB	~66,000	22,800	7,766	30,566 (30,600)
Western Avenue Southwest of Grand Central Parkway South	III	1 EB 1WB	~30,000	19,200	1,941	21,141 (21,200)

6.1.1 Charleston Boulevard

Charleston Boulevard generally operates with three (3) through lanes of travel in each direction with a posted speed of 35 miles per hour and intersection spacing on the order of 0.2 miles. As such, Charleston was analyzed as a Class III roadway, capable of carrying 102,000 vehicles per day while maintaining a LOS D or better. According to the 2005 NDOT count data there are 45,000 vehicles per day on Charleston Boulevard in the vicinity of the project. As shown in **Table 7**, Charleston is anticipated to continue to have capacity to support the project in the future.

6.1.2 Grand Central Parkway

Grand Central Parkway generally operates with two (2) through lanes of travel in each direction with a posted speed limit of 35 miles per hour and intersection spacing on the order of 0.2 miles. As such, Grand Central Parkway was analyzed as a Class III roadway, capable of carrying 66,000 vehicles per day while maintaining a LOS D or better. There was no NDOT count data available for Grand Central Parkway; therefore, an ADT of 35,000 was considered appropriate for this roadway section. After the addition of the Pulse project traffic, Grand Central Parkway is anticipated to have capacity to support the project. The results of the capacity analysis are located in **Table 7**.

6.1.3 Grand Central Parkway South

Grand Central Parkway South is recommended to have two (2) through lanes of travel in each direction with a posted speed limit of 35 miles per hour. Grand Central Parkway South is recommended to be an extension of the existing Grand Central Parkway, and was analyzed as a Class III roadway capable of carrying 66,000 vehicles per day while maintaining a LOS D or better. Since this roadway segment does not exist at this time, there is no available existing count data. With the addition of project traffic and rerouted street network traffic, Grand Central Parkway South is expected to carry on the order of 35,000 vehicles per day. The results of the capacity analysis are located in **Table 7**.

6.1.4 Main Street

Main Street was analyzed as a Class III roadway, with two (2) through lanes in each direction, posted speed ranging from 30 -35 miles per hour, and intersection spacing on the order of 0.2 miles. As such, Main Street is capable of carrying approximately 66,000 vehicles per day while maintaining a LOS D or better. Main Street is expected to have capacity for the addition of project traffic. The results of the analysis are located in **Table 7**.

6.1.5 Colorado Avenue

Colorado Avenue was analyzed as a Class IV roadway, with one (1) through lanes in each direction, a posted speed of 25 miles per hour, and intersection spacing on the order of 0.14 miles. As such, Colorado Avenue is capable of carrying approximately 33,000 vehicles per day while maintaining a LOS D or better. There was not NDOT count data available for Colorado Avenue; therefore, an ADT of 5,000 was considered appropriate for this roadway section. Colorado Avenue is expected to have capacity for the addition of project traffic. The results of the capacity analysis are located in **Table 7**.

6.1.6 Industrial Road

Industrial Road generally operates with two (2) through lanes of travel in each direction with a posted speed limit of 35 miles per hour and intersection spacing on the order of 0.2 miles. As such, Industrial Road was analyzed as a Class III roadway, capable of carrying 66,000 vehicles per day while maintaining a LOS D or better. After the addition of the Pulse project traffic, Industrial Road is anticipated to have capacity to support the project. The results of the capacity analysis are located in **Table 7**.

6.1.7 Western Avenue

Main Street generally operates with one (1) through lane of travel in each direction with a posted speed limit of 30 miles per hour and intersection spacing on the order of 0.2 miles. As such, Western Avenue was analyzed as a Class III roadway, capable of carrying 30,000 vehicles per day while maintaining a LOS D or better. After the addition of the Pulse project traffic, Western Avenue is anticipated to have capacity to support the project. The results of the capacity analysis are located in **Table 7**.

6.1.8 Capacity Analysis Summary

As a result of the above evaluations, all recommended and existing street network roadways are anticipated to have adequate capacity to support the proposed development.

7.0 RECOMMENDED STREET SECTIONS

The street cross sections for the recommended roadways expected to be modified by the project are located in **Appendix L**.

8.0 PORTE-COCHERE ANALYSIS

The final technical traffic impact study is recommended to include a detailed porte-cochere vehicle turnover and queuing analysis for each proposed porte-cochere. The porte-cochere evaluation should be based upon the final geometric design and operations schemes for each of the on-site porte-cochere facilities. The evaluation should provide evidence that vehicle queuing will not back up onto adjacent public streets.

9.0 WAY FINDING SIGNAGE GUIDELINES

Critical to efficient traffic operation of a large multi-use development is good onsite directional signage and roadway delineation. Clear signage can reduce confusion between front/back door operations, self-park and valet, and hotel registration/main entrance. All on-site signing and striping improvements are recommended to be incorporated into the Civil Drawings, and conform to the Standards of the City of Las Vegas, Clark County, and the current Manual on Uniform Traffic Control Devices (MUTCD) as applicable.

10.0 TRAVEL DEMAND MANAGEMENT

Large multi-use facility Travel Demand Management (TDM) strategies are designed to improve trip capacity and efficiency within the existing or planned street network, as well as, reduce the parking demand by maximizing vehicle occupancy, time of day travel, or need for vehicle travel. Measures designed to reduce demand on the existing roadway infrastructure include employee use of carpools, vanpools, use of transit, patron shuttles including people mover systems. In addition, TDM measures can also be created to influence time of day travel.

10.1 Implementation Strategies

An important TDM measure employed by the major Las Vegas casino hotel/resorts are flexible work hours/staggering work shifts. Generally, 50 percent (50%) of the total casino work force is on the day shift generally between 8 AM and 4 PM, the remaining 50 percent (50%) work on graveyard and swing shifts. The nature of casino and resort business is flexible enough that shift schedules can fall outside of peak travel times. In addition, multi-use developments can also stagger the time when different department employees report for work, for example day shift employees may report over a period of several hours. Shifting work schedules not only aids offsite roadway capacity constraints but also help onsite traffic circulation and parking demands.

Potential for ride sharing is directly related to the number of employees living in close proximity to each other with similar shifts. A significant factor for a successful program is the provision of a free taxi ride home in cases of emergency, illness, or required overtime. This measure has been a significant element in improving voluntary involvement of employees in Las Vegas ride-sharing programs. The offer of preferential parking for participants is also a plus.

Transit improvements for employees and patrons may include the addition of bus routes, schedules, and adequate onsite bus stop facilities. Construction of bus stops adjacent to the Pulse development can be blended into the site architecture and improvements included that could further encourage transit usage.

Staggering and off-peak service deliveries can also lessen traffic congestion both on and offsite. The added benefit is a reduction in the number of loading dock facilities. Property managers should work with the suppliers to set up delivery schedules and appropriate times.

The RTC provides significant assistance in the development and maintenance of Travel Demand Management programs with their car pool support programs and CAT Club Ride program. Justin Schor with the RTC at 702-676-1602 is a valuable resource on the available programs. Information on the Club Ride Program can be obtained at: http://www.rtcsnv.com/.

A typical Las Vegas TDM plan includes the following measures:

- Implementation of work shift changes to occur at times that do not coincide with peak hours on the adjacent street system.

- Coordination of deliveries throughout the day to reduce traffic during peak commute hours of network street congestion.

- Scheduling on non-emergency service calls and routine maintenance visits during hours that are non-peak commute times whenever possible.

- Have a full time concierge available 24 hours to arrange necessary transportation options for all residents/patrons.

- Establishment of a Transportation Ride Information Center and a part-time Coordinator to administer the TDM plan. The Center is to have responsibility of information dissemination on public transit and coordination of ride-share efforts for all employees. The Coordinator is to work with the various departments to provide special training, communications, and information on topics such as:

    - Familiarization with public transit options

- Benefits, including environmental reasons, of ride-sharing and using public transit

The Coordinator shall act as the liaison among local governments, the RTC, transportation providers, and management.

- Development of a company policy to provide employees who ride share, a guaranteed complimentary taxi ride home in the event of an emergency, illness, or mandatory overtime assignments.

- Implementation of a Ride-Sharing Program, including the establishment of preferential parking spaces and periodic issuance of coupons for reduced rates at local automobile service centers for employees who consistently use their own vehicles in the Ride-Sharing Program.

- Provisions of on-site bike racks provided near the employee entrance along with maps of designated bike routes available through the Transportation Ride Information Center as provided by the RTC and periodic issuance of coupons for reduced rates at local bike shops.

- Establishment of incentives for bicycling to work, which would include the following:

  - Safe and convenient bicycle storage areas.
  - Changing facilities for bicyclists.

- Implementation of a Transit Rider Program which includes the following:

  - Bus stops and shelters provided by the CAT system
  - Adequate lighting at bus stops along pedestrian walks adjacent to bus stop locations.
  - Recognition of employees for sustained participation.

- Arrangements to purchase bus passes on site.

- Establishment of a Direct Deposit Payroll Banking Program and on-site banking and ATM facilities.

11.0 TRAFFIC MITIGATION PLAN

The following mitigation measures are recommended to be incorporated into the site plan for the Pulse development. These mitigation measures are a part of a comprehensive Traffic Mitigation Plan for the proposed development. These recommendations substantially change the proposed project site access and will require a City of Las Vegas Master Streets and Highways Plan amendment to implement. The Traffic Mitigation Plan is located in **Appendix J**.

12.0 IMPROVED ROADWAY CONTINUITY MAP

The following roadway improvements are recommended to be incorporated into the site plan for the Pulse development. These roadway improvements are illustrated on the Improved Roadway Continuity Map for the proposed development. The Improved Roadway Continuity Map is located in **Appendix K** and includes the following:

1. Development of a recommended continuous roadway extension of the Grand Central Parkway alignment from Charleston Boulevard to Main Street providing direct connection from Downtown Las Vegas to The Las Vegas Strip.
2. Improved Access from Western Avenue to Grand Central Parkway.
3. Provide exclusive BRT lanes (ACE Transit) to provide connectivity from Downtown Las Vegas to the Las Vegas Strip.
4. Develop a major roadway connection from Project NEON (MLK Connector) to Downtown Las Vegas via Wyoming Avenue to Main Street.

13.0 RECOMMENDATIONS

The Project Neon is expected to be accommodated on the proposed modified street network expected to exist with the build out of the project. Initial mater planning traffic review of the Pulse development resulted in the following traffic recommendations:

- It is recommended that all existing public right-of-ways south of Charleston Boulevard, east of the Union Pacific Railroad, north of Wyoming Avenue, and west of Main Street be vacated and replaced with the Grand Central Parkway South alignment and private internal circulation roadways.

- It is recommended that as the site plan is finalized, the technical traffic impact study address the final lane configurations, intersection control, level of service analysis, and left turn storage at all study area intersections and project access drives.

- The final technical traffic impact study should include a porte-cochere vehicle turnover and queuing analysis for all proposed porte-cocheres. The porte-cochere evaluation should be based upon the final geometric design and operations schemes for each of the on-site porte-cochere facilities to ensure vehicles do not back up onto the adjacent public right-of-way.

- A Transportation Demand Management (TDM) Program is recommended to be created for the new facility. The developer should contact Justin Schor with the Regional Transportation Commission at 702-676-1602 to discuss Club Ride and the implementation of a Pulse TDM Program.

- On-site deliveries, non-emergency service calls, and routine maintenance visits are recommended to be scheduled outside of the AM and PM peak commute hours, and be

a mitigation measure of a comprehensive Travel Demand Management Program for the proposed redevelopment.

- Off-site improvements including curb, gutter, sidewalk, and streetlights are recommended to be reconstructed along the project frontage of Charleston Boulevard, Grand Central Parkway South, Main Street, and Wyoming Avenue as appropriate.

- The streetlight system along the project's frontage of Charleston Boulevard, Grand Central Parkway South, Main Street, and Wyoming Avenue is recommended to be constructed as required to meet current City of Las Vegas and Clark County Area standards.

- The frontage of the project along Charleston Boulevard, Grand Central Parkway South, and Wyoming Avenue is recommended to be posted with R7-1APR (18" x 24") "NO PARKING" signs to prohibit on-street parking.

- If not already present, the developer shall install communications infrastructure of the Freeway and Arterial System of Transportation (FAST) along the entire length of the project's Charleston Boulevard, Grand Central Parkway South, Main Street, and Wyoming Avenue frontage. This improvement shall consist of a four inch (4") diameter PVC conduit with a No. 8 bare tracer wire along the Charleston Boulevard, Grand Central Parkway South, Main Street, and Wyoming Avenue frontages. The City of Las Vegas should determine the locations of the system conduits, and associated pullboxes, during the review and acceptance of the development's off-site improvement plans.

- The developer is recommended to install R1-1 "STOP" signs with appropriate pavement markings for the egressing approach for each unsignalized access drive to public roadways per current MUTCD Guidelines.

- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings, and conform to the Clark County Area Standards and the current Manual on Uniform Traffic Control Devices (MUTCD) as applicable.

The following mitigation measures have been incorporated into the site plan for the Pulse development. These mitigation measures are a part of a comprehensive Traffic Mitigation Plan for the proposed development.

1. Construct a southbound extension to Grand Central Parkway from Charleston Boulevard to the Wyoming Avenue/Main Street intersection.
2. Construct a grade separated railroad underpass crossing along the new Grand Central Parkway South alignment.
3. Removal of the existing Wyoming Avenue-Oakey Boulevard at-grade railroad crossing resulting in increased public safety due to the elimination of vehicle-train conflicts.
4. Provide exclusive BRT lanes within the center of the proposed Grand Central Parkway South to accommodate an extension to the BRT transit system within the City of Las Vegas.
5. Roadway and traffic signal modifications to the existing Charleston Boulevard/Grand Central Parkway intersection to include the extension of Grand Central Parkway on the south leg of the intersection.
6. Provide dual, northbound to westbound, left turn lanes at the Charleston Boulevard/Grand Central Parkway intersection.
7. Develop a single, northbound to eastbound right turn lane at the existing Charleston Boulevard/Grand Central Parkway intersection.
8. Upgrade and modify the existing Charleston Boulevard/Commerce Street signalized intersection to provide access to the development site.
9. Provide dual, northbound to westbound, left turn lanes at the Charleston Boulevard/Commerce Street intersection.
10. Construct a single, northbound to eastbound, right turn lane at the Charleston Boulevard/Commerce Street intersection.

11. Upgrade and modify the existing Charleston Boulevard/Main Street signalized intersection.
12. Provide an eastbound to southbound right turn lane at the Charleston Boulevard/Main Street intersection.
13. Expand the existing single northbound to westbound left turn lane at the Charleston Boulevard/Main Street intersection.
14. Develop a single northbound to eastbound right turn lane at the Charleston Boulevard/Main Street intersection by removing the existing on-street parking.
15. Signalize the existing Colorado Avenue/Main Street intersection for access into the project site.
16. Construct a single, eastbound to northbound, left turn lane at the Colorado Avenue/Main Street intersection.
17. Provide one (1) eastbound through lane at the Colorado Avenue/Main Street intersection egressing the site.
18. Provide a single, eastbound to southbound right turn lane at the Colorado Avenue/Main Street intersection egressing the site.
19. Remove existing on-street parking and construct southbound to westbound right turn lane at the Colorado Avenue/Main Street intersection.
20. Provide unsignalized access drive at the Imperial Avenue/Main Street intersection.
21. Remove existing on-street parking and construct southbound to westbound right turn lane at the Imperial Avenue/Main Street intersection.
22. Widen existing Main Street to delineate a continuous two way left turn lane along Main Street from Charleston Boulevard to Wyoming Avenue.
23. Install a signal at the Grand Central Parkway South/Western Avenue intersection.
24. Adequate right-of-way potential for future dual, southbound to eastbound left turn lanes at the Grand Central Parkway South/Western Avenue intersection.
25. Provide a Single, southbound to westbound right turn lane at the proposed Grand Central Parkway South/Western Avenue intersection.
26. Develop a Single, eastbound to northbound left turn lane at the proposed Grand Central Parkway South/Western Avenue intersection.

27. Provide right-of-way for a future single eastbound through lane at the proposed Grand Central Parkway South/Western Avenue intersection.
28. Provide dual, northbound to westbound left turn lanes at the proposed Grand Central Parkway South/Western Avenue intersection.
29. Provide adequate right-of-way for future single, northbound to eastbound right turn lane at the proposed Grand Central Parkway South/Western Avenue intersection.
30. Install signal at the proposed Grand Central Parkway South/Main Entry intersection.
31. Construct dual, southbound to eastbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
32. Provide single, southbound to westbound right turn lane at the proposed Grand Central Parkway South/Main Entry intersection.
33. Develop dual, eastbound to northbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
34. Create a shared eastbound through/right lane at the proposed Grand Central Parkway South/Main Entry intersection.
35. Install dual, northbound to westbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
36. Provide single, northbound to eastbound right turn lane at the proposed Grand Central Parkway South/Main Entry intersection.
37. Develop dual westbound to southbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
38. Provide a shared westbound through/right lane at the proposed Grand Central Parkway South/Main Entry intersection.
39. Modify the existing Wyoming Avenue/Industrial Road intersection to create a signalized intersection to accommodate future MLK-Industrial Road Connector.
40. Provide a single northbound to westbound left turn lane at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
41. Create a single northbound to eastbound right turn lane at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
42. Provide dual, westbound to southbound left turn lanes at the Wyoming Avenue/MLK-Industrial Road Connector intersection.

43. Develop a single westbound to northbound right turn lane at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
44. Install dual, southbound to eastbound left turn lanes at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
45. Construct single southbound to westbound right turn lane at Wyoming Avenue/MLK-Industrial Road Connector.
46. Construct single eastbound to northbound left turn lane at Wyoming Avenue/MLK-Industrial Road Connector.
47. Construct single eastbound to southbound right turn lane at Wyoming Avenue/MLK-Industrial Road Connector.
48. Create signalized intersection at the Wyoming Avenue/Fairfield Avenue intersection.
49. Provide single southbound to eastbound left turn lane at the Wyoming Avenue/Fairfield Lane intersection egressing the site.
50. Provide single southbound through lane at the Wyoming Avenue/Fairfield Lane intersection egressing the site.
51. Provide single southbound to westbound right turn lane at the Wyoming Avenue/Fairfield Lane intersection egressing the site.
52. Provide single eastbound to northbound left turn lane at the Wyoming Avenue/Fairfield Lane intersection entering the site.
53. Provide single westbound to northbound right turn lanes at the Wyoming Avenue/Fairfield Avenue intersection.
54. Modification of existing Wyoming Avenue/Main Street intersection and signal to create a new intersection of Wyoming Avenue/Main Street/Grand Central Parkway South with a 30 mile per hour design speed curve from southbound Main Street onto westbound Wyoming Avenue.
55. Install dual, northbound to westbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
56. Construct a single, northbound to eastbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
57. Provide dual, westbound to southbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.

58. Install a single, westbound to northbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
59. Construct dual, southbound to eastbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
60. Provide a single, southbound to westbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
61. Construct dual, eastbound to northbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
62. Develop a single, eastbound to southbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
63. Dedicate and construct 80 foot right-of-way street on Wyoming Avenue.
64. Removal of numerous conflicting commercial driveways along Main Street and Wyoming Avenue
65. Opportunity for NDOT and City of Las Vegas to rebuild the Charleston/UPRR underpass with the extension of shoe fly rail diversion required to build the recommended Grand Central Parkway South UPRR underpass.
66. Improved pedestrian walkway facilities along Charleston Boulevard, Grand Central Parkway South, Main Street, and Wyoming Avenue.
67. FAST conduit along project's Charleston Boulevard, Grand Central Parkway South, Main Street, and Wyoming Avenue frontage.
68. Reduce traffic impacts to the residential neighborhoods west of Interstate-15 due to the elimination of the need for Project NEON to construct a grade separated railroad crossing along the Wyoming Avenue-Oakey Boulevard alignment.
69. Implementation of a Transportation Demand Management (TDM) Program.

The following roadway improvements have been incorporated into the site plan for the Pulse development. These roadway improvements are part of the Improved Roadway Continuity Map for the proposed development.

1. Development of a recommended continuous roadway extension of the Grand Central Parkway alignment from Charleston Boulevard to Main Street providing direct connection from Downtown Las Vegas to The Las Vegas Strip.
2. Improved Access from Western Avenue to Grand Central Parkway.
3. Provide exclusive BRT lanes (ACE Transit) to provide connectivity from Downtown Las Vegas to the Las Vegas Strip.
4. Develop a major roadway connection from Project NEON (MLK Connector) to Downtown Las Vegas via Wyoming Avenue to Main Street.

APPENDIX A

APN List

Kimley-Horn
and Associates, Inc.

Project Name: Neon Lights
Date: 3/19/2007
Created By: MED

APN	Acres
16203110108	0.3
16203110109	0.16
16203110110	0.08
16203105001	0.4
16203110107	0.32
16203110106	0.19
16203110105	0.3
16203110115	0.28
16203110114	0.17
16203110113	0.23
16203110112	0.17
16203110132	0.33
16203110102	0.16
16203110101	0.15
16203110100	0.08
16203110099	0.08
16203110098	0.16
16203110097	0.16
16203110096	0.12
16203110095	0.05
16203110122	0.18
16203110121	0.18
16203110120	0.37
16203110119	0.18
16203110118	0.18
16203110117	0.17
16203110116	0.19
16203110094	0.32
16203110093	0.17
16203110092	0.16
16203110091	0.17
16203110090	0.16
16203110089	0.34
16203110130	0.4
16203110128	0.11
16203110129	0.09
16203110127	0.18
16203110126	0.19
16203110125	0.19
16203110124	0.19
16203110123	0.19
16203210021	0.34
16203210020	0.16
16203210019	0.17

Kimley-Horn
and Associates, Inc.

Project Name: Neon Lights
Date: 3/19/2007
Created By: MED

APN	Acres
16203210018	0.16
16203210017	0.38
16203210016	0.12
16203210006	0.09
16203210005	0.11
16203210004	0.41
16203210003	0.21
16203210002	0.39
16203210001	0.4
16203210015	0.35
16203210014	0.48
16203210013	0.48
16203210011	0.24
16203210010	0.39
16203210009	0.22
16203210008	0.21
16203210007	0.66
16204608017	0.46
16204608016	0.35
16204608010	0.11
16204608004	0.92
16204608003	0.85
16204608009	0.39
16204608008	0.46
16204608015	0.53
16204608007	0.7
16204608002	1.08
16204608001	0.29
16204608005	0.37
16204608006	0.51
16204608014	0.15
16204608013	0.15
16204608012	0.19
16204608011	0.18
16204606005	1.53
16204606004	0.36
16204606003	1.38
16204606002	1.74
16204606001	1.73
16204607018	0.4
16204607014	0.12
16204607013	0.43
16204607012	0.18
16204607011	0.32

Kimley-Horn
and Associates, Inc.

Project Name: Neon Lights
Date: 3/19/2007
Created By: MED

APN	Acres
16204607010	0.32
16204607021	1.08
16204607017	0.31
16204607008	0.63
16204607007	0.74
16204607016	0.4
16204607015	0.23
16204607006	0.64
16204607019	0.59
16204607004	0.14
16204607002	0.13
16204607001	0.12
16204607003	0.99
16204507011	2.28
16204507010	2.5
16204507008	1.21
16204507002	0.5
16204507003	0.25
16204507004	0.49
16204507005	0.96
16204507003	6.36
16204506005	0.25
16204506007	3.48
16204506008	1.47

APPENDIX B

CAT Bus Route Information

206 Charleston

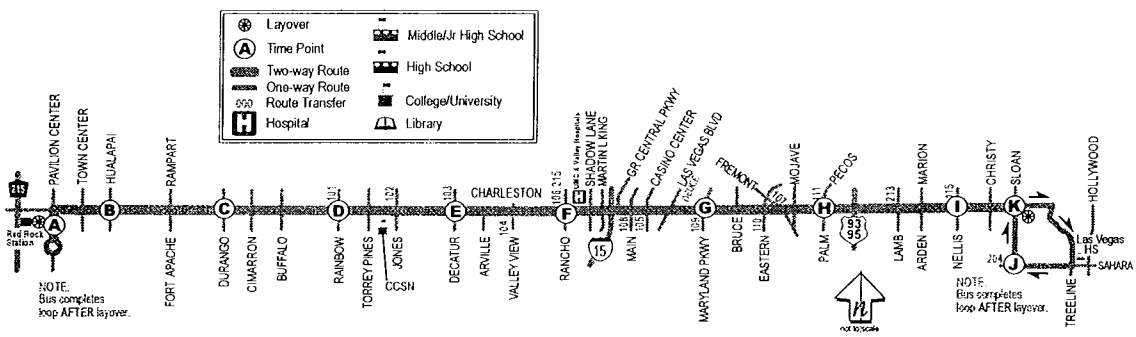
Eastbound | Mondays - Thursdays

RED ROCK STATION (A)	HUALAPAI (B)	DURANGO (C)	RAINBOW (D)	DECATUR (E)	RANCHO (F)	MARYLAND PARKWAY (G)	PECOS (H)	NELLIS (I)	SLOAN / SAHARA (J)	CHARLESTON / SLOAN (K)
1:40	1:45	1:50	1:56	2:04	2:10	2:20	2:28	2:35	---	2:37
2:25	2:30	2:35	2:41	2:49	2:55	3:05	3:13	3:20	---	3:22
3:10	3:15	3:20	3:26	3:34	3:40	3:50	3:58	4:05	---	4:07
3:55	4:00	4:05	4:11	4:19	4:25	4:35	4:43	4:50	---	4:52
4:25	4:30	4:35	4:41	4:49	4:55	5:05	5:13	5:20	---	5:22
4:45	4:50	4:55	5:01	5:09	5:15	5:25	5:33	5:40	---	5:42
5:00	5:06	5:12	5:20	5:30	5:38	5:50	5:59	6:07	---	6:09
5:15	5:21	5:28	5:36	5:46	5:54	6:06	6:15	6:26	---	6:29
5:28	5:34	5:41	5:49	5:59	6:07	6:19	6:28	6:39	---	6:42
5:47	5:53	6:00	6:08	6:18	6:27	6:39	6:49	6:58	---	7:01
6:01	6:07	6:15	6:24	6:36	6:45	6:58	7:08	7:17	---	7:20
6:16	6:22	6:30	6:39	6:51	7:00	7:13	7:23	7:32	---	7:35
6:31	6:37	6:45	6:54	7:06	7:15	7:28	7:38	7:47	---	7:50
6:46	6:52	7:00	7:09	7:21	7:30	7:43	7:53	8:02	---	8:05
7:01	7:07	7:15	7:24	7:36	7:45	7:58	8:08	8:17	---	8:20
7:16	7:22	7:30	7:39	7:51	8:00	8:13	8:23	8:32	---	8:35
7:31	7:37	7:45	7:54	8:06	8:15	8:28	8:38	8:47	---	8:50
7:46	7:52	8:00	8:09	8:21	8:30	8:43	8:53	9:02	---	9:05
8:01	8:07	8:15	8:24	8:36	8:45	8:59	9:10	9:20	---	9:23
8:16	8:22	8:30	8:39	8:51	9:00	9:14	9:25	9:35	---	9:38
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8:46	8:52	9:00	9:09	9:21	9:30	9:44	9:55	10:05	---	10:08
9:01	9:07	9:15	9:24	9:36	9:45	9:59	10:10	10:20	---	10:23
9:16	9:22	9:30	9:39	9:51	10:00	10:14	10:25	10:35	---	10:38
9:31	9:37	9:45	9:54	10:06	10:15	10:29	10:40	10:50	---	10:53
9:41	9:47	9:55	10:05	10:17	10:28	10:43	10:55	11:06	---	11:09
9:56	10:02	10:10	10:20	10:32	10:43	10:58	11:10	11:21	---	11:24
10:11	10:17	10:25	10:35	10:47	10:58	11:13	11:25	11:36	---	11:39
10:26	10:32	10:40	10:50	11:02	11:13	11:28	11:40	11:51	---	11:54
10:41	10:47	10:55	11:05	11:17	11:28	11:43	11:55	12:06	---	12:09
10:56	11:02	11:10	11:20	11:32	11:43	11:58	12:10	12:21	---	12:24
11:11	11:17	11:25	11:35	11:47	11:58	12:13	12:25	12:36	---	12:39
11:26	11:32	11:40	11:50	12:02	12:13	12:28	12:40	12:51	---	12:54
11:41	11:47	11:55	12:05	12:17	12:28	12:43	12:55	1:06	---	1:09
11:56	12:02	12:10	12:20	12:32	12:43	12:58	1:10	1:21	---	1:24
12:11	12:17	12:26	12:36	12:49	1:01	1:17	1:29	1:40	---	1:43
12:26	12:32	12:41	12:51	1:04	1:16	1:32	1:44	1:55	---	1:58
12:41	12:47	12:56	1:06	1:19	1:31	1:47	1:59	2:10	---	2:13

RED ROCK STATION (A)	HUALAPAI (B)	DURANGO (C)	RAINBOW (D)	DECATUR (E)	RANCHO (F)	MARYLAND PARKWAY (G)	PECOS (H)	NELLIS (I)	SLOAN / SAHARA (J)	CHARLESTON / SLOAN (K)
12:56	1:02	1:11	1:21	1:34	1:46	2:02	2:14	2:25	---	2:28
1:11	1:17	1:26	1:36	1:49	2:01	2:17	2:29	2:40	---	2:43
1:26	1:32	1:41	1:51	2:04	2:16	2:32	2:44	2:55	---	2:58
1:41	1:47	1:56	2:06	2:19	2:31	2:47	2:59	3:10	---	3:13
1:57	2:03	2:12	2:22	2:35	2:47	3:03	3:15	3:26	---	3:29
2:12	2:18	2:27	2:37	2:50	3:02	3:18	3:30	3:41	---	3:44
2:27	2:33	2:42	2:52	3:05	3:17	3:33	3:45	3:56	---	3:59
2:42	2:48	2:57	3:07	3:20	3:32	3:48	4:00	4:11	---	4:14
2:57	3:03	3:12	3:22	3:35	3:47	4:03	4:15	4:26	---	4:29
3:12	3:18	3:27	3:37	3:50	4:02	4:18	4:30	4:41	---	4:44
3:27	3:33	3:42	3:52	4:05	4:17	4:33	4:45	4:56	---	4:59
3:42	3:48	3:57	4:07	4:20	4:32	4:48	5:00	5:11	---	5:14
3:57	4:03	4:12	4:22	4:35	4:47	5:03	5:15	5:26	---	5:29
4:12	4:18	4:27	4:37	4:50	5:02	5:18	5:30	5:41	---	5:44
4:27	4:33	4:42	4:52	5:05	5:17	5:33	5:45	5:56	---	5:59
4:42	4:48	4:57	5:07	5:20	5:32	5:48	6:00	6:11	---	6:14
4:57	5:03	5:12	5:22	5:34	5:44	5:59	6:10	6:21	---	6:24
5:12	5:18	5:27	5:37	5:49	5:59	6:14	6:25	6:36	---	6:39
5:27	5:33	5:42	5:52	6:04	6:14	6:29	6:40	6:51	---	6:54
5:42	5:48	5:57	6:07	6:19	6:29	6:44	6:55	7:06	---	7:09
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6:12	6:18	6:26	6:35	6:47	6:56	7:09	7:19	7:29	---	7:32
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6:47	6:53	7:00	7:08	7:19	7:27	7:39	7:49	7:59	---	8:01
7:07	7:13	7:20	7:28	7:39	7:47	7:59	8:09	8:19	---	8:21
7:27	7:33	7:40	7:48	7:59	8:07	8:19	8:29	8:39	---	8:41
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9:27	9:33	9:40	9:48	9:59	10:07	10:19	10:29	10:39	---	10:41
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10:57	11:03	11:09	11:16	11:24	11:31	11:43	11:52	12:00	---	12:02
11:27	11:33	11:39	11:46	11:54	12:01	12:13	12:22	12:30	---	12:32
11:57	12:03	12:09	12:16	12:24	12:31	12:43	12:52	1:00	---	1:02
12:27	12:33	12:39	12:46	12:54	1:01	1:13	1:22	1:30	---	1:32
12:57	1:03	1:09	1:16	1:24	1:31	1:43	1:52	2:00	---	2:02

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Charleston 206



LOOKING FOR A FAST EAST/WEST CONNECTION?
Try the new Route 213 to travel from Valley View in the west to Paradise in the east in just eight minutes via the Desert Inn Superarterial.

24 hour service

206 Charleston

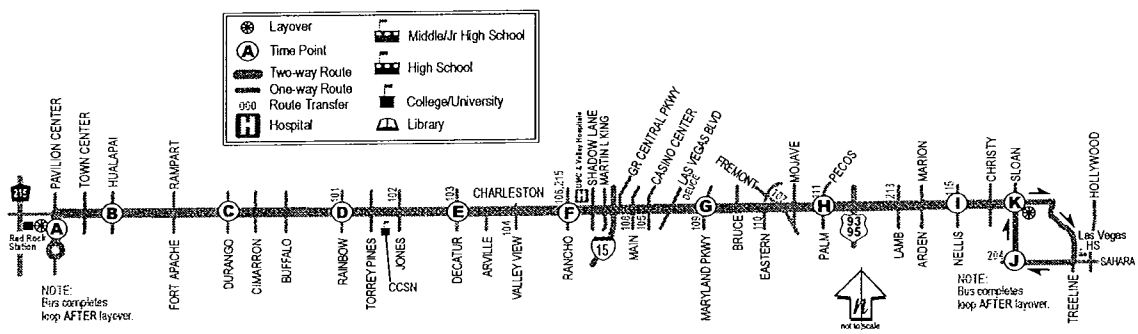
Westbound | Mondays - Thursdays

CHARLESTON / SLOAN (K)	SLOAN / SAHARA (J)	NELLIS (I)	PECOS (H)	MARYLAND PARKWAY (G)	RANCHO (F)	DECATUR (E)	RAINBOW (D)	DURANGO (C)	HUALAPAI (B)	RED ROCK STATION (A)
1:15	1:22	1:28	1:35	1:43	1:51	1:57	2:04	2:09	2:14	2:17
2:00	2:07	2:13	2:20	2:28	2:36	2:42	2:49	2:54	2:59	3:02
2:45	2:52	2:58	3:05	3:13	3:21	3:27	3:34	3:39	3:44	3:47
3:30	3:37	3:43	3:50	3:58	4:06	4:12	4:19	4:24	4:29	4:32
4:00	4:07	4:13	4:20	4:28	4:36	4:42	4:49	4:54	4:59	5:02
4:20	4:27	4:34	4:42	4:52	5:02	5:10	5:18	5:24	5:30	5:34
4:42	4:49	4:56	5:04	5:14	5:24	5:32	5:40	5:46	5:52	5:56
5:00	5:07	5:15	5:25	5:36	5:47	5:56	6:05	6:11	6:17	6:21
5:15	5:23	5:32	5:44	5:57	6:10	6:19	6:30	6:37	6:44	6:48
5:30	5:38	5:47	5:59	6:12	6:25	6:34	6:45	6:52	6:59	7:03
5:45	5:53	6:02	6:14	6:27	6:40	6:49	7:00	7:07	7:14	7:18
6:00	6:08	6:17	6:29	6:42	6:55	7:04	7:15	7:22	7:29	7:33
6:15	6:23	6:32	6:44	6:57	7:10	7:19	7:30	7:37	7:44	7:48
6:30	6:39	6:48	7:00	7:13	7:26	7:35	7:46	7:53	8:00	8:04
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7:35	7:43	7:53	8:05	8:18	8:32	8:42	8:53	9:00	9:07	9:11
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8:05	8:13	8:23	8:35	8:48	9:02	9:12	9:23	9:30	9:37	9:41
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8:35	8:43	8:53	9:05	9:18	9:32	9:42	9:53	10:00	10:07	10:11
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9:05	9:13	9:23	9:35	9:49	10:03	10:13	10:24	10:31	10:38	10:42
9:20	9:28	9:38	9:50	10:04	10:18	10:28	10:39	10:46	10:53	10:57
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10:35	10:43	10:53	11:05	11:19	11:34	11:45	11:56	12:03	12:10	12:14
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11:05	11:13	11:23	11:35	11:49	12:04	12:15	12:26	12:33	12:40	12:44
11:15	11:23	11:33	11:45	11:59	12:14	12:25	12:36	12:43	12:50	12:54
11:30	11:38	11:48	12:00	12:14	12:29	12:40	12:51	12:58	1:05	1:09
11:45	11:53	12:03	12:15	12:29	12:44	12:55	1:06	1:13	1:20	1:24
11:59	12:07	12:18	12:31	12:45	1:01	1:12	1:23	1:31	1:38	1:42
12:14	12:22	12:33	12:46	1:00	1:16	1:27	1:38	1:46	1:53	1:57

CHARLESTON / SLOAN (K)	SLOAN / SAHARA (J)	NELLIS (I)	PECOS (H)	MARYLAND PARKWAY (G)	RANCHO (F)	DECATUR (E)	RAINBOW (D)	DURANGO (C)	HUALAPAI (B)	RED ROCK STATION (A)
12:29	12:37	12:48	1:01	1:15	1:31	1:42	1:53	2:01	2:08	2:12
12:44	12:52	1:03	1:16	1:30	1:46	1:57	2:08	2:16	2:23	2:27
12:59	1:07	1:18	1:31	1:45	2:01	2:12	2:23	2:31	2:38	2:42
1:14	1:22	1:33	1:46	2:00	2:16	2:27	2:38	2:46	2:53	2:57
1:28	1:40	1:51	2:06	2:20	2:36	2:47	2:58	3:06	3:13	3:17
1:41	1:51	2:02	2:16	2:30	2:46	2:57	3:08	3:16	3:23	3:27
1:59	2:07	2:18	2:31	2:45	3:01	3:12	3:23	3:31	3:38	3:42
2:14	2:22	2:33	2:46	3:00	3:16	3:27	3:38	3:46	3:53	3:57
2:29	2:37	2:48	3:01	3:15	3:31	3:42	3:53	4:01	4:08	4:12
2:44	2:52	3:03	3:16	3:30	3:46	3:57	4:08	4:16	4:23	4:27
2:59	3:07	3:18	3:31	3:45	4:01	4:12	4:23	4:31	4:38	4:42
3:14	3:22	3:33	3:46	4:00	4:16	4:27	4:38	4:46	4:53	4:57
3:29	3:37	3:48	4:01	4:15	4:31	4:42	4:53	5:01	5:08	5:12
3:44	3:52	4:03	4:16	4:30	4:46	4:57	5:08	5:16	5:23	5:27
3:59	4:07	4:18	4:31	4:45	5:01	5:12	5:23	5:31	5:38	5:42
4:14	4:22	4:33	4:46	5:00	5:16	5:27	5:38	5:46	5:53	5:57
4:29	4:37	4:48	5:01	5:15	5:31	5:42	5:53	6:01	6:08	6:12
4:45	4:53	5:04	5:17	5:31	5:46	5:56	6:07	6:15	6:22	6:26
5:00	5:08	5:19	5:32	5:46	6:01	6:11	6:22	6:30	6:37	6:41
5:15	5:23	5:34	5:47	6:01	6:16	6:26	6:37	6:45	6:52	6:56
5:30	5:38	5:48	6:00	6:13	6:26	6:35	6:45	6:52	6:58	7:02
5:45	5:53	6:03	6:15	6:28	6:41	6:50	7:00	7:07	7:13	7:17
6:00	6:08	6:18	6:30	6:43	6:56	7:05	7:15	7:22	7:28	7:32
6:15	6:23	6:32	6:43	6:55	7:07	7:16	7:26	7:32	7:38	7:42
6:35	6:43	6:52	7:03	7:15	7:27	7:36	7:46	7:52	7:58	8:02
6:55	7:03	7:12	7:23	7:35	7:47	7:56	8:06	8:12	8:18	8:22
7:20	7:28	7:37	7:48	8:00	8:12	8:21	8:31	8:37	8:43	8:47
7:50	7:58	8:07	8:18	8:30	8:42	8:51	9:01	9:07	9:13	9:17
8:22	8:30	8:38	8:48	8:59	9:11	9:19	9:29	9:35	9:41	9:45
8:52	9:00	9:08	9:18	9:29	9:41	9:49	9:59	10:05	10:11	10:15
9:22	9:30	9:38	9:48	9:59	10:11	10:19	10:29	10:35	10:41	10:45
9:52	10:00	10:08	10:18	10:29	10:41	10:49	10:59	11:05	11:11	11:15
10:22	10:29	10:36	10:45	10:56	11:06	11:14	11:22	11:28	11:33	11:37
10:52	10:59	11:06	11:15	11:26	11:36	11:44	11:52	11:58	12:03	12:07
11:22	11:29	11:36	11:45	11:56	12:06	12:14	12:22	12:28	12:33	12:37
11:52	11:59	12:06	12:15	12:26	12:36	12:44	12:52	12:58	1:03	1:07
12:25	12:32	12:39	12:48	12:59	1:09	1:17	1:25	1:31	1:36	1:40

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Charleston 206



24 hour service

206 Charleston

Eastbound | Fridays

Ⓐ RED ROCK STATION	Ⓑ HUALAPAI	Ⓒ DURANGO	Ⓓ RAINBOW	Ⓔ DECATUR	Ⓕ RANCHO	Ⓖ MARYLAND PARKWAY	Ⓗ PECOS	Ⓘ NELLIS	Ⓙ SLOAN / SAHARA	Ⓚ CHARLESTON / SLOAN
1:40	1:45	1:50	1:56	2:04	2:10	2:20	2:28	2:35	—	2:37
2:25	2:30	2:35	2:41	2:49	2:55	3:05	3:13	3:20	—	3:22
3:10	3:15	3:20	3:26	3:34	3:40	3:50	3:58	4:05	—	4:07
3:55	4:00	4:05	4:11	4:19	4:25	4:35	4:43	4:50	—	4:52
4:25	4:30	4:35	4:41	4:49	4:55	5:05	5:13	5:20	—	5:22
4:45	4:50	4:55	5:01	5:09	5:15	5:25	5:33	5:40	—	5:42
5:00	5:06	5:12	5:20	5:30	5:38	5:50	5:59	6:07	—	6:09
5:15	5:21	5:28	5:36	5:46	5:54	6:06	6:15	6:26	—	6:29
5:28	5:34	5:41	5:49	5:59	6:07	6:19	6:28	6:39	—	6:42
5:47	5:53	6:00	6:08	6:18	6:27	6:39	6:49	6:58	—	7:01
6:01	6:07	6:15	6:24	6:36	6:45	6:58	7:08	7:17	—	7:20
6:16	6:22	6:30	6:39	6:51	7:00	7:13	7:23	7:32	—	7:35
6:31	6:37	6:45	6:54	7:06	7:15	7:28	7:38	7:47	—	7:50
6:46	6:52	7:00	7:09	7:21	7:30	7:43	7:53	8:02	—	8:05
7:01	7:07	7:15	7:24	7:36	7:45	7:58	8:08	8:17	—	8:20
7:16	7:22	7:30	7:39	7:51	8:00	8:13	8:23	8:32	—	8:35
7:31	7:37	7:45	7:54	8:06	8:15	8:28	8:38	8:47	—	8:50
7:46	7:52	8:00	8:09	8:21	8:30	8:43	8:53	9:02	—	9:05
8:01	8:07	8:15	8:24	8:36	8:45	8:59	9:10	9:20	—	9:23
8:16	8:22	8:30	8:39	8:51	9:00	9:14	9:25	9:35	—	9:38
8:31	8:37	8:45	8:54	9:06	9:15	9:29	9:40	9:50	—	9:53
8:46	8:52	9:00	9:09	9:21	9:30	9:44	9:55	10:05	—	10:08
9:01	9:07	9:15	9:24	9:36	9:45	9:59	10:10	10:20	—	10:23
9:16	9:22	9:30	9:39	9:51	10:00	10:14	10:25	10:35	—	10:38
9:31	9:37	9:45	9:54	10:06	10:15	10:29	10:40	10:50	—	10:53
9:41	9:47	9:55	10:05	10:17	10:28	10:43	10:55	11:06	—	11:09
9:56	10:02	10:10	10:20	10:32	10:43	10:58	11:10	11:21	—	11:24
10:11	10:17	10:25	10:35	10:47	10:58	11:13	11:25	11:36	—	11:39
10:26	10:32	10:40	10:50	11:02	11:13	11:28	11:40	11:51	—	11:54
10:41	10:47	10:55	11:05	11:17	11:28	11:43	11:55	12:06	—	12:09
10:56	11:02	11:10	11:20	11:32	11:43	11:58	12:10	12:21	—	12:24
11:11	11:17	11:25	11:35	11:47	11:58	12:13	12:25	12:36	—	12:39
11:26	11:32	11:40	11:50	12:02	12:13	12:28	12:40	12:51	—	12:54
11:41	11:47	11:55	12:05	12:17	12:28	12:43	12:55	1:06	—	1:09
11:56	12:02	12:10	12:20	12:32	12:43	12:58	1:10	1:21	—	1:24
12:11	12:17	12:26	12:36	12:49	1:01	1:17	1:29	1:40	—	1:43
12:26	12:32	12:41	12:51	1:04	1:16	1:32	1:44	1:55	—	1:58
12:41	12:47	12:56	1:06	1:19	1:31	1:47	1:59	2:10	—	2:13

Ⓐ RED ROCK STATION	Ⓑ HUALAPAI	Ⓒ DURANGO	Ⓓ RAINBOW	Ⓔ DECATUR	Ⓕ RANCHO	Ⓖ MARYLAND PARKWAY	Ⓗ PECOS	Ⓘ NELLIS	Ⓙ SLOAN / SAHARA	Ⓚ CHARLESTON / SLOAN
12:56	1:02	1:11	1:21	1:34	1:46	2:02	2:14	2:25	—	2:28
1:11	1:17	1:26	1:36	1:49	2:01	2:17	2:29	2:40	—	2:43
1:26	1:32	1:41	1:51	2:04	2:16	2:32	2:44	2:55	—	2:58
1:41	1:47	1:56	2:06	2:19	2:31	2:47	2:59	3:10	—	3:13
1:57	2:03	2:12	2:22	2:35	2:47	3:03	3:15	3:26	—	3:29
2:12	2:18	2:27	2:37	2:50	3:02	3:18	3:30	3:41	—	3:44
2:27	2:33	2:42	2:52	3:05	3:17	3:33	3:45	3:56	—	3:59
2:42	2:48	2:57	3:07	3:20	3:32	3:48	4:00	4:11	—	4:14
2:57	3:03	3:12	3:22	3:35	3:47	4:03	4:15	4:26	—	4:29
3:12	3:18	3:27	3:37	3:50	4:02	4:18	4:30	4:41	—	4:44
3:27	3:33	3:42	3:52	4:05	4:17	4:33	4:45	4:56	—	4:59
3:42	3:48	3:57	4:07	4:20	4:32	4:48	5:00	5:11	—	5:14
3:57	4:03	4:12	4:22	4:35	4:47	5:03	5:15	5:26	—	5:29
4:12	4:18	4:27	4:37	4:50	5:02	5:18	5:30	5:41	—	5:44
4:27	4:33	4:42	4:52	5:05	5:17	5:33	5:45	5:56	—	5:59
4:42	4:48	4:57	5:07	5:20	5:32	5:48	6:00	6:11	—	6:14
4:57	5:03	5:12	5:22	5:34	5:44	5:59	6:10	6:21	—	6:24
5:12	5:18	5:27	5:37	5:49	5:59	6:14	6:25	6:36	—	6:39
5:27	5:33	5:42	5:52	6:04	6:14	6:29	6:40	6:51	—	6:54
5:42	5:48	5:57	6:07	6:19	6:29	6:44	6:55	7:06	—	7:09
5:57	6:03	6:11	6:20	6:32	6:41	6:54	7:04	7:14	—	7:17
6:12	6:18	6:26	6:35	6:47	6:56	7:09	7:19	7:29	—	7:32
6:27	6:33	6:41	6:50	7:02	7:11	7:24	7:34	7:44	—	7:47
6:47	6:53	7:00	7:08	7:19	7:27	7:39	7:49	7:59	—	8:01
7:07	7:13	7:20	7:28	7:39	7:47	7:59	8:09	8:19	—	8:21
7:27	7:33	7:40	7:48	7:59	8:07	8:19	8:29	8:39	—	8:41
7:57	8:03	8:10	8:18	8:29	8:37	8:49	8:59	9:09	—	9:11
8:27	8:33	8:40	8:48	8:59	9:07	9:19	9:29	9:39	—	9:41
8:57	9:03	9:10	9:18	9:29	9:37	9:49	9:59	10:09	—	10:11
9:27	9:33	9:40	9:48	9:59	10:07	10:19	10:29	10:39	—	10:41
9:57	10:03	10:10	10:18	10:29	10:37	10:49	10:59	11:09	—	11:11
10:27	10:33	10:39	10:46	10:54	11:01	11:13	11:22	11:30	—	11:32
10:57	11:03	11:09	11:16	11:24	11:31	11:43	11:52	12:00	—	12:02
11:27	11:33	11:39	11:46	11:54	12:01	12:13	12:22	12:30	—	12:32
11:57	12:03	12:09	12:16	12:24	12:31	12:43	12:52	1:00	—	1:02
12:27	12:33	12:39	12:46	12:54	1:01	1:13	1:22	1:30	—	1:32
12:57	1:03	1:09	1:16	1:24	1:31	1:43	1:52	2:00	—	2:02

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Charleston 206

Westbound | Fridays

CHARLESTON / SLOAN (K)	SLOAN / SAHARA (J)	NELLIS (I)	PECOS (H)	MARYLAND PARKWAY (G)	RANCHO (F)	DECATUR (E)	RAINBOW (D)	DURANGO (C)	HUALAPAI (B)	RED ROCK STATION (A)
1:15	1:22	1:28	1:35	1:43	1:51	1:57	2:04	2:09	2:14	2:17
2:00	2:07	2:13	2:20	2:28	2:36	2:42	2:49	2:54	2:59	3:02
2:45	2:52	2:58	3:05	3:13	3:21	3:27	3:34	3:39	3:44	3:47
3:30	3:37	3:43	3:50	3:58	4:06	4:12	4:19	4:24	4:29	4:32
4:00	4:07	4:13	4:20	4:28	4:36	4:42	4:49	4:54	4:59	5:02
4:20	4:27	4:34	4:42	4:52	5:02	5:10	5:18	5:24	5:30	5:34
4:42	4:49	4:56	5:04	5:14	5:24	5:32	5:40	5:46	5:52	5:56
5:00	5:07	5:15	5:25	5:36	5:47	5:56	6:05	6:11	6:17	6:21
5:15	5:23	5:32	5:44	5:57	6:10	6:19	6:30	6:37	6:44	6:48
5:30	5:38	5:47	5:59	6:12	6:25	6:34	6:45	6:52	6:59	7:03
5:45	5:53	6:02	6:14	6:27	6:40	6:49	7:00	7:07	7:14	7:18
6:00	6:08	6:17	6:29	6:42	6:55	7:04	7:15	7:22	7:29	7:33
6:15	6:23	6:32	6:44	6:57	7:10	7:19	7:30	7:37	7:44	7:48
6:30	6:39	6:48	7:00	7:13	7:26	7:35	7:46	7:53	8:00	8:04
6:40	6:49	6:59	7:11	7:24	7:38	7:47	7:58	8:05	8:12	8:16
6:50	6:59	7:09	7:21	7:34	7:48	7:57	8:08	8:15	8:22	8:26
7:05	7:13	7:23	7:35	7:48	8:02	8:12	8:23	8:30	8:37	8:41
7:20	7:28	7:38	7:50	8:03	8:17	8:27	8:38	8:45	8:52	8:56
7:35	7:43	7:53	8:05	8:18	8:32	8:42	8:53	9:00	9:07	9:11
7:50	7:58	8:08	8:20	8:33	8:47	8:57	9:08	9:15	9:22	9:26
8:05	8:13	8:23	8:35	8:48	9:02	9:12	9:23	9:30	9:37	9:41
8:20	8:28	8:38	8:50	9:03	9:17	9:27	9:38	9:45	9:52	9:56
8:35	8:43	8:53	9:05	9:18	9:32	9:42	9:53	10:00	10:07	10:11
8:50	8:58	9:08	9:20	9:33	9:47	9:57	10:08	10:15	10:22	10:26
9:05	9:13	9:23	9:35	9:49	10:03	10:13	10:24	10:31	10:38	10:42
9:20	9:28	9:38	9:50	10:04	10:18	10:28	10:39	10:46	10:53	10:57
9:35	9:43	9:53	10:05	10:19	10:33	10:43	10:54	11:01	11:08	11:12
9:50	9:58	10:08	10:20	10:34	10:48	10:58	11:09	11:16	11:23	11:27
10:05	10:13	10:23	10:35	10:49	11:04	11:15	11:26	11:33	11:40	11:44
10:20	10:28	10:38	10:50	11:04	11:19	11:30	11:41	11:48	11:55	11:59
10:35	10:43	10:53	11:05	11:19	11:34	11:45	11:56	12:03	12:10	12:14
10:50	10:58	11:08	11:20	11:34	11:49	12:00	12:11	12:18	12:25	12:29
11:05	11:13	11:23	11:35	11:49	12:04	12:15	12:26	12:33	12:40	12:44
11:15	11:23	11:33	11:45	11:59	12:14	12:25	12:36	12:43	12:50	12:54
11:30	11:38	11:48	12:00	12:14	12:29	12:40	12:51	12:58	1:05	1:09
11:45	11:53	12:03	12:15	12:29	12:44	12:55	1:06	1:13	1:20	1:24
11:59	12:07	12:18	12:31	12:45	1:01	1:12	1:23	1:31	1:38	1:42
12:14	12:22	12:33	12:46	1:00	1:16	1:27	1:38	1:46	1:53	1:57

CHARLESTON / SLOAN (K)	SLOAN / SAHARA (J)	NELLIS (I)	PECOS (H)	MARYLAND PARKWAY (G)	RANCHO (F)	DECATUR (E)	RAINBOW (D)	DURANGO (C)	HUALAPAI (B)	RED ROCK STATION (A)
12:29	12:37	12:48	1:01	1:15	1:31	1:42	1:53	2:01	2:08	2:12
12:44	12:52	1:03	1:16	1:30	1:46	1:57	2:08	2:16	2:23	2:27
12:59	1:07	1:18	1:31	1:45	2:01	2:12	2:23	2:31	2:38	2:42
1:14	1:22	1:33	1:46	2:00	2:16	2:27	2:38	2:46	2:53	2:57
1:28	1:40	1:51	2:06	2:20	2:36	2:47	2:58	3:06	3:13	3:17
1:41	1:51	2:02	2:16	2:30	2:46	2:57	3:08	3:16	3:23	3:27
1:59	2:07	2:18	2:31	2:45	3:01	3:12	3:23	3:31	3:38	3:42
2:14	2:22	2:33	2:46	3:00	3:16	3:27	3:38	3:46	3:53	3:57
2:29	2:37	2:48	3:01	3:15	3:31	3:42	3:53	4:01	4:08	4:12
2:44	2:52	3:03	3:16	3:30	3:46	3:57	4:08	4:16	4:23	4:27
2:59	3:07	3:18	3:31	3:45	4:01	4:12	4:23	4:31	4:38	4:42
3:14	3:22	3:33	3:46	4:00	4:16	4:27	4:38	4:46	4:53	4:57
3:29	3:37	3:48	4:01	4:15	4:31	4:42	4:53	5:01	5:08	5:12
3:44	3:52	4:03	4:16	4:30	4:46	4:57	5:08	5:16	5:23	5:27
3:59	4:07	4:18	4:31	4:45	5:01	5:12	5:23	5:31	5:38	5:42
4:14	4:22	4:33	4:46	5:00	5:16	5:27	5:38	5:46	5:53	5:57
4:29	4:37	4:48	5:01	5:15	5:31	5:42	5:53	6:01	6:08	6:12
4:45	4:53	5:04	5:17	5:31	5:46	5:56	6:07	6:15	6:22	6:26
5:00	5:08	5:19	5:32	5:46	6:01	6:11	6:22	6:30	6:37	6:41
5:15	5:23	5:34	5:47	6:01	6:16	6:26	6:37	6:45	6:52	6:56
5:30	5:38	5:48	6:00	6:13	6:26	6:35	6:45	6:52	6:58	7:02
5:45	5:53	6:03	6:15	6:28	6:41	6:50	7:00	7:07	7:13	7:17
6:00	6:08	6:18	6:30	6:43	6:56	7:05	7:15	7:22	7:28	7:32
6:15	6:23	6:32	6:43	6:55	7:07	7:16	7:26	7:32	7:38	7:42
6:35	6:43	6:52	7:03	7:15	7:27	7:36	7:46	7:52	7:58	8:02
6:55	7:03	7:12	7:23	7:35	7:47	7:56	8:06	8:12	8:18	8:22
7:20	7:28	7:37	7:48	8:00	8:12	8:21	8:31	8:37	8:43	8:47
7:50	7:58	8:07	8:18	8:30	8:42	8:51	9:01	9:07	9:13	9:17
8:22	8:30	8:38	8:48	8:59	9:11	9:19	9:29	9:35	9:41	9:45
8:52	9:00	9:08	9:18	9:29	9:41	9:49	9:59	10:05	10:11	10:15
9:22	9:30	9:38	9:48	9:59	10:11	10:19	10:29	10:35	10:41	10:45
9:52	10:00	10:08	10:18	10:29	10:41	10:49	10:59	11:05	11:11	11:15
10:22	10:29	10:36	10:45	10:56	11:06	11:14	11:22	11:28	11:33	11:37
10:52	10:59	11:06	11:15	11:26	11:36	11:44	11:52	11:58	12:03	12:07
11:22	11:29	11:36	11:45	11:56	12:06	12:14	12:22	12:28	12:33	12:37
11:52	11:59	12:06	12:15	12:26	12:36	12:44	12:52	12:58	1:03	1:07
12:25	12:32	12:39	12:48	12:59	1:09	1:17	1:25	1:31	1:36	1:40

206

24 hour service

206 Charleston

Eastbound | Saturdays

RED ROCK STATION Ⓐ	HUALAPAI Ⓑ	DURANGO Ⓒ	RAINBOW Ⓓ	DECATUR Ⓔ	RANCHO Ⓕ	MARYLAND PARKWAY Ⓖ	PECOS Ⓗ	NELLIS Ⓘ	SLOAN / SAHARA Ⓙ	CHARLESTON / SLOAN Ⓚ
1:40	1:45	1:50	1:56	2:04	2:10	2:20	2:28	2:35	—	2:37
2:25	2:30	2:35	2:41	2:49	2:55	3:05	3:13	3:20	—	3:22
3:10	3:15	3:20	3:26	3:34	3:40	3:50	3:58	4:05	—	4:07
3:55	4:00	4:05	4:11	4:19	4:25	4:35	4:43	4:50	—	4:52
4:30	4:35	4:41	4:48	4:56	5:03	5:14	5:23	5:31	—	5:33
4:50	4:55	5:01	5:08	5:16	5:23	5:34	5:43	5:51	—	5:53
5:10	5:15	5:21	5:28	5:36	5:43	5:54	6:03	6:11	—	6:13
5:30	5:35	5:41	5:48	5:56	6:03	6:14	6:23	6:31	—	6:33
5:50	5:55	6:01	6:08	6:16	6:23	6:34	6:43	6:51	—	6:53
6:06	6:11	6:18	6:26	6:36	6:44	6:56	7:05	7:13	—	7:15
6:23	6:28	6:35	6:43	6:53	7:01	7:13	7:22	7:30	—	7:32
6:43	6:48	6:55	7:03	7:13	7:21	7:33	7:42	7:50	—	7:52
7:03	7:08	7:15	7:23	7:33	7:41	7:53	8:02	8:10	—	8:12
7:23	7:28	7:35	7:43	7:53	8:01	8:13	8:22	8:30	—	8:32
7:43	7:48	7:55	8:03	8:13	8:21	8:33	8:42	8:50	—	8:52
8:03	8:08	8:15	8:23	8:33	8:41	8:53	9:02	9:10	—	9:12
8:23	8:28	8:35	8:43	8:53	9:01	9:13	9:22	9:30	—	9:32
8:43	8:48	8:55	9:03	9:13	9:21	9:33	9:42	9:50	—	9:52
9:03	9:08	9:15	9:23	9:34	9:43	9:56	10:06	10:16	—	10:18
9:23	9:28	9:35	9:43	9:54	10:03	10:16	10:26	10:36	—	10:38
9:43	9:48	9:55	10:03	10:14	10:23	10:36	10:46	10:56	—	10:58
10:03	10:08	10:15	10:23	10:34	10:43	10:56	11:06	11:16	—	11:18
10:23	10:28	10:35	10:43	10:54	11:03	11:16	11:26	11:36	—	11:38
10:43	10:48	10:55	11:03	11:14	11:23	11:36	11:46	11:56	—	11:58
11:03	11:08	11:15	11:23	11:35	11:45	12:00	12:11	12:21	—	12:23
11:23	11:28	11:35	11:43	11:55	12:05	12:20	12:31	12:41	—	12:43
11:43	11:48	11:55	12:03	12:15	12:25	12:40	12:51	1:01	—	1:03
12:03	12:08	12:15	12:23	12:35	12:45	1:00	1:11	1:21	—	1:23
12:23	12:28	12:35	12:43	12:55	1:05	1:20	1:31	1:41	—	1:43
12:43	12:48	12:55	1:03	1:15	1:25	1:40	1:51	2:01	—	2:03
1:03	1:08	1:15	1:23	1:35	1:45	2:00	2:11	2:21	—	2:23

RED ROCK STATION Ⓐ	HUALAPAI Ⓑ	DURANGO Ⓒ	RAINBOW Ⓓ	DECATUR Ⓔ	RANCHO Ⓕ	MARYLAND PARKWAY Ⓖ	PECOS Ⓗ	NELLIS Ⓘ	SLOAN / SAHARA Ⓙ	CHARLESTON / SLOAN Ⓚ
1:23	1:28	1:35	1:43	1:55	2:05	2:20	2:31	2:41	—	2:43
1:43	1:48	1:55	2:03	2:15	2:25	2:40	2:51	3:01	—	3:03
2:03	2:08	2:15	2:23	2:35	2:45	3:00	3:11	3:21	—	3:23
2:23	2:28	2:35	2:43	2:55	3:05	3:20	3:31	3:41	—	3:43
2:43	2:48	2:55	3:03	3:15	3:25	3:40	3:51	4:01	—	4:03
3:03	3:08	3:15	3:23	3:35	3:45	4:00	4:11	4:21	—	4:23
3:23	3:28	3:35	3:43	3:55	4:05	4:20	4:31	4:41	—	4:43
3:43	3:48	3:55	4:03	4:15	4:25	4:40	4:51	5:01	—	5:03
4:03	4:08	4:15	4:23	4:35	4:45	5:00	5:11	5:21	—	5:23
4:23	4:28	4:35	4:43	4:55	5:05	5:20	5:31	5:41	—	5:43
4:43	4:48	4:55	5:03	5:15	5:25	5:40	5:51	6:01	—	6:03
5:03	5:08	5:15	5:23	5:35	5:45	6:00	6:11	6:21	—	6:23
5:23	5:28	5:35	5:43	5:54	6:03	6:16	6:26	6:36	—	6:38
5:43	5:48	5:55	6:03	6:14	6:23	6:36	6:46	6:56	—	6:58
6:03	6:08	6:15	6:23	6:34	6:43	6:56	7:06	7:16	—	7:18
6:23	6:28	6:35	6:43	6:54	7:03	7:16	7:26	7:36	—	7:38
6:43	6:48	6:55	7:03	7:13	7:21	7:33	7:43	7:52	—	7:54
7:08	7:13	7:20	7:28	7:38	7:46	7:58	8:08	8:17	—	8:19
7:33	7:38	7:45	7:53	8:03	8:11	8:23	8:33	8:42	—	8:44
8:03	8:08	8:15	8:23	8:33	8:41	8:53	9:03	9:12	—	9:14
8:33	8:38	8:45	8:52	9:02	9:10	9:21	9:31	9:40	—	9:42
9:03	9:08	9:15	9:22	9:32	9:40	9:51	10:01	10:10	—	10:12
9:33	9:38	9:45	9:52	10:02	10:10	10:21	10:31	10:40	—	10:42
10:03	10:08	10:15	10:22	10:32	10:40	10:51	11:01	11:10	—	11:12
10:33	10:38	10:45	10:52	11:02	11:10	11:21	11:31	11:40	—	11:42
11:03	11:08	11:14	11:21	11:29	11:36	11:47	11:56	12:04	—	12:06
11:33	11:38	11:44	11:51	11:59	12:06	12:17	12:26	12:34	—	12:36
12:03	12:08	12:14	12:21	12:29	12:36	12:47	12:56	1:04	—	1:06
12:25	12:30	12:36	12:43	12:51	12:58	1:09	1:18	1:26	—	1:28
12:55	1:00	1:06	1:13	1:21	1:28	1:39	1:48	1:56	—	1:58

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Charleston 206

Westbound | Saturdays

CHARLESTON / SLOAN Ⓚ	SLOAN / SAHARA Ⓙ	NELLIS Ⓘ	PECOS Ⓗ	MARYLAND PARKWAY Ⓖ	RANCHO Ⓕ	DECATUR Ⓔ	RAINBOW Ⓓ	DURANGO Ⓒ	HUALAPAI Ⓑ	RED ROCK STATION Ⓐ
1:15	1:22	1:28	1:35	1:43	1:51	1:57	2:04	2:09	2:14	2:17
2:00	2:07	2:13	2:20	2:28	2:36	2:42	2:49	2:54	2:59	3:02
2:45	2:52	2:58	3:05	3:13	3:21	3:27	3:34	3:39	3:44	3:47
3:30	3:37	3:43	3:50	3:58	4:06	4:12	4:19	4:24	4:29	4:32
4:15	4:22	4:28	4:35	4:43	4:51	4:57	5:04	5:09	5:14	5:17
4:40	4:47	4:54	5:02	5:12	5:22	5:29	5:37	5:43	5:48	5:52
5:05	5:12	5:20	5:29	5:40	5:51	5:59	6:08	6:14	6:19	6:23
5:25	5:32	5:40	5:49	6:00	6:11	6:19	6:28	6:34	6:39	6:43
5:45	5:52	6:00	6:09	6:20	6:31	6:39	6:48	6:54	6:59	7:03
6:05	6:13	6:21	6:31	6:43	6:55	7:04	7:14	7:21	7:27	7:31
6:25	6:33	6:41	6:51	7:03	7:15	7:24	7:34	7:41	7:47	7:51
6:45	6:53	7:01	7:11	7:23	7:35	7:44	7:54	8:01	8:07	8:11
7:05	7:13	7:21	7:31	7:43	7:55	8:04	8:14	8:21	8:27	8:31
7:25	7:33	7:41	7:51	8:03	8:15	8:24	8:34	8:41	8:47	8:51
7:45	7:53	8:01	8:11	8:23	8:35	8:44	8:54	9:01	9:07	9:11
8:02	8:10	8:19	8:30	8:43	8:55	9:04	9:14	9:21	9:28	9:32
8:22	8:30	8:39	8:50	9:03	9:15	9:24	9:34	9:41	9:48	9:52
8:42	8:50	8:59	9:10	9:23	9:35	9:44	9:54	10:01	10:08	10:12
9:02	9:10	9:19	9:30	9:43	9:55	10:04	10:14	10:21	10:28	10:32
9:22	9:30	9:39	9:50	10:03	10:15	10:24	10:34	10:41	10:48	10:52
9:42	9:50	9:59	10:10	10:23	10:35	10:44	10:54	11:01	11:08	11:12
9:57	10:05	10:15	10:26	10:39	10:53	11:03	11:14	11:22	11:29	11:33
10:15	10:23	10:33	10:44	10:57	11:11	11:21	11:32	11:40	11:47	11:51
10:35	10:43	10:53	11:04	11:17	11:31	11:41	11:52	12:00	12:07	12:11
10:55	11:03	11:13	11:24	11:37	11:51	12:01	12:12	12:20	12:27	12:31
11:15	11:23	11:33	11:44	11:57	12:11	12:21	12:32	12:40	12:47	12:51
11:35	11:43	11:53	12:04	12:17	12:31	12:41	12:52	1:00	1:07	1:11
11:55	12:03	12:13	12:24	12:37	12:51	1:01	1:12	1:20	1:27	1:31
12:15	12:23	12:33	12:44	12:57	1:11	1:21	1:32	1:40	1:47	1:51
12:35	12:43	12:53	1:04	1:17	1:31	1:41	1:52	2:00	2:07	2:11
12:55	1:03	1:13	1:24	1:37	1:51	2:01	2:12	2:20	2:27	2:31

CHARLESTON / SLOAN Ⓚ	SLOAN / SAHARA Ⓙ	NELLIS Ⓘ	PECOS Ⓗ	MARYLAND PARKWAY Ⓖ	RANCHO Ⓕ	DECATUR Ⓔ	RAINBOW Ⓓ	DURANGO Ⓒ	HUALAPAI Ⓑ	RED ROCK STATION Ⓐ
1:15	1:23	1:33	1:44	1:57	2:11	2:21	2:32	2:40	2:47	2:51
1:35	1:43	1:53	2:04	2:17	2:31	2:41	2:52	3:00	3:07	3:11
1:55	2:03	2:13	2:24	2:37	2:51	3:01	3:12	3:20	3:27	3:31
2:15	2:23	2:33	2:44	2:57	3:11	3:21	3:32	3:40	3:47	3:51
2:35	2:43	2:53	3:04	3:17	3:31	3:41	3:52	4:00	4:07	4:11
2:55	3:03	3:13	3:24	3:37	3:51	4:01	4:12	4:20	4:27	4:31
3:15	3:23	3:33	3:44	3:57	4:11	4:21	4:32	4:40	4:47	4:51
3:35	3:43	3:53	4:04	4:17	4:31	4:41	4:52	5:00	5:07	5:11
3:55	4:03	4:13	4:24	4:37	4:51	5:01	5:12	5:20	5:27	5:31
4:15	4:23	4:33	4:44	4:57	5:11	5:21	5:32	5:40	5:47	5:51
4:35	4:43	4:53	5:04	5:17	5:31	5:41	5:52	6:00	6:07	6:11
4:55	5:03	5:13	5:24	5:37	5:51	6:01	6:12	6:20	6:27	6:31
5:15	5:23	5:32	5:43	5:55	6:08	6:17	6:27	6:34	6:41	6:45
5:35	5:43	5:52	6:03	6:15	6:28	6:37	6:47	6:54	7:01	7:05
5:55	6:03	6:12	6:23	6:35	6:48	6:57	7:07	7:14	7:21	7:25
6:15	6:23	6:31	6:41	6:53	7:05	7:13	7:22	7:29	7:35	7:39
6:35	6:43	6:51	7:01	7:13	7:25	7:33	7:42	7:49	7:55	7:59
6:55	7:03	7:11	7:21	7:33	7:45	7:53	8:02	8:09	8:15	8:19
7:20	7:28	7:36	7:46	7:58	8:10	8:18	8:27	8:34	8:40	8:44
7:50	7:58	8:06	8:16	8:28	8:40	8:48	8:57	9:04	9:10	9:14
8:14	8:21	8:29	8:39	8:50	9:02	9:10	9:19	9:25	9:31	9:35
8:35	8:42	8:50	9:00	9:11	9:23	9:31	9:40	9:46	9:52	9:56
8:55	9:02	9:10	9:20	9:31	9:43	9:51	10:00	10:06	10:12	10:16
9:25	9:32	9:40	9:50	10:01	10:13	10:21	10:30	10:36	10:42	10:46
9:55	10:02	10:10	10:19	10:29	10:40	10:48	10:56	11:02	11:07	11:11
10:25	10:32	10:40	10:49	10:59	11:10	11:18	11:26	11:32	11:37	11:41
10:55	11:02	11:09	11:17	11:27	11:37	11:45	11:53	11:58	12:03	12:06
11:25	11:32	11:39	11:47	11:57	12:07	12:15	12:23	12:28	12:33	12:36
11:55	12:02	12:09	12:17	12:27	12:37	12:45	12:53	12:58	1:03	1:06
12:25	12:32	12:39	12:47	12:57	1:07	1:15	1:23	1:28	1:33	1:36

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Eastbound | Sundays & Holidays

Ⓐ RED ROCK STATION	Ⓑ HUALAPAI	Ⓒ DURANGO	Ⓓ RAINBOW	Ⓔ DECATUR	Ⓕ RANCHO	Ⓖ MARYLAND PARKWAY	Ⓗ PECOS	Ⓘ NELLIS	Ⓙ SLOAN / SAHARA	Ⓚ CHARLESTON / SLOAN
1:40	1:45	1:50	1:56	2:04	2:10	2:20	2:28	2:35	—	2:37
2:25	2:30	2:35	2:41	2:49	2:55	3:05	3:13	3:20	—	3:22
3:10	3:15	3:20	3:26	3:34	3:40	3:50	3:58	4:05	—	4:07
3:55	4:00	4:05	4:11	4:19	4:25	4:35	4:43	4:50	—	4:52
4:40	4:45	4:50	4:56	5:04	5:11	5:21	5:30	5:38	—	5:40
5:10	5:15	5:20	5:26	5:34	5:41	5:51	6:00	6:08	—	6:10
5:35	5:40	5:45	5:51	5:59	6:06	6:16	6:25	6:33	—	6:35
5:55	6:00	6:05	6:11	6:19	6:26	6:36	6:45	6:53	—	6:55
6:15	6:20	6:26	6:33	6:42	6:49	7:00	7:10	7:18	—	7:20
6:35	6:40	6:46	6:53	7:02	7:09	7:20	7:30	7:38	—	7:40
6:55	7:00	7:06	7:13	7:22	7:29	7:40	7:50	7:58	—	8:00
7:15	7:20	7:26	7:33	7:42	7:49	8:00	8:10	8:18	—	8:20
7:35	7:40	7:46	7:53	8:02	8:09	8:20	8:30	8:38	—	8:40
7:58	8:03	8:09	8:16	8:25	8:32	8:43	8:53	9:01	—	9:03
8:18	8:23	8:29	8:36	8:45	8:52	9:03	9:13	9:21	—	9:23
8:38	8:43	8:49	8:56	9:05	9:12	9:23	9:33	9:41	—	9:43
8:55	9:00	9:06	9:14	9:24	9:32	9:44	9:54	10:03	—	10:05
9:15	9:20	9:26	9:34	9:44	9:52	10:04	10:14	10:23	—	10:25
9:35	9:40	9:46	9:54	10:04	10:12	10:24	10:34	10:43	—	10:45
9:55	10:00	10:06	10:14	10:24	10:32	10:44	10:54	11:03	—	11:05
10:15	10:20	10:26	10:34	10:44	10:52	11:04	11:14	11:23	—	11:25
10:35	10:40	10:46	10:54	11:04	11:12	11:24	11:34	11:43	—	11:45
10:55	11:00	11:07	11:15	11:26	11:34	11:47	11:58	12:07	—	12:09
11:15	11:20	11:27	11:35	11:46	11:54	12:07	12:18	12:27	—	12:29
11:35	11:40	11:47	11:55	12:06	12:14	12:27	12:38	12:47	—	12:49
11:55	12:00	12:07	12:15	12:26	12:34	12:47	12:58	1:07	—	1:09
12:15	12:20	12:27	12:35	12:46	12:54	1:07	1:18	1:27	—	1:29
12:35	12:40	12:47	12:55	1:06	1:14	1:27	1:38	1:47	—	1:49
12:55	1:00	1:07	1:15	1:26	1:34	1:47	1:58	2:07	—	2:09
1:15	1:20	1:27	1:35	1:46	1:54	2:07	2:18	2:27	—	2:29

Ⓐ RED ROCK STATION	Ⓑ HUALAPAI	Ⓒ DURANGO	Ⓓ RAINBOW	Ⓔ DECATUR	Ⓕ RANCHO	Ⓖ MARYLAND PARKWAY	Ⓗ PECOS	Ⓘ NELLIS	Ⓙ SLOAN / SAHARA	Ⓚ CHARLESTON / SLOAN
1:35	1:40	1:47	1:55	2:06	2:14	2:27	2:38	2:47	—	2:49
1:55	2:00	2:07	2:15	2:26	2:34	2:47	2:58	3:07	—	3:09
2:15	2:20	2:27	2:35	2:46	2:54	3:07	3:18	3:27	—	3:29
2:35	2:40	2:47	2:55	3:06	3:14	3:27	3:38	3:47	—	3:49
2:55	3:00	3:07	3:15	3:26	3:34	3:47	3:58	4:07	—	4:09
3:15	3:20	3:27	3:35	3:46	3:54	4:07	4:18	4:27	—	4:29
3:35	3:40	3:47	3:55	4:06	4:14	4:27	4:38	4:47	—	4:49
3:55	4:00	4:07	4:15	4:26	4:34	4:47	4:58	5:07	—	5:09
4:15	4:20	4:27	4:35	4:46	4:54	5:07	5:18	5:27	—	5:29
4:35	4:40	4:47	4:55	5:06	5:14	5:27	5:38	5:47	—	5:49
4:55	5:00	5:07	5:15	5:26	5:34	5:47	5:58	6:07	—	6:09
5:15	5:20	5:27	5:35	5:46	5:54	6:07	6:18	6:27	—	6:29
5:35	5:40	5:46	5:54	6:04	6:12	6:24	6:34	6:43	—	6:45
5:55	6:00	6:06	6:14	6:24	6:32	6:44	6:54	7:03	—	7:05
6:15	6:20	6:26	6:34	6:44	6:52	7:04	7:14	7:23	—	7:25
6:35	6:40	6:46	6:54	7:04	7:12	7:24	7:34	7:43	—	7:45
7:05	7:10	7:16	7:23	7:32	7:39	7:50	7:59	8:08	—	8:10
7:35	7:40	7:46	7:53	8:02	8:09	8:20	8:29	8:38	—	8:40
8:00	8:05	8:11	8:18	8:27	8:34	8:45	8:54	9:03	—	9:05
8:30	8:35	8:41	8:47	8:56	9:03	9:14	9:23	9:31	—	9:33
9:00	9:05	9:11	9:17	9:26	9:33	9:44	9:53	10:01	—	10:03
9:30	9:35	9:41	9:47	9:56	10:03	10:14	10:23	10:31	—	10:33
10:00	10:05	10:11	10:17	10:26	10:33	10:44	10:53	11:01	—	11:03
10:30	10:35	10:41	10:47	10:56	11:03	11:14	11:23	11:31	—	11:33
11:00	11:05	11:10	11:16	11:24	11:31	11:41	11:49	11:57	—	11:59
11:35	11:40	11:45	11:51	11:59	12:06	12:16	12:24	12:32	—	12:34
12:05	12:10	12:15	12:21	12:29	12:36	12:46	12:54	1:02	—	1:04
12:35	12:40	12:45	12:51	12:59	1:06	1:16	1:24	1:32	—	1:34
1:05	1:10	1:15	1:21	1:29	1:36	1:46	1:54	2:02	—	2:04

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Charleston 206

Westbound | Sundays & Holidays

CHARLESTON / SLOAN (K)	SLOAN / SAHARA (J)	NELLIS (I)	PECOS (H)	MARYLAND PARKWAY (G)	RANCHO (F)	DECATUR (E)	RAINBOW (D)	DURANGO (C)	HUALAPAI (B)	RED ROCK STATION (A)
1:15	1:22	1:28	1:35	1:43	1:51	1:57	2:04	2:09	2:14	2:17
2:00	2:07	2:13	2:20	2:28	2:36	2:42	2:49	2:54	2:59	3:02
2:45	2:52	2:58	3:05	3:13	3:21	3:27	3:34	3:39	3:44	3:47
3:30	3:37	3:43	3:50	3:58	4:06	4:12	4:19	4:24	4:29	4:32
4:15	4:22	4:28	4:35	4:43	4:51	4:57	5:04	5:09	5:14	5:17
4:45	4:52	4:59	5:08	5:18	5:28	5:35	5:43	5:49	5:54	5:58
5:10	5:17	5:24	5:33	5:43	5:53	6:00	6:08	6:14	6:19	6:23
5:30	5:37	5:44	5:53	6:03	6:13	6:20	6:28	6:34	6:39	6:43
5:50	5:57	6:04	6:13	6:23	6:33	6:40	6:48	6:54	6:59	7:03
6:05	6:12	6:19	6:28	6:38	6:48	6:55	7:03	7:09	7:14	7:18
6:25	6:32	6:40	6:50	7:02	7:14	7:22	7:31	7:38	7:44	7:48
6:45	6:52	7:00	7:10	7:22	7:34	7:42	7:51	7:58	8:04	8:08
7:05	7:12	7:20	7:30	7:42	7:54	8:02	8:11	8:18	8:24	8:28
7:20	7:27	7:35	7:45	7:57	8:09	8:17	8:26	8:33	8:39	8:43
7:36	7:43	7:51	8:01	8:13	8:25	8:33	8:42	8:49	8:55	8:59
7:56	8:03	8:12	8:23	8:35	8:47	8:55	9:05	9:12	9:18	9:22
8:16	8:23	8:32	8:43	8:55	9:07	9:15	9:25	9:32	9:38	9:42
8:36	8:43	8:52	9:03	9:15	9:27	9:35	9:45	9:52	9:58	10:02
8:56	9:03	9:12	9:23	9:35	9:47	9:55	10:05	10:12	10:18	10:22
9:16	9:23	9:32	9:43	9:55	10:07	10:15	10:25	10:32	10:38	10:42
9:36	9:43	9:52	10:03	10:15	10:27	10:35	10:45	10:52	10:58	11:02
9:56	10:03	10:12	10:23	10:35	10:48	10:57	11:07	11:14	11:21	11:25
10:16	10:23	10:32	10:43	10:55	11:08	11:17	11:27	11:34	11:41	11:45
10:36	10:43	10:52	11:03	11:15	11:28	11:37	11:47	11:54	12:01	12:05
10:56	11:03	11:12	11:23	11:35	11:48	11:57	12:07	12:14	12:21	12:25
11:16	11:23	11:32	11:43	11:55	12:08	12:17	12:27	12:34	12:41	12:45
11:36	11:43	11:52	12:03	12:15	12:28	12:37	12:47	12:54	1:01	1:05
11:56	12:03	12:12	12:23	12:35	12:48	12:57	1:07	1:14	1:21	1:25
12:13	12:20	12:29	12:40	12:52	1:05	1:14	1:24	1:31	1:38	1:42
12:28	12:35	12:44	12:55	1:07	1:20	1:29	1:39	1:46	1:53	1:57
12:48	12:55	1:04	1:15	1:27	1:40	1:49	1:59	2:06	2:13	2:17

CHARLESTON / SLOAN (K)	SLOAN / SAHARA (J)	NELLIS (I)	PECOS (H)	MARYLAND PARKWAY (G)	RANCHO (F)	DECATUR (E)	RAINBOW (D)	DURANGO (C)	HUALAPAI (B)	RED ROCK STATION (A)
1:08	1:15	1:24	1:35	1:47	2:00	2:09	2:19	2:26	2:33	2:37
1:28	1:35	1:44	1:55	2:07	2:20	2:29	2:39	2:46	2:53	2:57
1:48	1:55	2:04	2:15	2:27	2:40	2:49	2:59	3:06	3:13	3:17
2:08	2:15	2:24	2:35	2:47	3:00	3:09	3:19	3:26	3:33	3:37
2:28	2:35	2:44	2:55	3:07	3:20	3:29	3:39	3:46	3:53	3:57
2:48	2:55	3:04	3:15	3:27	3:40	3:49	3:59	4:06	4:13	4:17
3:08	3:15	3:24	3:35	3:47	4:00	4:09	4:19	4:26	4:33	4:37
3:28	3:35	3:44	3:55	4:07	4:20	4:29	4:39	4:46	4:53	4:57
3:48	3:55	4:04	4:15	4:27	4:40	4:49	4:59	5:06	5:13	5:17
4:08	4:15	4:24	4:35	4:47	5:00	5:09	5:19	5:26	5:33	5:37
4:28	4:35	4:44	4:55	5:07	5:20	5:29	5:39	5:46	5:53	5:57
4:48	4:55	5:04	5:15	5:27	5:40	5:49	5:59	6:06	6:13	6:17
5:08	5:15	5:24	5:35	5:47	5:59	6:07	6:17	6:24	6:30	6:34
5:28	5:35	5:44	5:55	6:07	6:19	6:27	6:37	6:44	6:50	6:54
5:48	5:55	6:04	6:15	6:27	6:39	6:47	6:57	7:04	7:10	7:14
6:08	6:15	6:23	6:33	6:45	6:56	7:04	7:13	7:19	7:25	7:29
6:28	6:35	6:43	6:53	7:05	7:16	7:24	7:33	7:39	7:45	7:49
6:53	7:00	7:08	7:18	7:30	7:41	7:49	7:58	8:04	8:10	8:14
7:23	7:30	7:38	7:48	8:00	8:11	8:19	8:28	8:34	8:40	8:44
7:53	8:00	8:08	8:18	8:30	8:41	8:49	8:58	9:04	9:10	9:14
8:23	8:30	8:38	8:48	8:59	9:10	9:17	9:25	9:31	9:36	9:40
8:53	9:00	9:08	9:18	9:29	9:40	9:47	9:55	10:01	10:06	10:10
9:23	9:30	9:38	9:48	9:59	10:10	10:17	10:25	10:31	10:36	10:40
9:53	10:00	10:08	10:18	10:29	10:40	10:47	10:55	11:01	11:06	11:10
10:13	10:20	10:27	10:36	10:46	10:56	11:03	11:11	11:16	11:21	11:25
10:43	10:50	10:57	11:06	11:16	11:26	11:33	11:41	11:46	11:51	11:55
11:13	11:20	11:27	11:35	11:44	11:54	12:01	12:08	12:13	12:18	12:21
11:43	11:50	11:57	12:05	12:14	12:24	12:31	12:38	12:43	12:48	12:51
12:13	12:20	12:27	12:35	12:44	12:54	1:01	1:08	1:13	1:18	1:21
12:43	12:50	12:57	1:05	1:14	1:24	1:31	1:38	1:43	1:48	1:51

105 Martin L. King/Koval

Southbound | Weekdays

ANN / REVERE	SIMMONS / ANN	CRAIG	CHEYENNE	LAKE MEAD BLVD.	ALTA / MARTIN L. KING BLVD.	DOWNTOWN TRANSPORTATION CENTER	WYOMING / INDUSTRIAL	SANDS / LAS VEGAS BLVD. S.	TROPICANA	SOUTH STRIP TRANSFER TERMINAL
Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ	Ⓖ	Ⓗ	Ⓘ	Ⓙ	Ⓚ
2:45	2:58	3:07	3:11	3:16	3:22	3:33	3:44	3:53	4:01	4:14
4:25	4:40	4:50	4:56	5:02	5:11	5:23	5:35	5:45	5:54	6:09
5:00	5:15	5:25	5:31	5:37	5:46	5:58	6:10	6:20	6:29	6:44
5:30	5:46	5:56	6:02	6:09	6:18	6:31	6:44	6:54	7:03	7:19
6:00	6:16	6:27	6:33	6:40	6:50	7:03	7:16	7:27	7:37	7:53
6:30	6:46	6:57	7:03	7:10	7:20	7:33	7:46	7:57	8:07	8:23
7:00	7:16	7:27	7:33	7:40	7:50	8:03	8:16	8:27	8:37	8:53
7:30	7:46	7:57	8:03	8:10	8:20	8:33	8:46	8:57	9:07	9:23
8:00	8:16	8:27	8:33	8:40	8:50	9:03	9:16	9:27	9:37	9:53
8:30	8:46	8:57	9:03	9:10	9:20	9:33	9:46	9:57	10:07	10:23
9:00	9:16	9:27	9:33	9:40	9:50	10:03	10:16	10:27	10:37	10:53
9:30	9:46	9:57	10:03	10:10	10:20	10:33	10:46	10:57	11:07	11:23
10:00	10:16	10:27	10:33	10:40	10:50	11:03	11:16	11:27	11:37	11:53
10:30	10:46	10:57	11:03	11:10	11:20	11:33	11:46	11:57	12:07	12:23
11:00	11:16	11:27	11:33	11:40	11:50	12:04	12:18	12:29	12:41	12:59
11:30	11:46	11:57	12:03	12:10	12:20	12:34	12:48	12:59	1:11	1:29
12:00	12:16	12:27	12:33	12:40	12:50	1:04	1:18	1:29	1:41	1:59
12:30	12:47	12:58	1:05	1:12	1:23	1:37	1:51	2:03	2:15	2:34
1:00	1:17	1:28	1:35	1:42	1:53	2:07	2:21	2:33	2:45	3:04
1:30	1:47	1:58	2:05	2:12	2:23	2:37	2:51	3:03	3:15	3:34
2:00	2:17	2:28	2:35	2:42	2:53	3:07	3:21	3:33	3:45	4:04
2:30	2:47	2:58	3:05	3:12	3:23	3:37	3:51	4:03	4:15	4:34
3:00	3:17	3:28	3:35	3:42	3:53	4:07	4:21	4:33	4:45	5:04
3:30	3:47	3:58	4:05	4:12	4:23	4:37	4:51	5:03	5:15	5:34
4:00	4:17	4:28	4:35	4:42	4:53	5:07	5:21	5:32	5:44	6:02
4:30	4:47	4:58	5:05	5:12	5:23	5:37	5:51	6:02	6:14	6:32
5:00	5:16	5:27	5:33	5:40	5:50	6:03	6:17	6:28	6:39	6:56
5:30	5:46	5:57	6:03	6:10	6:20	6:33	6:47	6:58	7:09	7:26
6:00	6:16	6:27	6:33	6:40	6:50	7:03	7:17	7:28	7:39	7:56
6:30	6:46	6:57	7:02	7:08	7:17	7:29	7:42	7:52	8:03	8:19
7:30	7:46	7:57	8:02	8:08	8:17	8:29	8:42	8:52	9:03	9:19
8:30	8:46	8:57	9:02	9:08	9:17	9:29	9:42	9:52	10:03	10:19
9:30	9:46	9:57	10:02	10:08	10:17	10:29	10:42	10:52	11:03	11:19
10:30	10:44	10:54	10:59	11:04	11:12	11:23	11:35	11:45	11:54	12:09
11:30	11:44	11:54	11:59	12:04	12:12	12:23	12:35	12:45	12:54	1:09
12:30	12:44	12:54	12:59	1:04	1:12	1:23	1:35	1:45	1:54	2:09

Northbound | Weekdays

SOUTH STRIP TRANSFER TERMINAL	TROPICANA	SPRING MT. / LAS VEGAS BLVD. S.	WYOMING / INDUSTRIAL	DOWNTOWN TRANSPORTATION CENTER	ALTA / MARTIN L. KING BLVD.	LAKE MEAD BLVD.	CHEYENNE	CRAIG	SIMMONS / ANN	ANN / REVERE
Ⓚ	Ⓙ	Ⓘ	Ⓗ	Ⓖ	Ⓕ	Ⓔ	Ⓓ	Ⓒ	Ⓑ	Ⓐ
2:50	3:04	3:13	3:21	3:32	3:40	3:47	3:51	3:55	4:03	4:11
4:30	4:45	4:55	5:04	5:17	5:28	5:37	5:43	5:49	5:57	6:06
5:05	5:20	5:30	5:39	5:52	6:03	6:12	6:18	6:24	6:32	6:41
5:35	5:51	6:02	6:11	6:25	6:36	6:46	6:52	6:58	7:07	7:17
6:05	6:21	6:32	6:41	6:55	7:06	7:16	7:22	7:28	7:37	7:47
6:35	6:52	7:03	7:13	7:27	7:38	7:48	7:54	8:00	8:09	8:19
7:05	7:22	7:33	7:43	7:57	8:08	8:18	8:24	8:30	8:39	8:49
7:35	7:52	8:03	8:13	8:27	8:38	8:48	8:54	9:00	9:09	9:19
8:05	8:22	8:33	8:43	8:57	9:08	9:18	9:24	9:30	9:39	9:49
8:35	8:52	9:03	9:13	9:27	9:38	9:48	9:54	10:00	10:09	10:19
9:05	9:22	9:33	9:43	9:57	10:08	10:18	10:24	10:30	10:39	10:49
9:35	9:52	10:03	10:13	10:27	10:38	10:48	10:54	11:00	11:09	11:19
10:05	10:22	10:33	10:43	10:57	11:08	11:18	11:24	11:30	11:39	11:49
10:35	10:52	11:03	11:13	11:27	11:38	11:48	11:54	12:00	12:09	12:19
11:05	11:22	11:33	11:43	11:57	12:08	12:18	12:24	12:30	12:39	12:49
11:25	11:44	11:56	12:07	12:22	12:33	12:43	12:50	12:56	1:05	1:15
11:50	12:09	12:21	12:32	12:47	12:58	1:08	1:15	1:21	1:30	1:40
12:15	12:36	12:49	1:02	1:18	1:30	1:41	1:48	1:54	2:03	2:13
12:45	1:06	1:19	1:32	1:48	2:00	2:11	2:18	2:24	2:33	2:43
1:15	1:36	1:49	2:02	2:18	2:30	2:41	2:48	2:54	3:03	3:13
1:45	2:07	2:22	2:36	2:52	3:04	3:16	3:23	3:29	3:38	3:48
2:15	2:37	2:52	3:06	3:22	3:34	3:46	3:53	3:59	4:08	4:18
2:45	3:07	3:22	3:36	3:52	4:04	4:16	4:23	4:29	4:38	4:48
3:15	3:37	3:52	4:06	4:22	4:34	4:46	4:53	4:59	5:08	5:18
3:45	4:07	4:22	4:36	4:52	5:04	5:16	5:23	5:29	5:38	5:48
4:15	4:37	4:52	5:06	5:22	5:34	5:46	5:53	5:59	6:08	6:18
4:45	5:07	5:22	5:34	5:50	6:02	6:12	6:19	6:25	6:34	6:44
5:15	5:37	5:52	6:04	6:20	6:32	6:42	6:49	6:55	7:04	7:14
5:45	6:06	6:19	6:29	6:44	6:55	7:04	7:10	7:16	7:25	7:35
6:15	6:36	6:49	6:59	7:14	7:25	7:34	7:40	7:46	7:55	8:05
6:45	7:06	7:19	7:29	7:44	7:55	8:04	8:10	8:16	8:25	8:35
7:38	7:56	8:08	8:17	8:31	8:41	8:49	8:55	9:00	9:09	9:18
8:38	8:56	9:08	9:17	9:31	9:41	9:49	9:55	10:00	10:09	10:18
9:38	9:56	10:08	10:17	10:31	10:41	10:49	10:55	11:00	11:09	11:18
10:38	10:55	11:05	11:14	11:27	11:36	11:43	11:48	11:53	12:01	12:10
11:38	11:55	12:05	12:14	12:27	12:36	12:43	12:48	12:53	1:01	1:10
12:38	12:55	1:05	1:14	1:27	1:36	1:43	1:48	1:53	2:01	2:10

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Modified 2 hour service

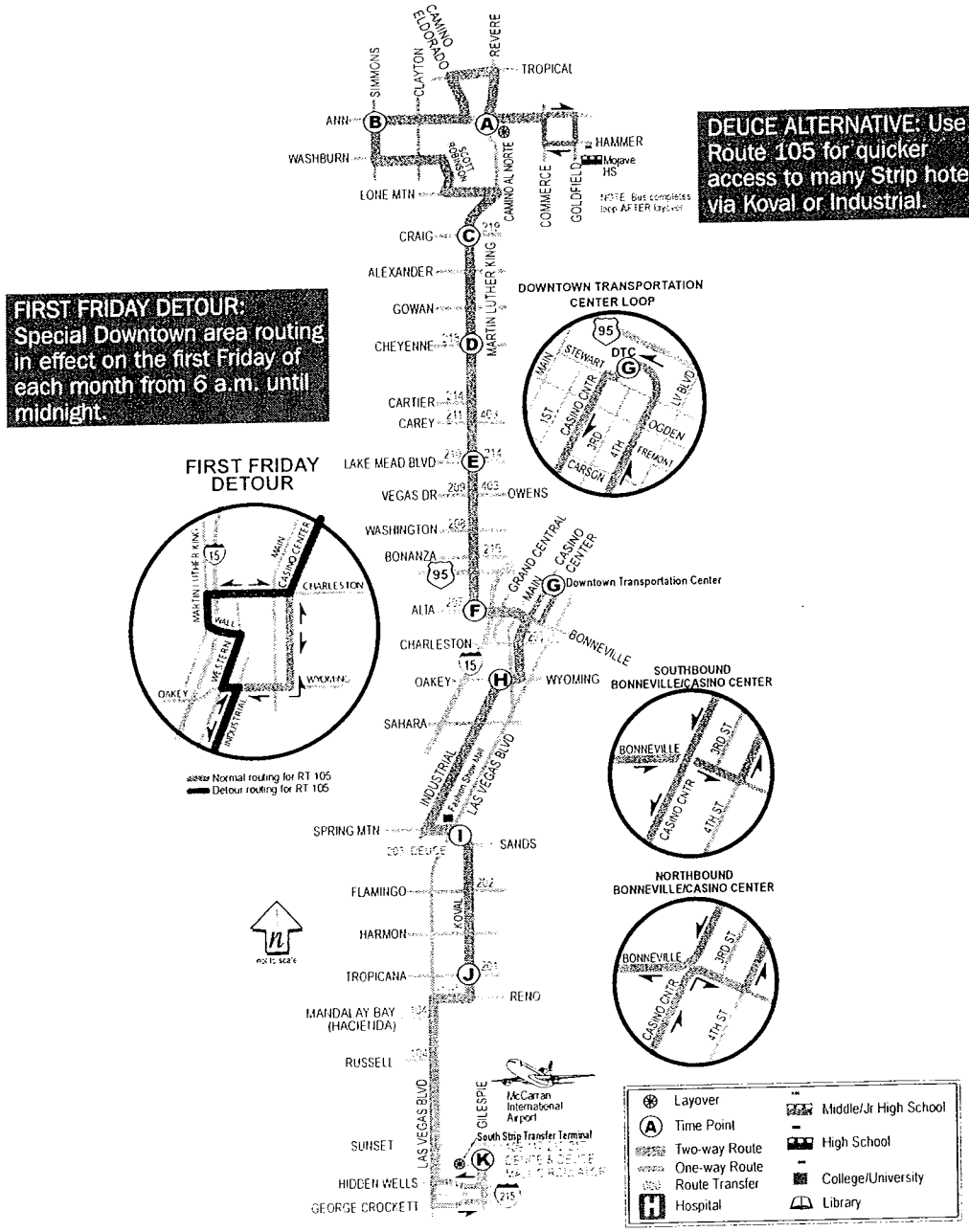
Martin L. King/Koval 105

105

Modified 24 hour service

DEUCE ALTERNATIVE: Use Route 105 for quicker access to many Strip hotels via Koval or Industrial.

FIRST FRIDAY DETOUR: Special Downtown area routing in effect on the first Friday of each month from 6 a.m. until midnight.



105 Martin L. King/Koval

105

Modified 24 hour service

Southbound | Weekends & Holidays

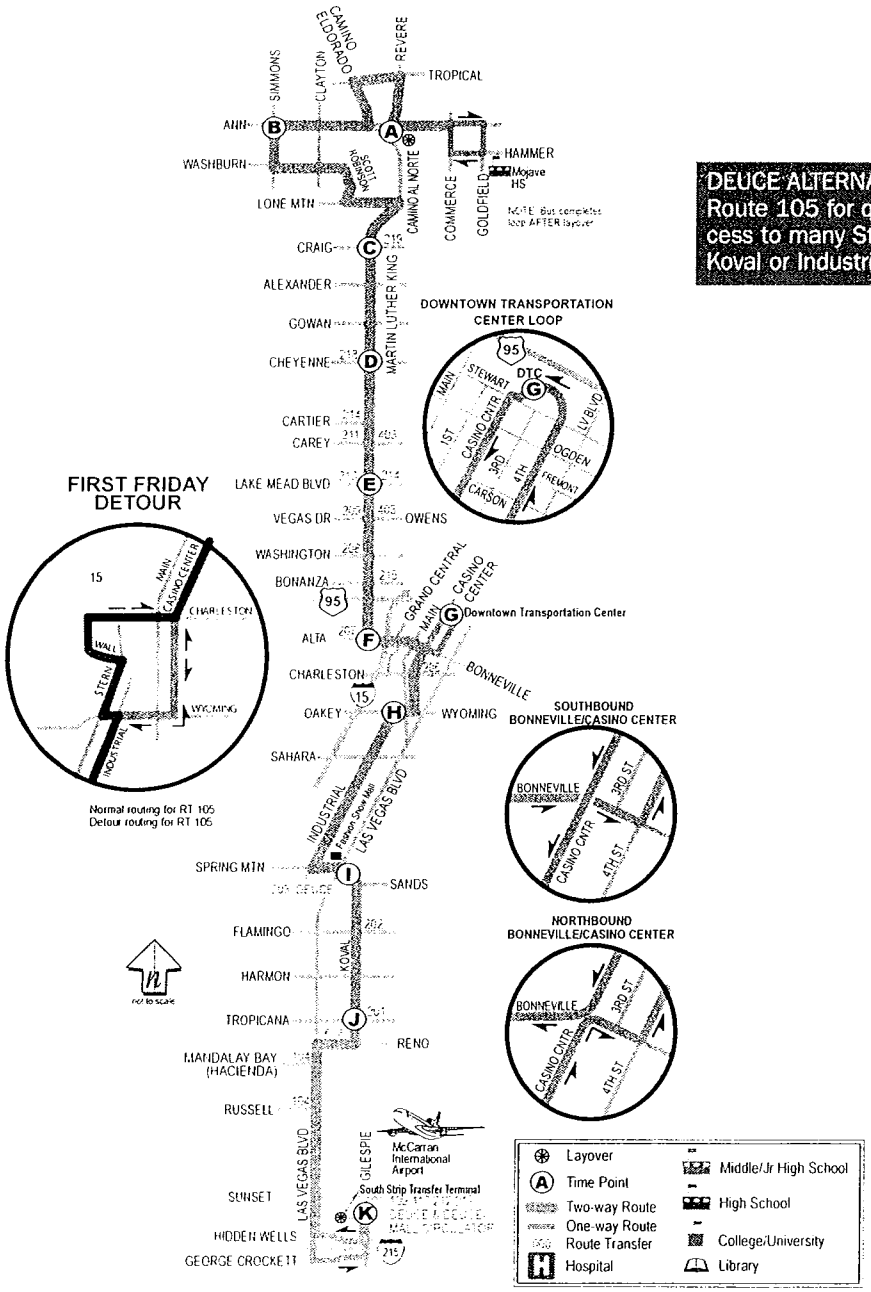
Ⓐ ANN / REVERE	Ⓑ SIMMONS / ANN	Ⓒ CRAIG	Ⓓ CHEYENNE	Ⓔ LAKE MEAD BLVD.	Ⓕ ALTA / MARTIN L. KING BLVD.	Ⓖ DOWNTOWN TRANSPORTATION CENTER	Ⓗ WYOMING / INDUSTRIAL	Ⓘ SANDS / LAS VEGAS BLVD. S.	Ⓙ TROPICANA	Ⓚ SOUTH STRIP TRANSFER TERMINAL
2:45	2:58	3:07	3:11	3:16	3:22	3:33	3:44	3:53	4:01	4:14
4:25	4:40	4:49	4:54	5:00	5:08	5:20	5:32	5:42	5:51	6:06
5:00	5:15	5:24	5:29	5:35	5:43	5:55	6:07	6:17	6:26	6:41
5:30	5:45	5:55	6:00	6:06	6:14	6:27	6:39	6:49	6:59	7:15
6:00	6:15	6:25	6:30	6:36	6:44	6:57	7:09	7:19	7:29	7:45
6:30	6:45	6:55	7:00	7:06	7:14	7:27	7:39	7:49	7:59	8:15
7:00	7:15	7:25	7:30	7:36	7:44	7:57	8:09	8:19	8:29	8:45
7:30	7:45	7:55	8:00	8:06	8:14	8:27	8:39	8:49	8:59	9:15
8:00	8:15	8:25	8:30	8:36	8:44	8:57	9:09	9:19	9:29	9:45
8:30	8:45	8:55	9:00	9:06	9:14	9:27	9:39	9:49	9:59	10:15
9:00	9:15	9:25	9:30	9:36	9:44	9:57	10:09	10:19	10:29	10:45
9:30	9:45	9:55	10:00	10:06	10:14	10:27	10:39	10:49	10:59	11:15
10:00	10:15	10:25	10:30	10:36	10:44	10:57	11:09	11:19	11:29	11:45
10:30	10:45	10:55	11:00	11:06	11:14	11:27	11:39	11:49	11:59	12:15
11:00	11:16	11:26	11:31	11:37	11:45	11:58	12:10	12:21	12:32	12:49
11:30	11:46	11:56	12:01	12:07	12:15	12:28	12:40	12:51	1:02	1:19
12:00	12:16	12:26	12:31	12:37	12:45	12:58	1:10	1:21	1:32	1:49
12:30	12:46	12:56	1:02	1:09	1:18	1:31	1:43	1:54	2:05	2:22
1:00	1:16	1:26	1:32	1:39	1:48	2:01	2:13	2:24	2:35	2:52
1:30	1:46	1:56	2:02	2:09	2:18	2:31	2:43	2:54	3:05	3:22
2:00	2:16	2:26	2:32	2:39	2:48	3:01	3:13	3:24	3:35	3:52
2:30	2:46	2:56	3:02	3:09	3:18	3:31	3:43	3:54	4:05	4:22
3:00	3:16	3:26	3:32	3:39	3:48	4:01	4:13	4:24	4:35	4:52
3:30	3:46	3:56	4:02	4:09	4:18	4:31	4:43	4:54	5:05	5:22
4:00	4:16	4:26	4:32	4:39	4:48	5:01	5:13	5:24	5:35	5:52
4:30	4:46	4:56	5:02	5:09	5:18	5:31	5:43	5:54	6:05	6:22
5:00	5:16	5:26	5:32	5:38	5:46	5:59	6:11	6:22	6:33	6:50
5:30	5:46	5:56	6:02	6:08	6:16	6:29	6:41	6:52	7:03	7:20
6:00	6:16	6:26	6:32	6:38	6:46	6:59	7:11	7:22	7:33	7:50
6:30	6:46	6:56	7:01	7:07	7:15	7:27	7:39	7:50	8:01	8:17
7:30	7:46	7:56	8:01	8:07	8:15	8:27	8:39	8:50	9:01	9:17
8:30	8:46	8:56	9:01	9:07	9:15	9:27	9:39	9:50	10:01	10:17
9:30	9:46	9:56	10:01	10:07	10:15	10:27	10:39	10:50	11:01	11:17
10:30	10:44	10:53	10:58	11:03	11:10	11:21	11:32	11:43	11:53	12:08
11:30	11:44	11:53	11:58	12:03	12:10	12:21	12:32	12:43	12:53	1:08
12:30	12:44	12:53	12:58	1:03	1:10	1:21	1:32	1:43	1:53	2:08

Northbound | Weekends & Holidays

Ⓚ SOUTH STRIP TRANSFER TERMINAL	Ⓙ TROPICANA	Ⓘ SPRING MT. / LAS VEGAS BLVD. S.	Ⓗ WYOMING / INDUSTRIAL	Ⓖ DOWNTOWN TRANSPORTATION CENTER	Ⓕ ALTA / MARTIN L. KING BLVD.	Ⓔ LAKE MEAD BLVD.	Ⓓ CHEYENNE	Ⓒ CRAIG	Ⓑ SIMMONS / ANN	Ⓐ ANN / REVERE
2:50	3:04	3:13	3:21	3:32	3:40	3:47	3:51	3:55	4:03	4:11
4:35	4:50	5:00	5:09	5:21	5:31	5:39	5:44	5:49	5:57	6:06
5:05	5:20	5:30	5:39	5:51	6:01	6:09	6:14	6:19	6:27	6:36
5:32	5:49	6:00	6:10	6:24	6:35	6:44	6:49	6:54	7:03	7:12
6:02	6:19	6:30	6:40	6:54	7:05	7:14	7:19	7:24	7:33	7:42
6:32	6:49	7:00	7:10	7:24	7:35	7:44	7:49	7:54	8:03	8:12
7:02	7:19	7:30	7:40	7:54	8:05	8:14	8:19	8:24	8:33	8:42
7:32	7:49	8:00	8:10	8:24	8:35	8:44	8:49	8:54	9:03	9:12
8:02	8:19	8:30	8:40	8:54	9:05	9:14	9:19	9:24	9:33	9:42
8:32	8:49	9:00	9:10	9:24	9:35	9:44	9:49	9:54	10:03	10:12
9:02	9:19	9:30	9:40	9:54	10:05	10:14	10:19	10:24	10:33	10:42
9:32	9:49	10:00	10:10	10:24	10:35	10:44	10:49	10:54	11:03	11:12
10:02	10:19	10:30	10:40	10:54	11:05	11:14	11:19	11:24	11:33	11:42
10:32	10:49	11:00	11:10	11:24	11:35	11:44	11:49	11:54	12:03	12:12
11:02	11:19	11:30	11:40	11:54	12:05	12:14	12:19	12:24	12:33	12:42
11:32	11:49	12:00	12:10	12:24	12:35	12:44	12:49	12:54	1:03	1:12
12:02	12:22	12:34	12:44	12:58	1:09	1:18	1:24	1:30	1:39	1:48
12:32	12:52	1:04	1:14	1:28	1:39	1:48	1:54	2:00	2:09	2:18
1:02	1:22	1:34	1:44	1:58	2:09	2:18	2:24	2:30	2:39	2:48
1:32	1:53	2:05	2:16	2:30	2:41	2:50	2:56	3:02	3:11	3:20
2:02	2:23	2:35	2:46	3:00	3:11	3:20	3:26	3:32	3:41	3:50
2:32	2:53	3:05	3:16	3:30	3:41	3:50	3:56	4:02	4:11	4:20
3:02	3:23	3:35	3:46	4:00	4:11	4:20	4:26	4:32	4:41	4:50
3:32	3:53	4:05	4:16	4:30	4:41	4:50	4:56	5:02	5:11	5:20
4:02	4:23	4:35	4:46	5:00	5:11	5:20	5:26	5:32	5:41	5:50
4:32	4:53	5:05	5:16	5:30	5:41	5:50	5:56	6:02	6:11	6:20
5:02	5:23	5:35	5:45	5:59	6:10	6:18	6:23	6:29	6:38	6:47
5:32	5:53	6:05	6:15	6:29	6:40	6:48	6:53	6:59	7:08	7:17
6:02	6:23	6:35	6:45	6:59	7:10	7:18	7:23	7:29	7:38	7:47
6:32	6:51	7:03	7:12	7:25	7:35	7:43	7:48	7:54	8:03	8:12
7:32	7:51	8:03	8:12	8:25	8:35	8:43	8:48	8:54	9:03	9:12
8:32	8:51	9:03	9:12	9:25	9:35	9:43	9:48	9:54	10:03	10:12
9:32	9:51	10:03	10:12	10:25	10:35	10:43	10:48	10:54	11:03	11:12
10:32	10:49	10:59	11:08	11:20	11:29	11:36	11:41	11:46	11:54	12:02
11:32	11:49	11:59	12:08	12:20	12:29	12:36	12:41	12:46	12:54	1:02
12:32	12:49	12:59	1:08	1:20	1:29	1:36	1:41	1:46	1:54	2:02

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Martin L. King/Koval **105**



DEUCE ALTERNATIVE: Use Route 105 for quicker access to many Strip hotels via Koval or Industrial.

105

Modified 24 hour service

108 Paradise

Southbound | Weekdays

DOWNTOWN TRANSPORTATION CENTER (A)	OUTLET MALL (B)	SAHARA MONORAIL STATION (C)	FLAMINGO / PARADISE (D)	McCARRAN AIRPORT (E)
4:30	4:41	4:52	5:04	5:13
5:00	5:11	5:22	5:34	5:43
5:20	5:31	5:42	5:54	6:03
5:40	5:51	6:02	6:14	6:23
6:00	6:11	6:22	6:34	6:43
6:20	6:31	6:42	6:54	7:03
6:40	6:51	7:02	7:14	7:23
7:00	7:11	7:22	7:34	7:43
7:20	7:31	7:42	7:54	8:03
7:40	7:51	8:02	8:14	8:23
8:00	8:11	8:22	8:34	8:43
8:20	8:31	8:42	8:54	9:03
8:40	8:51	9:02	9:14	9:23
9:00	9:11	9:22	9:34	9:43
9:20	9:31	9:42	9:54	10:03
9:40	9:51	10:02	10:14	10:23
10:00	10:11	10:22	10:34	10:43
10:20	10:31	10:42	10:54	11:03
10:40	10:52	11:05	11:18	11:28
11:00	11:12	11:25	11:38	11:48
11:20	11:32	11:45	11:58	12:08
11:40	11:52	**12:05**	**12:18**	**12:28**
12:00	**12:12**	**12:25**	**12:38**	**12:48**
12:20	**12:32**	**12:45**	**12:58**	**1:08**
12:40	**12:52**	**1:05**	**1:18**	**1:28**
1:00	**1:12**	**1:25**	**1:38**	**1:48**
1:20	**1:32**	**1:45**	**1:58**	**2:08**
1:40	**1:54**	**2:07**	**2:21**	**2:31**
2:00	**2:14**	**2:27**	**2:41**	**2:51**

DOWNTOWN TRANSPORTATION CENTER (A)	OUTLET MALL (B)	SAHARA MONORAIL STATION (C)	FLAMINGO / PARADISE (D)	McCARRAN AIRPORT (E)
2:20	**2:34**	**2:47**	**3:01**	**3:11**
2:40	**2:54**	3:07	**3:21**	**3:31**
3:00	**3:14**	**3:27**	**3:41**	**3:51**
3:20	**3:34**	**3:47**	**4:01**	**4:11**
3:40	**3:54**	**4:07**	**4:21**	**4:31**
4:00	**4:14**	**4:27**	**4:41**	**4:51**
4:20	**4:34**	**4:47**	**5:01**	**5:11**
4:40	**4:54**	**5:07**	**5:21**	**5:31**
5:00	**5:14**	**5:27**	**5:41**	**5:51**
5:20	**5:34**	**5:47**	**6:01**	**6:11**
5:40	**5:54**	**6:07**	**6:21**	**6:31**
6:00	**6:12**	**6:23**	**6:35**	**6:45**
6:20	**6:32**	**6:43**	**6:55**	**7:05**
6:40	**6:52**	**7:03**	**7:15**	**7:25**
7:00	**7:12**	**7:23**	**7:35**	**7:45**
7:27	**7:39**	**7:50**	**8:02**	**8:12**
7:54	**8:06**	**8:17**	**8:29**	**8:39**
8:21	**8:33**	**8:44**	**8:56**	**9:06**
8:48	**9:00**	**9:11**	**9:23**	**9:33**
9:15	**9:27**	**9:38**	**9:50**	**10:00**
9:42	**9:54**	**10:05**	**10:17**	**10:27**
10:09	**10:21**	**10:32**	**10:44**	**10:54**
10:39	**10:49**	**10:59**	**11:09**	**11:18**
11:09	**11:19**	**11:29**	**11:39**	**11:48**
11:39	**11:49**	**11:59**	12:09	12:18
12:09	12:19	12:29	12:39	12:48
12:39	12:49	12:59	1:09	1:18
1:39	1:49	1:59	2:09	2:18

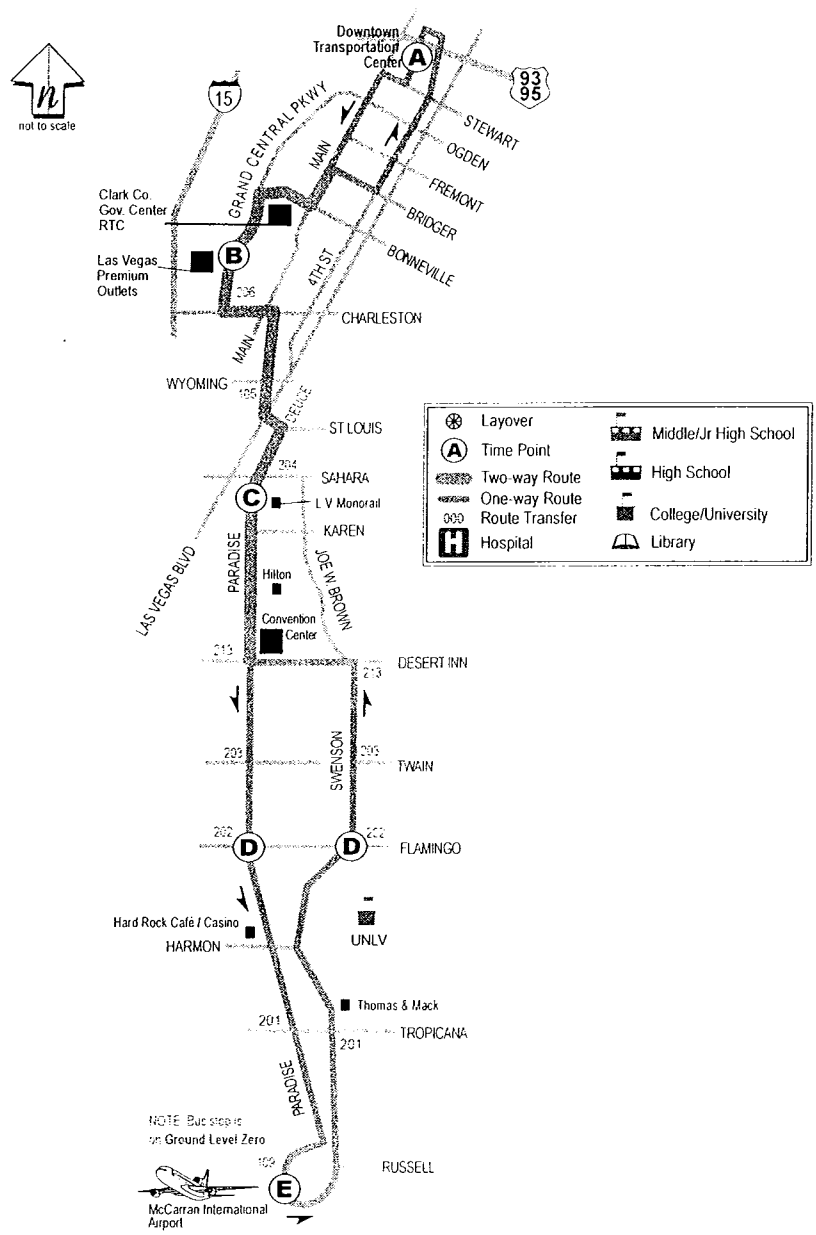
Northbound | Weekdays

McCARRAN AIRPORT (E)	FLAMINGO / SWENSON (D)	SAHARA MONORAIL STATION (C)	OUTLET MALL (B)	DOWNTOWN TRANSPORTATION CENTER (A)
5:15	5:26	5:39	5:50	6:00
5:45	5:56	6:09	6:20	6:30
6:05	6:16	6:29	6:40	6:50
6:25	6:36	6:49	7:00	7:10
6:45	6:56	7:09	7:20	7:30
7:05	7:16	7:29	7:40	7:50
7:25	7:36	7:49	8:00	8:10
7:45	7:56	8:09	8:20	8:30
8:05	8:16	8:29	8:40	8:50
8:25	8:36	8:49	9:00	9:10
8:45	8:56	9:09	9:20	9:30
9:05	9:16	9:29	9:40	9:50
9:25	9:36	9:49	10:00	10:10
9:45	9:56	10:09	10:20	10:30
10:05	10:16	10:29	10:40	10:50
10:25	10:36	10:49	11:00	11:10
10:45	10:56	11:09	11:20	11:30
11:05	11:16	11:29	11:40	11:50
11:32	11:45	11:59	**12:11**	**12:21**
11:52	**12:05**	**12:19**	**12:31**	**12:41**
12:12	**12:25**	**12:39**	**12:51**	**1:01**
12:32	**12:45**	**12:59**	**1:11**	**1:21**
12:52	**1:05**	**1:19**	**1:31**	**1:41**
1:12	**1:25**	**1:39**	**1:51**	**2:01**
1:32	**1:45**	**1:59**	**2:11**	**2:21**
1:52	**2:05**	**2:19**	**2:31**	**2:41**
2:11	**2:25**	**2:41**	**2:53**	**3:03**
2:35	**2:49**	**3:05**	**3:17**	**3:27**
2:55	**3:09**	**3:25**	**3:37**	**3:47**

McCARRAN AIRPORT (E)	FLAMINGO / SWENSON (D)	SAHARA MONORAIL STATION (C)	OUTLET MALL (B)	DOWNTOWN TRANSPORTATION CENTER (A)
3:15	**3:29**	**3:45**	**3:57**	**4:07**
3:35	**3:49**	**4:05**	**4:17**	**4:27**
3:55	**4:09**	**4:25**	**4:37**	**4:47**
4:15	**4:29**	**4:45**	**4:57**	**5:07**
4:35	**4:49**	**5:05**	**5:17**	**5:27**
4:55	**5:09**	**5:25**	**5:37**	**5:47**
5:15	**5:29**	**5:45**	**5:57**	**6:07**
5:35	**5:48**	**6:02**	**6:14**	**6:24**
5:55	**6:08**	**6:22**	**6:34**	**6:44**
6:15	**6:26**	**6:39**	**6:49**	**6:58**
6:35	**6:46**	**6:59**	**7:09**	**7:18**
6:49	**7:00**	**7:13**	**7:23**	**7:32**
7:09	**7:20**	**7:33**	**7:43**	**7:52**
7:29	**7:40**	**7:53**	**8:03**	**8:12**
7:49	**8:00**	**8:13**	**8:23**	**8:32**
8:16	**8:27**	**8:40**	**8:50**	**8:59**
8:43	**8:54**	**9:07**	**9:17**	**9:26**
9:10	**9:21**	**9:34**	**9:44**	**9:53**
9:37	**9:48**	**10:01**	**10:11**	**10:20**
10:04	**10:15**	**10:28**	**10:38**	**10:47**
10:31	**10:42**	**10:55**	**11:05**	**11:14**
10:58	**11:09**	**11:22**	**11:32**	**11:41**
11:20	**11:31**	**11:42**	**11:51**	12:00
11:50	12:01	12:12	12:21	12:30
12:20	12:31	12:42	12:51	1:00
12:50	1:01	1:12	1:21	1:30
1:20	1:31	1:42	1:51	2:00
2:20	2:31	2:42	2:51	3:00

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

Paradise 108



108 Paradise

Southbound | Weekends & Holidays

Ⓐ DOWNTOWN TRANSPORTATION CENTER	Ⓑ OUTLET MALL	Ⓒ SAHARA MONORAIL STATION	Ⓓ FLAMINGO / PARADISE	Ⓔ McCARRAN AIRPORT
4:30	4:40	4:51	5:03	5:12
5:00	5:10	5:21	5:33	5:42
5:20	5:30	5:41	5:53	6:02
5:40	5:50	6:01	6:13	6:22
6:00	6:10	6:21	6:33	6:42
6:20	6:30	6:41	6:53	7:02
6:40	6:50	7:01	7:13	7:22
7:00	7:10	7:21	7:33	7:42
7:20	7:30	7:41	7:53	8:02
7:40	7:50	8:01	8:13	8:22
8:00	8:10	8:21	8:33	8:42
8:20	8:30	8:41	8:53	9:02
8:40	8:50	9:01	9:13	9:22
9:00	9:10	9:21	9:33	9:42
9:20	9:30	9:41	9:53	10:02
9:40	9:50	10:01	10:13	10:22
10:00	10:10	10:21	10:33	10:42
10:20	10:30	10:41	10:53	11:02
10:40	10:50	11:01	11:13	11:22
11:00	11:10	11:21	11:33	11:42
11:20	11:30	11:41	11:53	12:02
11:40	11:50	12:01	12:13	12:22
12:00	12:12	12:23	12:36	12:45
12:20	12:32	12:43	12:56	1:05
12:40	12:52	1:03	1:16	1:25
1:00	1:12	1:23	1:36	1:45
1:20	1:32	1:43	1:56	2:05
1:40	1:52	2:03	2:16	2:25
2:00	2:12	2:23	2:36	2:45
2:20	2:32	2:43	2:56	3:05

Ⓐ DOWNTOWN TRANSPORTATION CENTER	Ⓑ OUTLET MALL	Ⓒ SAHARA MONORAIL STATION	Ⓓ FLAMINGO / PARADISE	Ⓔ McCARRAN AIRPORT
2:40	2:52	3:03	3:16	3:25
3:00	3:12	3:23	3:36	3:45
3:20	3:32	3:43	3:56	4:05
3:40	3:52	4:03	4:16	4:25
4:00	4:12	4:23	4:36	4:45
4:20	4:32	4:43	4:56	5:05
4:40	4:52	5:03	5:16	5:25
5:00	5:12	5:23	5:36	5:45
5:20	5:32	5:43	5:56	6:05
5:40	5:52	6:03	6:16	6:25
6:00	6:11	6:22	6:34	6:43
6:20	6:31	6:42	6:54	7:03
6:40	6:51	7:02	7:14	7:23
7:00	7:11	7:22	7:34	7:43
7:25	7:36	7:47	7:59	8:08
7:50	8:01	8:12	8:24	8:33
8:20	8:31	8:42	8:54	9:03
8:45	8:56	9:07	9:19	9:28
9:10	9:21	9:32	9:44	9:53
9:35	9:46	9:57	10:09	10:18
10:00	10:11	10:22	10:34	10:43
10:25	10:35	10:45	10:55	11:04
10:55	11:05	11:15	11:25	11:34
11:25	11:35	11:45	11:55	12:04
11:55	12:05	12:15	12:25	12:34
12:25	12:35	12:45	12:55	1:04
12:55	1:05	1:15	1:25	1:34
1:30	1:40	1:50	2:00	2:09

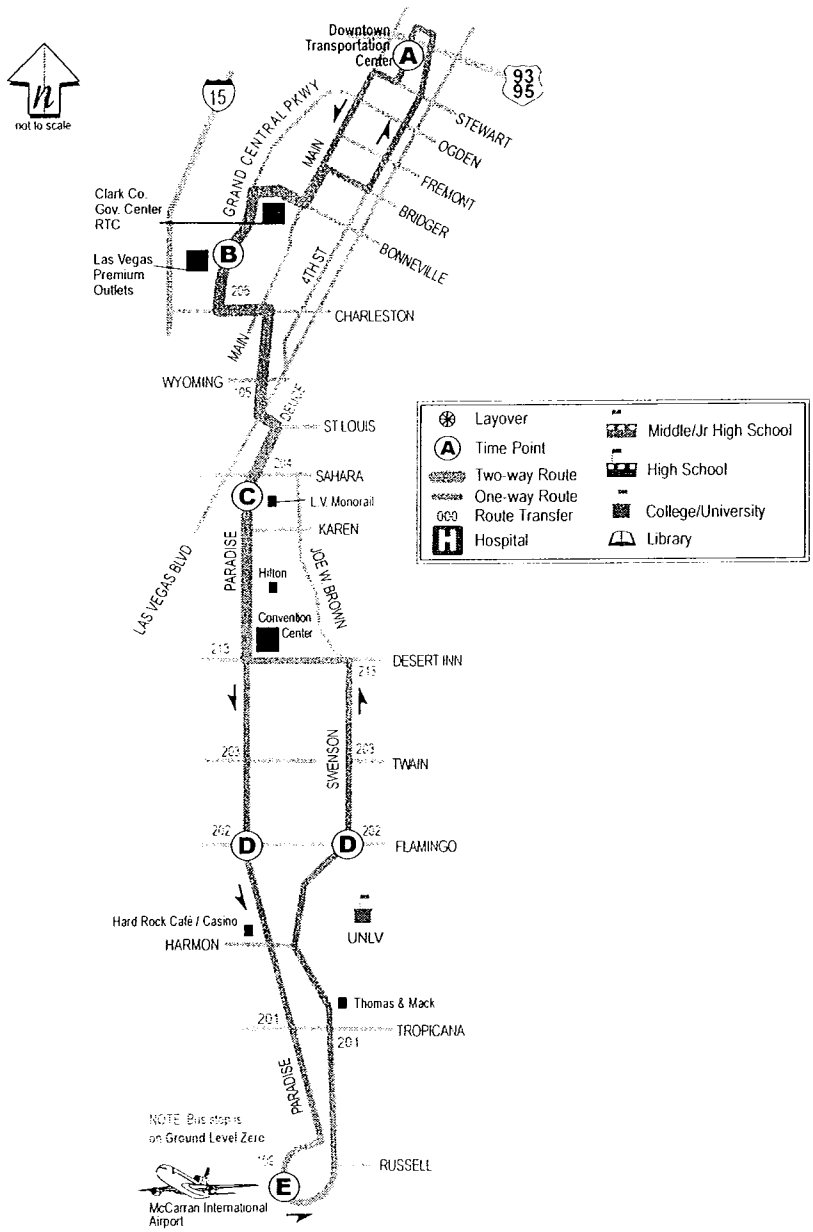
Northbound | Weekends & Holidays

Ⓔ McCARRAN AIRPORT	Ⓓ FLAMINGO / SWENSON	Ⓒ SAHARA MONORAIL STATION	Ⓑ OUTLET MALL	Ⓐ DOWNTOWN TRANSPORTATION CENTER
5:15	5:25	5:37	5:48	5:58
5:45	5:55	6:07	6:18	6:28
6:05	6:15	6:27	6:38	6:48
6:25	6:35	6:47	6:58	7:08
6:45	6:55	7:07	7:18	7:28
7:05	7:15	7:27	7:38	7:48
7:25	7:35	7:47	7:58	8:08
7:45	7:55	8:07	8:18	8:28
8:05	8:15	8:27	8:38	8:48
8:25	8:35	8:47	8:58	9:08
8:45	8:55	9:07	9:18	9:28
9:05	9:15	9:27	9:38	9:48
9:25	9:35	9:47	9:58	10:08
9:45	9:55	10:07	10:18	10:28
10:05	10:15	10:27	10:38	10:48
10:25	10:35	10:47	10:58	11:08
10:45	10:55	11:07	11:18	11:28
11:05	11:15	11:27	11:38	11:48
11:25	11:35	11:47	11:58	12:08
11:45	11:55	12:07	12:18	12:28
12:05	12:15	12:27	12:38	12:48
12:25	12:35	12:47	12:58	1:08
12:47	12:58	1:11	1:21	1:31
1:07	1:18	1:31	1:41	1:51
1:27	1:38	1:51	2:01	2:11
1:47	1:58	2:11	2:21	2:31
2:07	2:18	2:31	2:41	2:51
2:27	2:38	2:51	3:01	3:11
2:47	2:58	3:11	3:21	3:31
3:07	3:18	3:31	3:41	3:51

Ⓔ McCARRAN AIRPORT	Ⓓ FLAMINGO / SWENSON	Ⓒ SAHARA MONORAIL STATION	Ⓑ OUTLET MALL	Ⓐ DOWNTOWN TRANSPORTATION CENTER
3:27	3:38	3:51	4:01	4:11
3:47	3:58	4:11	4:21	4:31
4:07	4:18	4:31	4:41	4:51
4:27	4:38	4:51	5:01	5:11
4:47	4:58	5:11	5:21	5:31
5:07	5:18	5:31	5:41	5:51
5:27	5:38	5:51	6:01	6:11
5:47	5:58	6:11	6:21	6:31
6:07	6:17	6:30	6:39	6:48
6:27	6:37	6:50	6:59	7:08
6:46	6:56	7:09	7:18	7:27
7:06	7:16	7:29	7:38	7:47
7:26	7:36	7:49	7:58	8:07
7:46	7:56	8:09	8:18	8:27
8:11	8:21	8:34	8:43	8:52
8:36	8:46	8:59	9:08	9:17
9:06	9:16	9:29	9:38	9:47
9:31	9:41	9:54	10:03	10:12
9:56	10:06	10:19	10:28	10:37
10:21	10:31	10:44	10:53	11:02
10:45	10:55	11:06	11:15	11:24
11:06	11:16	11:27	11:36	11:45
11:36	11:46	11:57	12:06	12:15
12:06	12:16	12:27	12:36	12:45
12:36	12:46	12:57	1:06	1:15
1:06	1:16	1:27	1:36	1:45
1:36	1:46	1:57	2:06	2:15
2:11	2:21	2:32	2:41	2:50

Schedule Times: AM Times in REGULAR **PM Times in BOLD**

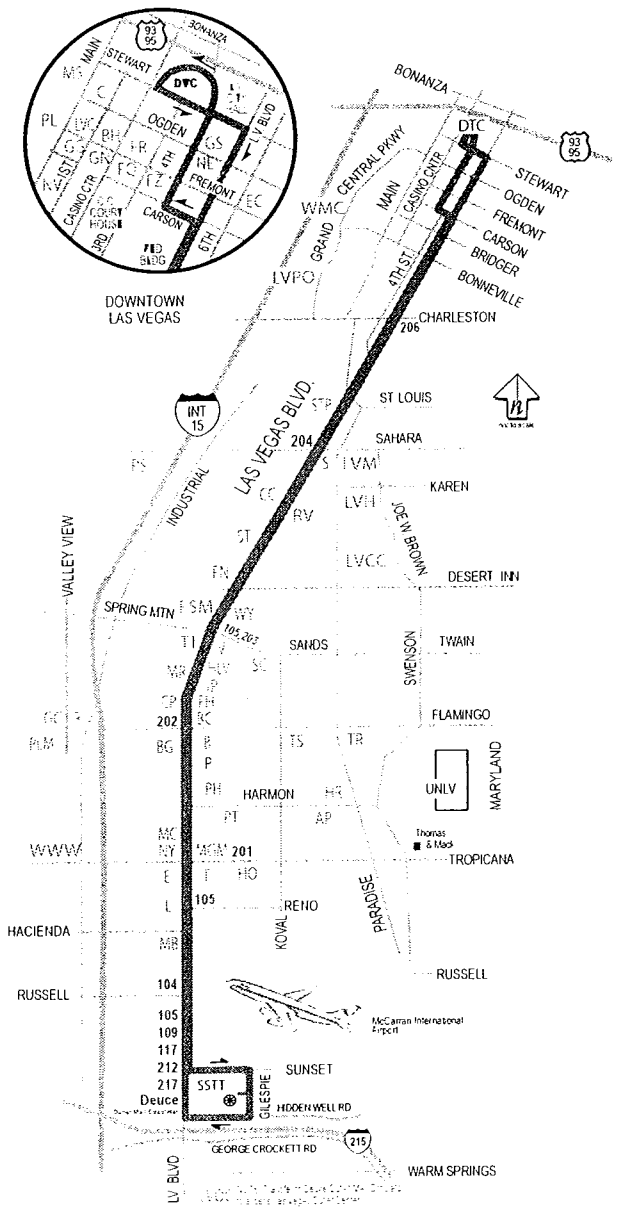
Paradise 108



DEUCE Strip

Operates 24 hours,
7 days a week

FREQUENCY (Maximum wait time between buses) IN MINUTES				
Time Period	Mondays thru Thursdays	Fridays	Saturdays	Sundays
2:00 am to 5:00 am	17	17	17	17
5:00 am to 6:00 am	15	15	15	15
6:00 am to 9:00 am	12	12	12	12
9:00 am to 10:00 am	10	10	12	12
10:00 am to 11:00 am	8	8	10	10
11:00 am to Noon	8	8	9	8
Noon to 3:00 pm	8	8	8	8
3:00 pm to 11:00 pm	7	7	7	7
11:00 pm to Midnight	8	8	8	8
Midnight to 1:00 am	10	8	8	10
1:00 am to 2:00 am	12	12	12	15



Key To Hotels Around The Strip



AP	Alexis Park
B	Bally's Las Vegas
BC	Barbary Coast
BG	Bellagio
BH	Binion's
C	California Hotel
CC	Circus Circus
CP	Caesars Palace
E	Excalibur
EC	El Cortez
FH	Flamingo Hilton
FQ	Four Queens
FR	Fremont
FN	Frontier
FZ	Fitzgeralds
GC	Gold Coast
GG	Golden Gate
GN	Golden Nugget
GS	Gold Spike
HLV	Harrah's Las Vegas
HO	Hooters
HR	Hard Rock
IP	Imperial Palace
LVH	Las Vegas Hilton
L	Luxor
MB	Mandalay Bay
MC	Monte Carlo
MGM	MGM Grand
MR	Mirage
MS	Main Street Station
NV	Nevada Hotel
NY	New York New York
P	Paris
PH	Planet Hollywood
PL	Plaza
PLM	Palms
PS	Palace Station
PT	Polo Towers
R	Rio
RV	Riviera
S	Sahara
ST	Stardust (Echelon) coming soon
STP	Stratosphere
T	Tropicana
TI	Treasure Island
TR	Terrible's
TS	Tuscany
V	Venetian
WWW	Wild Wild West
WY	Wynn Hotel

SHOPPING/CONVENTIONS:

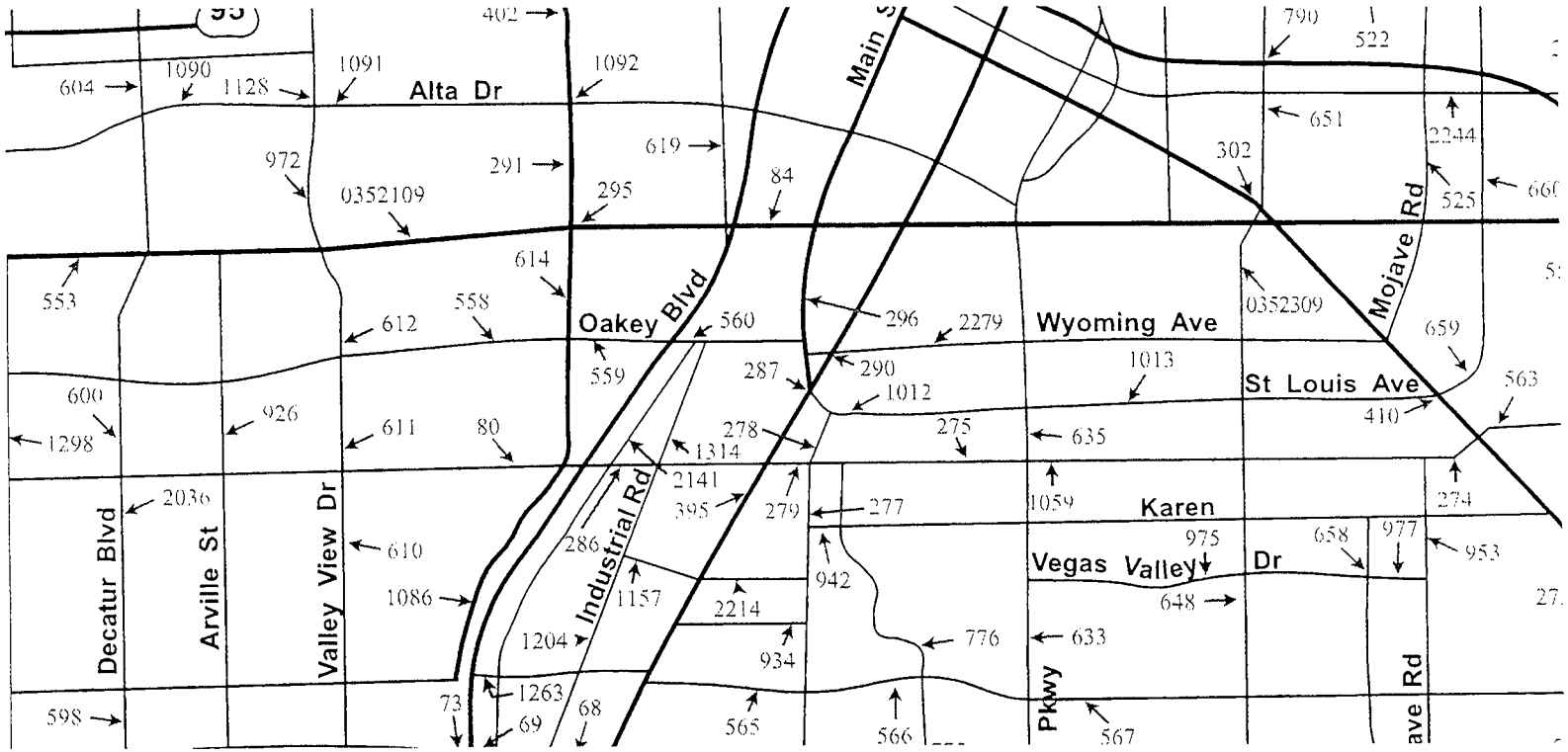
FSM	Fashion Show Mall
LVCC	Las Vegas Convention Center
LVOC	Las Vegas Outlet Center
LVPO	Las Vegas Premium Outlet
NE	Neonoplis
SC	Sands Convention Ctr.
WMC	World Market Center

TRANSIT TERMINALS:

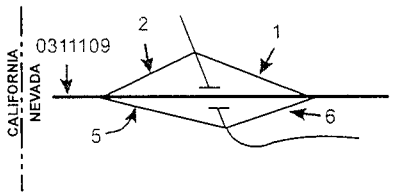
DTC	Downtown Transportation Center
SSTT	South Strip Transfer Terminal

APPENDIX C

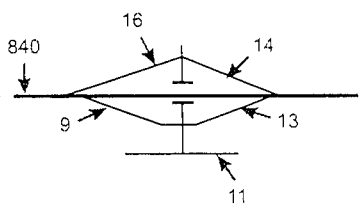
Count Station Data


95
Alta Dr
Oakey Blvd
Wyoming Ave
St Louis Ave
Karen
Vegas Valley Dr
Mojave Rd
Industrial Rd
Decatur Blvd
Arville St
Valley View Dr
Main
Pkwy
604
1090
1128
1091
1092
402
790
522
651
2244
525
660
302
972
291
295
619
84
0352109
553
614
612
558
560
559
296
2279
0352309
659
600
1298
926
611
80
287
290
1012
1013
563
410
278
1314
275
635
2141
395
279
277
1059
274
2036
610
286
1086
1157
2214
942
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566
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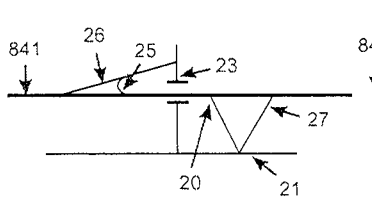
PRIMM 1



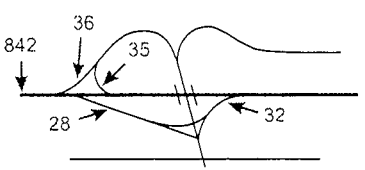
JEAN 12



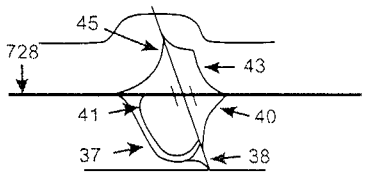
SLOAN 25



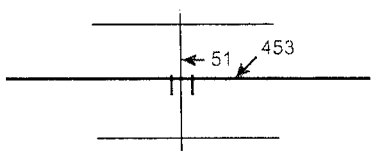
SAINT ROSE PKWY 27



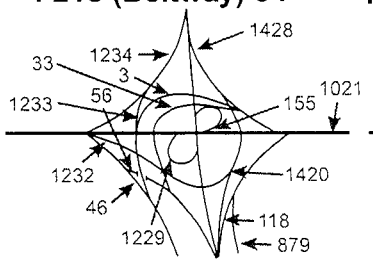
BLUE DIAMOND 33



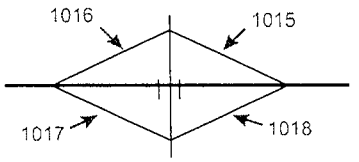
WARM SPRINGS OVERPASS



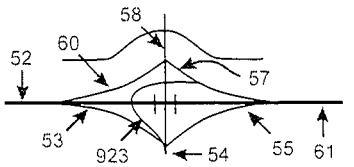
I-215 (Beltway) 34



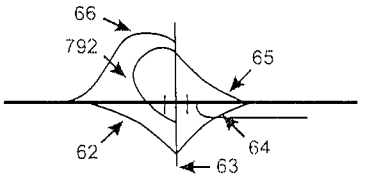
RUSSELL ROAD 36



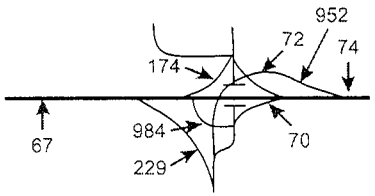
TROPICANA AVE 37



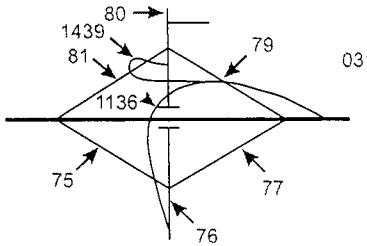
DUNES FLAMINGO RD 38



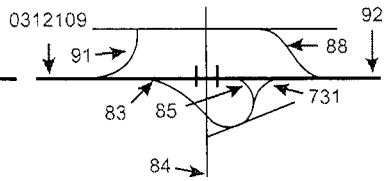
SPRING MOUNTAIN RD 39



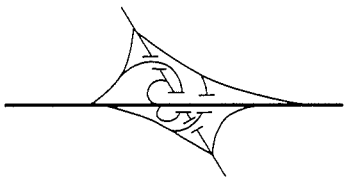
SAHARA AVE 40



CHARLESTON BLVD 41

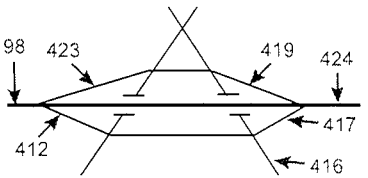


DOWNTOWN EXPRESSWAY 42

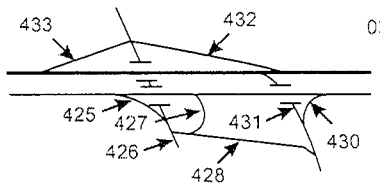


See Next Page

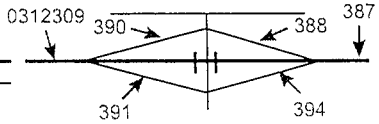
D & WASHINGTON 43-44



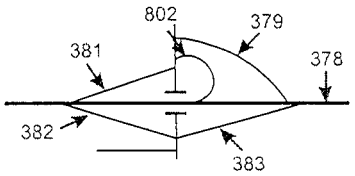
LAKE MEAD 45



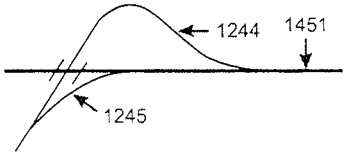
CHEYENNE AVE 46



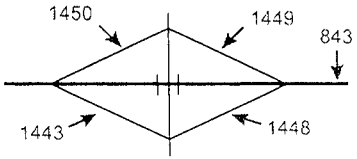
CRAIG RD 48



LAMB BLVD 50



IR-215 INTCH



CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0082	IR-215, E/B on-ramp from Eastern Av.									
			1605	5260	9500	12000	11130	11600	11600	11700
0083	IR-15, N/B off-ramp of the Charleston Bl Intch 'Exit 41A'.									
	5790	5115	4735	5015	5200	5700*	5000	6100	6100	6450
0084	SR-159 (Charleston Bl), 250' E of the Charleston Bl Intch 'Exit 41' E of Grand Central Pk.									
	47000	47000	40000	45200	46000	46000*	44600	44600*	48500*	45000
0085	IR-15, N/B off-ramp of the Charleston Bl Intch 'Exit 41B', 5' S of the structure.									
	5500	5930	5940	6860	6800*	6800*	6050*	7000	7400	7600
0086	IR-215, W/B off-ramp to Eastern Av.									
			1910	5195	9800	11000	11400	11800	12400	11700
0088	IR-15, S/B off-ramp of the Charleston Intch 'Exit 41'.									
	9165	7370	7420	6215	8400	8400*	9000	8600	9250	8850
0090	IR-215, W/B on-ramp from Eastern Av.									
		11115	7290	8325	12360	14000	16100	19900*	17200	18300
0091	IR-15, S/B on-ramp of the Charleston Bl Intch 'Exit 41'.									
	10475	12175	12370	16135	13400	13400*	10700	15000	14900	16000
0092	IR-15, btwn Charleston Bl Intch 'Exit 41' & Las Vegas Ex Intch 'Exit 42'.									
	183120	194860	194415	211245	221000	212600*	222650*	230000*	246000*	248000*
0093	IR-15, From SB MLK to I-15 SB									
			0		4300	5300	4550	6000	5950	6000
0094	IR-15, From I-15 NB off-ramp to US-95 NB.									
	29180	30655	29150	33225	42000	39050	39400*	39500	39500	45500
0095	IR-15, From NB I-15 to SB US-95									
	26840	24895	23455	23000	23000	20500	18400*	24700	24400	26100

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0272	SR-610 (Lamb Bl), .1 mi N of SR-582 (Boulder Hw).									
	32800	33200	33100	37100	32000	30000	31500	32500	36000	38000
0273	SR-582 (Boulder Hw), .2 mi N of the US-95 ramps at 'Exit 69'.									
	41500	42600	40200	40300	36500	36000	36000*	38500	39000	40000
0274	SR-589 (Sahara Av), .2 mi E of Mojave Rd.									
	36600	39400	42000	41700	41500*	45000	39000	40000	40000	42000
0275	SR-589 (Sahara Av), .2 mi W of SR-606 (Maryland Pk).									
	53700	56000	52500	54600	55000	52700*	51500	50300*	52000	54500
0277	Paradise Rd, 300' S of SR-589 (Sahara Av).									
	35800	33000	34000	37100	37000	37000*	37000*	37100*	36000	37500
0278	SR-605 (Paradise Rd), 450' N of SR-589 (Sahara Av).									
	21300	19400	19000	17700	18100	19000	17100	17100*	16500	17900
0279	SR-589 (Sahara Av), 100' E of SR-604 (Las Vegas Bl).									
	57300	62700	65000	64900	66500	63800*	63800*	64500	67000	68500
0280	Adams Bl, E of Utah St.									
			1150	1150	1100	1200	1100	1050	1050	1050
0282	Jones Bl, .1 mi N of Ann Rd.									
			5850	5850	10000	11000	11200*	14100	16500	18100
0285	Utah St, S of Adams Bl.									
			1900	1950	2000	2100	2000	1900	1950	1800
0286	SR-589 (Sahara Av), .2 mi W of SR-604 (Las Vegas Bl)									
	71100	75000	76000	76300	75000	72000*	72000*	70500	73000	79500
0287	SR-604 (Las Vegas Bl), .25 mi S of Main St & 200' N of Cincinnati Av.									
	42900	44900	47500	45600	45500	47000	48400*	48400*	46500	41500

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0288	SR-604 (Las Vegas Bl), .1 mi S of Charleston Bl.									
	39300	37100	36000	35300	32000	32000	32500	31000	31500	32500
0289	US-95, btwn the Rancho Dr Intch 'Exit 77' & Martin L King Bl Intch 'Exit 76'.									
	158865	165555	167840	181550	195700*	199430*	198700*	198000*	201000*	201000*
0290	SR-604 (Las Vegas Bl), .2 mi N of Main St & 150' S of Oakey Bl.									
	38300	40100	46000	45100	41000	39000	45000	45000*	37000	37500
0291	SR-599 (Rancho Rd), 275' S of Pinto Ln.									
	31900	30800	33500	31000	30500	30000	30000*	30000*	27900	29500
0292	Jones Bl, .3 mi N of CL-215									
			4450	4450	6700	6700*	6700*	8400*	8400*	16200
0293	Arizona St, E of Nevada Hw.									
			3150	2800	2800	2900	2550	2550	2400	2750
0294	Paradise Rd, .6 mi S of SR-562 (Sunset Rd) N of IR-215 ramps.									
		9550	10500	11800	13800	12000	12800	12700	12700	14000
0295	SR-159 (Charleston Bl), 300' E of Rancho Rd.									
	40500	41300	39000	43600	43500	43500*	43500*	42200*	39500	37000*
0296	SR-601 (S Main St), 200' N of Utah Av.									
	22500	21700	21200*	20800	20800*	21000	22600	18100	18000*	20500
0298	SR-159 (Charleston Bl), 100' W of 4th St for W/B & 150' W for E/B.									
	34300	36000	36600	34100	37000	37000*	34500	35500	36000	39000
0299	SR-604 (Las Vegas Bl), 150' N of Bonneville Av.									
	34000	32100	31000	30400	27500	28000	26700	26700*	26100	26500
0300	SR-159 (Charleston Bl), 100' W of S 6th St.									
	32500	34600	31000	32200	34000	34000*	33500	35500	32500	40000

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0548	Whitmore St, in Overton at the RxR tracks.							470	160	480
0552	SR-159 (W Charleston Bl), 300' E of Torrey Pines Dr.									
	33800	34300	34000	37900	34500	32000	40500	42500	38500	37000
0553	SR-159 (W Charleston Bl), .1 mi W of Mohawk St.									
	37300	39100	39500	38800	37000	34500*	41000	42600*	42000	40000
0556	SR-159 (E Charleston Bl), .1 mi W of Sandhill Rd.									
	33400	34000	32000	33400	32500	28000	28000*	29700*	32000	34000
0557	SR-159 (E Charleston Bl), .2 mi E of SR-610 (Lamb Bl).									
	45000	46600	44800	50100	48000	45000	45000*	48000	54500	57000
0558	W Oakey Bl, 300' W of SR-599 (Rancho Rd).									
	17200	16700	13800	14600	15100	15000*	15100	11100	13400	14800
0559	W Oakey Bl, E of SR-599 (Rancho Rd).									
	16300	15800	15900	16200	19200	19200*	11800	12600*	13400	15000
0560	Wyoming Av, 250' W of Industrial Rd.									
	20100	19700	18700	18000	17400	21000	21000*	14400	16000	19200
0561	Donovan Wy, N of SR-573 (Craig Rd).							3550	4000	5200
0562	SR-589 (W Sahara Av), btwn Westwind Rd & Lindell Rd.									
	52000	52900	53000	55200	50500	48000	48000*	53900*	58000	61000
0563	SR-589 (E Sahara Av), .1 mile E of Boulder Hwy.									
	20900	22500	23000	24900	26500	25000	25000*	23300	25200	27200
0564	SR-589 (E Sahara Av), 300' E of SR-610 (Lamb Bl).									
	17700	22200	23900	30600	25200*	26000	24800	25500	29000	29500

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0611	Valley View Bl, 150' N of La Pasada Av & .25 mi N of SR-589 (Sahara Av).									
	29400	27500	27500	29600	33000	29000	31000	25500	26000	27100
0612	Valley View Bl, .1 mi N of W Oakey Bl.									
	26100	24400	24500	26900	24600	27800	23400	20500*	22000*	24600
0614	SR-599 (Rancho Rd), .4 mi S of SR-159 (Charleston Bl) btwn Laurie & Llewllynn Dr.									
	24300	23100	24500	22500	24300	22000	22000*	22400*	19800	21400
0615	SR-599 (Rancho Rd), 250' S of Vegas Dr.									
	37000	41700	41600	42900	42000	43000	42100*	44200*	47500	50500
0616	SR-599 (Rancho Rd), .1 mi S of Carey Av.									
	36400	37000	38400	40900	38900	38000	37300*	40000	44000	46000
0617	SR-599 (Rancho Rd), .1 mi N of Carey Av.									
	33000	34500	35800	35200	34900	34000*	33300*	37000	40000	42000
0618	SR-599 (Rancho Rd), .1 mi S of SR-574 (Cheyenne Av).									
	28800	28800	30000	30900	28600	29000	28400	29000	31500	33000
0619	Martin L King Bl, .2 mi S of Alta Dr									
	15000	15500	13000	18800	14000	14000*	13800	14400	16400	16300
0620	Donovan Wy, .1 mile S of SR-573 (Craig Rd) at the RxR tracks.									
								2800	2400	2850
0622	Martin L King Bl, .1 mi N of Owens Av.									
	26500	26600	26000*	25000	28700	30000	31000	31000	37500	36000
0624	Martin L King Bl, .7 mi S of SR-574 (Cheyenne Av) 150' N of Cartier Av.									
	18000	19700	22000	23800	25800	26000	27900	27900*	36000	35000*
0625	SR-602 (Casino Center Bl), btwn Clark Av & Lewis Av.									
	7400	6700	7000	7400	7200*	7000*	7000*	7100*	7100*	7100*

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
1000	13th, btwn Clark St & Lewis St.									
	8115	8700	8100	8100	7650	8000	8050	10100	7600	8050
1002	Maryland Pk, 50' S of Bridger St.									
	8800	8950	8300	8150	8000	8000	8450	7650	7900	8450
1003	Utah St, 100' E of New Mexico St.									
	3300	3950	3400	3300	3150	3300	3150	3200	3250	3150
1004	IR-215, W/B off-ramp of the Warm Springs-Airport Co Intch to the Airport Co.									
	4595	7005	8645	8935	13600	15000	16800	16400	16100	17200
1005	Horizon Dr, 200' E of Greenway Dr.									
	9300	12200	13000	14200	14500*	16000	18100	19200*	21300	20700
1007	Russell Rd, .4 mi E of Pecos Bl.									
	17400	18200	20000	18200	18200*	18000	19500	18800	19700	20900
1011	Pecos Rd, S of Patrick Ln.									
	24500	25200	26500	27400	26700	26700	24900	26200	27800	28800
1012	St Louis Av, btwn Paradise Rd & Santa Paula Av.									
	4700	4850	4300	4600	4500	4200	4200	4200*	4450	4750
1013	St Louis Av, btwn 15th St & 16th St.									
	5500	6350	5600	7000	7500	7500*	5400	5450	5550	5800
1014	US-95, .1 mi S of the RxR Pass Intch S/B ramps.									
	8100	8400	8400	8250	7620	8500	8800	9700	10900*	12300
1015	IR-15, S/B off-ramp of the Russell Rd Intch 'Exit 36'.									
	6950	7045	7150	8865	9900	9900	9650	10700	11300	11300
1016	IR-15, S/B on-ramp of the Russell Rd Intch 'Exit 36'.									
	3465	4455	7535	6050	5900	7000*	7150	7300	7300*	10700

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION		1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
2139	Torrey Pines Dr, .1 mi S of Harmon Av.				4900	5600*	5600*	5600*	5800*	5800*	5800*
2140	Industrial Rd, 0.1 mi N of Flamingo.										26000*
2141	Industrial Rd, 0.1 mi N of Sahara.										22800
2142	Wigwam Av, 50' W of Giles St.				750	750*	750*	1000*	1050*	1050*	1050*
2143	Industrial Rd, 0.1 mi N of Patrick.					0	0	0		8250	13200
2144	Industrial Rd, 0.1 mi S of Cactus.									2800	3050
2145	Industrial Rd, 0.1 mi N of Wigwam.									12800	14300
2146	Windmill Ln, .2 mi E of Spencer St.				19800	23500	23500*	23300*	24000*	24000*	24700*
2147	Windmill Ln, .4 mi E of Eastern Av.			19500	19500	19500*	19500*	19300*	19900*	20000*	20600*
2148	Windmill Ln, .5 mi E of Pecos Rd.			13000	13000	15500	15500*	15300*	15800*	11300	12600
2149	Eastern Av, .2 mi S of Windmill Ln.					35500	35500*	36600*	36700*	37000*	38000*
2150	Wigwam Av, .1 mi E of Eastern Av.			2400	2400	3100	3100	3100*	3200*	12200	12400

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION		1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
2276	Cheyenne Av, 0.1 mi W of US-95.									47000	61000
2277	Main St, 0.1 mi S of US-95.									17700	21500
2278	Durango Dr, 0.1 mi N of Elkhorn.									5600	5700
2279	Oakey Bl, 0.1 mi E of Las Vegas Bl.									8300	7950
2281	Town Center Dr, 0.1 mi S of Sahara									17300	17800*
6001	Centennial Pk, 400' W of Losee.									5750	7300*
6002	Washburn Rd, 200' W of Losee.									4400	3400*
6003	Lone Mountain Rd, 200' W of Losee.									3800	3850
6004	Craig Rd, 400' W of Losee.									34500*	44500
6005	Alexander Rd, 200' W of Losee.									4750	4700*
6006	Gowan Rd, 200' W of Losee.									1500	1500*
6007	Cheyenne Av, 100' E of Bucyrus Erie.									44500	45800*

* = DATA ADJUSTED OR ESTIMATED

APPENDIX D

Existing Site Trip Generation

Kimley-Horn and Associates, Inc.

Project	Neon Lights	EXISTING			
Subject	Trip Generation				
Designed by	MMO	*Date*	March 30, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate

Land Use Code - Light Industrial (110)

Independant Variable - Acres (X)

X = 70.000
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 109)

Daily Weekday
T = 7.51(X)
T = 7.51 * 70

Directional Distribution: 83% ent. 17% exit.
T = 526 Average Vehicle Trip Ends
437 entering 89 exiting

437 + 89 = 526

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 110)

Daily Weekday
T = 7.26 (X)
T = 7.26 * (70.0)

Directional Distribution: 22% ent. 78% exit.
T = 508 Average Vehicle Trip Ends
112 entering 396 exiting

112 + 396 = 508

Weekday (page 108)

Daily Weekday
T = 51.8(X)
T = 51.8 * 70.00

Directional Distribution: 50% entering, 50% exiting
T = 3626 Average Vehicle Trip Ends
1813 entering 1813 exiting

1813 + 1813 = 3626

APPENDIX E

Growth Rate Calculations

Kimley-Horn and Associates, Inc.

Project:	Neon Lights	*Project Number:*	
Subject:	NDOT Growth Rate Calculations	*Date:*	3/16/200
Designed By:	MED	*Page*	1 of 2

Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2005

Number of Count Stations Analyzed = 10

Average Annual Growth Rate in the Vicinity of the Proposed Project = -0.27%

NDOT COUNT STATION:	0084
ROADWAY:	SR-159 (Charleston Bl)
LOCATION:	250' E of the Charleston Bl Interchange

Year	ADT	Annual Growth Rate
2000	46000	-0.44%
2005	45000	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	44803
2007	44606
2008	44410

NDOT COUNT STATION:	0275
ROADWAY:	SR-589 (Sahara Av)
LOCATION:	0.2 mi W of SR-606 (Maryland Pk)

Year	ADT	Annual Growth Rate
2000	55000	-0.18%
2005	54500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	54401
2007	54301
2008	54202

NDOT COUNT STATION:	0278
ROADWAY:	Paradise Rd
LOCATION:	450' N of SR-589 (Sahara Av)

Year	ADT	Annual Growth Rate
2000	18100	-0.22%
2005	17900	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	17821
2007	17743
2008	17665

NDOT COUNT STATION:	0287
ROADWAY:	Las Vegas Bl
LOCATION:	0.25 mi S of Main St & 200' N of Cincinnati Av

Year	ADT	Annual Growth Rate
2000	45500	-1.82%
2005	41500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	41424
2007	41349
2008	41273

NDOT COUNT STATION:	0290
ROADWAY:	Las Vegas Bl
LOCATION:	0.2 mi N of Main St & 150' S of Oakey Bl

Year	ADT	Annual Growth Rate
2000	41000	-1.77%
2005	37500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	37336
2007	37172
2008	37009

NDOT COUNT STATION:	0296
ROADWAY:	S Main St
LOCATION:	200' N of Utah Av

Year	ADT	Annual Growth Rate
1999	20800	-0.24%
2005	20500	
YEARS =	6	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	20463
2007	20425
2008	20388

Kimley-Horn and Associates, Inc.

Project:	Neon Lights	*Project Number:*	
Subject:	NDOT Growth Rate Calculations	*Date:*	3/16/200
Designed By:	MED	*Page*	2 of 2

Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2005

NDOT COUNT STATION:	0560
ROADWAY:	Wyoming Av
LOCATION:	250' W of Industrial Rd

Year	ADT	Annual Growth Rate
2000	17400	**1.99%**
2005	19200	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	19116
2007	19032
2008	18948

NDOT COUNT STATION:	0619
ROADWAY:	Martin L King Bl
LOCATION:	0.2 mi S of Alta Dr

Year	ADT	Annual Growth Rate
2000	14000	**3.09%**
2005	16300	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	16270
2007	16241
2008	16211

NDOT COUNT STATION:	1012
ROADWAY:	St. Louis Av
LOCATION:	btwn Paradise Rd & Santa Paula Av

Year	ADT	Annual Growth Rate
2000	4500	**1.09%**
2005	4750	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	4729
2007	4708
2008	4688

NDOT COUNT STATION:	2279
ROADWAY:	Oakey Bl
LOCATION:	0.1 mi E of Las Vegas Bl

Year	ADT	Annual Growth Rate
2004	8300	**-4.22%**
2005	7950	
YEARS =	1	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	7935
2007	7921
2008	7907

APPENDIX F

Proposed Trip Generation

Kimley-Horn and Associates, Inc.

Project	Neon Lights				
Subject	Trip Generation				
Designed by	MMO	*Date*	March 30, 2007	*Job No.*	
Checked by				*Sheet No.*	1 of 2

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate Equations

Land Use Code - Residential Condominium/Townhouse (230)

Independant Variable - Dwelling Units (X)

X = 1,600
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 368)

Daily Weekday
T = (X) x 0.44
T = 1,600 x 0.44

Directional Distribution: 17% ent. 83% exit.
T = 704 Average Vehicle Trip Ends
120 entering 584 exiting

120 + 584 = 704

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 369)

Daily Weekday
T = (X) x 0.52
T = 1,600 x 0.52

Directional Distribution: 67% ent. 33% exit.
T = 832 Average Vehicle Trip Ends
557 entering 275 exiting

557 + 275 = 832

Weekday (page 367)

Daily Weekday
T = (X) x 5.86
T = 1,600 x 5.86

Directional Distribution: 50% entering, 50% exiting
T = 9376 Average Vehicle Trip Ends
4688 entering 4688 exiting

4688 + 4688 = 9376

Kimley-Horn and Associates, Inc.

Project	Neon Lights		
Subject	Trip Generation		
Designed by	MMO	*Date*	March 30, 2007
Checked by		*Job No.*	
		Sheet No.	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate

Land Use Code -Resort Hotel (330)

Independant Variable - Rooms (X)

X = 1.500
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 625)

Daily Weekday
T = 0.31(X)
T = 0.31 * (1500.0)

Directional Distribution: 72% ent. 28% exit.
T = 465 Average Vehicle Trip Ends
335 entering 130 exiting

335 + 130 = 465

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 626)

Daily Weekday
T = 0.42 (X)
T = 0.42 * 1500

Directional Distribution: 43% ent. 57% exit.
T = 630 Average Vehicle Trip Ends
271 entering 359 exiting

271 + 359 = 630

Weekday (Not Available)

Assume 8% PM Peak Hour

$\frac{630}{x} = 0.08$

Total Daily Trips

)92610000 Neon Lights\Trip Generation\Proposed\[330 RESORT HOTEL (Average Rate).XL

Kimley-Horn and Associates, Inc.

Project	Neon Lights				
Subject	Trip Generation				
Designed by	MMO	*Date*	March 30, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate Equations

Land Use Code - Shopping Center (820)

Independant Variable - 1000 Square Feet Gross Leasable Area (X)

Gross Leasable Area = 550,000 Square Feet
X = 550.000
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Page 1452)

Daily Weekday
T = 1.03 * (X)
T = 1.03 * 550.00

Directional Distribution: 61% ent. 39% exit.
T = 567 Average Vehicle Trip Ends
346 entering 221 exiting

346 + 221 = 567

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 1453)

Daily Weekday
T = 3.75 * (X)
T = 3.75 * 550.00

Directional Distribution: 48% ent. 52% exit.
T = 2063 Average Vehicle Trip Ends
990 entering 1073 exiting

990 + 1073 = 2063

Weekday (page 1451)

Daily Weekday
T = 42.94 * (X)
T = 42.94 * 550.00

Directional Distribution: 50% entering, 50% exiting
T = 23618 Average Vehicle Trip Ends
11809 entering 11809 exiting

11809 + 11809 = 23618

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 2nd Edition, June 2004, page 34)

Average Pass-By Trip Percentage: 0 AM 34.0 PM

	IN	Out	Total		IN	Out	Total	
AM Peak	346	221	567	**PM Peak**	653	708	1361	**NON PASS-BY**
AM Peak	0	0	0		337	365	702	**PASS-BY**

Kimley-Horn and Associates, Inc.

Project	Neon Lights				
Subject	Trip Generation				
Designed by	MMO	*Date*	March 30, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

Recalibration of Trip Generation Model for Las Vegas Hotel/Casinos,
University of Nevada-Las Vegas, March 2000.

Resort Corridor Hotel/Casino

Independant Variables - Rooms (X1)
- 1,000 square feet Casino Area (X2)

X1 = 6.000 Rooms X2 = 100 1,000 square feet Casino Area
T = Average Vehicle Trip Ends

AM Peak Hour

Daily Weekday
T = 0.168 * (X1) + 4.583 * (X2) + 107.789
T = 0.168 * 6000 + 4.583 * 100 + 107.789

Directional Dist.: 59% ent. 41% exit.
T = 1574 Average Vehicle Trip Ends
929 entering 645 exiting

929 + 645 = 1574

PM Peak Hour

Daily Weekday
T = 0.290 * (X1) + 9.780 * (X2)
T = 0.290 * 6000 9.780 * 100

Directional Dist.: 49% ent. 51% exit.
T = 2718 Average Vehicle Trip Ends
1332 entering 1386 exiting

1332 + 1386 = 2718

Weekday

Daily Weekday
8% PM PEAK HOUR PERCENTAGE

Directional Distribution: 50% entering, 50% exiting
T = 33976 Average Vehicle Trip Ends
16988 entering 16988 exiting

16988 + 16988 = 33976

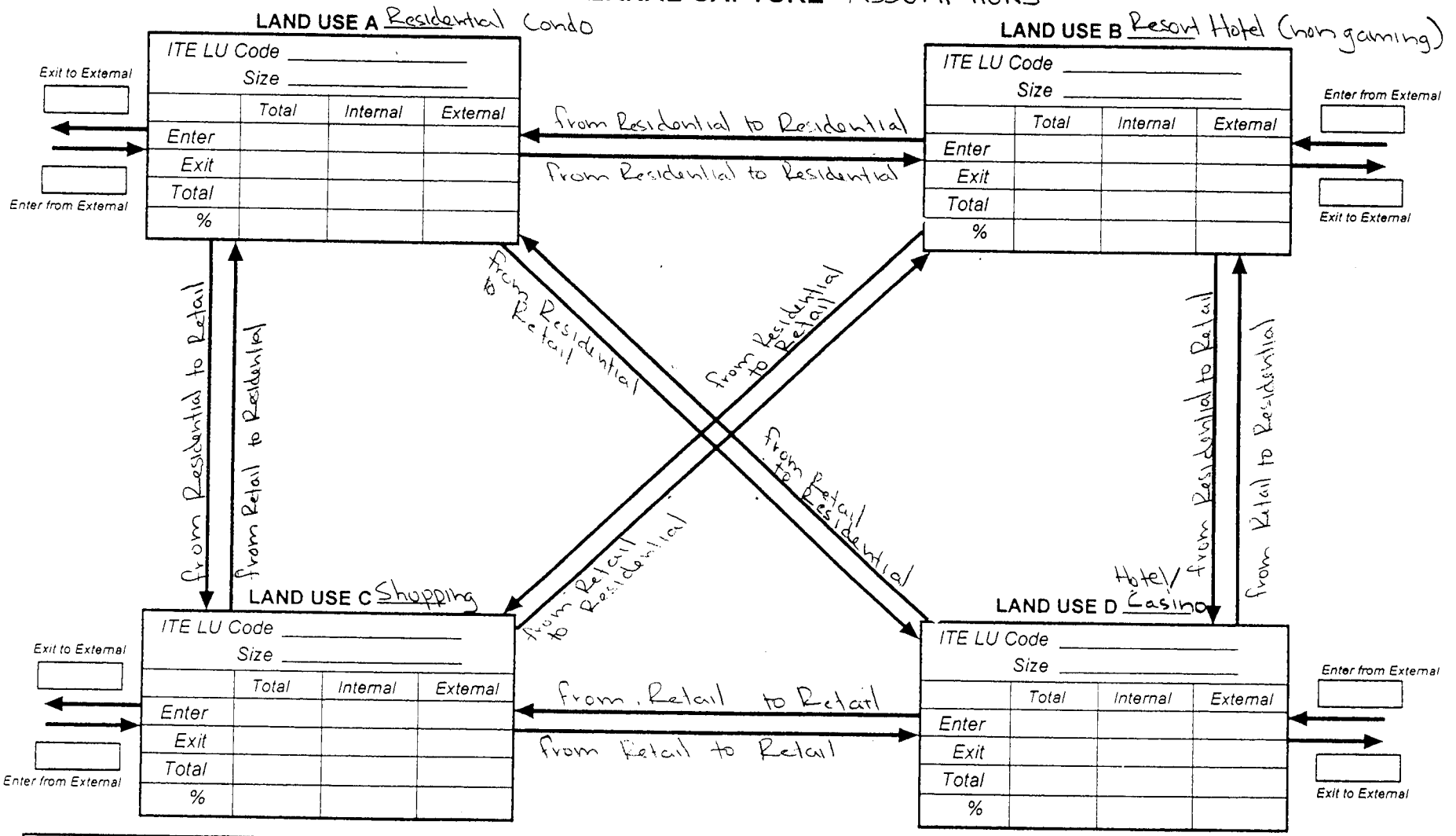
APPENDIX G

Internal Capture

Analyst _____
Date _____

MULTI- USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE ASSUMPTIONS

Name of Dvlpt _____
Time Period _____



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter					
Exit					
Total					
Single-Use Trip Gen. Est.					

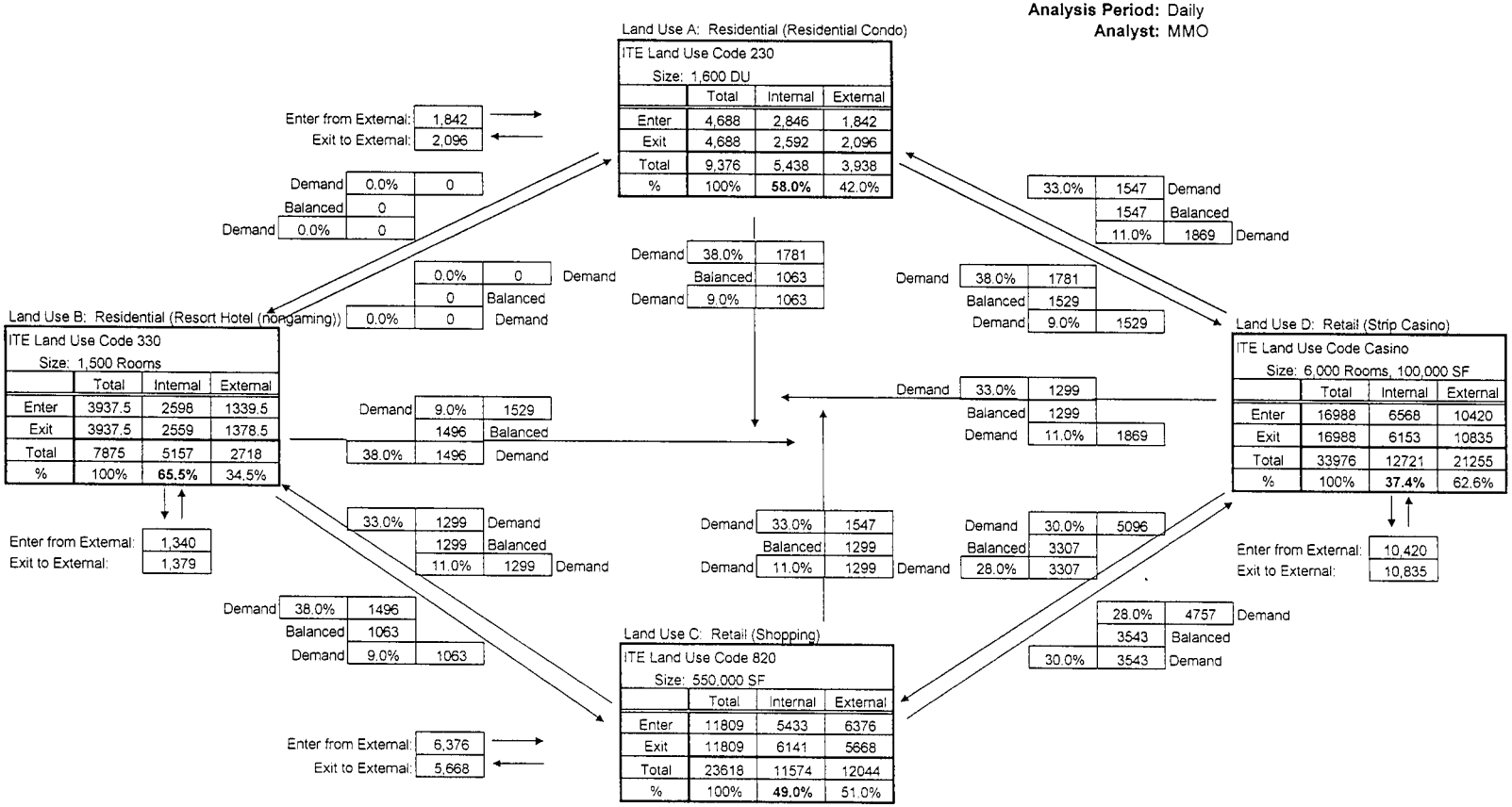
Source: Kaku Associates, Inc.

INTERNAL CAPTURE

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, March 2001)

Project Number:
Project Name: Neon Lights
Scenario: Build Out Daily
Analysis Period: Daily
Analyst: MMO



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

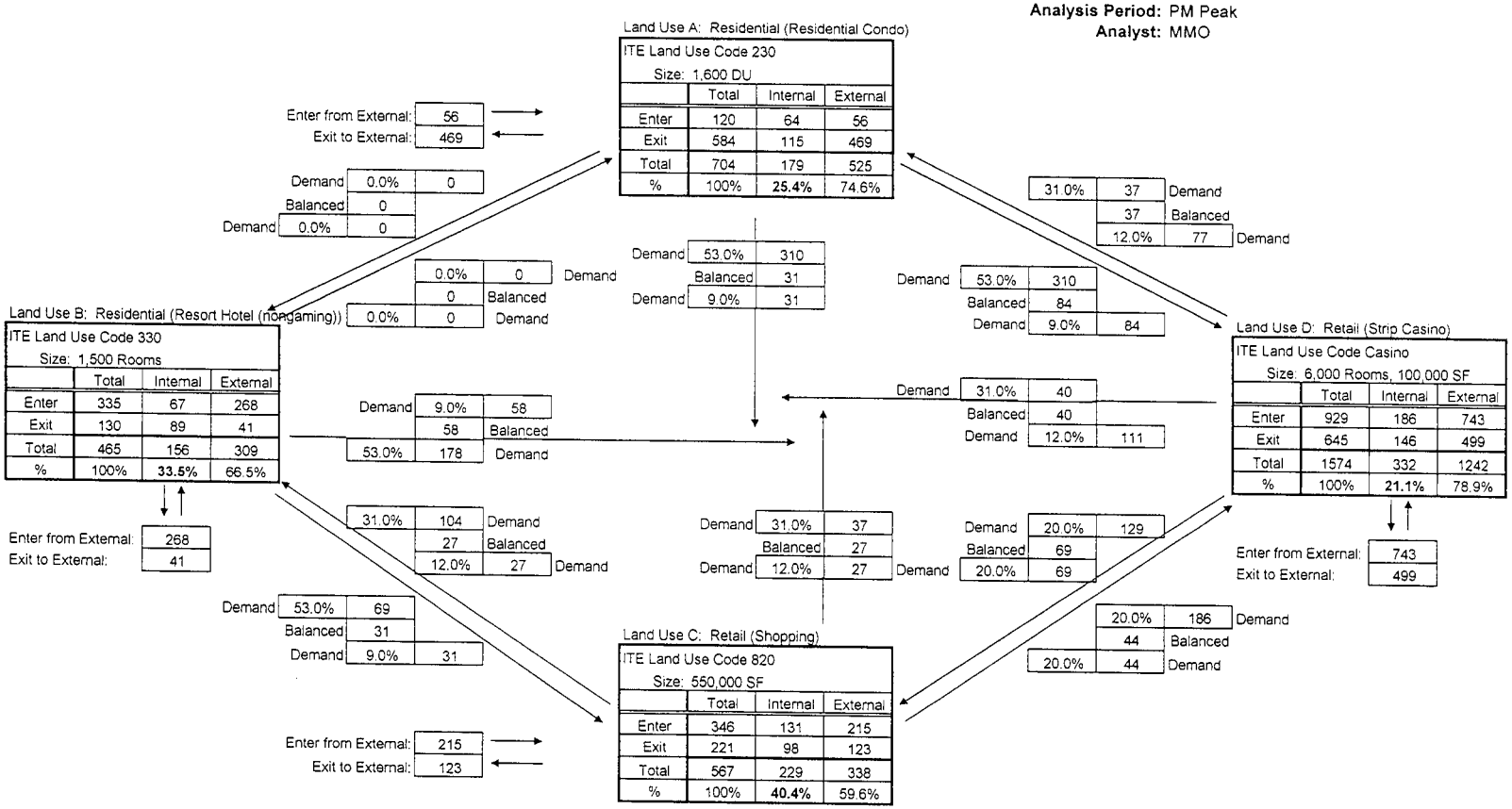
Category	Land Use A	B	C	D	Total
Enter	1,842	1,340	6,376	10,420	19,978
Exit	2,096	1,379	5,668	10,835	19,978
Total	3,938	2,718	12,044	21,255	**39,955**
Single Use Trip Gen Estimate	9,376	7,875	23,618	33,976	**74,845**

Overall Internal Capture = **46.62%**

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, March 2001)

Project Number:
Project Name: Neon Lights
Scenario: Build Out AM
Analysis Period: PM Peak
Analyst: MMO



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

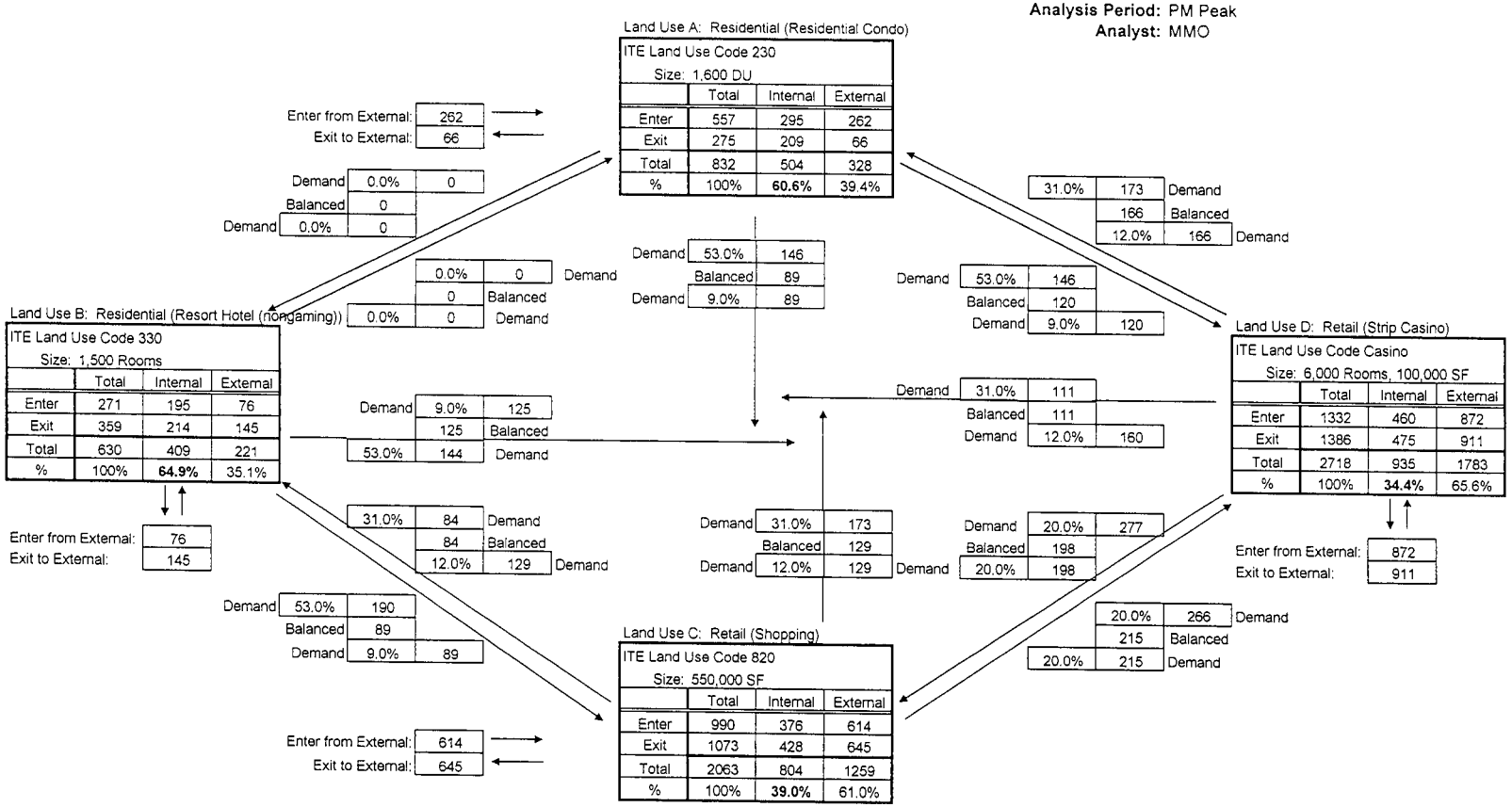
Category	Land Use A	Land Use B	Land Use C	Land Use D	Total
Enter	56	268	215	743	1,282
Exit	469	41	123	499	1,132
Total	525	309	338	1,242	**2,414**
Single Use Trip Gen Estimate	704	465	567	1,574	**3,310**

Overall Internal Capture = **27.07%**

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, March 2001)

Project Number:
Project Name: Neon Lights
Scenario: Build Out PM
Analysis Period: PM Peak
Analyst: MMO



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	B	C	D	Total
Enter	262	76	614	872	1,824
Exit	66	145	645	911	1,767
Total	328	221	1,259	1,783	**3,591**
Single Use Trip Gen Estimate	832	630	2,063	2,718	**6,243**

Overall Internal Capture = **42.48%**

APPENDIX H

Service Volumes by Arterial Class

maximum volumes and/or maximum speeds (rather than minimum speeds). The signalized and unsignalized intersection procedures for estimating delay can be used without adaptation for collector and local streets.

Signalized Intersections

The analysis of capacity and LOS at signalized intersections must consider a wide variety of prevailing conditions, including the amount and distribution of traffic movements, traffic composition, geometric characteristics, and the details of intersection signalization. A traffic signal essentially allocates time among conflicting traffic movements that seek to use the same physical space. The way in which time is allocated has a significant effect on the operation and the capacity of the intersection and its approaches. Capacity is evaluated in terms of the ratio of demand flow rate (volume) to capacity. This ratio (described as a v/c ratio) is one consideration in determining LOS. The measure of effectiveness for LOS is average control delay per vehicle (in seconds per vehicle).

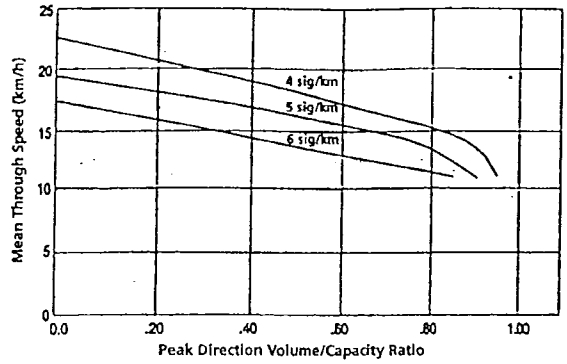


Figure 7–3 Speed-Flow Curves for Class IV Urban Streets

Note: Assumptions: 40 km/h mid-block free-flow speed, 10 km length, 120 second cycle, 0.45 g/C, pre-timed signals, arrival type 4, 0.925 PHF, left-turn pockets, 12% turns.

Source: "Production of the Year 2000 HCM," *Status Report*, Catalina Engineering, Inc., NCHRP 3-55 (6), May 30, 1998, Exhibit 15–12. Unpublished Interim TRB Committee on Highway Capacity and Quality of Service material.

Study of an intersection is done by designating "lane groups," which become the unit of analysis. A lane group consists of one or more traffic lanes on an intersection approach, or the approach as a whole. Each lane group is analyzed separately. For a given lane group at a signalized intersection, three signal indications are seen: green, yellow, and red. The red indication usually includes a short period during which all indications are red, referred to as an "all-red" interval, which, with the yellow indication, forms the change and clearance interval between two green phases. Definition of the variables and basic terms for describing traffic flow at signalized intersections are provided in Table 7–7.

Table 7–6 Service Volumes by Arterial Class

Class	Number of Lanes	One Direction Through Service Volume (veh/h)				
		LOS A	LOS B	LOS C	LOS D	LOS E
Class I	1	N/A	660	810	880	900
	2	N/A	1,470	1,760	1,890	1,890
	3	N/A	2,280	2,660	2,840	2,840
	4	N/A	2,840	3,280	3,480	3,480
Class II	1	N/A	N/A	460	760	840
	2	N/A	N/A	1,020	1,640	1,800
	3	N/A	N/A	1,550	2,510	2,710
	4	N/A	N/A	1,890	3,060	3,320
Class III	1	N/A	N/A	N/A	620	800
	2	N/A	N/A	N/A	1,390	1,740
	3	N/A	N/A	N/A	2,130	2,640
	4	N/A	N/A	N/A	2,600	3,230
Class IV	1	N/A	N/A	N/A	690	780
	2	N/A	N/A	N/A	1,540	1,700
	3	N/A	N/A	N/A	2,340	2,570
	4	N/A	N/A	N/A	2,860	3,140

Notes: Class I assumes: 5 intersections at 1.08 km spacing, cycle length = 120 s, free-flow speed = 75 km/h, g/C = 0.45, and arrival type of 3. Class II assumes: 5 intersections at 0.54 km spacing, cycle length = 120 s, free-flow speed = 65 km/h, g/C = 0.45, and arrival type 4. Class III assumes: 5 intersections at 0.32 km spacing, cycle length = 120 s, free-flow speed = 55 km/h, g/C = 0.45, and arrival type 4. Class IV assumes: 5 intersections at 0.22 km spacing, cycle length = 120 s, free-flow speed = 50 km/h, g/C = 0.45, and arrival type 4.

N/A = LOS cannot be achieved.

Table 7-6 Service Volumes by Arterial Class – English Conversion

Class 1 assumes: 5 intersections at 3,543 ft (0.67 mile) spacing, cycle length = 120 s, free-flow speed = 46.6 mph, and arrival type of 3.

Class II assumes: 5 intersections at 1,772 ft (0.34 mile) spacing, cycle length = 120 s, free-flow speed = 40.4 mph, and arrival type 4

Class III assumes: 5 intersections at 1,049 ft (0.2 mile) spacing, cycle length = 120 s, free-flow speed =34.2 mph, and arrival type 4

Class IV assumes: 5 intersections at 722 ft (0.14 mile) spacing, cycle length = 120 s, free-flow speed = 31.1 mph, and arrival type 4

APPENDIX I

Service Volume Calculations

Kimley-Horn and Associates, Inc.

Job Name: Neon Lights
Analyzed By: MED
Date: April 4, 2007

Class	Number of Lanes	One Direction Through Service Volume (veh/h)					English Conversion				
		LOS A	LOS B	LOS C	LOS D	LOS E	Assumes 5 Intersections at the Following Spacing		Cycle Length (s)	Free-Flow Speed (mph)	Arrival Type
I	1	n/a	660	810	880	900	3,543'	0.67 mile	120	46.6	3
	2	n/a	1,470	1,760	1,890	1,890					
	3	n/a	2,280	2,660	2,840	2,840					
	4	n/a	2,840	3,280	3,480	3,480					
II	1	n/a	n/a	460	760	840	1,722'	0.34 mile	120	40.4	4
	2	n/a	n/a	1,020	1,640	1,800					
	3	n/a	n/a	1,550	2,510	2,710					
	4	n/a	n/a	1,890	3,060	3,320					
III	1	n/a	n/a	n/a	620	800	1,049'	0.2 mile	120	34.2	4
	2	n/a	n/a	n/a	1,390	1,740					
	3	n/a	n/a	n/a	2,130	2,640					
	4	n/a	n/a	n/a	2,600	3,230					
IV	1	n/a	n/a	n/a	690	480	725'	0.14 mile	120	31.1	4
	2	n/a	n/a	n/a	1,540	1,700					
	3	n/a	n/a	n/a	2,340	2,570					
	4	n/a	n/a	n/a	2,860	3,140					

Kimley-Horn and Associates, Inc.

Job Name: Neon Lights
Analyzed By: MED
Date: April 4, 2007

Roadway Name:	Charleston Boulevard	
Location:	West of Grand Central Parkway	
General Intersection Spacing for 5 Intersections:	0.2	miles
Cycle Length:	140	seconds
Speed Limit:	35	mph
Roadway Class:	III	
Number of Through Lanes:		NB
		SB
	3	EB
	3	WB
One Direction Through Service Volume:		NB
		SB
	2130	EB
	2130	WB

Daily Roadway Capacity = The Sum of Each (One Direction Through Service Volume (LOS D)) x 24 hours

Daily Roadway Capacity = 102240

Roadway Name:	Charleston Boulevard	
Location:	East of Main Street	
General Intersection Spacing	0.2	miles
Cycle Length:	140	seconds
Speed Limit:	35	mph
Roadway Class:	III	
Number of Through Lanes:		NB
		SB
	3	EB
	3	WB
One Direction Through Service Volume:		NB
		SB
	2130	EB
	2130	WB

Daily Roadway Capacity = The Sum of Each (One Direction Through Service Volume (LOS D)) x 24 hours

Daily Roadway Capacity = 102240

Kimley-Horn and Associates, Inc.

Job Name: Neon Lights
Analyzed By: MED
Date: April 4, 2007

Roadway Name:	Grand Central Parkway	
Location:	North of Charleston Boulevard	
General Intersection Spacing	0.2	miles
Cycle Length:	140	seconds
Speed Limit:	35	mph
Roadway Class:	III	
Number of Through Lanes:	2	NB
	2	SB
		EB
		WB
One Direction Through Service	1,390	NB
Volume:	1,390	SB
		EB
		WB

Daily Roadway Capacity = The Sum of Each (One Direction Through Service Volume (LOS D)) x 24 hours

Daily Roadway Capacity = 66720

Roadway Name:	Goodman Boulevard	
Location:	Charleston Boulevard to Main Street	
General Intersection Spacing	0.2	miles
Cycle Length:	140	seconds
Speed Limit:	30	mph
Roadway Class:	III	
Number of Through Lanes:		NB
		SB
	2	EB
	2	WB
One Direction Through Service		NB
Volume:		SB
	1390	EB
	1390	WB

Daily Roadway Capacity = The Sum of Each (One Direction Through Service Volume (LOS D)) x 24 hours

Daily Roadway Capacity = 66720

Kimley-Horn and Associates, Inc.

Job Name: Neon Lights
Analyzed By: MED
Date: April 4, 2007

Roadway Name:	Main Street	
Location:	North of Charleston Boulevard	
General Intersection Spacing	0.2	miles
Cycle Length:	140	seconds
Speed Limit:	30	mph
Roadway Class:	III	
Number of Through Lanes:	2	NB
	2	SB
		EB
		WB
One Direction Through Service	1390	NB
Volume:	1390	SB
		EB
		WB

Daily Roadway Capacity = The Sum of Each (One Direction Through Service Volume (LOS D)) x 24 hours

Daily Roadway Capacity = 66720

Roadway Name:	Main Street	
Location:	South of Wyoming Avenue	
General Intersection Spacing	0.2	miles
Cycle Length:	140	seconds
Speed Limit:	35	mph
Roadway Class:	III	
Number of Through Lanes:	2	NB
	2	SB
		EB
		WB
One Direction Through Service	1390	NB
Volume:	1390	SB
		EB
		WB

Daily Roadway Capacity = The Sum of Each (One Direction Through Service Volume (LOS D)) x 24 hours

Daily Roadway Capacity = 66720

Kimley-Horn and Associates, Inc.

Job Name: Neon Lights
Analyzed By: MED
Date: April 4, 2007

Roadway Name:	Colorado Avenue	
Location:	East of Main Street	
General Intersection Spacing	0.14	miles
Cycle Length:	140	seconds
Speed Limit:	25	mph
Roadway Class:	IV	
Number of Through Lanes:		NB
		SB
	1	EB
	1	WB
One Direction Through Service	690	NB
Volume:	690	SB
		EB
		WB

Daily Roadway Capacity = The Sum of Each (One Direction Through Service Volume (LOS D)) x 24 hours

Daily Roadway Capacity = 33120

Roadway Name:	Industrial Road	
Location:	South of Wyoming Avenue	
General Intersection Spacing	0.2	miles
Cycle Length:	140	seconds
Speed Limit:	35	mph
Roadway Class:	III	
Number of Through Lanes:	2	NB
	2	SB
		EB
		WB
One Direction Through Service	1390	NB
Volume:	1390	SB
		EB
		WB

Daily Roadway Capacity = The Sum of Each (One Direction Through Service Volume (LOS D)) x 24 hours

Daily Roadway Capacity = 66720

Kimley-Horn and Associates, Inc.

Job Name: Neon Lights
Analyzed By: MED
Date: April 4, 2007

Roadway Name:	Western Avenue	
Location:	Southwest of Goodman Boulevard	
General Intersection Spacing	0	miles
Cycle Length:	0.2	seconds
Speed Limit:	30	mph
Roadway Class:	III	
Number of Through Lanes:		NB
		SB
	1	EB
	1	WB
One Direction Through Service		NB
Volume:		SB
	620	EB
	620	WB

Daily Roadway Capacity = The Sum of Each (One Direction Through Service Volume (LOS D)) x 24 hours

Daily Roadway Capacity = 29760

APPENDIX J

Traffic Mitigation Plan

City Council Meeting of June 20, 2007

OVERSIZED MAP/ DIAGRAM SUBMITTED AS BACKUP FOR ITEMS 149-157 – FILED WITHIN MINUTE BINDER

APPENDIX K

Improved Roadway Continuity Map

City Council Meeting of June 20, 2007

OVERSIZED MAP/ DIAGRAM SUBMITTED AS BACKUP FOR ITEMS 149-157 – FILED WITHIN MINUTE BINDER

APPENDIX L

Recommended Roadway Network Plan

City Council Meeting of June 20, 2007

OVERSIZED MAP/ DIAGRAM SUBMITTED AS BACKUP FOR ITEMS 149-157 – FILED WITHIN MINUTE BINDER

APPENDIX M

Site Plan

City Council Meeting of June 20, 2007

OVERSIZED MAP/ DIAGRAM SUBMITTED AS BACKUP FOR ITEMS 149-157 – FILED WITHIN MINUTE BINDER

Traffic Review
Phasing Plan

Pulse Phase B through E

Prepared for:
Real Estate Interests Group, Inc

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092610000

Kimley-Horn
and Associates, Inc.

Submitted at City Council
Date 6/20/07 Item 149
-151

TRAFFIC REVIEW

FOR

PULSE – PHASE B THROUGH E

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1.0 EXECUTIVE SUMMARY

The proposed Pulse redevelopment is located on approximately 70 acres within the City of Las Vegas, Nevada. The proposed project site is generally located south of Charleston Boulevard (SR-159), west of Main Street, north of Wyoming Avenue, and east of the Union Pacific Railroad (UPRR) Tracks. The project site is currently occupied by commercial, retail, restaurant, and light industrial land uses. The project is expected to be built in phases. The *Pulse – Phase A Traffic Impact Study and Roadway Vacation Study*, by Kimley-Horn and Associates, Inc., dated June 14, 2007, specifically addresses the completion of Phase A and its impact on the surrounding street network. This report has been produced to specifically address the future phases B through E of the Pulse development and the street network necessary to support the future phases of the development. This traffic review is also intended to support a Master Street and Highways Plan Amendment to extend Grand Central Parkway south through the Pulse development. This extension is to provide improved street access to support the Pulse project. The phases and build out years for the Pulse development are as follows:

- **Phase A** – 2011

  100 Residential Condominium Units

  50,000 Square Feet of Shopping Center

  3,500,000 Square Feet of Sports Mart

  22,000 Seat Arena

- **Phase B** – 2012

  500 Residential Condominium Units

  500 Condominium/Hotel Rooms (Resort Hotel)

  2,000 Room Casino with 100,000 Square Feet of Gaming Floor Area

- **Phase C** – 2013

  500 Residential Condominium Units

  500 Condominium/Hotel Rooms (Resort Hotel)

  2,000 Room Casino with 100,000 Square Feet of Gaming Floor Area

- **Phase D** – 2015

  500,000 Square Feet Commercial

- **Phase E** – 2017

  500 Residential Condominium Units

  500 Condominium/Hotel Rooms (Resort Hotel)

  2,000 Room Casino with 100,000 Square Feet of Gaming Floor Area

Regional access to the proposed project site is provided by Interstate-15, US-95, US-93, and McCarran International Airport. Primary access to the site is recommended to be provided by Charleston Boulevard (SR-159), Main Street, Wyoming Avenue, and Industrial Road. Direct vehicular access to the site is expected to be provided from the existing Commerce Street signal on Charleston Boulevard (Intersection #2), one (1) signalized access at the intersection of Main Street and Colorado Avenue (Intersection #7), one (1) signalized intersection at Wyoming Avenue and Industrial Road (Intersection #10), one (1) signalized intersection at Wyoming Avenue and Fairfield Avenue (Intersection #18), and one (1) signalized intersection at Pulse Drive and Grand Central Parkway (Intersection #20).

For the purpose of this traffic review study, Kimley-Horn and Associates, Inc. established the study area boundaries to be generally between Sahara Avenue on the south, Charleston Boulevard on the north, Interstate-15 on the west, and Las Vegas Boulevard on the east. KHA identified twenty (20) study area intersections. The intersections are as follows:

- Charleston Boulevard/Grand Central Parkway (#1)
- Charleston Boulevard/Commerce Street (#2)
- Charleston Boulevard/Main Street (#3)
- Charleston Boulevard/Casino Center Boulevard (#4)
- Charleston Boulevard/4th Street (#5)
- Charleston Boulevard/Las Vegas Boulevard (#6)
- Colorado Avenue/Main Street (#7)

- Colorado Avenue/4th Street (#8)
- Oakey Boulevard/Western Avenue (#9)
- Wyoming Avenue/Industrial Road (#10)
- Wyoming Avenue/Main Street (#11)
- St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)
- St. Louis Avenue-Weldon Place/Paradise Road (#13)
- Northbridge Lane/Industrial Road (#14)
- Southbridge Lane/Industrial Road (#15)
- Sahara Avenue/Las Vegas Boulevard (#16)
- Sahara Avenue/Paradise Road (#17)
- Wyoming Avenue/Fairfield Avenue (#18)
- Western Avenue/Grand Central Parkway (#19)
- Pulse Drive/Grand Central Parkway (#20)

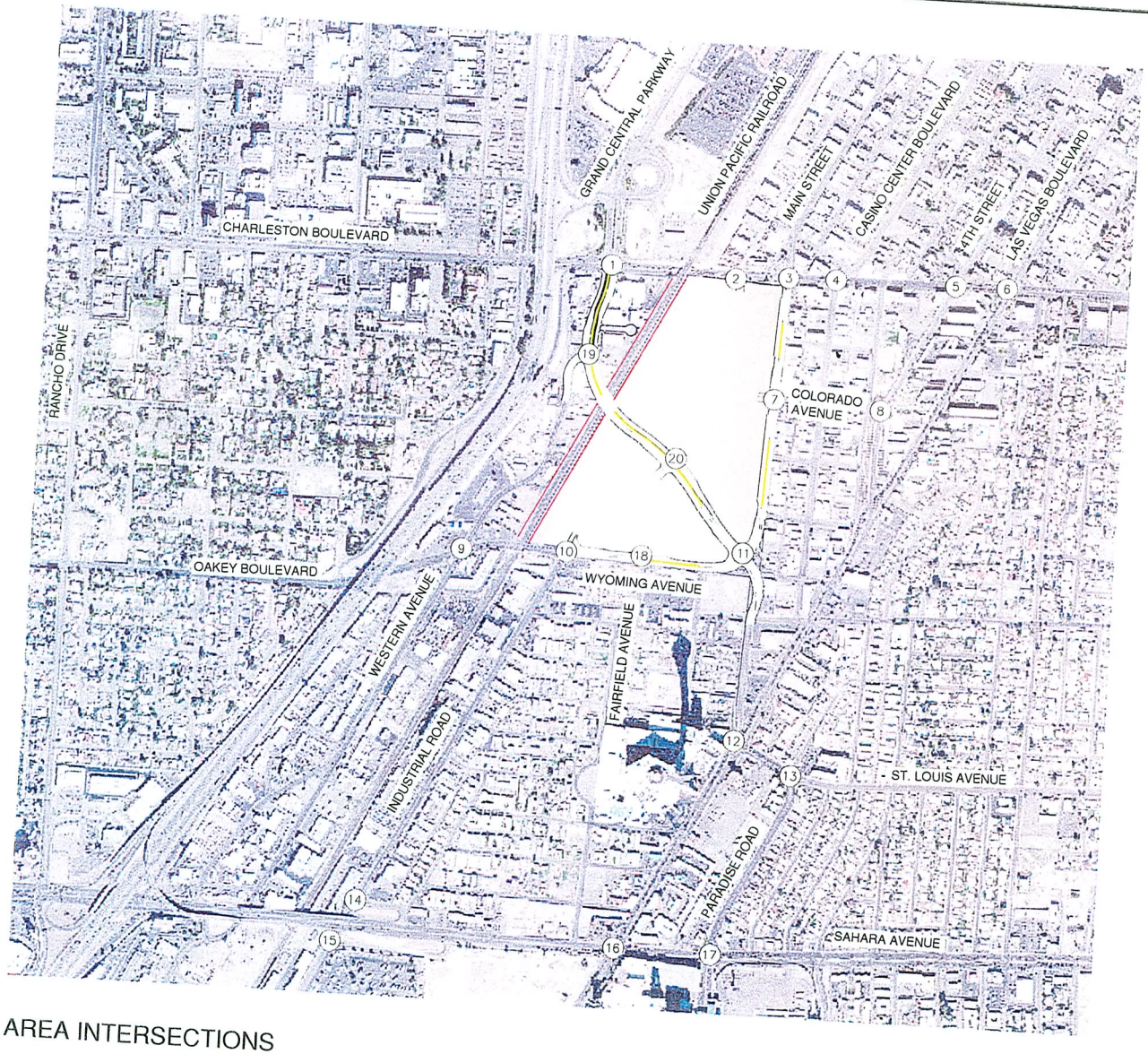
Figure E-1 shows the location of the study area intersections and proposed project access drives.

The anticipated trip generation from each phase of development is summarized in **Table E-1**.

Table E-1 – Trip Generation

Phase	Trips					
	AM Peak Hour			PM Peak Hour		
	Entering	Exiting	Total	Entering	Exiting	Total
A*	122	83	205	230	276	506
A and B	651	521	1,172	884	906	1,790
A, B and C	1,202	986	2,188	1,732	1,744	3,476
A, B, C and D	1,301	983	2,284	1,910	1,989	3,899
A, B, C, D and E	1,849	1,444	3,293	2,708	2,794	5,502

**Per Phase A Study by Kimley-Horn and Associates, June 14, 2007*



NORTH
NTS

Study Area Intersections	
1	Charleston Boulevard/Grand Central Parkway
2	Charleston Boulevard/Commerce Street
3	Charleston Boulevard/Main Street
4	Charleston Boulevard/Casino Center Boulevard
5	Charleston Boulevard/4th Street
6	Charleston Boulevard/Las Vegas Boulevard
7	Colorado Avenue/Main Street
8	Colorado Avenue/4th Street
9	Oakey Boulevard/Western Avenue
10	Wyoming Avenue/Industrial Road
11	Wyoming Avenue/Main Street
12	Main Street/St. Louis Avenue/Las Vegas Boulevard
13	Main Street/St. Louis Avenue/Paradise Road
14	Northbridge Lane/Industrial Road
15	Southbridge Lane/Industrial Road
16	Sahara Avenue/Las Vegas Boulevard
17	Sahara Avenue/Paradise Road
18	Wyoming Avenue/Fairfield Avenue
19	Western Avenue/Grand Central Parkway
20	Pulse/Grand Central Parkway

LEGEND:

(1) Study Area Key Intersection

PULSE
STUDY AREA INTERSECTIONS

FIGURE E-1

Kimley-Horn and Associates, Inc.

Date: June 15, 2007 - 9:10am / User: cynthia.krepfl
Path: K:\LPR\S\0926\00000 - Pulse\Phasing Plan\Figures\Figures.dwg / Xref: 2007-04-04 Site X-Ref Exhibit 2007-06-13

As outlined in the Pulse-Phase A Traffic Impact Study and Roadway Vacation Study, by Kimley-Horn and Associates, Inc, June 14, 2007, the Pulse – Phase A project traffic is expected to be accommodated on the street network anticipated to exist in the background year of 2011. This does not include "Project NEON" currently proposed by NDOT. The proposed Pulse – Phase A project generated traffic volumes resulted in the following recommendations:

- The developer is recommended to widen Main Street, from Charleston Boulevard to Wyoming Avenue to provide two (2) through lanes with a continuous two-way left-turn lane and on-street parking.

- The developer is recommended to construct an eastbound to southbound right turn lane at the intersection of Charleston Boulevard and Main Street.

- The developer is recommended to construct a southbound to westbound right turn lane at the intersection of Wyoming Avenue and Main Street.

- The developer is recommended to construct a westbound to northbound right turn at Wyoming Avenue and Fairfield Avenue.

- The developer is recommended to install a signal at the intersection of Colorado Avenue and Main Street. This signal is anticipated to operate in a similar manner as the signals at the entrance to Cashman Field on Washington Avenue.

- The developer is recommended to install a signal at the intersection of Wyoming Avenue and Fairfield Avenue. This signal is anticipated to operate in a similar manner as the signals at the entrance to Cashman Field.

- Based on the findings in the Phase A traffic study, the existing grid street network within the project site can be vacated.

- Development of Phase A results in a significant reduction in the number of access driveways serving the project site is planned to occur with the construction of the project. The consolidation of current access drives will reduce street conflicts and improve street network traffic flows around the project site.

- The Pulse development is recommended to develop two (2) independent Special Event Management Plans. One (1) plan will address the Sports Mart and the other to address the more frequent events anticipated at the Arena.

- If not already present, the developer shall install communications infrastructure of the Freeway and Arterial System of Transportation (FAST) along the entire length of the project's Main Street, and Wyoming Avenue frontage. This improvement shall consist of a four inch (4") diameter PVC conduit with a No. 8 bare tracer wire along the Boulevard, Main Street, and Wyoming Avenue frontages. The City of Las Vegas should determine the locations of the conduits, and associated pullboxes, during the review and acceptance of the development's off-site improvement plans.

The Pulse Phase B through E project traffic is expected to be accommodated on the modified street network as recommended in the *Pulse Master Transportation Study*, by Kimley-Horn and Associates, Inc., dated April 9, 2007. It is recommended that the developer of Pulse coordinate with Project NEON; however, it is not expected that Project NEON improvements are needed to support the project's development due to the significant roadway enhancements being recommended with the development of Pulse Phase B through E. The proposed Pulse Phase B through E project generated traffic volumes resulted in the following traffic mitigation recommendations:

- It is recommended that the developer construct a new Grand Central Parkway South alignment from Charleston Boulevard to Wyoming Avenue.

- It is recommended that as the site plan is modified and finalized to comply with the recommendations of this study that a technical traffic impact study be subsequently

prepared for each development phase to address the final lane configurations, intersection control, level of service analysis, and left turn storage at all study area intersections and project access drives.

- The final technical traffic impact study is recommended to include a porte-cochere vehicle turnover and queuing analysis for all proposed porte-cocheres. The porte-cochere evaluation should be based upon the final geometric design and operations schemes for each of the on-site porte-cochere facilities to ensure vehicles do not back up onto the adjacent public right-of-way.

- A Transportation Demand Management (TDM) Program is recommended to be created for the new facility. The developer should contact Justin Schor with the Regional Transportation Commission at 702-676-1602 to discuss Club Ride and the implementation of a Pulse TDM Program.

- The developer shall install communications infrastructure of the Freeway and Arterial System of Transportation (FAST) along the entire length of the project's Grand Central Parkway extension frontage. This improvement shall consist of a four inch (4") diameter PVC conduit with a No. 8 bare tracer wire along the Grand Central Parkway extension frontages. The City of Las Vegas should determine the locations of the conduits, and associated pullboxes, during the review and acceptance of the development's off-site improvement plans.

- A Master Street and Highways Plan Amendment is recommended to be requested from the City of Las Vegas to extend Grand Central Parkway south from Charleston Boulevard to Main Street as shown in Figure E-1. This extension modifies the north-south alignment of Main Street and also requires the construction of a rail road under crossing as shown.

- The rail road crossing shall be coordinated with the Union Pacific Rail Road (UPRR) and the Nevada State Public Unilities Commission for construction. The rail road crossing is recommended to provide a seventeen foot (17') minimum clearance.

- The street cross section of Grand Central Parkway is recommended to provide two (2) lanes in each direction along with two (2) exclusive bus rapid transit (BRT) operation lanes within the median of the roadway. This will allow for extension of the proposed BRT system currently being constructed along Grand Central Parkway, north of Charleston Boulevard.

- Project shall be designed to reserve appropriate right-of-way and rights to construct the proposed "Project NEON" roadway improvements as currently proposed by the Nevada Department of Transportation (NDOT).

- As specific site development plans are completed for each phase of development, specific technical traffic impact studies shall be prepared for review and acceptance by the City of Las Vegas for the Pulse project.

As defined in the *Pulse Master Transportation Study*, by Kimley-Horn and Associates, Inc., dated April 9, 2007, the following mitigation measures are recommended to be incorporated into the site plan for the Pulse Phase B through E development.

1. Construct a southbound extension to Grand Central Parkway from Charleston Boulevard to the Wyoming Avenue/Main Street intersection.
2. Construct a grade separated railroad underpass crossing along the new Grand Central Parkway South alignment.
3. Provide exclusive BRT lanes within the center of the proposed Grand Central Parkway South to accommodate an extension to the BRT transit system within the City of Las Vegas.

4. Roadway and traffic signal modifications to the existing Charleston Boulevard/Grand Central Parkway intersection to include the extension of Grand Central Parkway on the south leg of the intersection.
5. Provide dual, northbound to westbound, left turn lanes at the Charleston Boulevard/Grand Central Parkway intersection.
6. Develop a single, northbound to eastbound right turn lane at the existing Charleston Boulevard/Grand Central Parkway intersection.
7. Upgrade and modify the existing Charleston Boulevard/Commerce Street signalized intersection to provide access to the development site.
8. Provide dual, northbound to westbound, left turn lanes at the Charleston Boulevard/Commerce Street intersection.
9. Construct a single, northbound to eastbound, right turn lane at the Charleston Boulevard/Commerce Street intersection.
10. Upgrade and modify the existing Charleston Boulevard/Main Street signalized intersection.
11. Provide an eastbound to southbound right turn lane at the Charleston Boulevard/Main Street intersection.
12. Expand the existing single northbound to westbound left turn lane at the Charleston Boulevard/Main Street intersection.
13. Install a signal at the Grand Central Parkway South/Western Avenue intersection.
14. Adequate right-of-way potential for future dual, southbound to eastbound left turn lanes at the Grand Central Parkway South/Western Avenue intersection.
15. Provide a Single, southbound to westbound right turn lane at the proposed Grand Central Parkway South/Western Avenue intersection.
16. Develop a Single, eastbound to northbound left turn lane at the proposed Grand Central Parkway South/Western Avenue intersection.
17. Provide right-of-way for a future single eastbound through lane at the proposed Grand Central Parkway South/Western Avenue intersection.
18. Provide dual, northbound to westbound left turn lanes at the proposed Grand Central Parkway South/Western Avenue intersection.

19. Provide adequate right-of-way for future single, northbound to eastbound right turn lane at the proposed Grand Central Parkway South/Western Avenue intersection.
20. Install signal at the proposed Grand Central Parkway South/Main Entry intersection.
21. Construct dual, southbound to eastbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
22. Provide single, southbound to westbound right turn lane at the proposed Grand Central Parkway South/Main Entry intersection.
23. Develop dual, eastbound to northbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
24. Create a shared eastbound through/right lane at the proposed Grand Central Parkway South/Main Entry intersection.
25. Install dual, northbound to westbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
26. Provide single, northbound to eastbound right turn lane at the proposed Grand Central Parkway South/Main Entry intersection.
27. Develop dual westbound to southbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
28. Provide a shared westbound through/right lane at the proposed Grand Central Parkway South/Main Entry intersection.
29. Modify the existing Wyoming Avenue/Industrial Road intersection to create a signalized intersection to accommodate future MLK-Industrial Road Connector.
30. Provide a single northbound to westbound left turn lane at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
31. Create a single northbound to eastbound right turn lane at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
32. Provide dual, westbound to southbound left turn lanes at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
33. Develop a single westbound to northbound right turn lane at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
34. Install dual, southbound to eastbound left turn lanes at the Wyoming Avenue/MLK-Industrial Road Connector intersection.

35. Construct single southbound to westbound right turn lane at Wyoming Avenue/MLK-Industrial Road Connector.
36. Construct single eastbound to northbound left turn lane at Wyoming Avenue/MLK-Industrial Road Connector.
37. Construct single eastbound to southbound right turn lane at Wyoming Avenue/MLK-Industrial Road Connector.
38. Create signalized intersection at the Wyoming Avenue/Fairfield Avenue intersection.
39. Provide single southbound to eastbound left turn lane at the Wyoming Avenue/Fairfield Lane intersection egressing the site.
40. Provide single southbound through lane at the Wyoming Avenue/Fairfield Lane intersection egressing the site.
41. Provide single southbound to westbound right turn lane at the Wyoming Avenue/Fairfield Lane intersection egressing the site.
42. Provide single eastbound to northbound left turn lane at the Wyoming Avenue/Fairfield Lane intersection entering the site.
43. Provide single westbound to northbound right turn lanes at the Wyoming Avenue/Fairfield Avenue intersection.
44. Modification of existing Wyoming Avenue/Main Street intersection and signal to create a new intersection of Wyoming Avenue/Main Street/Grand Central Parkway South with a 30 mile per hour design speed curve from southbound Main Street onto westbound Wyoming Avenue.
45. Install dual, northbound to westbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
46. Construct a single, northbound to eastbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
47. Provide dual, westbound to southbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
48. Install a single, westbound to northbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
49. Construct dual, southbound to eastbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.

50. Provide a single, southbound to westbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
51. Construct dual, eastbound to northbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
52. Develop a single, eastbound to southbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
53. Dedicate and construct 80 foot right-of-way street on Wyoming Avenue.
54. Opportunity for NDOT and City of Las Vegas to rebuild the Charleston/UPRR underpass with the extension of shoe fly rail diversion required to build the recommended Grand Central Parkway South UPRR underpass.
55. Improved pedestrian walkway facilities along Charleston Boulevard, Grand Central Parkway South, Main Street, and Wyoming Avenue.
56. Reduce traffic impacts to the residential neighborhoods west of Interstate-15 due to the elimination of the need for Project NEON to construct a grade separated railroad crossing along the Wyoming Avenue-Oakey Boulevard alignment.
57. Implementation of a Transportation Demand Management (TDM) Program.
58. With the construction of Phase E, the developer is recommended to construct triple, northbound to westbound left turn lanes at the intersection of Charleston Boulevard and Grand Central Parkway.

The following recommendations are to be incorporated into all phases of development for the Pulse project.

- On-site deliveries, non-emergency service calls, and routine maintenance visits are recommended to be scheduled outside of the AM and PM peak commute hours, and be a mitigation measure as a part of a comprehensive Special Event Management Program for the proposed development.

- All project access drives are recommended to be constructed in accordance with Clark County Area Uniform Standard Drawing Nos. 222A and 225 and be a minimum of 24 feet in width.

- Half street improvements including curb, gutter and sidewalk are recommended to be reconstructed along the project frontage of Charleston Boulevard, Main Street, and Wyoming Avenue as appropriate.

- Streetlight system along the project's frontage of Charleston Boulevard, Main Street, Wyoming Avenue, and the extension of Grand Central Parkway is recommended to be reconstructed to meet current Clark County Area standards or an acceptable equivalent.

- The frontage of the project along Charleston Boulevard, Wyoming Avenue, and the extension of Grand Central Parkway is recommended to be posted with R7-1APR (18" x 24") "NO PARKING" signs to prohibit on-street parking. These signs shall be included in the project's off-site improvement plans.

- The developer is recommended to install R1-1 "STOP" signs with appropriate pavement markings for the egressing approach at each unsignalized access drive onto public roadways, per current Manual on Uniform Traffic Control Devices (MUTCD) Guidelines.

- At internal street intersections, stop signs may be considered for installation on the minor approaches, including stop signs at "T" intersections on the intersection leg without the through movement.

- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings, and conform to the Standards of City of Las Vegas and the current Manual on Uniform Traffic Control Devices (MUTCD) as applicable.

2.0 INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained by Real Estate Interests Group, Inc. to prepare a traffic review study for Phase B through E of the proposed Pulse multiple use development. Phase A is addressed in the *Pulse - Phase A Traffic Impact Study and Roadway Vacation Study*, by Kimley-Horn and Associates, Inc, dated June 14, 2007.

The purpose of this study is to identify traffic generation characteristics of the proposed future phases of the project, identify potential traffic related impacts on the local street system, and develop mitigation measures by phase required for identified impacts and to suppor tan application to modify the current City of Las Vegas Master Streets and Highways Plan to extend Grand Central Parkway south from Charleston Boulevard to Main Street.

The proposed Pulse redevelopment is located on approximately 70 acres within the City of Las Vegas, Nevada. The proposed project site is generally located south of Charleston Boulevard (SR-159), west of Main Street, north of Wyoming Avenue, and east of the Union Pacific Railroad (UPRR) Tracks. **Figure 1** illustrates the project location with respect to the Las Vegas Valley. The project site is currently occupied by commercial land uses. The phases and build out years for the Pulse development are as follows:

- **Phase A** - 2011

  100 Residential Condominium Units

  50,000 Square Feet of Shopping Center

  3,500,000 Square Feet of Sports Mart

  22,000 Seat Arena

- **Phase B** - 2012

  500 Residential Condominium Units

  500 Condominium/Hotel Rooms (Resort Hotel)

  2,000 Room Casino with 100,000 Square Feet of Gaming Floor Area

- **Phase C** - 2013

  500 Residential Condominium Units

  500 Condominium/Hotel Rooms (Resort Hotel)

  2,000 Room Casino with 100,000 Square Feet of Gaming Floor Area

- **Phase D** - 2015

  500,000 Square Feet Commercial

- **Phase E** - 2017

  500 Residential Condominium Units

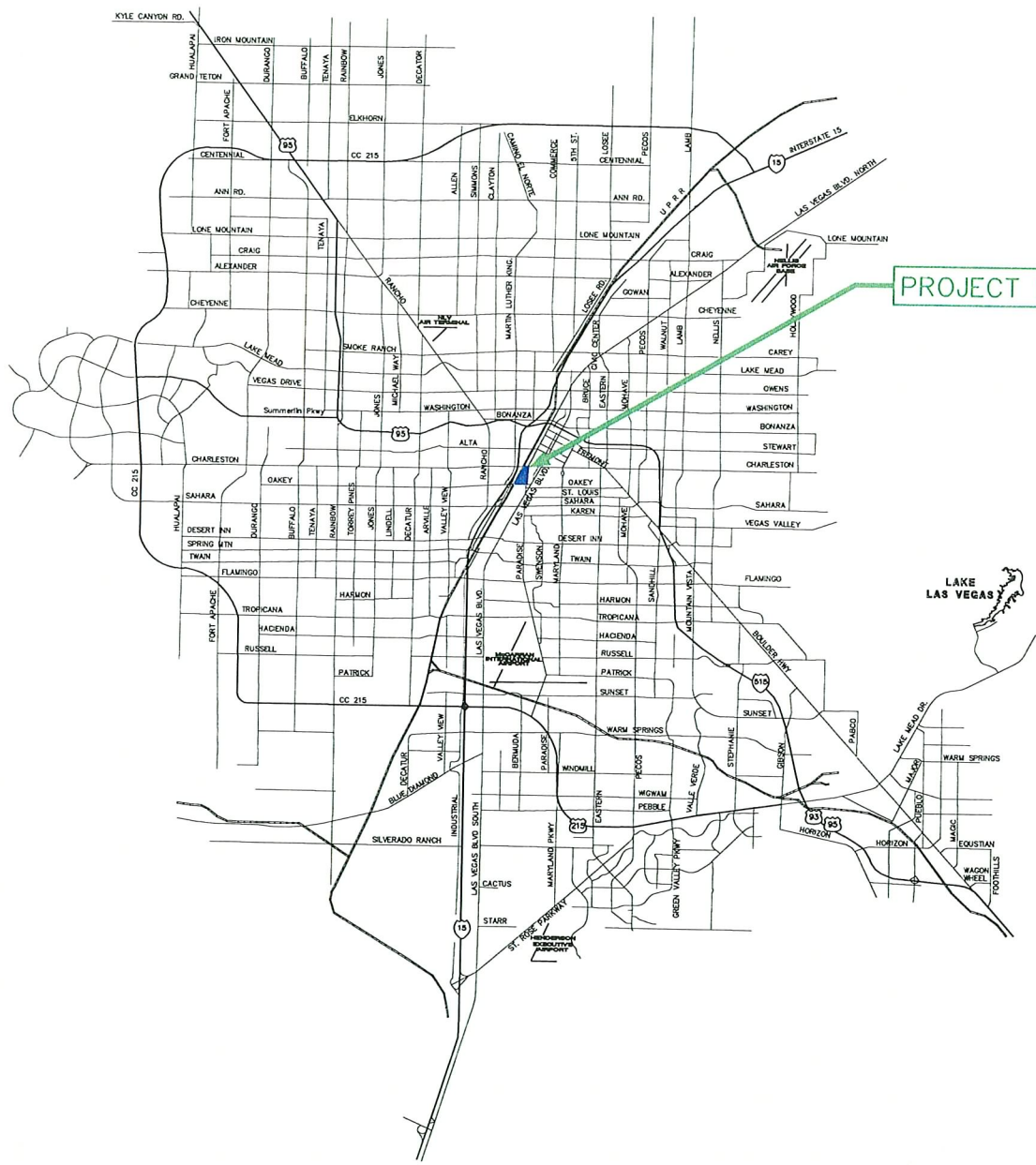
  500 Condominium/Hotel Rooms (Resort Hotel)

  2,000 Room Casino with 100,000 Square Feet of Gaming Floor Area

The location of the Pulse project site with respect to the Las Vegas Valley is shown on **Figure 1**.

Regional access to the proposed project site is provided by Interstate-15, US-95, US-93, and McCarran International Airport. Primary access to the site is recommended to be provided by Charleston Boulevard (SR-159), Main Street, Wyoming Avenue, Industrial Road, and extended Grand Central Parkway. Direct vehicular access to the site is expected to be provided from the existing Commerce Street signal on Charleston Boulevard (Intersection #2), one (1) signalized access at the intersection of Main Street and Colorado Avenue (Intersection #7), one (1) signalized intersection at Wyoming Avenue and Industrial Road (Intersection #10), one (1) signalized intersection at Wyoming Avenue and Fairfield Avenue (Intersection #18), and one (1) signalized intersection at Pulse Drive and Grand Central Parkway (Intersection #20).

NORTH
NTS



PULSE
VICINITY MAP

FIGURE 1

Kimley-Horn and Associates, Inc. © 2007

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This traffic impact study specifically evaluates the project's impacts on the adjacent street network for Phases B through E with the determination of the project's net trip generation, existing redistribution of trips due to roadway vacations and roadway additions, project traffic distribution, and assignment of development traffic by Phase. A level of service (LOS) evaluation was performed for the key study area intersections (as identified by Kimley-Horn and Associates, Inc.) and project access drives. The traffic review study is based on the best available information and project descriptions supplied by the Client.

3.0 2012 CONDITIONS

This section of the report details the anticipated 2012 conditions adjacent to the project site at the time this study was prepared.

3.1 Study Area Intersections

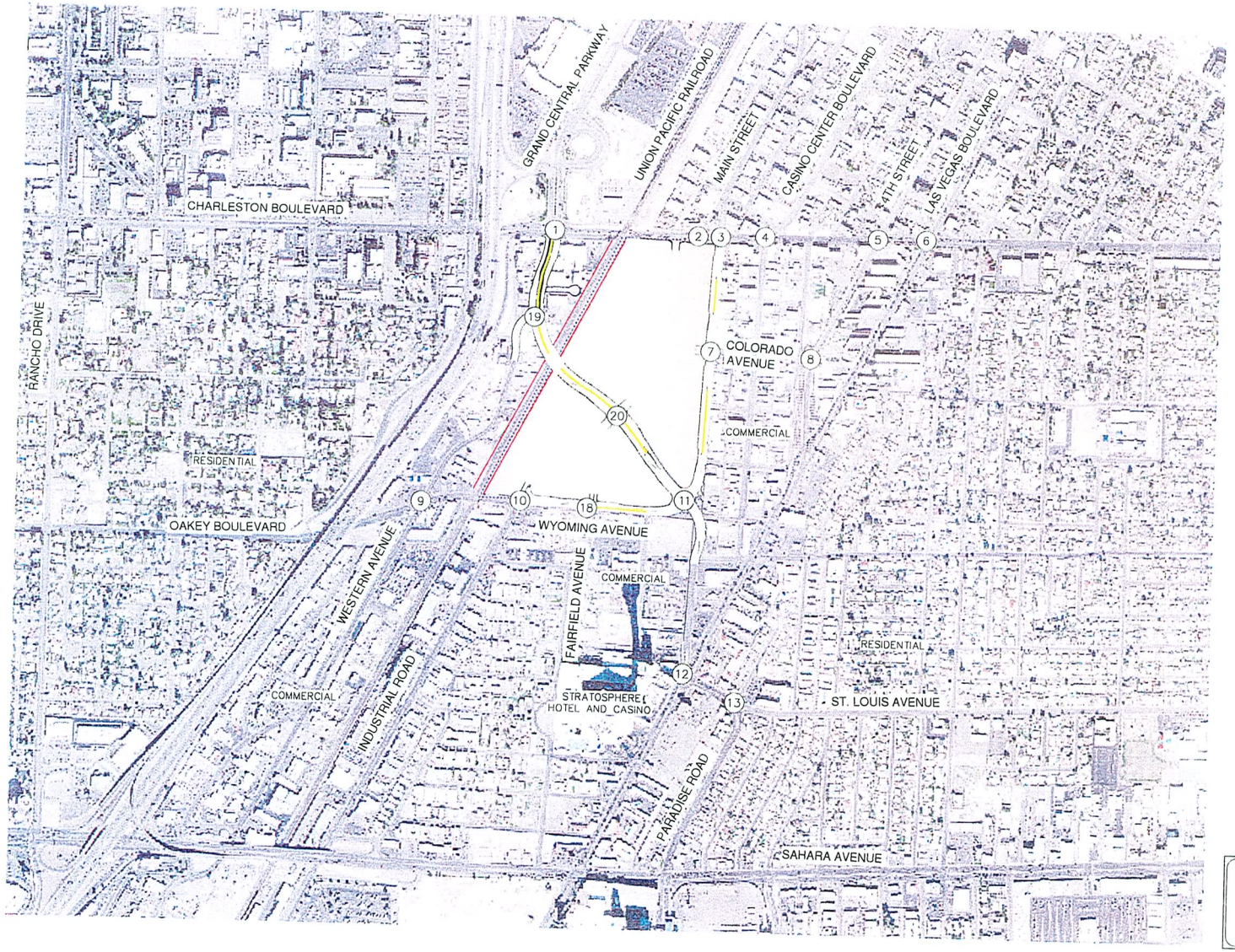
The purpose of this traffic impact study is to address Phases B through E of the Pulse development's potential impact on the adjacent street system with specific evaluations for twenty (20) study area intersections as defined by Kimley-Horn and Associates, Inc. The study area intersections, as identified by Kimley-Horn and Associates, Inc., for the Pulse development are as follows:

- Charleston Boulevard/Grand Central Parkway (#1)
- Charleston Boulevard/Commerce Street (#2)
- Charleston Boulevard/Main Street (#3)
- Charleston Boulevard/Casino Center Boulevard (#4)
- Charleston Boulevard/4th Street (#5)
- Charleston Boulevard/Las Vegas Boulevard (#6)
- Colorado Avenue/Main Street (#7)
- Colorado Avenue/4th Street (#8)
- Oakey Boulevard/Western Avenue (#9)
- Wyoming Avenue/Industrial Road (#10)
- Wyoming Avenue/Main Street (#11)
- St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)
- St. Louis Avenue-Weldon Place/Paradise Road (#13)
- Northbridge Lane/Industrial Road (#14)
- Southbridge Lane/Industrial Road (#15)
- Sahara Avenue/Las Vegas Boulevard (#16)
- Sahara Avenue/Paradise Road (#17)
- Wyoming Avenue/Fairfield Avenue (#18)

- Western Avenue/Grand Central Parkway (#19)
- Pulse Drive/Grand Central Parkway (#20)

3.2 Land Uses

The Pulse redevelopment site is currently comprised of a mixture of commercial, light industrial, restaurant, and retail land uses. Areas surrounding the redevelopment site are fully developed and comprised of a mixture of commercial, light industrial, restaurant, and retail land uses. The location of the project site, including the study area intersections and existing land uses, is shown on **Figure 2.**



PULSE
STUDY AREA

FIGURE 2

Kimley-Horn and Associates, Inc.

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3.3 2012 Lane Configuration and Control

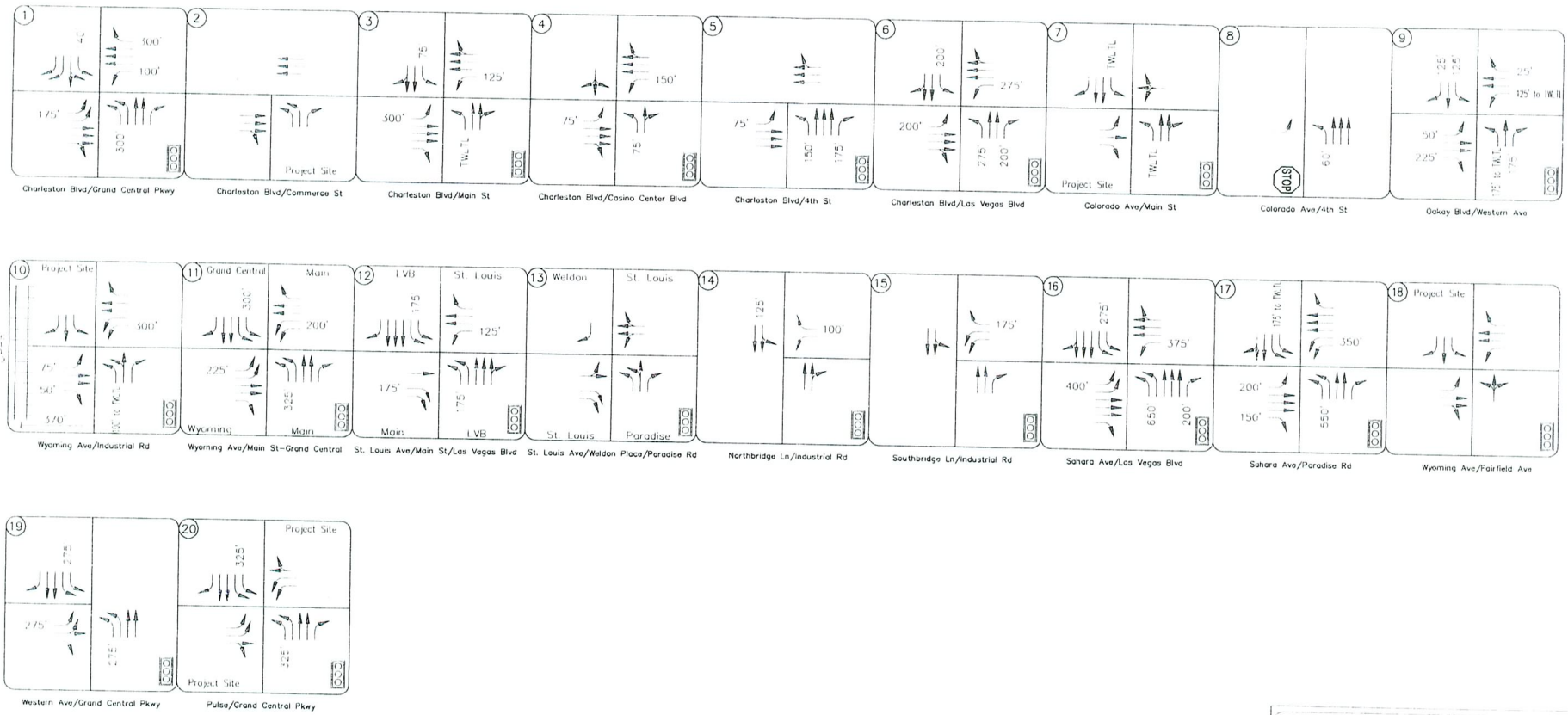
Study area intersections are shown in **Figure 3**. Intersection lane configurations and traffic control at the time of this study are illustrated in **Figure 4**. A project site plan illustrating the proposed roadways surrounding the development is attached as **Appendix G**.



PULSE
2012 LANE CONFIGURATION AND CONTROL STUDY AREA INTERSECTIONS

FIGURE 3

Kimley-Horn and Associates, Inc.



PULSE
2012 EXPECTED LANE CONFIGURATION AND CONTROL

FIGURE 4

Kinley-Horn and Associates, Inc.

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3.4 Turning Movements

Existing AM and PM peak hour turning movement data was field counted, as summarized in **Table 1** for the adjacent intersections identified in Section 3.1.

Table 1 - Peak Hour Turning Movement Count Dates

Intersection	Date Counted
Charleston Boulevard/Grand Central Parkway (#1)	Thursday, May 31, 2007
Charleston Boulevard/Commerce Street (#2)	Thursday, May 31, 2007
Charleston Boulevard/Main Street (#3)	Thursday, May 31, 2007
Charleston Boulevard/Casino Center Boulevard (#4)	Thursday, May 31, 2007
Charleston Boulevard/4th Street (#5)	Thursday, May 31, 2007
Charleston Boulevard/Las Vegas Boulevard (#6)	Tuesday, June 5, 2007
Colorado Avenue/Main Street (#7)	Wednesday, May 30, 2007
Colorado Avenue/4th Street (#8)	Wednesday, May 30, 2007
Oakey Boulevard/Western Avenue (#9)	Wednesday, May 30, 2007
Wyoming Avenue/Industrial Road (#10)	Wednesday, May 30, 2007
Wyoming Avenue/Main Street (#11)	Wednesday, May 30, 2007
St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)	Tuesday, June 5, 2007
St. Louis Avenue-Weldon Place/Paradise Road (#13)	Tuesday, June 5, 2007
Northbridge Lane/Industrial Road (#14)	Wednesday, May 30, 2007
Southbridge Lane/Industrial Road (#15)	Wednesday, May 30, 2007
Sahara Avenue/Las Vegas Boulevard (#16)	Wednesday, June 6, 2007
Sahara Avenue/Paradise Road (#17)	Tuesday, June 5, 2007
Wyoming Avenue/Fairfield Lane (#18)	Estimated
Western Avenue/Grand Central Parkway (#19)	Does not exist
Pulse/Grand Central Parkway (#20)	Does not exist

Count data sheets are provided in **Appendix A**.

3.5 Relocated Traffic Volumes

The existing traffic volumes obtained in **Section 3.4** and developed in the Phase A report with the vacation of Commerce Street, were redistributed to reflect the opening of the Grand Central Parkway extension, south of Charleston Boulevard. This extension is expected to occur around the completion of Phase B; therefore, analysis in this report begins after the opening of Phase B (which includes Phase A traffic). The volumes were redistributed based on existing travel patterns and through volumes along Main Street. A figure showing the redistributed traffic volumes is located in **Appendix B**.

4.0 FUTURE CONDITIONS

This section of the report details future conditions that are expected as the future development phases of Pulse are completed.

4.1 Growth Rate

To accurately determine the impact of project traffic, it is necessary to establish future baseline traffic volumes along roadways in the vicinity of proposed development site. A negative one percent (-1%) annual growth rate was obtained from the evaluation of seventeen (17) Nevada Department of Transportation (NDOT) count stations (0084, 0275, 0278, 0287, 0290, 0291, 0295, 0296, 0559, 0560, 0614, 0619, 0635, 1012, 1013, 1092, and 2279); two (2) on Charleston Boulevard, two (2) on Las Vegas Boulevard, two (2) on Oakey Boulevard, two (2) on Rancho Road, two (2) on St. Louis Avenue, one (1) on Main Street, one (1) on Wyoming Avenue, one (1) on Sahara Avenue, one (1) on Paradise Road, one (1) on Martin L. King Boulevard, one (1) on Maryland Parkway, and one on Alta Drive. Growth Rate Calculations are located in **Appendix C**.

In order to provide a conservative analysis, a background growth rate of three percent (3%) was used in the analysis. This growth rate is anticipated to account for impacts of future developments in the vicinity of the proposed development. Existing year (2007) peak hour redistributed traffic volumes were grown at a 3.0 percent (3.0%) annual growth rate to obtain future background traffic volumes in 2012, 2013, 2015, and 2017.

Existing land use traffic volumes were removed from intersections that currently access the project site in the background year, as all of the current facilities within the project site are expected to be removed prior to construction of the project.

4.2 Trip Distribution

The study area street network characteristics, including the existing traffic patterns, expected street network, and access to regional facilities (Interstate 15) were used to determine the distribution of site generated traffic. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and

departs the site in the same direction. **Figure 5** shows the study area intersections and **Figure 6** illustrates the expected project trip distribution at the key intersections and project access drives.

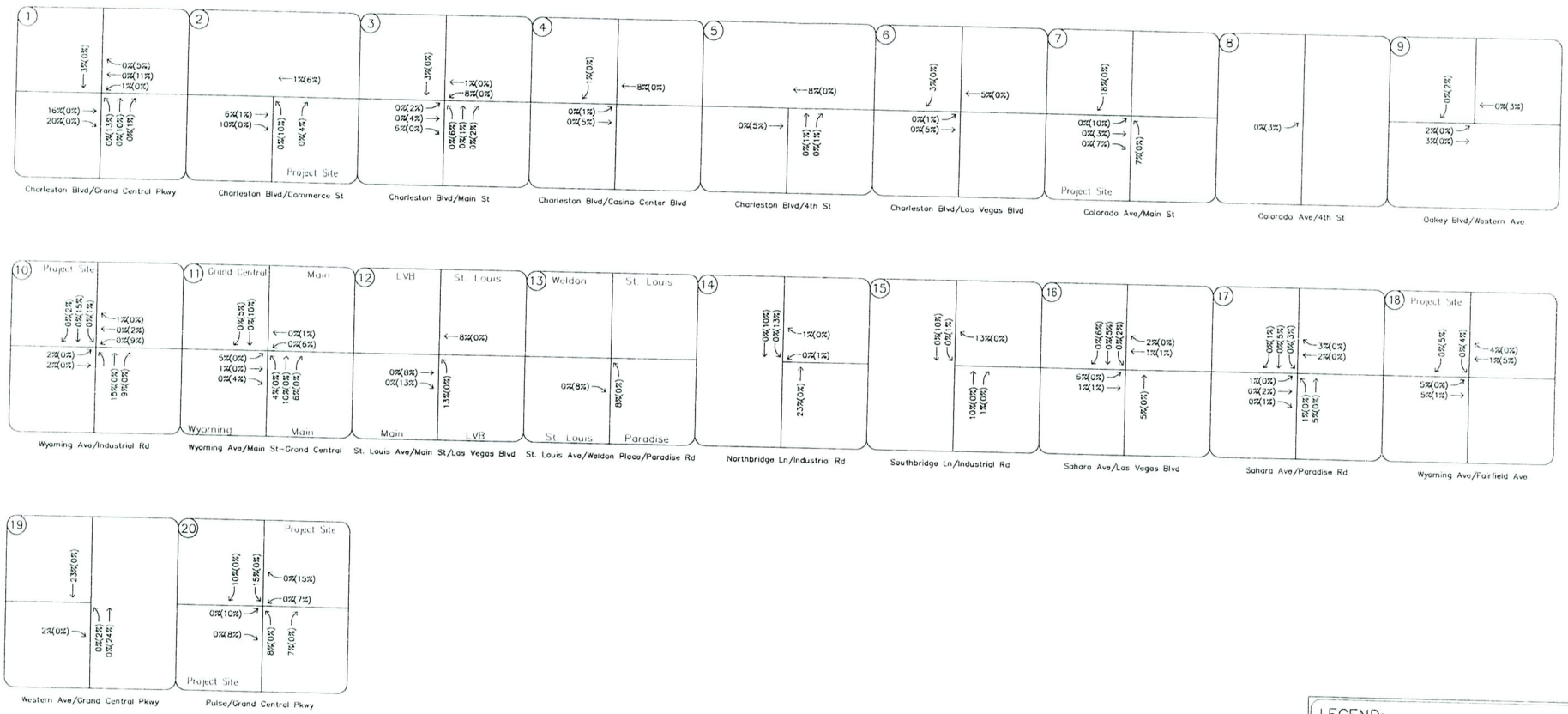
The same distribution was used for all phases of development as the general land uses within each phase are similar in nature.



PULSE
PROJECT TRIP DISTRIBUTION STUDY AREA INTERSECTIONS

FIGURE 5

Kimley-Horn and Associates, Inc.



PULSE
PROJECT TRIP DISTRIBUTION

FIGURE 6

Kimley-Horn and Associates, Inc.

4.3 Phase A and B

The following sections outline Phase A and B trip generation, traffic assignment, and background plus project traffic volumes. Phase A and B are anticipated to be completed by 2012, and contain the following land uses: 600 residential condominium units, 50,000 square feet of retail, 3,500,000 square feet of Sports Mart, a 22,000 seat Arena, a casino with 2,000 hotel rooms and 100,000 square feet of gaming floor area, and 500 resort hotel condominium units.

4.3.1 Phase A and B Trip Generation

For purposes of estimating the number of new trips that are anticipated to be generated by the Pulse multiple use development, the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition, the "Recalibration of Trip Generation Model for Las Vegas Casinos", March 2003, and estimated trip generation based on potential daily Sports Mart employees was used.

The Pulse project trip generation was based on Condominium (ITE Land Use Code 230), Shopping Center (ITE Land Use Code 820), and estimations for the Sports Mart land uses. The Sports Mart is anticipated to operate in a similar manner as the World Market Center. As such, it is anticipated that approximately fifty (50) employees could enter during the AM peak hour and fifty (50) employees could exit during the PM peak hour. **Section 7.0** of the *Pulse - Phase A Traffic Impact Study and Roadway Vacation Study,* by Kimley-Horn and Associates, Inc., dated June 14, 2007, details special event considerations for the Sports Mart. The 22,000 seat Arena is not anticipated to generate daily peak hour trips, as arenas generally host special events that do not occur on a daily basis. **Section 7.0** the *Pulse - Phase A Traffic Impact Study and Roadway Vacation Study,* by Kimley-Horn and Associates, Inc., outlines special event considerations for the Arena and the Sports Mart.

The ITE trip generation rates are calculated based on observed trip generation rates for single-use free standing sites. The Pulse development is anticipated to contain a mixture of land uses that are anticipated to interact with each other. For example, guests staying in the non-gaming

hotels are anticipated to go to the casino and shop at the retail while staying at the Pulse development. The various attractions within the site are anticipated to cause a reduction in the actual vehicular trips entering and exiting the site. ITE has outlined the phenomenon of internal capture in multi-use developments in the Trip Generation Handbook, 2nd Edition, June 2004.

As defined by ITE, a multi-use development is a single real-estate project that consists of two (2) or more ITE land use classifications between which trips can be made without using the off-site road system. The capture of trips internal to the site causes the external trips to the site to be reduced.

The ITE daily internal capture rates were applied to the daily traffic volumes. The ITE PM peak hour methodology was applied to the development during both the AM and PM peak hours since Las Vegas is a city that operates around the clock. Additionally, the residential condominiums and non-gaming resort hotels are anticipated to interact with other onsite uses like residential land uses. The shopping center and hotel/casino and amenities are anticipated to interact with other on-site uses like retail. In order to provide a conservative analysis, the general daily Sports Mart traffic was not considered for internal capture.

Table 2 summarizes estimated peak hour project trips for the proposed Pulse development after adjusting for internal capture. Calculations are located in **Appendix D**.

Table 2 - Phase A and B - Project Generated Traffic

Land Use	Size	Trips					
		AM Peak Hour			PM Peak Hour		
		Entering	Exiting	Total	Entering	Exiting	Total
Residential Condominium (ITE 230)	600 DU	45	219	264	209	103	312
Shopping Center (ITE 820)	50,000 SF	63	40	103	190	206	396
Sports Mart *	3,500,000 SF	50	0	50	0	50	50
Arena**	22,000 +/- Seats	--	--	--	--	--	--
Resort Casino	2,000 Rooms & 100,000 SF Gaming Area	532	370	902	763	795	1,558
Resort Hotel (ITE 330)	500 Rooms	112	43	155	90	120	210
SUBTOTAL		**802**	**672**	**1,474**	**1,252**	**1,274**	**2,526**
Internal Trips		(151)	(151)	(302)	(368)	(368)	(736)
TOTAL External Trips		**651**	**521**	**1,172**	**884**	**906**	**1,790**

Source: *Trip Generation, 7th Edition, Institute of Transportation Engineers*
"Recalibration of Trip Generation Model for Las Vegas Casinos", March 2003
** The Sports Mart is anticipated to have 50 regular, daily employees*
*** The arena is not anticipated to generate a significant number of daily peak hour trips on a daily basis*

After adjusting for internal capture, the combined build out of Phase A and B is anticipated to generate 1,172 AM peak hour trips and 1,790 PM peak hour trips.

4.3.2 Phase A and B Traffic Assignment

Assignment of project traffic was obtained by applying the developed trip distribution from **Figure 5** and **Figure 6** to the estimated traffic generation in **Table 2.** The project traffic assignment includes both Phase A and Phase B of the proposed development. Project AM and PM peak hour traffic assignment volumes are illustrated in **Figure 7** and **Figure 8** at the study area intersections.

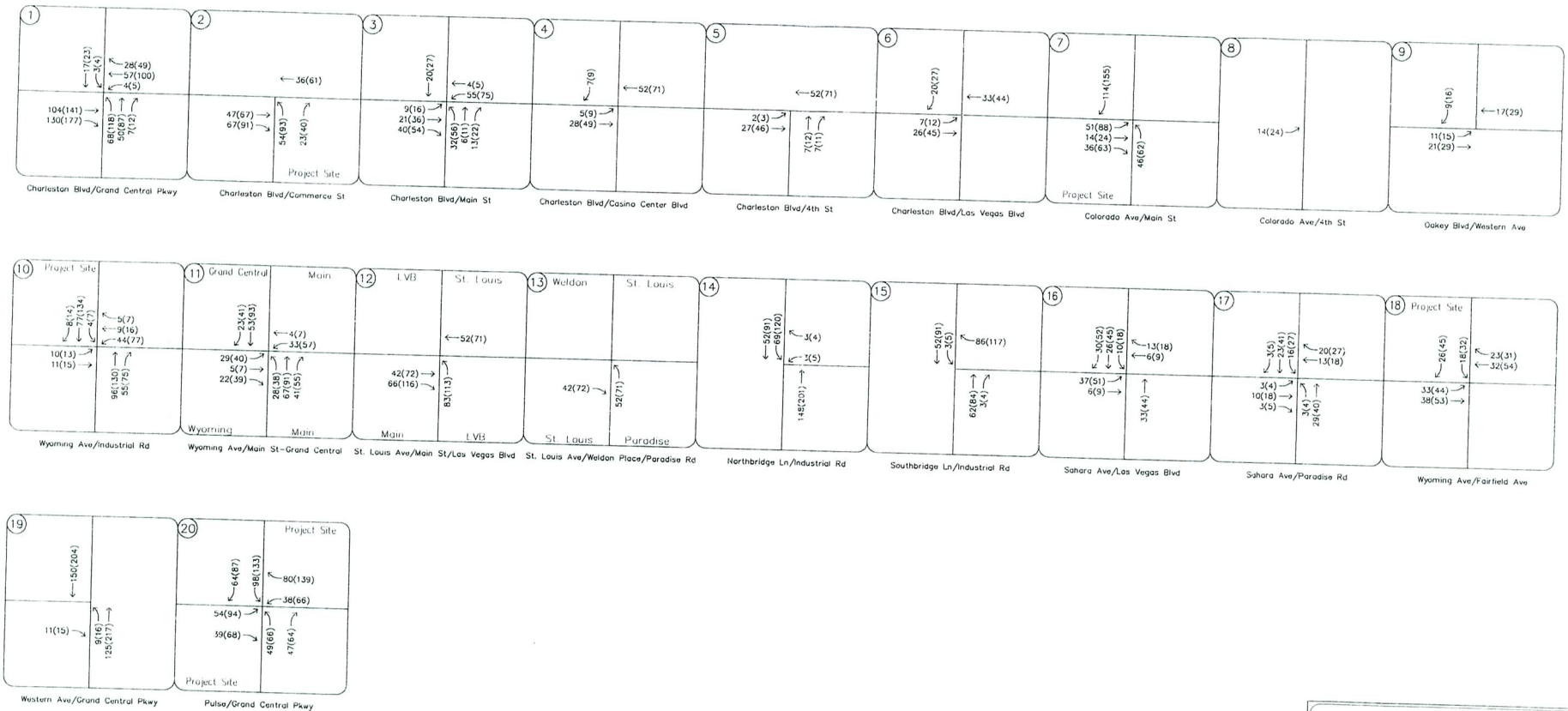


PULSE
PHASE A AND B PROJECT TRAFFIC ASSIGNMENT STUDY AREA INTERSECTIONS

FIGURE 7

Kimley-Horn and Associates, Inc.

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PULSE
PHASE A AND B PROJECT TRAFFIC ASSIGNMENT

FIGURE 8

Kimley-Horn and Associates, Inc.

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TRAFFIX for Windows Release 7.8 Traffic Impact Analysis Software was utilized to distribute and assign the project trips generated by the Pulse development. The entering and exiting trips at the project access drives are rounded to the nearest whole number when assigned in TRAFFIX based on the manually entered distribution percentages. Therefore, the number of trips assigned to the project driveways in **Figure 8** may differ from the total trip generation in **Table 2** by a few trips.

4.3.3 2012 Background Plus Phase A and B Project Traffic Volumes

The project generated traffic volumes in **Figure 8** were added to the redistributed grown traffic volumes to represent estimated traffic conditions for Phase A and B project development in 2012. The 2012 background plus project traffic volumes for the study area key intersections are illustrated in **Figure 10** and study area intersections are shown on **Figure 9.**

It is important to note that the background traffic volumes also incorporate a 3 percent (3%) annual growth rate for five (5) years, as well as project traffic for the proposed development, and do not take into an account a credit for the removal of existing project site generated trips at study area intersections.

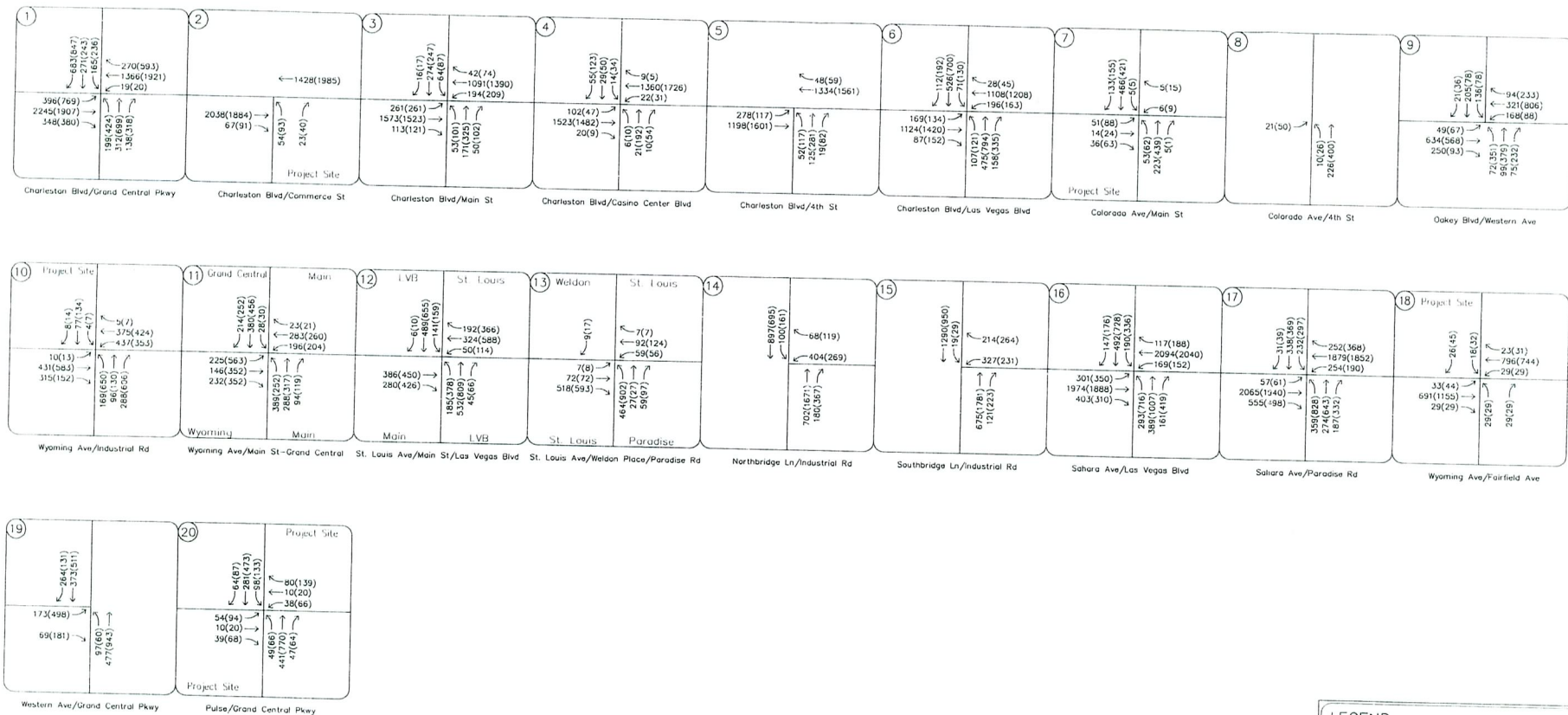


PULSE
2012 PHASE A AND B TRAFFIC VOLUMES STUDY AREA INTERSECTIONS

FIGURE 9

Kimley-Horn and Associates, Inc.

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PULSE
2012 BACKGROUND PLUS PHASE A AND B TRAFFIC VOLUMES

FIGURE 10

Kimley-Horn and Associates, Inc.

4.4 Phase A, B and C

The following sections outline Phase A, B and C trip generation, traffic assignment, and background plus project traffic volumes. Phase A, B and C are anticipated to be completed by 2013, and contain the following land uses: 1,100 residential condominium units, 50,000 square feet of retail, 3,500,000 square feet of Sports Mart, a 22,000 seat Arena, casino with 4,000 hotel rooms and 200,000 square feet of gaming floor area, and 1,000 resort hotel condominium units.

4.4.1 Phase A, B and C Trip Generation

Table 3 outlines the trip generation for Phase A, B, and C of the Pulse development. Calculations are located in **Appendix D.**

Table 3 - Phase A, B, and C - Project Generated Traffic

Land Use	Size	Trips					
		AM Peak Hour			PM Peak Hour		
		Entering	Exiting	Total	Entering	Exiting	Total
Residential Condominium (ITE 230)	1,100 DU	82	402	484	383	189	572
Shopping Center (ITE 820)	50,000 SF	63	40	103	190	206	396
Sports Mart *	3,500,000 SF	50	0	50	0	50	50
Arena**	22,000 +/- Seats	--	--	--	--	--	--
Resort Casino	4,000 Rooms & 200,000 SF Gaming Area	1,001	695	1,696	1,527	1,589	3,116
Resort Hotel (ITE 330)	1,000 Rooms	258	101	359	241	319	560
TOTAL		**1,454**	**1,238**	**2,692**	**2,341**	**2,353**	**4,694**
Internal Trips		(252)	(252)	(504)	(609)	(659)	(1,268)
TOTAL External Trips		**1,202**	**986**	**2,188**	**1,732**	**1,744**	**3,476**

Source: *Trip Generation, 7th Edition, Institute of Transportation Engineers*
"Recalibration of Trip Generation Model for Las Vegas Casinos", March 2003

** The Sports Mart is anticipated to have 50 regular, daily employees*

*** The arena is not anticipated to generate a significant number of daily peak hour trips on a daily basis*

After adjusting for internal capture, build out of Phase A, B and C is anticipated to generate 2,188 AM peak hour trips and 3,476 PM peak hour trips.

4.4.2 Phase A, B and C Traffic Assignment

Assignment of project traffic was obtained by applying the developed trip distribution from **Figure 5** and **Figure 6** to the estimated traffic generation in **Table 3**. Project AM and PM peak hour traffic assignment volumes are illustrated in **Figure 11** and **Figure 12** at the study area intersections.

TRAFFIX for Windows Release 7.8 Traffic Impact Analysis Software was utilized to distribute and assign the project trips generated by the Pulse development. The entering and exiting trips at the project access drives are rounded to the nearest whole number when assigned in TRAFFIX based on the manually entered distribution percentages. Therefore, the number of trips assigned to the project driveways in **Figure 12** may differ from the total trip generation in **Table 3** by a few trips.

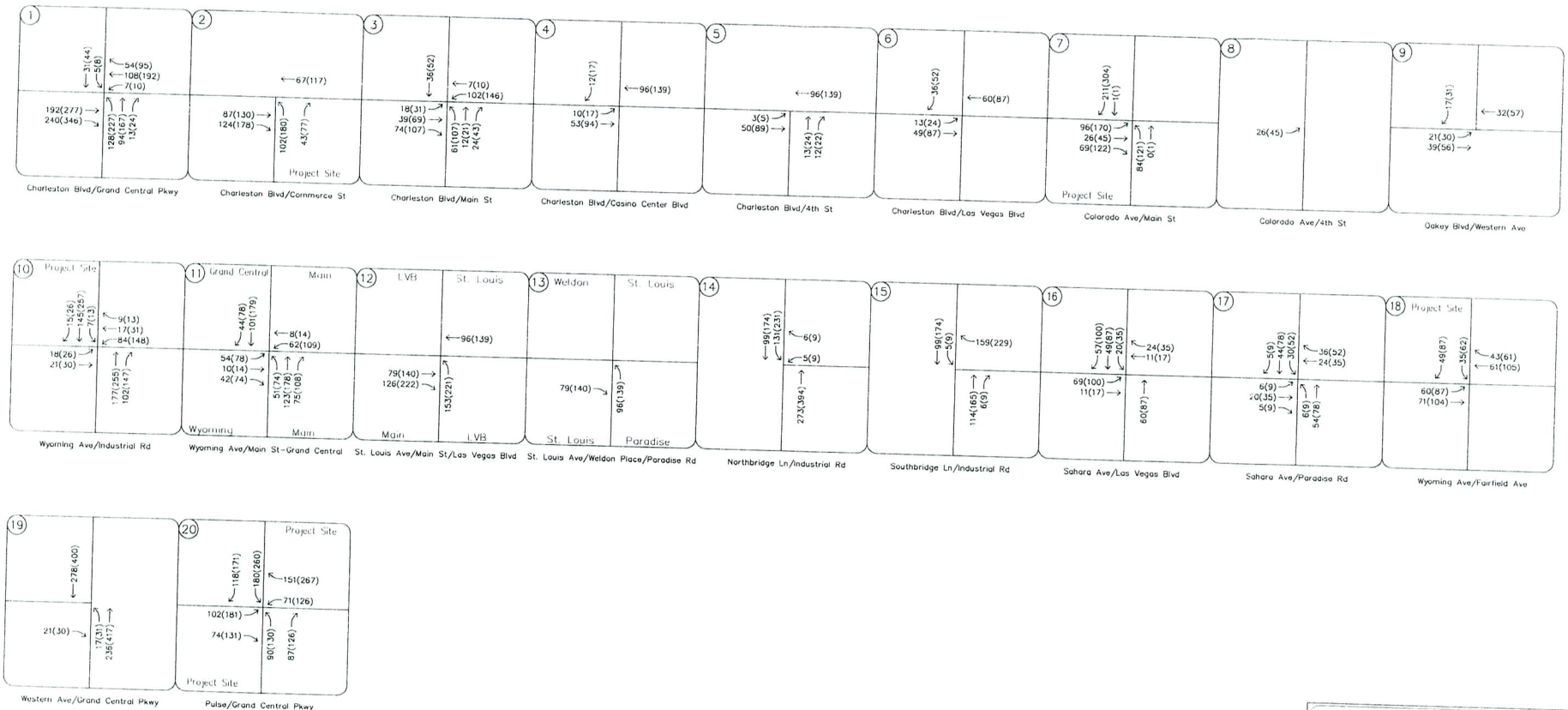


PULSE
PHASE A, B AND C PROJECT TRAFFIC ASSIGNMENT STUDY AREA INTERSECTIONS

FIGURE 11

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PULSE
PHASE A, B AND C PROJECT TRAFFIC ASSIGNMENT

FIGURE 12

Kimley-Horn and Associates, Inc.

4.4.3 2013 Background Plus Phase A, B and C Project Traffic Volumes

The project generated traffic volumes in **Figure 12** were added to the redistributed grown traffic volumes to represent estimated traffic conditions for Phase A, B and C project development in 2013. The 2013 background plus project traffic volumes for the study area key intersections are illustrated in **Figure 14** and study area intersections are shown on **Figure 13.**

It is important to note that the background traffic volumes incorporate a 3 percent (3%) annual growth rate for six (6) years, as well as project traffic for the proposed development, and do not take into an account a credit for the removal of existing project site generated trips at study area intersections.



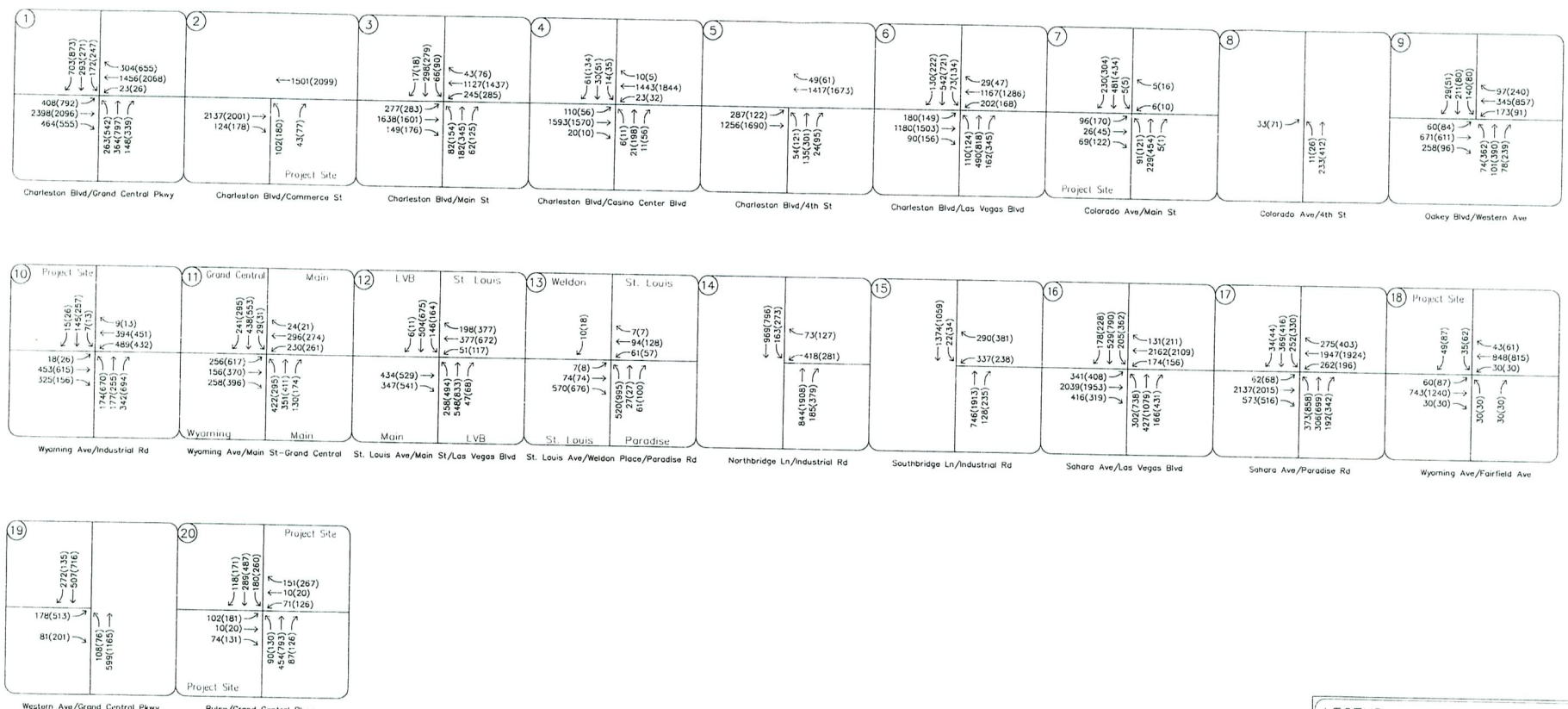
PULSE

2013 BACKGROUND PLUS PHASE A, B AND C TRAFFIC VOLUMES STUDY AREA INTERSECTIONS

FIGURE 13

Kimley-Horn and Associates, Inc.

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PULSE
2013 BACKGROUND PLUS PHASE A, B AND C TRAFFIC VOLUMES

FIGURE 14

Kimley-Horn and Associates, Inc.

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4.5 Phase A, B, C and D

The following sections outline Phase A, B, C and D trip generation, traffic assignment, and background plus project traffic volumes. Phase A, B, C and D are anticipated to be completed by 2015, and contain the following land uses: 1,100 residential condominium units, 550,000 square feet of retail, 3,500,000 square feet of Sports Mart, a 22,000 seat Arena, casino with 4,000 hotel rooms and 200,000 square feet of gaming floor area, and 1,000 resort hotel condominium units.

4.5.1 Phase A, B, C and D Trip Generation

Table 4 – Phase A, B, C, and D - Project Generated Traffic

Land Use	Size	Trips					
		AM Peak Hour			PM Peak Hour		
		Entering	Exiting	Total	Entering	Exiting	Total
Residential Condominium (ITE 230)	1,100 DU	82	402	484	383	189	572
Shopping Center (ITE 820)	550,000 SF	346	221	567	990	1,073	2,063
Sports Mart *	3,500,000 SF	50	0	50	0	50	50
Arena**	22,000 +/- Seats	--	--	--	--	--	--
Resort Casino	4,000 Rooms & 200,000 SF Gaming Area	1,001	695	1,696	1,527	1,589	3,116
Resort Hotel (ITE 330)	1,000 Rooms	258	101	359	241	319	560
TOTAL		**1,737**	**1,419**	**3,156**	**3,141**	**3,220**	**6,361**
Internal Trips		(436)	(436)	(872)	(1,231)	(1,231)	(2,462)
TOTAL External Trips		**1,301**	**983**	**2,284**	**1,910**	**1,989**	**3,899**

Source: Trip Generation, 7th Edition, Institute of Transportation Engineers
"Recalibration of Trip Generation Model for Las Vegas Casinos", March 2003

** The Sports Mart is anticipated to have 50 regular, daily employees*

*** The arena is not anticipated to generate a significant number of daily peak hour trips on a daily basis*

After adjusting for internal capture, build out of Phase A, B, C and D is anticipated to generate 2,284 AM peak hour trips and 3,899 PM peak hour trips.

4.5.2 Phase A, B, C and D Traffic Assignment

Assignment of project traffic was obtained by applying the developed trip distribution from **Figure 5** and **Figure 6** to the estimated traffic generation in **Table 4**. Project AM and PM peak hour traffic assignment volumes are illustrated in **Figure 15** and **Figure 16** at the study area intersections.

TRAFFIX for Windows Release 7.8 Traffic Impact Analysis Software was utilized to distribute and assign the project trips generated by the Pulse development. The entering and exiting trips at the project access drives are rounded to the nearest whole number when assigned in TRAFFIX based on the manually entered distribution percentages. Therefore, the number of trips assigned to the project driveways in **Figure 16** may differ from the total trip generation in **Table 4** by a few trips.

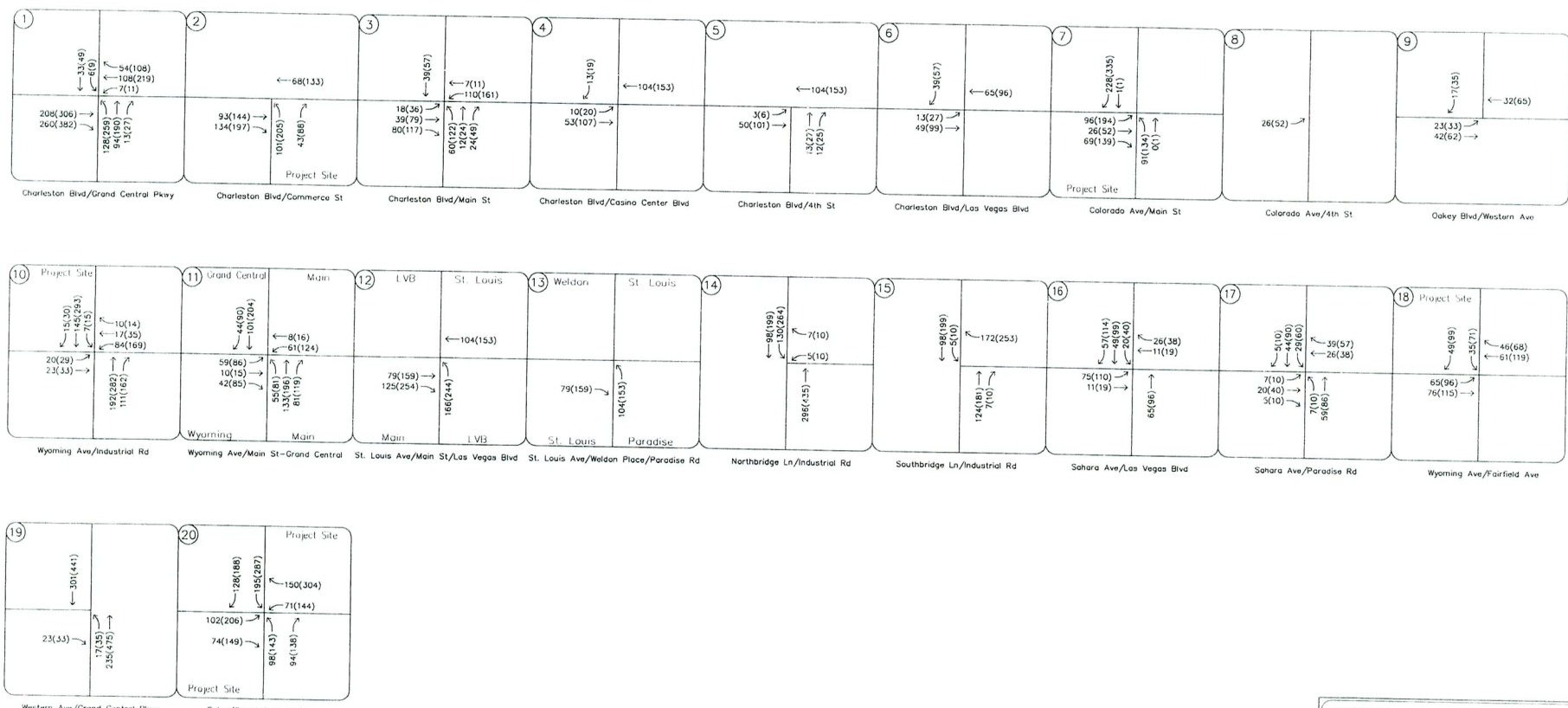


PULSE
PHASE A, B, C AND D PROJECT TRAFFIC ASSIGNMENT STUDY AREA INTERSECTIONS

FIGURE 15

Kimley-Horn and Associates, Inc.

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PULSE
PHASE A, B, C AND D PROJECT TRAFFIC ASSIGNMENT

FIGURE 16

Kimley-Horn and Associates, Inc.

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4.5.3 2015 Background Plus Phase A, B, C and D Project Traffic Volumes

The project generated traffic volumes in **Figure 16** were added to the redistributed grown traffic volumes to represent estimated traffic conditions for Phase A, B, C and D project development in 2015. The 2015 background plus project traffic volumes for the study area key intersections are illustrated in **Figure 18** and study area intersections are shown on **Figure 17.**

As with the previous phases, it is still important to note that the background traffic volumes incorporate a 3 percent (3%) annual growth rate for eight (8) years, as well as project traffic for the proposed development, and do not take into an account a credit for the removal of existing project site generated trips at study area intersections.

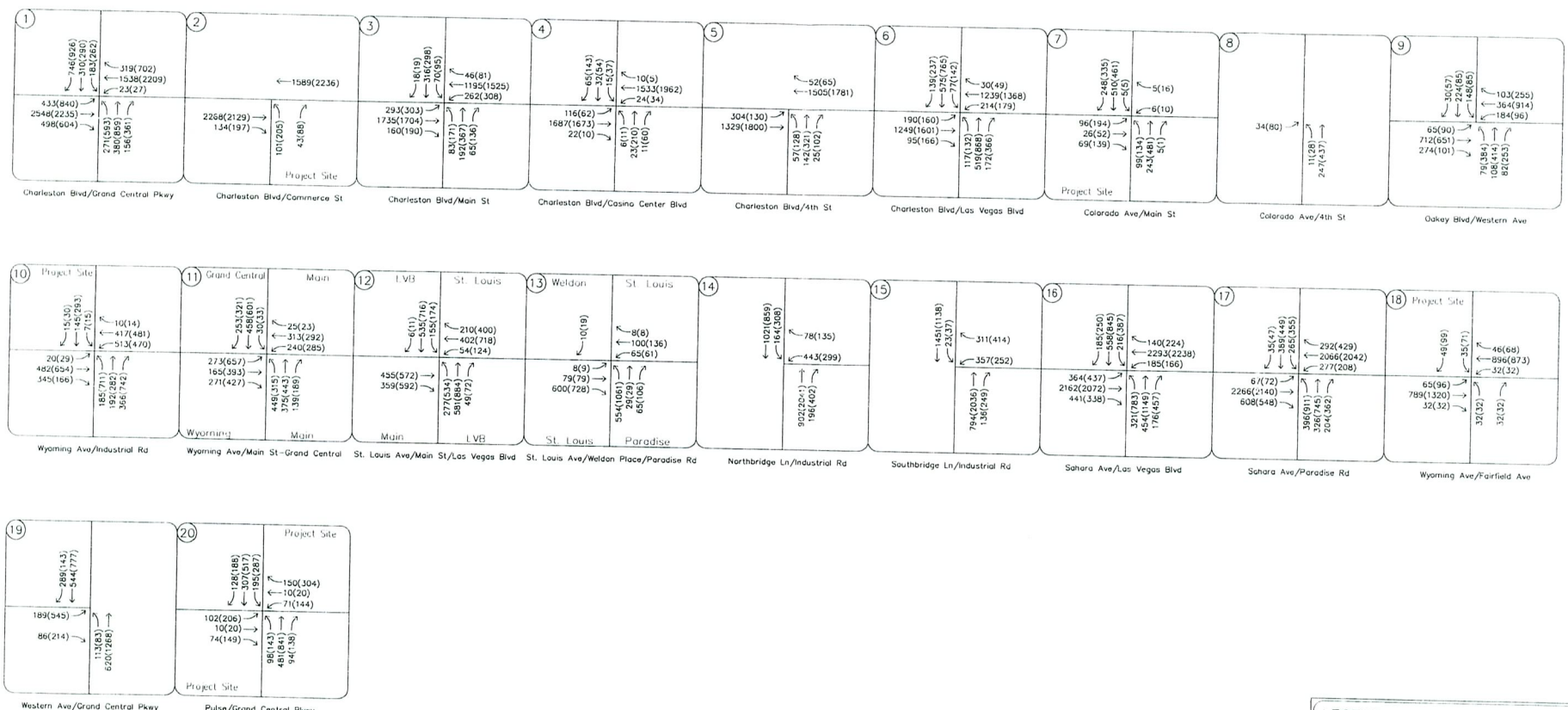


PULSE

2015 BACKGROUND PLUS PHASE A, B, C AND D TRAFFIC VOLUMES STUDY AREA INTERSECTIONS

FIGURE 17

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PULSE
2015 BACKGROUND PLUS PHASE A, B, C AND D TRAFFIC VOLUMES

FIGURE 18

Kimley-Horn and Associates, Inc.

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4.6 Phase A, B, C, D and E (Full Build Out)

The following sections outline the full build out of the Pulse project with all phases (Phase A through E) completed. The full build out traffic assignment, and background plus project traffic volumes are illustrated below. Phase A, B, C, D and E are anticipated to be completed by 2017, and contain the following land uses: 1,600 residential condominium units, 550,000 square feet of retail, 3,500,000 square feet of Sports Mart, a 22,000 seat Arena, casino with 6,000 hotel rooms and 300,000 square feet of gaming floor area, and 1,500 resort hotel condominium units.

4.6.1 Phase A, B, C, D and E (Full Build Out) Trip Generation

Table 5 – Phase A, B, C, D, and E - Project Generated Traffic

Land Use	Size	Trips					
		AM Peak Hour			PM Peak Hour		
		Entering	Exiting	Total	Entering	Exiting	Total
Residential Condominium (ITE 230)	1,600 DU	120	584	704	557	275	832
Shopping Center (ITE 820)	550,000 SF	346	221	567	990	1,073	2,063
Sports Mart *	3,500,000 SF	50	0	50	0	50	50
Arena**	22,000 +/- Seats	--	--	--	--	--	--
Resort Casino	6,000 Rooms & 300,000 SF Gaming Area	1,470	1,021	2,491	2,290	2,384	4,674
Resort Hotel (ITE 330)	1,500 Rooms	402	157	559	431	572	1,003
TOTAL		**2,388**	**1,983**	**4,371**	**4,268**	**4,354**	**8,622**
Internal Trips		(539)	(539)	(1,078)	(1,560)	(1,560)	(3,120)
TOTAL External Trips		**1,849**	**1,444**	**3,293**	**2,708**	**2,794**	**5,502**

Source: Trip Generation, 7th Edition, Institute of Transportation Engineers
"Recalibration of Trip Generation Model for Las Vegas Casinos", March 2003
** The Sports Mart is anticipated to have 50 regular, daily employees*
*** The arena is not anticipated to generate a significant number of daily peak hour trips on a daily basis*

After adjusting for internal capture, full project build out of Phase A, B, C, D and E is anticipated to generate 3,293 AM peak hour trips and 5,502 PM peak hour trips.

4.6.2 Phase A, B, C, D and E Traffic Assignment

Assignment of project traffic was obtained by applying the developed trip distribution from **Figure 5** and **Figure 6** to the estimated traffic generation in **Table 5**. Project AM and PM peak hour traffic assignment volumes are illustrated in **Figure 19** and **Figure 20** at the study area intersections.

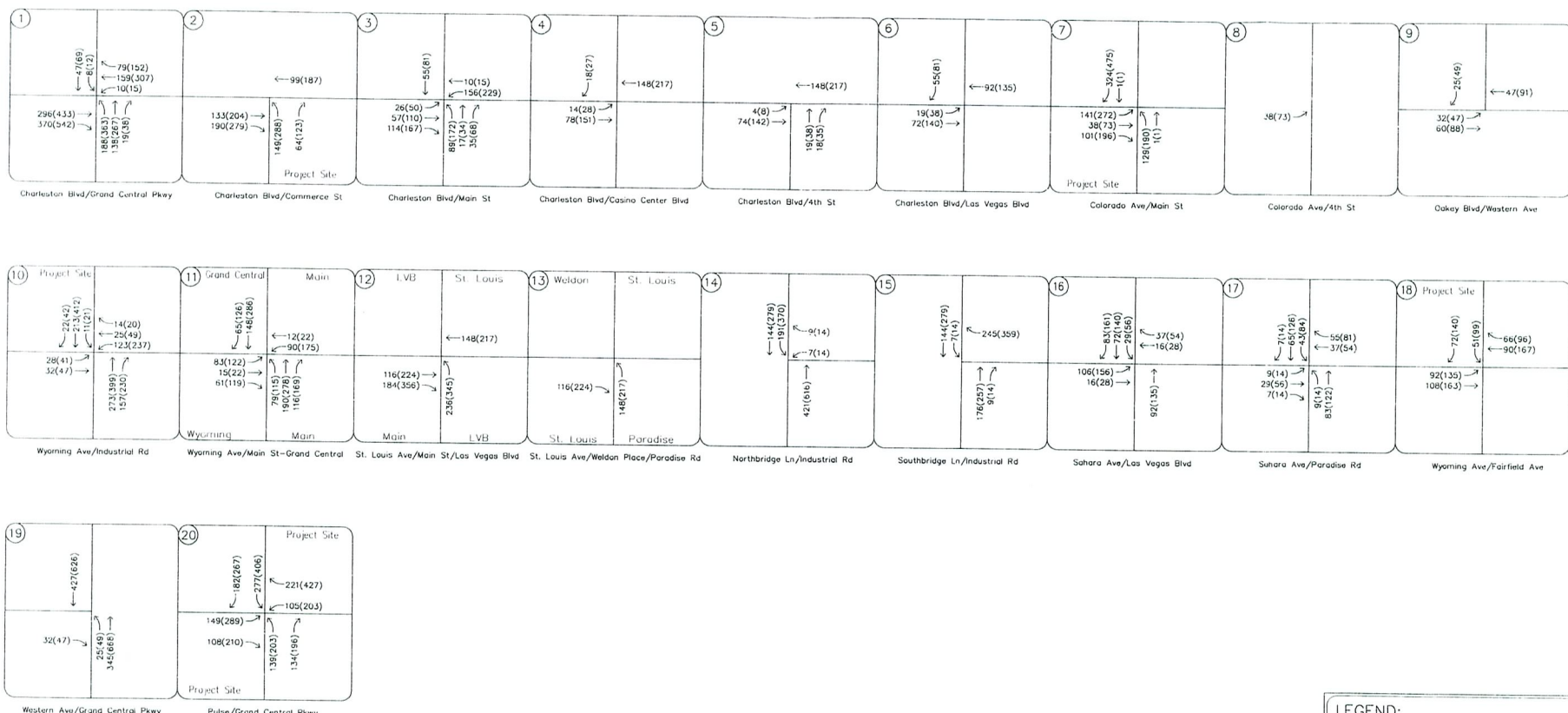
TRAFFIX for Windows Release 7.8 Traffic Impact Analysis Software was utilized to distribute and assign the project trips generated by the Pulse development. The entering and exiting trips at the project access drives are rounded to the nearest whole number when assigned in TRAFFIX based on the manually entered distribution percentages. Therefore, the number of trips assigned to the project driveways in **Figure 20** may differ from the total trip generation in **Table 5** by a few trips.



PULSE
PHASE A, B, C, D AND E PROJECT TRAFFIC ASSIGNMENT STUDY AREA INTERSECTIONS

FIGURE 19

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PULSE
PHASE A, B, C, D AND E PROJECT TRAFFIC ASSIGNMENT

FIGURE 20

Kimley-Horn and Associates, Inc.

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4.6.3 2017 Background Plus Phase A, B, C, D and E Project Traffic Volumes

The project generated traffic volumes in **Figure 20** were added to the redistributed grown traffic volumes to represent estimated traffic conditions for Full build out of the project development in 2017. The 2017 background plus full project traffic volumes for the study area key intersections are illustrated in **Figure 22** and study area intersections are shown on **Figure 21.**

It is important to recognize that the background traffic volumes incorporate a 3 percent (3%) annual growth rate for ten (10) years, as well as project traffic for the proposed development, and do not take into an account a credit for the removal of existing project site generated trips at study area intersections.



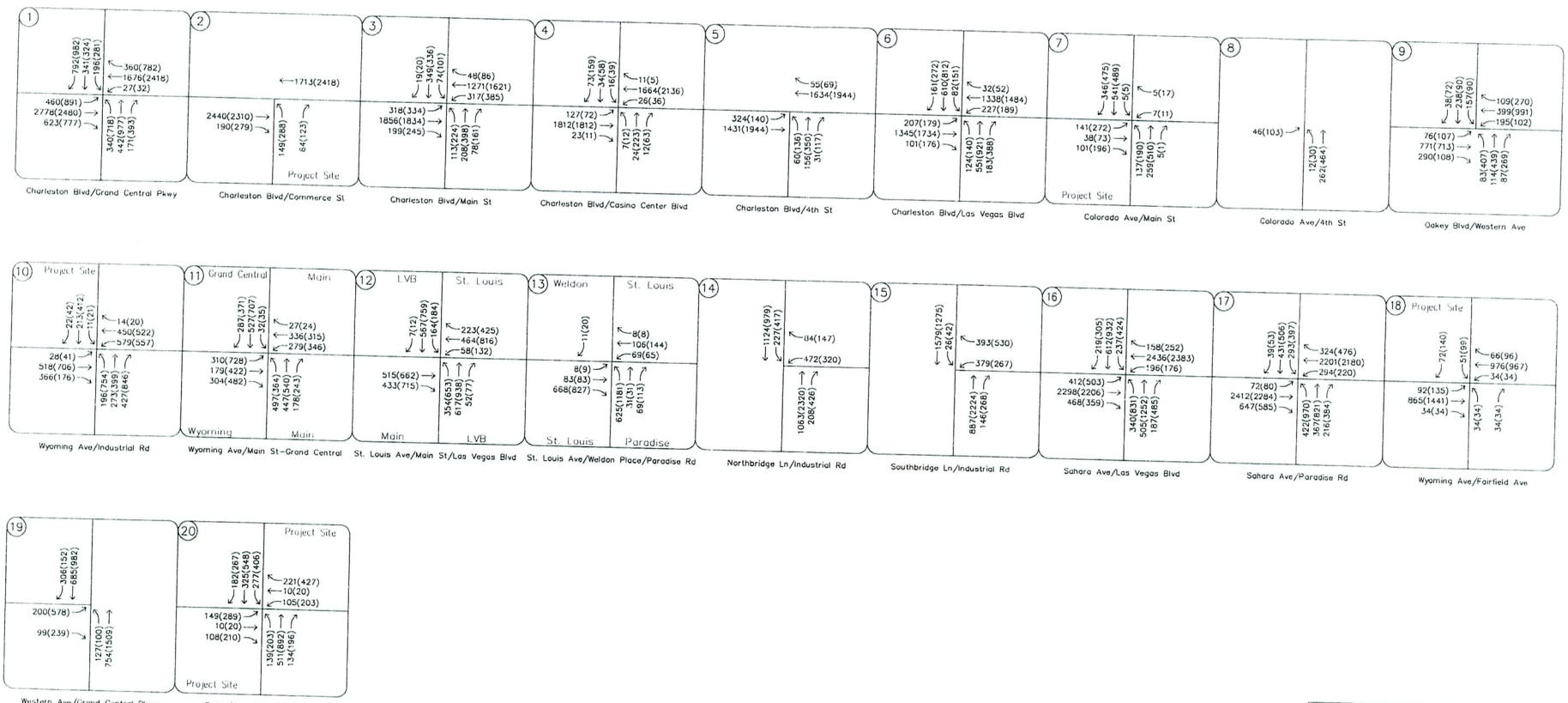
PULSE

2017 BACKGROUND PLUS PHASE A, B, C, D AND E TRAFFIC VOLUMES STUDY AREA INTERSECTIONS

FIGURE 21

Kimley-Horn and Associates, inc.

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PULSE
2017 BACKGROUND PLUS PHASE A, B, C, D AND E TRAFFIC VOLUMES

FIGURE 22

Kimley-Horn and Associates, Inc.

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5.0 ANALYSIS

2012 Phase A and B, 2013 Phase A, B and C, 2015 Phase A, B, C and D, and 2017, Phase A, B, C, D, and E traffic analyses were conducted at the identified key intersections to determine possible existing or future deficiencies in the street network.

5.1 Analysis Methodology

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections presented in the Transportation Research Board's 2000 "Highway Capacity Manual" (Special Report 209). Under the unsignalized analysis, the level of service (LOS) for a two-way stop controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service for a two-way stop-controlled intersection is not defined for the intersection as a whole. Level of service for a signalized or all-way stop controlled intersection is defined for each approach and the intersection. **Table 6** shows the definition of level of service for signalized and unsignalized intersections.

Table 6 - Level of Service Definitions

Level of Service (LOS)	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤ 20	>10 and ≤ 15
C	>20 and ≤ 35	>15 and ≤ 25
D	>35 and ≤ 55	>25 and ≤ 35
E	>55 and ≤ 80	>35 and ≤ 50
F	>80	>50

Definitions provided from the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000.

TRAFFIX for Windows Release 7.8 Traffic Impact Analysis Software was used to analyze the study area intersections and driveways for level of service. TRAFFIX is an interactive computer program that enables planners and engineers to: forecast the traffic impacts of new developments; conduct area-wide traffic forecasting studies; test different mitigation measures, and compare different traffic scenarios. TRAFFIX utilizes the Highway Capacity Manual (HCM) methodology to analyze intersection delay and level of service.

5.2 Key Intersection Operational Analysis

Calculations for the level of service at the key intersections are provided in **Appendix E**. All analyses are based on the lane geometry and intersection control shown in **Figure 4.** It should also be noted that signalized intersections were analyzed using the preferred FAST cycle length of 140-seconds. **Table 7** through **Table 26** outline the results of the LOS analysis conducted for study area intersections.

5.2.1 Charleston Boulevard/Grand Central Parkway Level of Service Analysis (Intersection #1)

Table 7 - Charleston Boulevard/Grand Central Parkway LOS Analysis (#1)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	40.7	D	88.4	F
2013 - A, B, and C SIGNALIZED	52.2	D	118.6	F
2015 - A, B, C, and D SIGNALIZED	64.4	E	149.1	F
2017 - A, B, C, D, and E SIGNALIZED	94.0	F	205.1	F

To mitigate the project low level of service, triple northbound to westbound left turn lanes are recommended at this intersection with the full project build out (Phase A, B, C, D and E).

5.2.2 Charleston Boulevard/Commerce Street Level of Service Analysis (Intersection #2)

Table 8 - Charleston Boulevard/Commerce Street LOS Analysis (#2)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	1.7	A	2.7	A
2013 - A, B, and C SIGNALIZED	3.0	A	5.0	A
2015 - A, B, C, and D SIGNALIZED	2.9	A	5.6	A
2017 - A, B, C, D, and E SIGNALIZED	4.2	A	7.8	A

5.2.3 Charleston Boulevard/Main Street Level of Service Analysis (Intersection #3)

Table 9 - Charleston Boulevard/Main Street LOS Analysis (#3)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	30.4	C	35.8	D
2013 - A, B, and C SIGNALIZED	33.7	C	39.6	D
2015 - A, B, C, and D SIGNALIZED	34.5	C	41.9	D
2017 - A, B, C, D, and E SIGNALIZED	38.5	D	49.2	D

5.2.4 Charleston Boulevard/Casino Center Boulevard Level of Service Analysis (Intersection #4)

Table 10 - Charleston Boulevard/Casino Center Boulevard LOS Analysis (#4)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	14.6	B	39.3	D
2013 - A, B, and C SIGNALIZED	15.0	B	42.7	D
2015 - A, B, C, and D SIGNALIZED	15.4	B	49.8	D
2017 - A, B, C, D, and E SIGNALIZED	16.1	B	65.1	E

5.2.5 Charleston Boulevard/4th Street Level of Service Analysis (Intersection #5)

Table 11 - Charleston Boulevard/4th Street LOS Analysis (#5)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	16.3	B	13.8	B
2013 - A, B, and C SIGNALIZED	16.5	B	14.1	B
2015 - A, B, C, and D SIGNALIZED	16.9	B	14.4	B
2017 - A, B, C, D, and E SIGNALIZED	17.5	B	15.0	B

5.2.6 Charleston Boulevard/Las Vegas Boulevard Level of Service Analysis (Intersection #6)

Table 12 - Charleston Boulevard/Las Vegas Boulevard LOS Analysis (#6)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	39.5	D	45.3	D
2013 - A, B, and C SIGNALIZED	40.3	D	48.4	D
2015 - A, B, C, and D SIGNALIZED	41.5	D	54.8	D
2017 - A, B, C, D, and E SIGNALIZED	43.5	D	67.9	E

5.2.7 Colorado Avenue/Main Street Level of Service Analysis (Intersection #7)

Table 13 - Colorado Avenue/Main Street LOS Analysis (#7)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	10.7	B	13.9	B
2013 - A, B, and C SIGNALIZED	15.3	B	17.1	B
2015 - A, B, C, and D SIGNALIZED	15.0	B	17.7	B
2017 - A, B, C, D, and E SIGNALIZED	16.7	B	20.5	C

5.2.8 Colorado Avenue/4th Street Level of Service Analysis (Intersection #8)

Table 14 - Colorado Avenue/4th Street LOS Analysis (#8)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B				
TWO-WAY STOP CONTROL				
Northbound Left	9.0	A	9.1	A
Eastbound Left	9.3	A	10.2	B
2013 - A, B, and C				
TWO-WAY STOP CONTROL				
Northbound Left	9.0	A	9.1	A
Eastbound Left	9.5	A	10.5	B
2015 - A, B, C, and D				
TWO-WAY STOP CONTROL				
Northbound Left	9.1	A	9.1	A
Eastbound Left	9.5	A	10.7	B
2017 - A, B, C, D, and E				
TWO-WAY STOP CONTROL				
Northbound Left	9.1	A	9.1	A
Eastbound Left	9.8	A	11.2	B

5.2.9 Oakey Boulevard-Wyoming Avenue/Western Avenue Level of Service Analysis (Intersection #9)

Table 15 -Oakey Boulevard- Wyoming Avenue/Western Avenue LOS Analysis (#9)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B				
SIGNALIZED	35.4	D	36.3	D
2013 - A, B, and C				
SIGNALIZED	35.6	D	37.2	D
2015 - A, B, C, and D				
SIGNALIZED	36.1	D	38.1	D
2017 - A, B, C, D, and E				
SIGNALIZED	36.7	D	39.8	D

5.2.10 Wyoming Avenue/Industrial Road Level of Service Analysis (Intersection #10)

Table 16 - Wyoming Avenue/Industrial Road LOS Analysis (#10)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	35.4	D	38.2	D
2013 - A, B, and C SIGNALIZED	38.3	D	43.9	D
2015 - A, B, C, and D SIGNALIZED	39.2	D	48.1	D
2017 - A, B, C, D, and E SIGNALIZED	42.8	D	67.9	E

5.2.11 Wyoming Avenue/Main Street Level of Service Analysis (Intersection #11)

Table 17 - Wyoming Avenue/Main Street LOS Analysis (#11)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	40.1	D	38.6	D
2013 - A, B, and C SIGNALIZED	40.5	D	40.2	D
2015 - A, B, C, and D SIGNALIZED	40.9	D	41.4	D
2017 - A, B, C, D, and E SIGNALIZED	41.9	D	44.8	D

5.2.12 St. Louis Avenue-Main Street/Las Vegas Boulevard Level of Service Analysis (Intersection #12)

Table 18 – St. Louis Avenue-Main Street/Las Vegas Boulevard LOS Analysis (#12)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 – A and B SIGNALIZED	33.1	C	35.5	D
2013 – A, B, and C SIGNALIZED	33.6	C	36.6	D
2015 – A, B, C, and D SIGNALIZED	34.0	C	37.8	D
2017 – A, B, C, D, and E SIGNALIZED	34.8	C	41.0	D

5.2.13 St. Louis Avenue-Weldon Place/Paradise Road Level of Service Analysis (Intersection #13)

Table 19 – St. Louis Avenue-Weldon Place/Paradise Road LOS Analysis (#13)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 – A and B SIGNALIZED	29.9	C	30.4	C
2013 – A, B, and C SIGNALIZED	30.1	C	31.7	C
2015 – A, B, C, and D SIGNALIZED	30.6	C	32.9	C
2017 – A, B, C, D, and E SIGNALIZED	31.2	C	35.7	D

5.2.14 Northbridge Lane/Industrial Road Level of Service Analysis (Intersection #14)

Table 20 - Northbridge Lane/Industrial Road LOS Analysis (#14)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	35.7	D	81.2	F
2013 - A, B, and C SIGNALIZED	46.0	D	133.8	F
2015 - A, B, C, and D SIGNALIZED	55.6	E	165.6	F
2017 - A, B, C, D, and E SIGNALIZED	87.0	F	230.1	F

5.2.15 Southbridge Lane/Industrial Road Level of Service Analysis (Intersection #15)

Table 21 - Southbridge Lane/Industrial Road LOS Analysis (#15)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	29.2	C	51.1	D
2013 - A, B, and C SIGNALIZED	33.7	C	90.6	F
2015 - A, B, C, and D SIGNALIZED	37.3	D	113.2	F
2017 - A, B, C, D, and E SIGNALIZED	53.2	D	163.6	F

5.2.16 Sahara Avenue/Las Vegas Boulevard Level of Service Analysis (Intersection #16)

Table 22 - Sahara Avenue/Las Vegas Boulevard LOS Analysis (#16)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	37.3	D	68.0	E
2013 - A, B, and C SIGNALIZED	40.0	D	84.6	F
2015 - A, B, C, and D SIGNALIZED	43.3	D	105.2	F
2017 - A, B, C, D, and E SIGNALIZED	52.2	D	138.1	F

5.2.17 Sahara Avenue/Paradise Road Level of Service Analysis (Intersection #17)

Table 23 - Sahara Avenue/Paradise Road LOS Analysis (#17)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	31.6	C	42.1	D
2013 - A, B, and C SIGNALIZED	33.2	C	45.5	D
2015 - A, B, C, and D SIGNALIZED	35.1	D	51.6	D
2017 - A, B, C, D, and E SIGNALIZED	39.0	D	64.0	E

5.2.18 Wyoming Avenue/Fairfield Avenue Level of Service Analysis (Intersection #18)

Table 24 - Wyoming Avenue/Fairfield Avenue LOS Analysis (#18)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	10.1	B	24.8	C
2013 - A, B, and C SIGNALIZED	21.5	C	15.5	B
2015 - A, B, C, and D SIGNALIZED	26.4	C	16.5	B
2017 - A, B, C, D, and E SIGNALIZED	18.9	B	19.6	B

5.2.19 Grand Central Parkway/Western Avenue Level of Service Analysis (Intersection #19)

Table 25 - Grand Central Parkway/Western Avenue LOS Analysis (#19)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	19.4	B	26.8	C
2013 - A, B, and C SIGNALIZED	19.2	B	27.1	C
2015 - A, B, C, and D SIGNALIZED	19.5	B	28.1	C
2017 - A, B, C, D, and E SIGNALIZED	19.7	B	30.4	C

5.2.20 Pulse/Grand Central Parkway Level of Service Analysis (Intersection #20)

Table 26 - Pulse/Grand Central Parkway LOS Analysis (#20)

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2012 - A and B SIGNALIZED	26.8	C	27.5	C
2013 - A, B, and C SIGNALIZED	35.6	D	38.3	D
2015 - A, B, C, and D SIGNALIZED	35.2	D	40.1	D
2017 - A, B, C, D, and E SIGNALIZED	39.5	D	48.0	D

5.2.21 Level of Service Summary

With full project build out, triple northbound to westbound left turn lanes are recommended at the intersection of Charleston Boulevard and Grand Central Parkway. With or without the project, the existing traffic constraints at the Northbridge Lane and Southbridge Lane intersections with Industrial Road and the intersection of Las Vegas Boulevard with Sahara will continue to be network congestion contraints.

5.3 Proposed Site Access

Direct vehicular access to the site is expected to be provided from the existing Commerce Street signal on Charleston Boulevard (Intersection #2), one (1) signalized access at the intersection of Main Street and Colorado Avenue (Intersection #7), one (1) signalized intersection at Wyoming Avenue and Industrial Road (Intersection #10), one (1) signalized intersection at Wyoming Avenue and Fairfield Avenue (Intersection #18), and one (1) signalized intersection at Pulse and the Grand Central Parkway extension. All access intersections are anticipated to operate with acceptable LOS during the AM and PM peak hours as outlined in **Section 5.2** of this report.

5.4 Left Turn Storage Bay Analysis

Left turn storage bay analysis was conducted for left turn movements anticipated to be impacted by the addition of project traffic at the identified key intersections. The signalized

analysis utilizes a 95% confidence interval and a 140-second (recommended FAST) cycle length during the AM and PM peak hours. All analyses are based on the lane configuration and control shown in **Figure 4.** The unsignalized analysis utilizes a wait time of three-minutes per vehicle. Results of the analysis are provided in **Table 27** with the calculations provided in **Appendix F**.

Table 27 – Left Turn Storage Bay Analysis Results

Intersection (Left Turn Movement)	Existing Control & Storage Length (Proposed Storage Length)	Desired Storage Per Lane			
		Phase A and B	Phase A, B and C	Phase A, B, C, and D	Phase A, B, C, D, and E
Charleston/Grand Central (#1)	SIGNALIZED				
NB to WB LT	Single 300′	290′	358′	388′	458′
SB to EB LT	Shared/Single 140′	178′	184′	193′	205′
EB to NB LT	Dual 175′	487′	500′	526′	555′
WB to SB LT	Single 100′	56′	67′	69′	77′
Charleston/ Commerce (#2)	SIGNALIZED				
NB to WB LT	Dual Continuous	85′	142′	158′	209′
Charleston/Main (#3)	SIGNALIZED				
NB to WB LT	TWLTL	180′	251′	273′	340′
SB to EB LT	Single 75′	161′	165′	172′	180′
EB to NB LT	Single 300′	385′	412′	436′	473′
WB to SB LT	Single 125′	321′	414′	442′	534′
Charleston/ Casino Center (#4)	SIGNALIZED				
NB to WB LT	Single 75′	36′	38′	38′	40′
SB to EB LT	Shared	81′	83′	86′	89′
EB to NB LT	Single 75′	182′	193′	201′	215′
WB to SB LT	Single 150′	76′	77′	81′	84′
Charleston/4th (#5)	SIGNALIZED				
NB to WB LT	Single 150′	202′	207′	217′	227′
EB to NB LT	Single 75′	406′	417′	437′	461′
Charleston/Las Vegas (#6)	SIGNALIZED				
NB to WB LT	Single 275′	207′	211′	222′	233′
SB to EB LT	Single 200′	219′	225′	235′	247′
EB to NB LT	Single 200′	270′	284′	297′	318′
WB to SB LT	Single 275′	305′	312′	327′	343′
Colorado/Main (#7)	UNSIGNALIZED				
NB to WB LT	TWLTL	125′	207′	225′	297′
SB to EB LT	TWLTL	23′	23′	23′	23′
EB to NB LT	Continuous	162′	272′	302′	399′
WB to SB LT	Shared	34′	36′	36′	38′
Colorado 4th (#8)	UNSIGNALIZED				
NB to WB LT	Single 60′	33′	33′	35′	38′
EB to NB LT	Continuous	63′	89′	100′	129′

Table 27 Cont - Left Turn Storage Bay Analysis Results

Intersection (Left Turn Movement)	Existing Control & Storage Length (Proposed Storage Length)	Desired Storage Per Lane			
		Phase A and B	Phase A, B and C	Phase A, B, C, and D	Phase A, B, C, D, and E
Wyoming/ Industrial (#10)	SIGNALIZED				
NB to WB LT	Dual Shared 100' to TWLTL	420'	431'	454'	478'
SB to EB LT	Continuous	29'	42'	46'	58'
EB to NB LT	Single 75'	42'	67'	72'	92'
WB to SB LT	Single 300'	298'	328'	342'	380'
Wyoming/Main (#11)	SIGNALIZED				
NB to WB LT	Dual 325'	270'	289'	305'	332'
SB to EB LT	Dual 300'	37'	38'	40'	42'
EB to NB LT	Dual 225'	370'	401'	424'	464'
WB to SB LT	Dual 200'	158'	193'	207'	244'
St.Louis/ Main/Las Vegas (#12)	SIGNALIZED				
NB to WB LT	Dual 175'	263'	331'	354'	422'
SB to EB LT	Dual 175'	129'	132'	139'	145'
WB to SB LT	Single 125'	198'	202'	211'	222'
St. Louis/ Weldon/Paradise (#13)	SIGNALIZED				
NB to WB LT	Dual Shared	561'	612'	648'	714'
EB to NB LT	Shared	31'	31'	34'	34'
WB to SB LT	Shared	120'	123'	129'	135'
Northbridge/ Industrial (#14)	SIGNALIZED				
SB to EB LT	Shared/Single 125'	260'	400'	442'	572'
WB to SB LT	Continuous	556'	573'	602'	636'
Southbridge (#15)	SIGNALIZED				
SB to EB LT	Shared	72'	81'	86'	94'
WB to SB LT	Continuous	233'	239'	251'	264'
Sahara/Las Vegas (#16)	SIGNALIZED				
NB to WB LT	Dual 650'	457'	469'	495'	521'
SB to EB LT	Dual 275'	238'	254'	268'	290'
EB to NB LT	Dual 400'	247'	281'	298'	336'
WB to SB LT	Dual 375'	270'	277'	291'	305'
Sahara/Paradise (#17)	SIGNALIZED				
NB to WB LT	Dual 550'	520'	536'	566'	598'
SB to EB LT	Dual 175' to TWLTL	215'	235'	249'	274'
EB to NB LT	Single 200'	123'	133'	139'	151'
WB to SB LT	Dual 350'	189'	193'	203'	213'

Table 27 Cont - Left Turn Storage Bay Analysis Results

Intersection (Left Turn Movement)	Existing Control & Storage Length (Proposed Storage Length)	Desired Storage Per Lane			
		Phase A and B	Phase A, B and C	Phase A, B, C, and D	Phase A, B, C, D, and E
Wyoming/ Fairfield (#18)	SIGNALIZED				
NB to WB LT	Shared	72′	74′	77′	81′
SB to EB LT	Continuous	77′	125′	138′	177′
EB to NB LT	Continuous	97′	161	173′	226′
WB to SB LT	Continuous	72′	74′	77′	81′
Western Ave/Grand Central Pkwy (#19)	SIGNALIZED				
NB to WB LT	Dual 275′	88′	95′	99′	108′
SB to EB LT	Dual 275′	-	-	-	-
EB to NB LT	Dual Shared/275′	333′	342′	360′	379′
Pulse/Grand Central Pkwy (#20)	SIGNALIZED				
NB to WB LT	Dual 325′	66′	110′	119′	157′
SB to EB LT	Dual 325′	112′	192′	209′	280′
EB to NB LT	Dual Continuous	86′	143′	159′	210′
WB to SB LT	Dual Continuous	66′	107′	119′	157′

Left turn storage bay calculations included AM and PM peak volumes. The length of the desired storage per lane was taken to be the maximum of the two peak hours. If left turn storage bays exceed the available storage with the addition of project traffic in the build out years, the City of Las Vegas should determine if the lengthening of left turn storage bays is feasible in order to increase the available left turn storage for these movements. It is recommended that the City monitor intersections to determine if additional left turn storage can be obtained for these movements as redevelopment occurs within the downtown area. Specific left turn storage requirements will be addressed in the specific traffic impact studies for each phase of development.

6.0 TRANSPORTATION DEMAND MANAGEMENT

The October 1990 Clark County RTC Congestion Management Plan included for the first time an element for the development of multi-level Transportation Demand Management (TDM) Plans to address:

- General Commuting Public
- Individual Employees
- Employment Centers

Since that time, TDM plans have been required for major development projects within Clark County. In general, TDM Plans are designed to improve the people moving capacity and efficiency of the existing roadway network by attempting to maximize the number of people traveling within each vehicle, or by influencing the time of day or need for travel within a street network.

At employment centers such as the proposed Pulse development, there are several TDM measures available for consideration to minimize the number of single occupant vehicles being driven to work. These measures typically include:

- Carpools and Vanpools
- Public and Private Transit
- Non-Motorized Travel (Bicycling and Walking)

In addition, TDM Plans can also be created to affect the time that travel occurs during a day or to eliminate the need for travel on some days. These measures are usually classified as "Alternative Work Hours" and include such programs as:

- Compressed Work Weeks
- Flexible Work Schedules

With an understanding of the unique characteristics associated with the Las Vegas tourist industry and current employee commute preferences, one can recognize that many of the typical measures used in other communities may not be appropriate for implementation in Las Vegas. Three general categories of TDM opportunities for the Pulse development should be examined. This examination should review the viability of developing specific TDM programs within each category.

6.1 Trip Reduction - Commute Modes Other than Drive Alone

The goal of vehicle trip reduction is to reduce the number of single occupancy vehicles traveling to the Pulse development. The advantages of shifting commuters from single-occupant vehicles to other commute modes are that average daily traffic volumes are decreased, parking demands at the casino facilities are reduced, air quality is improved, and wear and tear on the Las Vegas Metropolitan Area roadways are reduced, thereby reducing maintenance costs. The primary disadvantage of the TDM mode shift measure is that success of this element depends on the willingness and continued cooperation of employees, most of who commute, and prefer to commute, in the drive-alone mode.

The alternative commute modes of ride sharing and transit are the two areas where the greatest amount of effort should be concentrated in the development of a TDM Plan. These two modes have the best potential to encourage a commute mode shift that would minimize the number of vehicle trips made to the Pulse development over the course of a day.

6.2 Trip Shifting - Flexible Work Hours/Staggered Work Times

While it is most desirable to achieve an overall vehicular trip reduction through the TDM effort, benefits associated with reduced congestion in the peak commute hours can be realized by shifting trips from the peak hours to other times of the day. For purposes of peak hour trip generation analyses, Clark County has traditionally used the periods 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. Shifting of trips to times outside these hours would benefit in reducing roadway congestion.

Reduction in peak hour traffic has been achieved in other communities by a number of means, including flextime and staggered work hours, assuming the shift in work hours is such that the employee arrives and leaves outside the defined peak period. This requires a flexibility of schedule that is often possible in many types of businesses, because of the nature of the workforce, i.e., a large number of employees who do not need to be available to work with or accessible to the public or customers during customary 8:00 am to 5:00 pm work hours. In addition, scheduling the employee base in staggered eight-hour work shifts that begin and end outside the peak period can further reduce the number of vehicles arriving at the worksite during the congested morning and evening peak commute periods.

The normal advantage of implementing flexible work hours and multiple work shifts is that the extent of peak period trip reduction achieved through these means are directly controlled by management, and is not left as a voluntary "good citizen" action by the employee as with ride-sharing. The disadvantage is that simply changing starting and ending work times does not in and of itself reduce the average daily traffic to and from the business facility, and therefore does not provide the secondary benefits of improved air quality and less wear on the roadway system.

Due to the unique characteristics of the gaming industry in Las Vegas, flexible work hours and staggered work times are already an integral part of the resort industry.

6.3 Cooperative Efforts

The potential for ride sharing is restricted by the geographical distribution for the employee residences and the number of employees living in close proximity to each other with similar work hours. The potential for ride sharing generally increases as the number of employees increase.

It is recommended that a Transportation Demand Management (TDM) plan be implemented for the proposed Pulse development. The plan should incorporate facility and business policy incentives to minimize vehicle trips on the adjacent street system and to encourage employees to commute to work via modes of travel other than single occupant vehicle (SOV).

By virtue of the operational characteristics of running a gaming facility, the Pulse development should work with flextime and staggered work hours. These are significant measures for minimizing AM and PM peak hour commute trips on the Las Vegas street system. Upon reviewing travel characteristics for several Las Vegas resort/casinos, various facilities and incentives are recommended for construction as part of a comprehensive Transportation Demand Management Plan for the Pulse development to minimize peak hour vehicle trips on the street system and encourage employees to commute to work via a mode other than single occupant vehicles (SOV). The following is a summary of the services, facilities and policy incentives that are recommended for consideration as part of the Transportation Demand Management Plan for the Pulse development.

- Establishment of a Transportation Ride Information Center as a part of Human Resources. The center would have responsibility for the coordination of ride-sharing efforts and information dissemination on such topics as:
    - Familiarization with public transit options.
    - Benefits of ride-sharing and public transit.
    - Exploration of options for creating informal park and ride arrangements.

- Implementation of a ride sharing program in coordination with the RTC CAT RIDE Program with incentives including:
    - Preferential parking spaces.
    - Carpool and Carpooler-of-the-month and year awards.
    - Awards for sustained participation.
    - Periodic issuance of coupons for reduced rates at local automobile service centers for employees who consistently use their own vehicles in the carpooling program.

- Non-emergency service calls and routine maintenance visits being scheduled outside peak commute hours.

To assist in the implementation of the TDM Plan, the following measures are also recommended:

- **Employee Work Schedules**

  To reduce the amount of peak hour traffic on the street network, the Pulse development management should encourage work shift changes to occur at times that do not coincide with peak hours on the adjacent street system. This would mean that shift changes should not occur from 7:00 AM to 9:00 AM and 4:00 PM or 6:00 PM.

- **Ride Sharing**

  Encouraging employees to ride share increases the number of people per vehicle and therefore reduces the number of vehicles on the roadway. The Regional Transportation Commission provides a ride share-matching program at no cost to major employers in the Las Vegas Valley. The Casino Operating Management should contact Justin Schor with the RTC at 702-676-1602 for additional information.

- **Peak Period Delivery Truck Restrictions**

  To reduce peak period delivery congestion, the resort facility should work with its suppliers to schedule deliveries during off peak traffic periods on the surrounding street network. By avoiding delivery times between 7:00 AM and 9:00 AM and during late afternoons between 4:00 PM and 6:00 PM, delivery trucks would not need to be on the surrounding street system during its time of peak congestion.

7.0 RECOMMENDATIONS

As outlined in the Pulse-Phase A Traffic Impact Study and Roadway Vacation Study, by Kimley-Horn and Associates, Inc, June 14, 2007, the Pulse - Phase A project traffic is expected to be accommodated on the street network anticipated to exist in the background year of 2011. This does not include "Project NEON" currently proposed by NDOT. The proposed Pulse - Phase A project generated traffic volumes resulted in the following recommendations:

- The developer is recommended to widen Main Street, from Charleston Boulevard to Wyoming Avenue to provide two (2) through lanes with a continuous two-way left-turn lane and on-street parking.

- The developer is recommended to construct an eastbound to southbound right turn lane at the intersection of Charleston Boulevard and Main Street.

- The developer is recommended to construct a southbound to westbound right turn lane at the intersection of Wyoming Avenue and Main Street.

- The developer is recommended to construct a westbound to northbound right turn at Wyoming Avenue and Fairfield Avenue.

- The developer is recommended to install a signal at the intersection of Colorado Avenue and Main Street. This signal is anticipated to operate in a similar manner as the signals at the entrance to Cashman Field on Washington Avenue.

- The developer is recommended to install a signal at the intersection of Wyoming Avenue and Fairfield Avenue. This signal is anticipated to operate in a similar manner as the signals at the entrance to Cashman Field.

- Based on the findings in the Phase A traffic study, the existing grid street network within the project site can be vacated.

- Development of Phase A results in a significant reduction in the number of access driveways serving the project site is planned to occur with the construction of the project. The consolidation of current access drives will reduce street conflicts and improve street network traffic flows around the project site.

- The Pulse development is recommended to develop two (2) independent Special Event Management Plans. One (1) plan will address the Sports Mart and the other to address the more frequent events anticipated at the Arena.

- If not already present, the developer shall install communications infrastructure of the Freeway and Arterial System of Transportation (FAST) along the entire length of the project's Main Street, and Wyoming Avenue frontage. This improvement shall consist of a four inch (4") diameter PVC conduit with a No. 8 bare tracer wire along the Boulevard, Main Street, and Wyoming Avenue frontages. The City of Las Vegas should determine the locations of the conduits, and associated pullboxes, during the review and acceptance of the development's off-site improvement plans.

The Pulse Phase B through E project traffic is expected to be accommodated on the modified street network as recommended in the *Pulse Master Transportation Study*, by Kimley-Horn and Associates, Inc., dated April 9, 2007. It is recommended that the developer of Pulse coordinate with Project NEON; however, it is not expected that Project NEON improvements are needed to support the project's development due to the significant roadway enhancements being recommended with the development of Pulse Phase B through E. The proposed Pulse Phase B through E project generated traffic volumes resulted in the following traffic mitigation recommendations:

- It is recommended that the developer construct a new Grand Central Parkway South alignment from Charleston Boulevard to Wyoming Avenue.

- It is recommended that as the site plan is modified and finalized to comply with the recommendations of this study that a technical traffic impact study be subsequently prepared for each development phase to address the final lane configurations, intersection control, level of service analysis, and left turn storage at all study area intersections and project access drives.

- The final technical traffic impact study is recommended to include a porte-cochere vehicle turnover and queuing analysis for all proposed porte-cocheres. The porte-cochere evaluation should be based upon the final geometric design and operations schemes for each of the on-site porte-cochere facilities to ensure vehicles do not back up onto the adjacent public right-of-way.

- A Transportation Demand Management (TDM) Program is recommended to be created for the new facility. The developer should contact Justin Schor with the Regional Transportation Commission at 702-676-1602 to discuss Club Ride and the implementation of a Pulse TDM Program.

- The developer shall install communications infrastructure of the Freeway and Arterial System of Transportation (FAST) along the entire length of the project's Grand Central Parkway extension frontage. This improvement shall consist of a four inch (4") diameter PVC conduit with a No. 8 bare tracer wire along the Grand Central Parkway extension frontages. The City of Las Vegas should determine the locations of the conduits, and associated pullboxes, during the review and acceptance of the development's off-site improvement plans.

- A Master Street and Highways Plan Amendment is recommended to be requested from the City of Las Vegas to extend Grand Central Parkway south from Charleston Boulevard to Main Street as shown in Figure E-1. This extension modifies the north-south alignment of Main Street and also requires the construction of a rail road under crossing as shown.

- The rail road crossing shall be coordinated with the Union Pacific Rail Road (UPRR) and the Nevada State Public Unilities Commission for construction. The rail road crossing is recommended to provide a seventeen foot (17') minimum clearance.

- The street cross section of Grand Central Parkway is recommended to provide two (2) lanes in each direction along with two (2) exclusive bus rapid transit (BRT) operation lanes within the median of the roadway. This will allow for extension of the proposed BRT system currently being constructed along Grand Central Parkway, north of Charleston Boulevard.

- Project shall be designed to reserve appropriate right-of-way and rights to construct the proposed "Project NEON" roadway improvements as currently proposed by the Nevada Department of Transportation (NDOT).

- As specific site development plans are completed for each phase of development, specific technical traffic impact studies shall be prepared for review and acceptance by the City of Las Vegas for the Pulse project.

As defined in the *Pulse Master Transportation Study*, by Kimley-Horn and Associates, Inc., dated April 9, 2007, the following mitigation measures are recommended to be incorporated into the site plan for the Pulse Phase B through E development.

1. Construct a southbound extension to Grand Central Parkway from Charleston Boulevard to the Wyoming Avenue/Main Street intersection.
2. Construct a grade separated railroad underpass crossing along the new Grand Central Parkway South alignment.
3. Provide exclusive BRT lanes within the center of the proposed Grand Central Parkway South to accommodate an extension to the BRT transit system within the City of Las Vegas.

4. Roadway and traffic signal modifications to the existing Charleston Boulevard/Grand Central Parkway intersection to include the extension of Grand Central Parkway on the south leg of the intersection.
5. Provide dual, northbound to westbound, left turn lanes at the Charleston Boulevard/Grand Central Parkway intersection.
6. Develop a single, northbound to eastbound right turn lane at the existing Charleston Boulevard/Grand Central Parkway intersection.
7. Upgrade and modify the existing Charleston Boulevard/Commerce Street signalized intersection to provide access to the development site.
8. Provide dual, northbound to westbound, left turn lanes at the Charleston Boulevard/Commerce Street intersection.
9. Construct a single, northbound to eastbound, right turn lane at the Charleston Boulevard/Commerce Street intersection.
10. Upgrade and modify the existing Charleston Boulevard/Main Street signalized intersection.
11. Provide an eastbound to southbound right turn lane at the Charleston Boulevard/Main Street intersection.
12. Expand the existing single northbound to westbound left turn lane at the Charleston Boulevard/Main Street intersection.
13. Install a signal at the Grand Central Parkway South/Western Avenue intersection.
14. Adequate right-of-way potential for future dual, southbound to eastbound left turn lanes at the Grand Central Parkway South/Western Avenue intersection.
15. Provide a Single, southbound to westbound right turn lane at the proposed Grand Central Parkway South/Western Avenue intersection.
16. Develop a Single, eastbound to northbound left turn lane at the proposed Grand Central Parkway South/Western Avenue intersection.
17. Provide right-of-way for a future single eastbound through lane at the proposed Grand Central Parkway South/Western Avenue intersection.
18. Provide dual, northbound to westbound left turn lanes at the proposed Grand Central Parkway South/Western Avenue intersection.

19. Provide adequate right-of-way for future single, northbound to eastbound right turn lane at the proposed Grand Central Parkway South/Western Avenue intersection.
20. Install signal at the proposed Grand Central Parkway South/Main Entry intersection.
21. Construct dual, southbound to eastbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
22. Provide single, southbound to westbound right turn lane at the proposed Grand Central Parkway South/Main Entry intersection.
23. Develop dual, eastbound to northbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
24. Create a shared eastbound through/right lane at the proposed Grand Central Parkway South/Main Entry intersection.
25. Install dual, northbound to westbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
26. Provide single, northbound to eastbound right turn lane at the proposed Grand Central Parkway South/Main Entry intersection.
27. Develop dual westbound to southbound left turn lanes at the proposed Grand Central Parkway South/Main Entry intersection.
28. Provide a shared westbound through/right lane at the proposed Grand Central Parkway South/Main Entry intersection.
29. Modify the existing Wyoming Avenue/Industrial Road intersection to create a signalized intersection to accommodate future MLK-Industrial Road Connector.
30. Provide a single northbound to westbound left turn lane at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
31. Create a single northbound to eastbound right turn lane at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
32. Provide dual, westbound to southbound left turn lanes at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
33. Develop a single westbound to northbound right turn lane at the Wyoming Avenue/MLK-Industrial Road Connector intersection.
34. Install dual, southbound to eastbound left turn lanes at the Wyoming Avenue/MLK-Industrial Road Connector intersection.

35. Construct single southbound to westbound right turn lane at Wyoming Avenue/MLK-Industrial Road Connector.
36. Construct single eastbound to northbound left turn lane at Wyoming Avenue/MLK-Industrial Road Connector.
37. Construct single eastbound to southbound right turn lane at Wyoming Avenue/MLK-Industrial Road Connector.
38. Create signalized intersection at the Wyoming Avenue/Fairfield Avenue intersection.
39. Provide single southbound to eastbound left turn lane at the Wyoming Avenue/Fairfield Lane intersection egressing the site.
40. Provide single southbound through lane at the Wyoming Avenue/Fairfield Lane intersection egressing the site.
41. Provide single southbound to westbound right turn lane at the Wyoming Avenue/Fairfield Lane intersection egressing the site.
42. Provide single eastbound to northbound left turn lane at the Wyoming Avenue/Fairfield Lane intersection entering the site.
43. Provide single westbound to northbound right turn lanes at the Wyoming Avenue/Fairfield Avenue intersection.
44. Modification of existing Wyoming Avenue/Main Street intersection and signal to create a new intersection of Wyoming Avenue/Main Street/Grand Central Parkway South with a 30 mile per hour design speed curve from southbound Main Street onto westbound Wyoming Avenue.
45. Install dual, northbound to westbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
46. Construct a single, northbound to eastbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
47. Provide dual, westbound to southbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
48. Install a single, westbound to northbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
49. Construct dual, southbound to eastbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.

50. Provide a single, southbound to westbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
51. Construct dual, eastbound to northbound left turn lanes at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
52. Develop a single, eastbound to southbound right turn lane at the Wyoming Avenue/Main Street/Grand Central Parkway South intersection.
53. Dedicate and construct 80 foot right-of-way street on Wyoming Avenue.
54. Opportunity for NDOT and City of Las Vegas to rebuild the Charleston/UPRR underpass with the extension of shoe fly rail diversion required to build the recommended Grand Central Parkway South UPRR underpass.
55. Improved pedestrian walkway facilities along Charleston Boulevard, Grand Central Parkway South, Main Street, and Wyoming Avenue.
56. Reduce traffic impacts to the residential neighborhoods west of Interstate-15 due to the elimination of the need for Project NEON to construct a grade separated railroad crossing along the Wyoming Avenue-Oakey Boulevard alignment.
57. Implementation of a Transportation Demand Management (TDM) Program.
58. With the construction of Phase E, the developer is recommended to construct triple, northbound to westbound left turn lanes at the intersection of Charleston Boulevard and Grand Central Parkway.

The following recommendations are to be incorporated into all phases of development for the Pulse project.

- On-site deliveries, non-emergency service calls, and routine maintenance visits are recommended to be scheduled outside of the AM and PM peak commute hours, and be a mitigation measure as a part of a comprehensive Special Event Management Program for the proposed development.

- All project access drives are recommended to be constructed in accordance with Clark County Area Uniform Standard Drawing Nos. 222A and 225 and be a minimum of 24 feet in width.

- Half street improvements including curb, gutter and sidewalk are recommended to be reconstructed along the project frontage of Charleston Boulevard, Main Street, and Wyoming Avenue as appropriate.

- Streetlight system along the project's frontage of Charleston Boulevard, Main Street, Wyoming Avenue, and the extension of Grand Central Parkway is recommended to be reconstructed to meet current Clark County Area standards or an acceptable equivalent.

- The frontage of the project along Charleston Boulevard, Wyoming Avenue, and the extension of Grand Central Parkway is recommended to be posted with R7-1APR (18" x 24") "NO PARKING" signs to prohibit on-street parking. These signs shall be included in the project's off-site improvement plans.

- The developer is recommended to install R1-1 "STOP" signs with appropriate pavement markings for the egressing approach at each unsignalized access drive onto public roadways, per current Manual on Uniform Traffic Control Devices (MUTCD) Guidelines.

- At internal street intersections, stop signs may be considered for installation on the minor approaches, including stop signs at "T" intersections on the intersection leg without the through movement.

- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings, and conform to the Standards of City of Las Vegas and the current Manual on Uniform Traffic Control Devices (MUTCD) as applicable.

APPENDIX A

Traffic Count Data

Silver State Traffic Data Collection LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : CH61C9~1
Site Code : 00007777
Start Date : 5/31/2007
Page No : 1

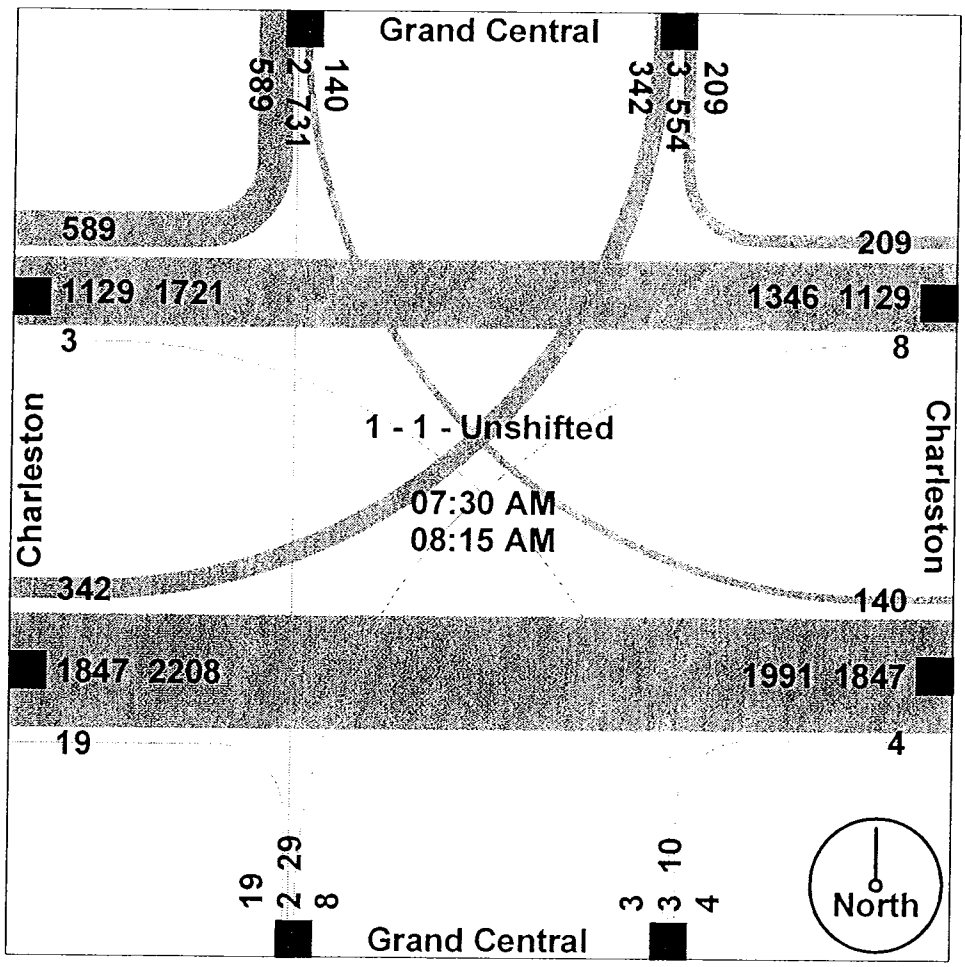
Groups Printed- 1 - Unshifted

	Grand Central Southbound				Charleston Westbound				Grand Central Northbound				Charleston Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	U-turns	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	108	0	23	0	47	226	1	0	1	0	0	0	3	423	61	0	893
07:15 AM	149	0	32	0	52	255	0	0	0	0	1	0	3	413	94	0	999
07:30 AM	143	0	44	0	50	302	1	2	0	0	1	0	3	449	87	0	1082
07:45 AM	191	0	40	0	47	276	2	0	1	1	1	0	6	492	108	0	1165
Total	591	0	139	0	196	1059	4	2	2	1	3	0	15	1777	350	0	4139
08:00 AM	139	2	31	0	49	303	4	1	1	2	1	0	5	439	69	0	1046
08:15 AM	116	0	25	0	63	248	1	0	2	0	0	0	5	467	78	0	1005
08:30 AM	134	1	28	0	32	299	1	1	1	2	0	0	8	402	93	0	1002
08:45 AM	164	0	24	0	43	279	3	0	2	0	3	0	4	384	103	0	1009
Total	553	3	108	0	187	1129	9	2	6	4	4	0	22	1692	343	0	4062
*** BREAK ***																	
04:00 PM	217	0	61	0	123	410	1	2	3	5	7	0	4	459	181	0	1473
04:15 PM	175	0	42	0	121	467	2	2	2	1	5	0	3	346	157	0	1323
04:30 PM	186	2	47	0	118	344	2	0	2	0	4	0	0	366	187	0	1258
04:45 PM	153	1	50	0	107	350	5	2	6	0	2	0	0	352	138	0	1166
Total	731	3	200	0	469	1571	10	6	13	6	18	0	7	1523	663	0	5220
05:00 PM	189	0	34	0	127	414	0	1	1	3	3	0	0	352	153	0	1277
05:15 PM	173	0	48	0	136	458	1	1	3	3	4	0	2	345	150	0	1324
05:30 PM	129	1	38	0	102	356	1	0	2	2	3	0	3	355	137	0	1129
05:45 PM	156	0	25	0	86	328	0	1	2	2	2	0	2	302	130	0	1036
Total	647	1	145	0	451	1556	2	3	8	10	12	0	7	1354	570	0	4766
Grand Total	2522	7	592	0	1303	5315	25	13	29	21	37	0	51	6346	1926	0	18187
Apprch %	80.8	0.2	19.0	0.0	19.6	79.9	0.4	0.2	33.3	24.1	42.5	0.0	0.6	76.2	23.1	0.0	
Total %	13.9	0.0	3.3	0.0	7.2	29.2	0.1	0.1	0.2	0.1	0.2	0.0	0.3	34.9	10.6	0.0	

Silver State Traffic Data Collection LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : CH61C9~1
Site Code : 00007777
Start Date : 5/31/2007
Page No : 2

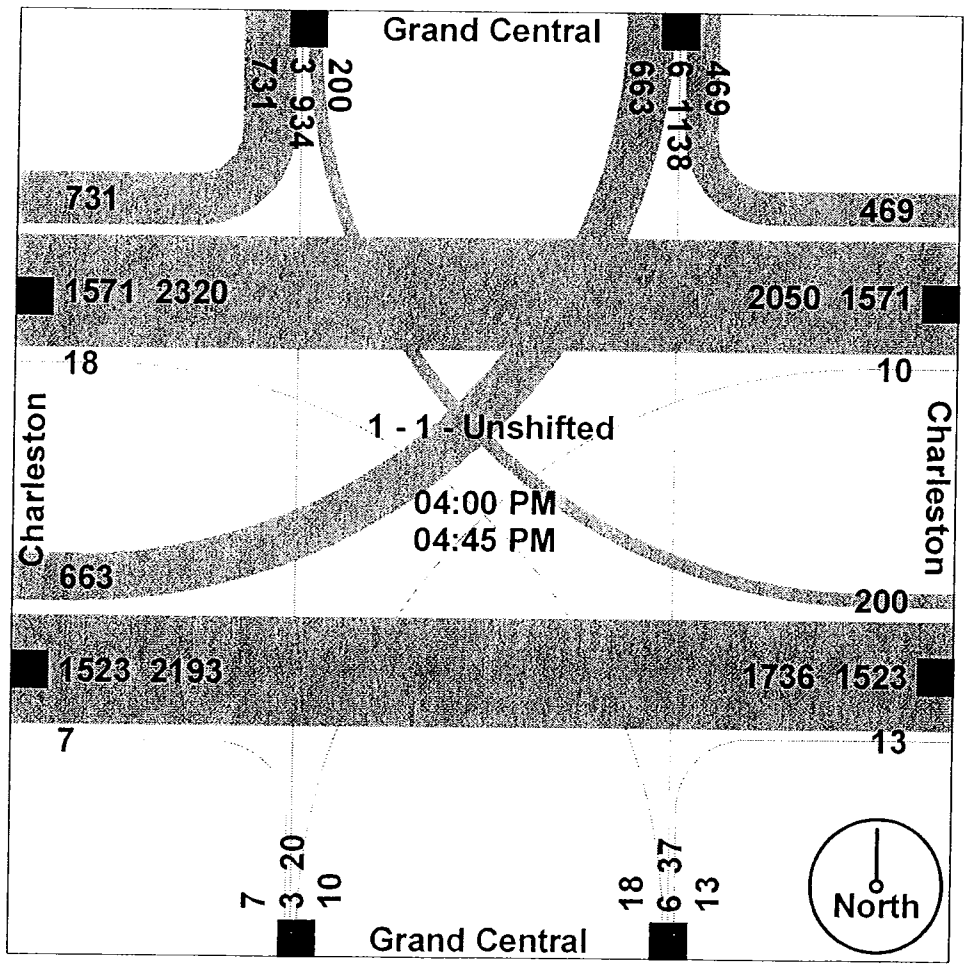
	Grand Central Southbound					Charleston Westbound					Grand Central Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection 07:30 AM																					
Volume	589	2	140	0	731	209	1129	8	3	1349	4	3	3	0	10	19	1847	342	0	2208	4298
Percent	80.6	0.3	19.2	0.0		15.5	83.7	0.6	0.2		40.0	30.0	30.0	0.0		0.9	83.7	15.5	0.0		
07:45 Volume	191	0	40	0	231	47	276	2	0	325	1	1	1	0	3	6	492	108	0	606	1165
Peak Factor																					0.922
High Int. 07:45 AM						08:00 AM					08:00 AM					07:45 AM					
Volume	191	0	40	0	231	49	303	4	1	357	1	2	1	0	4	6	492	108	0	606	
Peak Factor					0.791					0.945					0.625					0.911	



Silver State Traffic Data Collection LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : CH61C9~1
Site Code : 00007777
Start Date : 5/31/2007
Page No : 3

	Grand Central Southbound					Charleston Westbound					Grand Central Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:00 PM																					
Volume	731	3	200	0	934	469	1571	10	6	2056	13	6	18	0	37	7	1523	663	0	2193	5220
Percent	78.3	0.3	21.4	0.0		22.8	76.4	0.5	0.3		35.1	16.2	48.6	0.0		0.3	69.4	30.2	0.0		
04:00 Volume	217	0	61	0	278	123	410	1	2	536	3	5	7	0	15	4	459	181	0	644	1473
Peak Factor																					0.886
High Int. 04:00 PM						04:15 PM					04:00 PM					04:00 PM					
Volume	217	0	61	0	278	121	467	2	2	592	3	5	7	0	15	4	459	181	0	644	
Peak Factor					0.840					0.868					0.617					0.851	



(2)

Silver State Traffic Data Collection LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : CH382E~1
Site Code : 00000000
Start Date : 5/31/2007
Page No : 1

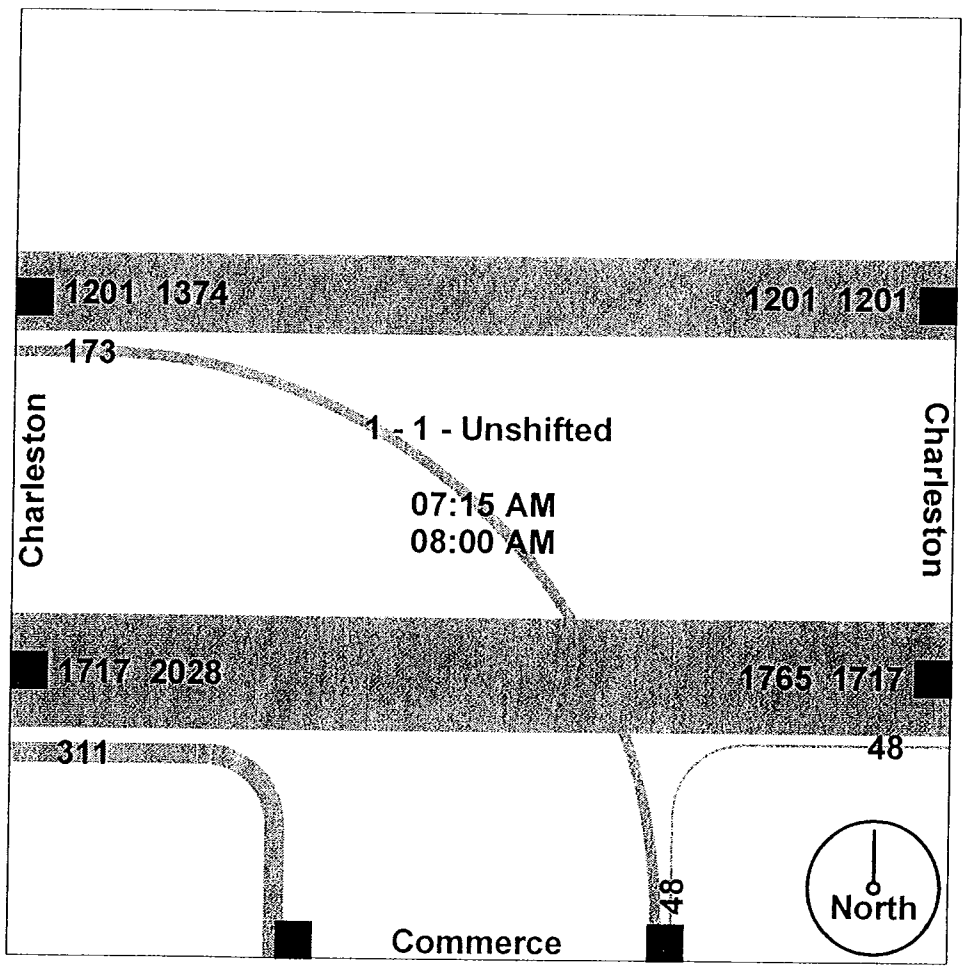
Groups Printed- 1 - Unshifted

	Charleston Westbound				Commerce Northbound				Charleston Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	256	0	0	11	0	32	0	79	345	0	0	723
07:15 AM	0	257	0	0	11	0	59	0	72	391	0	0	790
07:30 AM	0	329	0	0	12	0	32	0	73	444	0	0	890
07:45 AM	0	299	0	0	15	0	40	0	99	447	0	0	900
Total	0	1141	0	0	49	0	163	0	323	1627	0	0	3303
08:00 AM	0	316	0	0	10	0	42	0	67	435	0	0	870
08:15 AM	0	281	0	0	15	0	31	0	65	395	0	0	787
08:30 AM	0	299	0	0	16	0	31	0	60	404	0	0	810
08:45 AM	0	307	0	0	10	0	36	0	66	369	0	0	788
Total	0	1203	0	0	51	0	140	0	258	1603	0	0	3255
*** BREAK ***													
04:00 PM	0	429	0	0	28	0	151	0	64	454	0	0	1126
04:15 PM	0	438	0	0	27	0	95	0	43	385	0	0	988
04:30 PM	0	396	0	0	36	0	90	0	45	345	0	0	912
04:45 PM	0	397	0	0	30	0	64	0	53	383	0	0	927
Total	0	1660	0	0	121	0	400	0	205	1567	0	0	3953
05:00 PM	0	475	0	0	36	0	107	0	36	313	0	0	967
05:15 PM	0	451	0	0	36	0	94	0	38	385	0	0	1004
05:30 PM	0	416	0	0	24	0	51	0	38	342	0	0	871
05:45 PM	0	364	0	0	13	0	56	0	21	308	0	0	762
Total	0	1706	0	0	109	0	308	0	133	1348	0	0	3604
Grand Total	0	5710	0	0	330	0	1011	0	919	6145	0	0	14115
Apprch %	0.0	100.0	0.0	0.0	24.6	0.0	75.4	0.0	13.0	87.0	0.0	0.0	
Total %	0.0	40.5	0.0	0.0	2.3	0.0	7.2	0.0	6.5	43.5	0.0	0.0	

Silver State Traffic Data Collection LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : CH382E~1
Site Code : 00000000
Start Date : 5/31/2007
Page No : 2

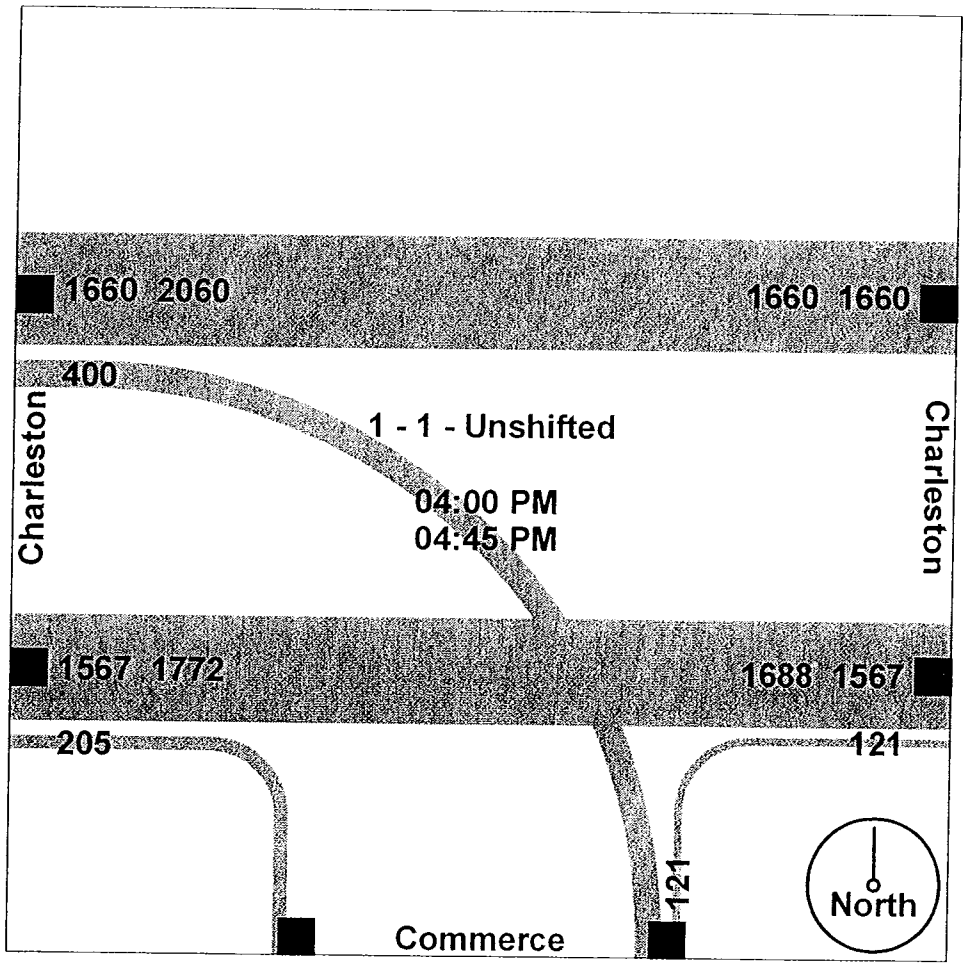
		Charleston Westbound					Commerce Northbound					Charleston Eastbound					
Start Time	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	0	0	1201	0	0	1201	48	0	173	0	221	311	1717	0	0	2028	3450
Percent		0.0	100.0	0.0	0.0		21.7	0.0	78.3	0.0		15.3	84.7	0.0	0.0		
07:45 Volume	0	0	299	0	0	299	15	0	40	0	55	99	447	0	0	546	900
Peak Factor																	0.958
High Int.	6:45:00 AM	07:30 AM					07:15 AM					07:45 AM					
Volume	0	0	329	0	0	329	11	0	59	0	70	99	447	0	0	546	
Peak Factor						0.913					0.789					0.929	



Silver State Traffic Data Collection LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : CH382E~1
Site Code : 00000000
Start Date : 5/31/2007
Page No : 3

		Charleston Westbound					Commerce Northbound					Charleston Eastbound					
Start Time	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	0	0	1660	0	0	1660	121	0	400	0	521	205	1567	0	0	1772	3953
Percent		0.0	100.0	0.0	0.0		23.2	0.0	76.8	0.0		11.6	88.4	0.0	0.0		
04:00 Volume	0	0	429	0	0	429	28	0	151	0	179	64	454	0	0	518	1126
Peak Factor																	0.878
High Int.		04:15 PM					04:00 PM					04:00 PM					
Volume	0	0	438	0	0	438	28	0	151	0	179	64	454	0	0	518	
Peak Factor						0.947					0.728					0.855	



Silver State Traffic Data Collection LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : CHE6FA~1
Site Code : 00004444
Start Date : 5/31/2007
Page No : 1

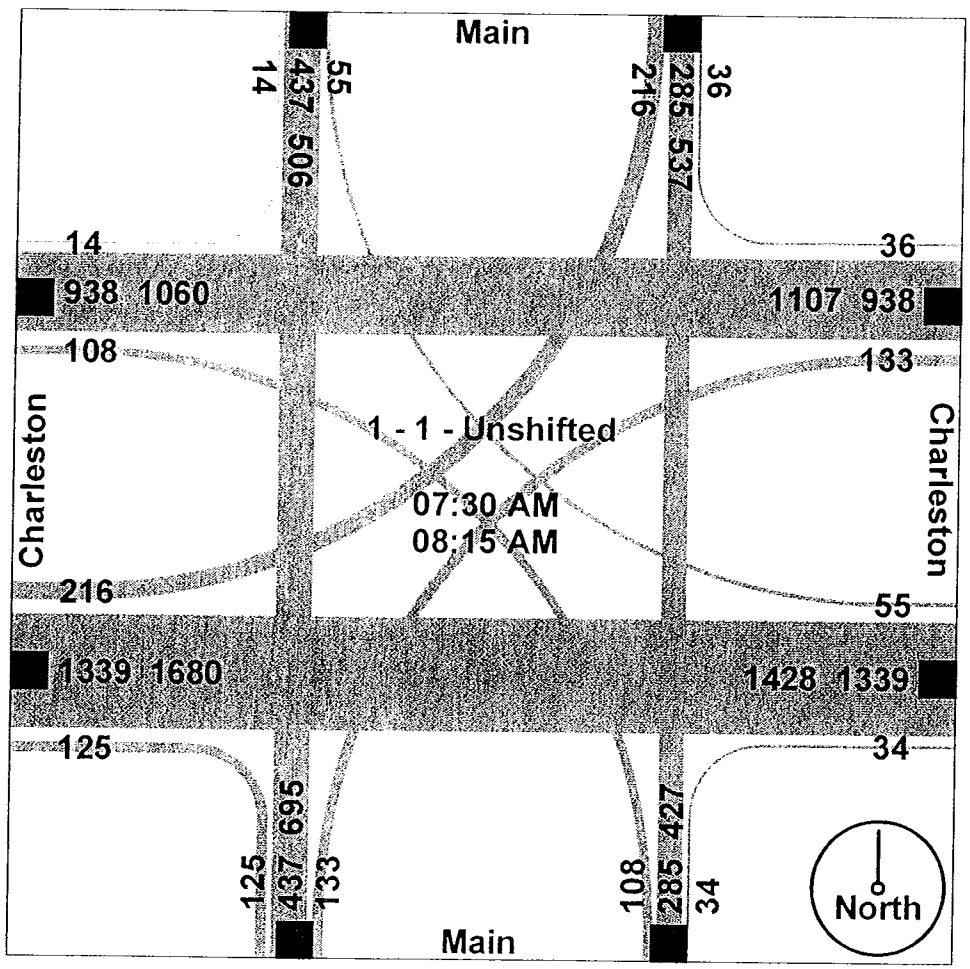
Groups Printed- 1 - Unshifted

	Main Southbound				Charleston Westbound				Main Northbound				Charleston Eastbound				
Start Time	Right	Thru	Left	Right only	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	U-turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	123	10	22	3	188	34	0	4	47	17	0	31	275	42	0	798
07:15 AM	0	87	10	29	6	228	34	0	9	48	21	0	37	316	46	0	871
07:30 AM	5	117	9	30	9	255	37	0	7	65	16	0	43	324	60	0	977
07:45 AM	2	115	13	30	5	233	31	0	9	78	37	0	35	343	52	0	983
Total	9	442	42	111	23	904	136	0	29	238	91	0	146	1258	200	0	3629
08:00 AM	2	91	10	48	13	242	33	0	9	65	28	0	26	341	61	1	970
08:15 AM	5	114	23	32	9	208	32	0	9	77	27	0	21	331	43	0	931
08:30 AM	5	99	21	49	8	235	30	0	9	52	29	0	24	347	52	0	960
08:45 AM	3	94	16	36	6	220	23	0	10	66	26	0	30	274	43	3	850
Total	15	398	70	165	36	905	118	0	37	260	110	0	101	1293	199	4	3711
*** BREAK ***																	
04:00 PM	7	107	16	74	12	306	40	0	23	146	61	0	46	345	69	0	1252
04:15 PM	2	95	18	53	19	306	23	0	22	140	51	0	41	336	45	2	1153
04:30 PM	3	88	18	53	21	316	32	0	12	127	38	0	24	288	43	2	1065
04:45 PM	3	91	23	60	12	267	34	0	16	130	49	0	37	314	48	2	1086
Total	15	381	75	240	64	1195	129	0	73	543	199	0	148	1283	205	6	4556
05:00 PM	4	89	21	59	12	392	29	0	13	125	38	0	24	307	39	0	1152
05:15 PM	10	92	17	66	13	305	36	0	17	134	61	0	22	301	50	1	1125
05:30 PM	6	64	9	46	13	310	27	0	11	108	41	0	38	295	38	0	1006
05:45 PM	4	93	6	45	10	297	29	0	9	96	24	0	22	235	36	1	907
Total	24	338	53	216	48	1304	121	0	50	463	164	0	106	1138	163	2	4190
Grand Total	63	1559	240	732	171	4308	504	0	189	1504	564	0	501	4972	767	12	16086
Apprch %	2.4	60.1	9.3	28.2	3.4	86.5	10.1	0.0	8.4	66.6	25.0	0.0	8.0	79.5	12.3	0.2	
Total %	0.4	9.7	1.5	4.6	1.1	26.8	3.1	0.0	1.2	9.3	3.5	0.0	3.1	30.9	4.8	0.1	

Silver State Traffic Data Collection LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : CHE6FA~1
Site Code : 00004444
Start Date : 5/31/2007
Page No : 2

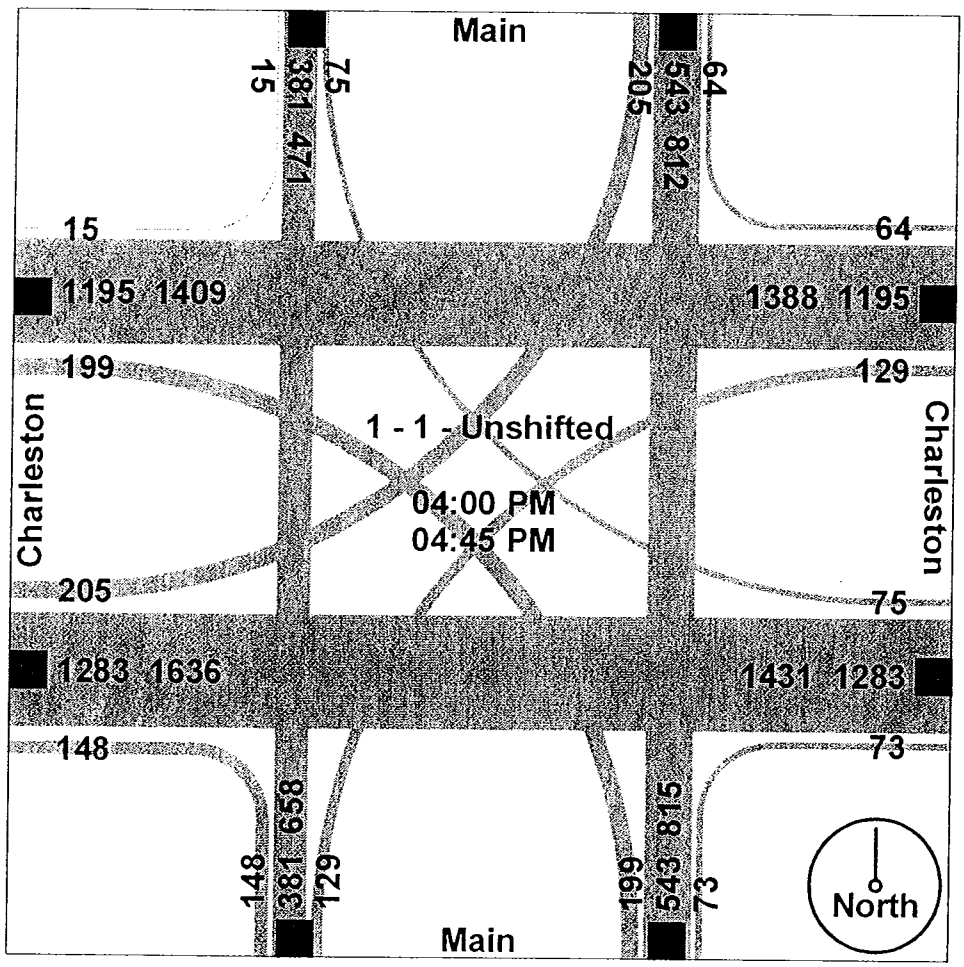
	Main Southbound					Charleston Westbound					Main Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Right only	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	14	437	55	140	646	36	938	133	0	1107	34	285	108	0	427	125	1339	216	1	1681	3861
Percent	2.2	67.6	8.5	21.7		3.3	84.7	12.0	0.0		8.0	66.7	25.3	0.0		7.4	79.7	12.8	0.1		
07:45 Volume	2	115	13	30	160	5	233	31	0	269	9	78	37	0	124	35	343	52	0	430	983
Peak Factor																					0.982
High Int.	08:15 AM					07:30 AM					07:45 AM					07:45 AM					
Volume	5	114	23	32	174	9	255	37	0	301	9	78	37	0	124	35	343	52	0	430	
Peak Factor					0.928					0.919					0.861					0.977	



Silver State Traffic Data Collection LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : CHE6FA~1
Site Code : 00004444
Start Date : 5/31/2007
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	Main Southbound					Charleston Westbound					Main Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Right only	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	15	381	75	240	711	64	1195	129	0	1388	73	543	199	0	815	148	1283	205	6	1642	4556
Percent	2.1	53.6	10.5	33.8		4.6	86.1	9.3	0.0		9.0	66.6	24.4	0.0		9.0	78.1	12.5	0.4		
04:00 Volume	7	107	16	74	204	12	306	40	0	358	23	146	61	0	230	46	345	69	0	460	1252
Peak Factor																					0.910
High Int.	04:00 PM					04:30 PM					04:00 PM					04:00 PM					
Volume	7	107	16	74	204	21	316	32	0	369	23	146	61	0	230	46	345	69	0	460	
Peak Factor					0.871					0.940					0.886					0.892	



Silver State Traffic Data Collection LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : CH87C3~1
Site Code : 00005678
Start Date : 5/31/2007
Page No : 1

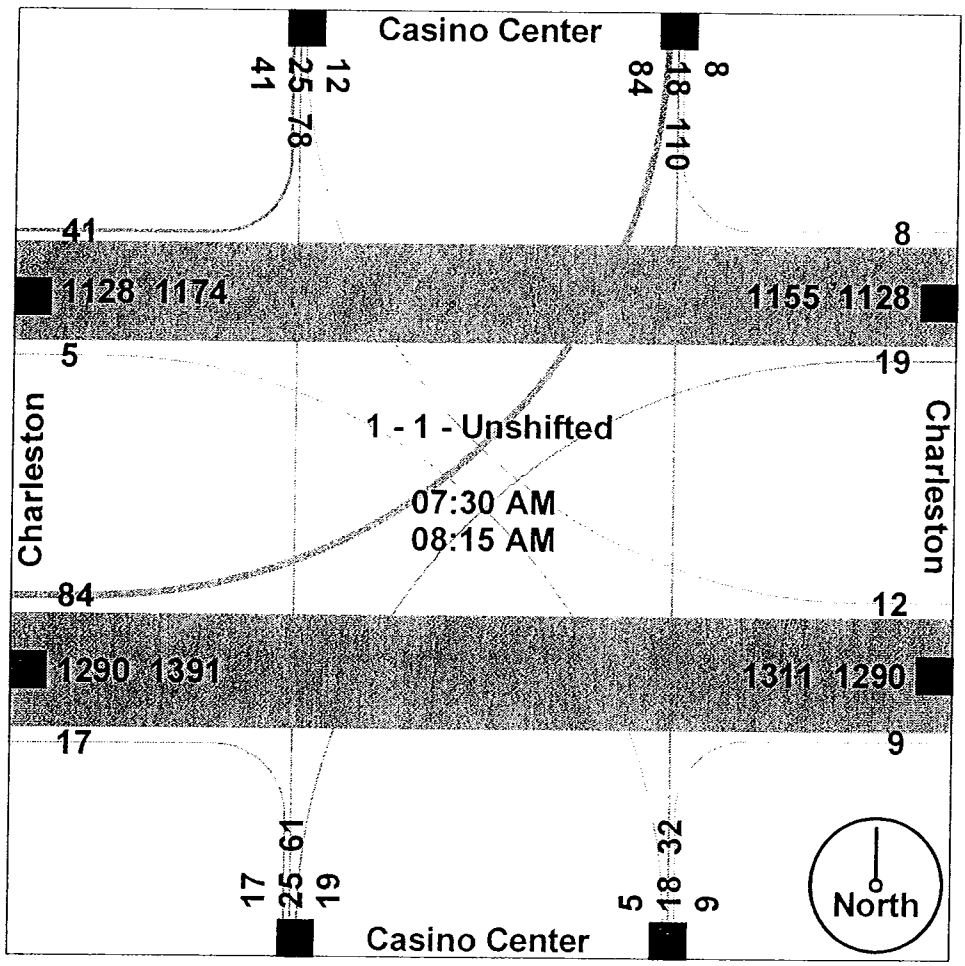
Groups Printed- 1 - Unshifted

	Casino Center Southbound				Charleston Westbound				Casino Center Northbound				Charleston Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	10	43	2	0	4	189	9	0	4	1	1	0	3	275	26	0	567
07:15 AM	10	5	0	0	4	268	10	0	1	3	1	0	3	297	13	0	615
07:30 AM	7	6	4	0	2	303	6	0	1	3	0	0	5	309	18	0	664
07:45 AM	6	5	4	0	2	291	4	0	4	5	1	0	3	325	25	0	675
Total	33	59	10	0	12	1051	29	0	10	12	3	0	14	1206	82	0	2521
08:00 AM	9	6	4	0	3	285	6	0	3	7	3	0	8	310	19	0	663
08:15 AM	19	8	0	0	1	249	3	0	1	3	1	0	1	346	22	0	654
08:30 AM	17	8	7	0	2	270	2	0	4	5	1	0	11	324	12	0	663
08:45 AM	13	4	3	0	3	242	4	0	9	4	3	0	0	275	18	0	578
Total	58	26	14	0	9	1046	15	0	17	19	8	0	20	1255	71	0	2558
*** BREAK ***																	
04:00 PM	24	12	12	0	0	369	6	0	11	6	3	0	6	359	8	0	816
04:15 PM	14	6	7	0	0	351	7	0	17	3	1	0	2	334	14	0	756
04:30 PM	18	12	10	0	1	339	7	0	12	99	3	0	2	299	4	0	806
04:45 PM	29	12	5	0	1	317	7	0	8	52	1	0	3	299	10	0	744
Total	85	42	34	0	2	1376	27	0	48	160	8	0	13	1291	36	0	3122
05:00 PM	37	13	7	0	2	421	6	0	10	12	4	0	1	304	5	0	822
05:15 PM	29	14	5	0	4	354	2	0	10	5	3	0	2	312	4	0	744
05:30 PM	20	10	9	0	1	290	5	0	7	8	2	0	1	289	9	0	651
05:45 PM	25	14	7	0	2	348	2	0	14	1	2	0	3	241	7	0	666
Total	111	51	28	0	9	1413	15	0	41	26	11	0	7	1146	25	0	2883
Grand Total	287	178	86	0	32	4886	86	0	116	217	30	0	54	4898	214	0	11084
Apprch %	52.1	32.3	15.6	0.0	0.6	97.6	1.7	0.0	32.0	59.8	8.3	0.0	1.0	94.8	4.1	0.0	
Total %	2.6	1.6	0.8	0.0	0.3	44.1	0.8	0.0	1.0	2.0	0.3	0.0	0.5	44.2	1.9	0.0	

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File Name : CH87C3~1
Site Code : 00005678
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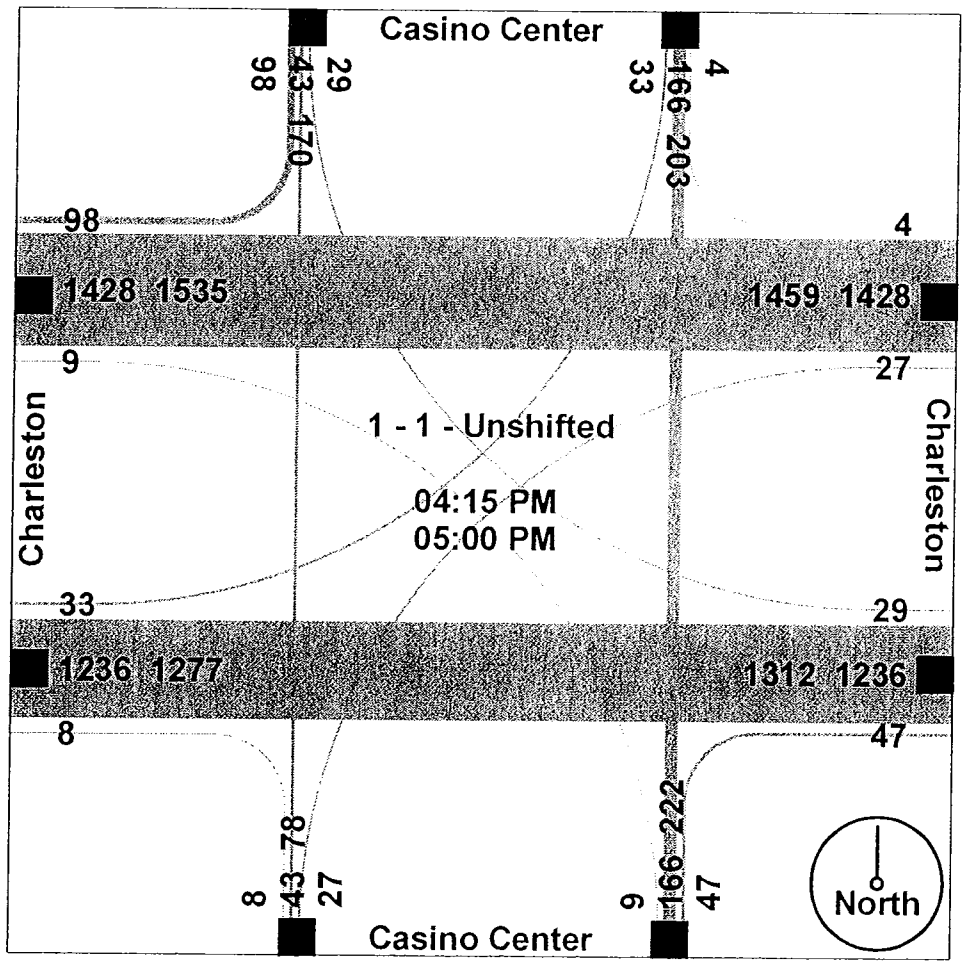
	Casino Center Southbound					Charleston Westbound					Casino Center Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection 07:30 AM																					
Volume	41	25	12	0	78	8	1128	19	0	1155	9	18	5	0	32	17	1290	84	0	1391	2656
Percent	52.6	32.1	15.4	0.0		0.7	97.7	1.6	0.0		28.1	56.2	15.6	0.0		1.2	92.7	6.0	0.0		
07:45 Volume	6	5	4	0	15	2	291	4	0	297	4	5	1	0	10	3	325	25	0	353	675
Peak Factor																					0.984
High Int.	08:15 AM					07:30 AM					08:00 AM					08:15 AM					
Volume	19	8	0	0	27	2	303	6	0	311	3	7	3	0	13	1	346	22	0	369	
Peak Factor					0.722					0.928					0.615					0.942	



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File Name : CH87C3~1
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	Casino Center Southbound					Charleston Westbound					Casino Center Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	98	43	29	0	170	4	1428	27	0	1459	47	166	9	0	222	8	1236	33	0	1277	3128
Percent	57.6	25.3	17.1	0.0		0.3	97.9	1.9	0.0		21.2	74.8	4.1	0.0		0.6	96.8	2.6	0.0		
05:00 Volume	37	13	7	0	57	2	421	6	0	429	10	12	4	0	26	1	304	5	0	310	822
Peak Factor																					0.951
High Int.	05:00 PM					05:00 PM					04:30 PM					04:15 PM					
Volume	37	13	7	0	57	2	421	6	0	429	12	99	3	0	114	2	334	14	0	350	
Peak Factor					0.746					0.850					0.487					0.912	



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File Name : CH8AE5~1
Site Code : 00002424
Start Date : 5/31/2007
Page No : 1

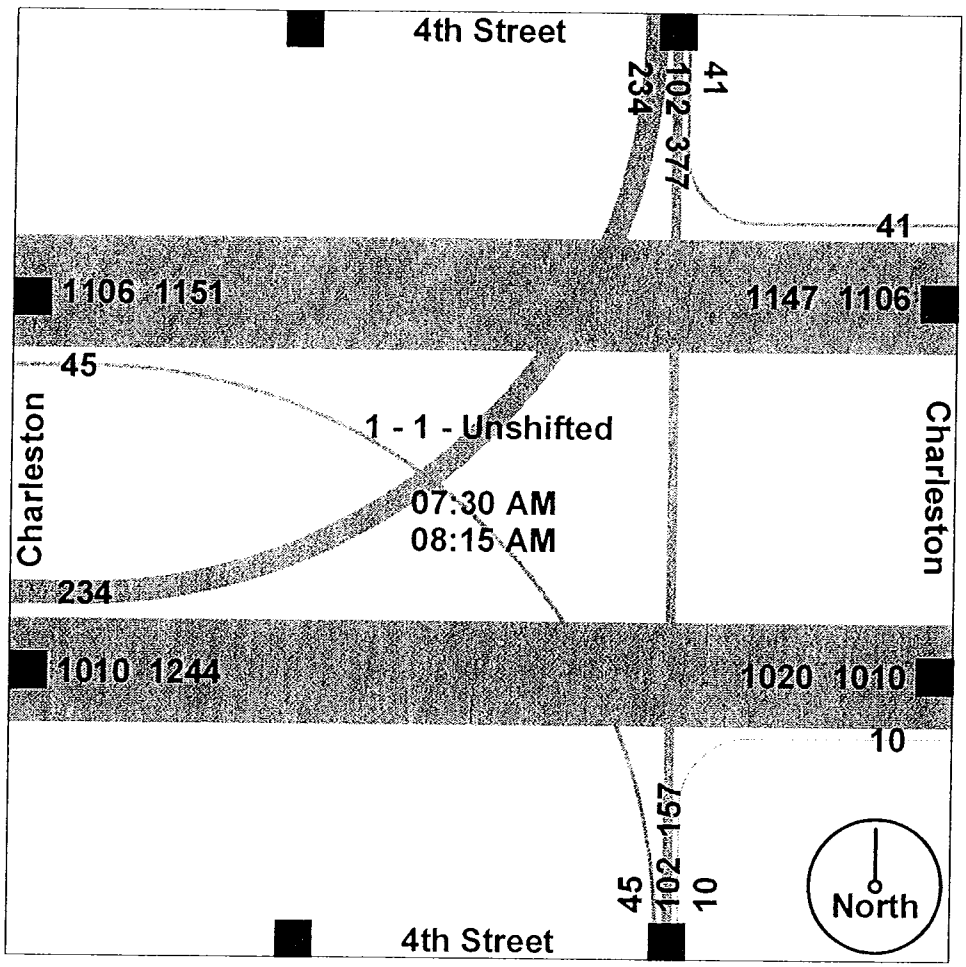
Groups Printed- 1 - Unshifted

	4th Street Southbound				Charleston Westbound				4th Street Northbound				Charleston Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	U-turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	13	263	0	0	4	14	5	0	0	216	40	0	555
07:15 AM	0	0	0	0	4	238	0	0	4	18	8	0	0	213	51	1	537
07:30 AM	0	0	0	0	5	325	0	0	3	18	14	0	0	241	47	0	653
07:45 AM	0	0	0	0	9	257	0	0	0	25	10	0	0	255	58	2	616
Total	0	0	0	0	31	1083	0	0	11	75	37	0	0	925	196	3	2361
08:00 AM	0	0	0	0	16	284	0	0	5	19	11	0	0	241	59	1	636
08:15 AM	0	0	0	0	11	240	0	0	2	40	10	0	0	273	70	1	647
08:30 AM	0	0	0	0	8	232	0	0	5	33	11	0	0	241	59	1	590
08:45 AM	0	0	0	0	10	260	0	0	2	27	16	0	0	237	54	1	607
Total	0	0	0	0	45	1016	0	0	14	119	48	0	0	992	242	4	2480
*** BREAK ***																	
04:00 PM	0	0	0	0	15	302	0	0	14	64	22	0	0	379	32	0	828
04:15 PM	0	0	0	0	13	326	0	0	16	54	21	0	0	334	27	3	794
04:30 PM	0	0	0	0	12	309	0	0	10	66	27	0	0	352	23	3	802
04:45 PM	0	0	0	0	15	270	0	0	19	60	31	0	0	308	22	0	725
Total	0	0	0	0	55	1207	0	0	59	244	101	0	0	1373	104	6	3149
05:00 PM	0	0	0	0	11	380	0	0	16	52	22	0	0	347	18	2	848
05:15 PM	0	0	0	0	9	260	0	0	10	72	35	0	0	346	19	1	752
05:30 PM	0	0	0	0	14	314	0	0	20	46	26	0	0	310	15	1	746
05:45 PM	0	0	0	0	11	275	0	0	12	49	26	0	0	276	19	0	668
Total	0	0	0	0	45	1229	0	0	58	219	109	0	0	1279	71	4	3014
Grand Total	0	0	0	0	176	4535	0	0	142	657	295	0	0	4569	613	17	11004
Apprch %	0.0	0.0	0.0	0.0	3.7	96.3	0.0	0.0	13.0	60.1	27.0	0.0	0.0	87.9	11.8	0.3	
Total %	0.0	0.0	0.0	0.0	1.6	41.2	0.0	0.0	1.3	6.0	2.7	0.0	0.0	41.5	5.6	0.2	

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File Name : CH8AE5~1
Site Code : 00002424
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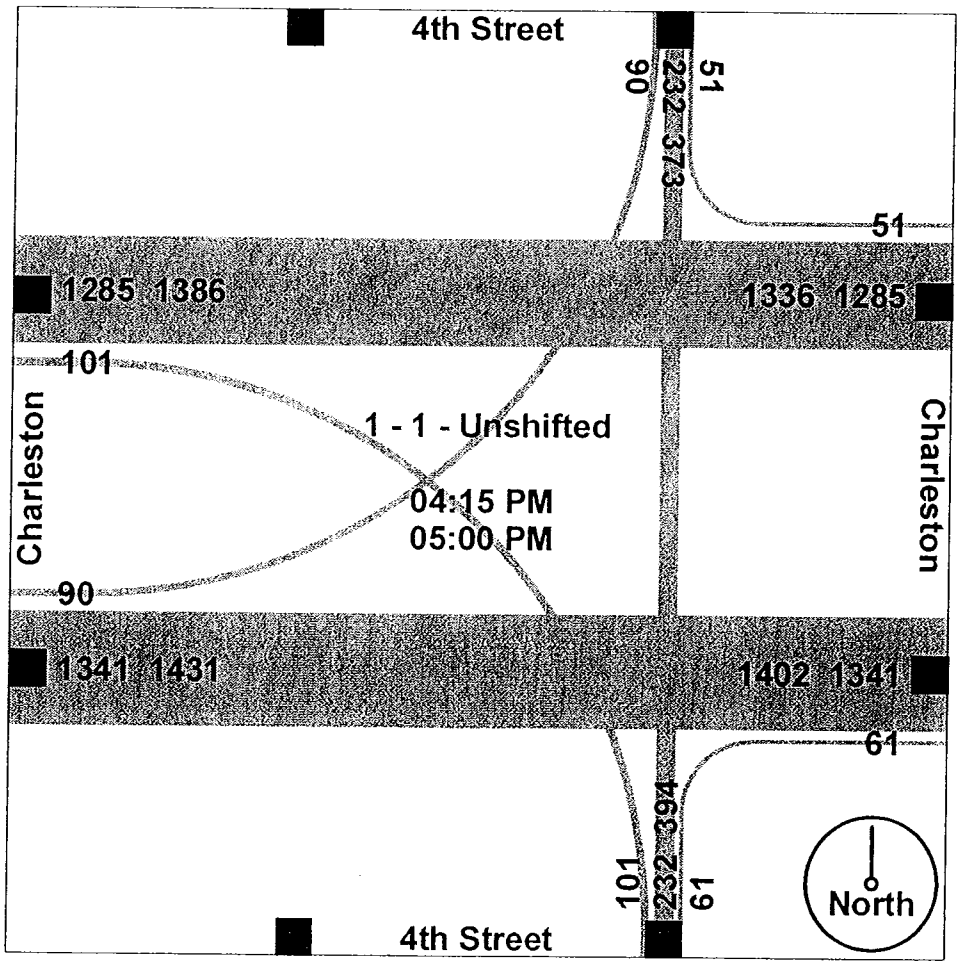
	4th Street Southbound					Charleston Westbound					4th Street Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection 07:30 AM																					
Volume	0	0	0	0	0	41	1106	0	0	1147	10	102	45	0	157	0	1010	234	4	1248	2552
Percent	0.0	0.0	0.0	0.0		3.6	96.4	0.0	0.0		6.4	65.0	28.7	0.0		0.0	80.9	18.8	0.3		
07:30 Volume	0	0	0	0	0	5	325	0	0	330	3	18	14	0	35	0	241	47	0	288	653
Peak Factor																					0.977
High Int.	6:45:00 AM					07:30 AM					08:15 AM					08:15 AM					
Volume	0	0	0	0	0	5	325	0	0	330	2	40	10	0	52	0	273	70	1	344	
Peak Factor										0.869					0.755					0.907	



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File Name : CH8AE5~1
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	4th Street Southbound					Charleston Westbound					4th Street Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:15 PM																					
Volume	0	0	0	0	0	51	1285	0	0	1336	61	232	101	0	394	0	1341	90	8	1439	3169
Percent	0.0	0.0	0.0	0.0		3.8	96.2	0.0	0.0		15.5	58.9	25.6	0.0		0.0	93.2	6.3	0.6		
05:00 Volume	0	0	0	0	0	11	380	0	0	391	16	52	22	0	90	0	347	18	2	367	848
Peak Factor																					0.934
High Int.						05:00 PM					04:45 PM					04:30 PM					
Volume	0	0	0	0	0	11	380	0	0	391	19	60	31	0	110	0	352	23	3	378	
Peak Factor										0.854					0.895					0.952	



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Silver State Traffic Data Collection, LL
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File Name : LVBD-Charleston
Site Code : 00004444
Start Date : 6/5/2007
Page No : 1

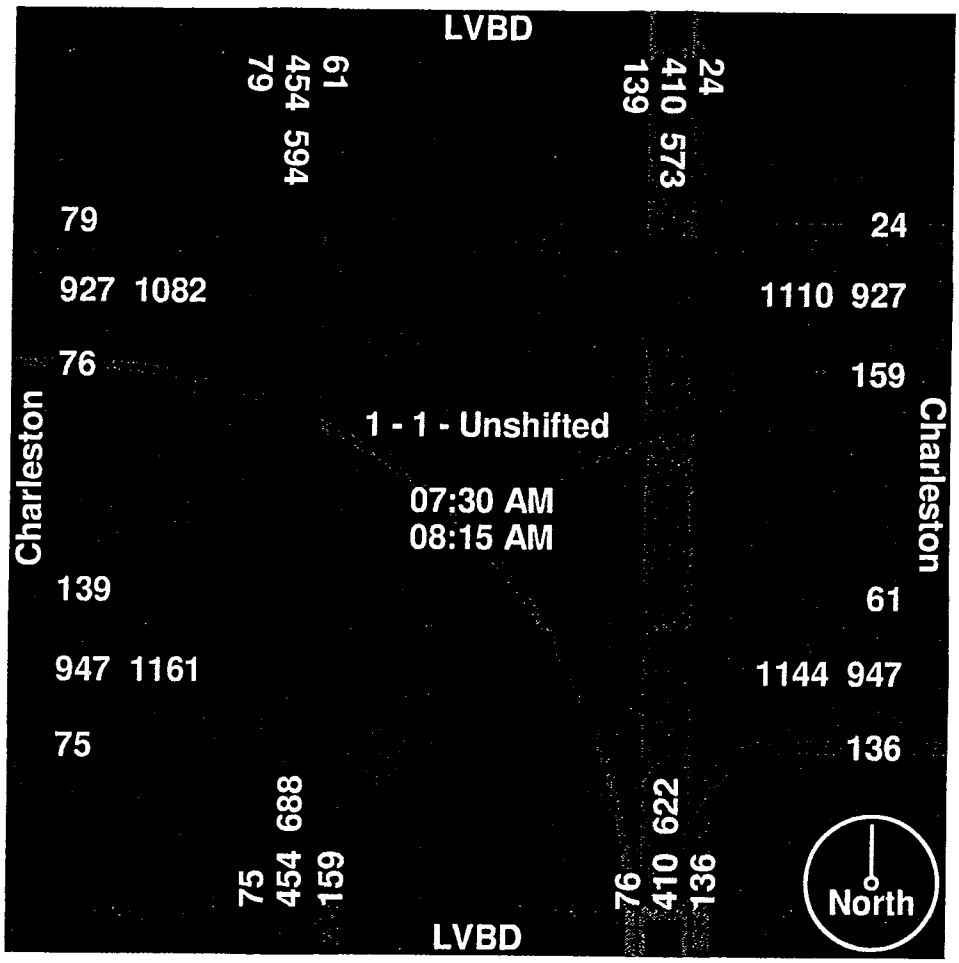
Groups Printed- 1 - Unshifted

	LVBD Southbound				Charleston Westbound				LVBD Northbound				Charleston Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	U-turns	Right	Thru	Left	U-turns	Right	Thru	Left	U-turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	20	104	13	0	4	184	30	0	28	64	11	2	18	184	14	0	676
07:15 AM	18	95	11	0	3	255	37	3	25	92	12	1	24	199	15	0	790
07:30 AM	20	118	17	0	10	247	40	2	31	94	17	3	16	207	37	0	859
07:45 AM	14	129	15	0	5	277	48	4	34	94	18	5	17	252	35	0	947
Total	72	446	56	0	22	963	155	9	118	344	58	11	75	842	101	0	3272
08:00 AM	20	99	11	0	5	207	41	1	33	96	17	2	24	232	41	0	829
08:15 AM	25	108	18	0	4	196	30	3	38	126	24	6	18	256	26	1	879
08:30 AM	22	95	18	0	7	241	43	3	35	77	18	3	16	228	37	4	847
08:45 AM	26	95	31	0	5	185	35	3	38	114	19	1	26	228	32	0	838
Total	93	397	78	0	21	829	149	10	144	413	78	12	84	944	136	5	3393
*** BREAK ***																	
04:00 PM	29	159	24	0	11	246	36	5	65	169	29	2	36	242	19	0	1072
04:15 PM	31	134	29	0	7	240	30	1	90	164	31	3	37	363	36	0	1196
04:30 PM	35	150	20	0	16	240	25	3	57	178	17	4	24	269	21	2	1061
04:45 PM	30	139	33	0	8	275	43	5	67	163	22	3	36	279	27	0	1130
Total	125	582	106	0	42	1001	134	14	279	674	99	12	133	1153	103	2	4459
05:00 PM	46	181	30	0	8	249	29	5	75	180	20	4	34	275	18	1	1155
05:15 PM	36	118	22	0	2	265	27	3	69	157	21	2	31	279	19	2	1053
05:30 PM	26	123	33	0	5	212	28	3	63	162	31	5	33	263	24	0	1011
05:45 PM	35	146	18	0	9	223	33	1	44	131	18	3	21	199	20	0	901
Total	143	568	103	0	24	949	117	12	251	630	90	14	119	1016	81	3	4120
Grand Total	433	1993	343	0	109	3742	555	45	792	2061	325	49	411	3955	421	10	15244
Apprch %	15.6	72.0	12.4	0.0	2.4	84.1	12.5	1.0	24.5	63.9	10.1	1.5	8.6	82.4	8.8	0.2	
Total %	2.8	13.1	2.3	0.0	0.7	24.5	3.6	0.3	5.2	13.5	2.1	0.3	2.7	25.9	2.8	0.1	

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File Name : LVBD-Charleston
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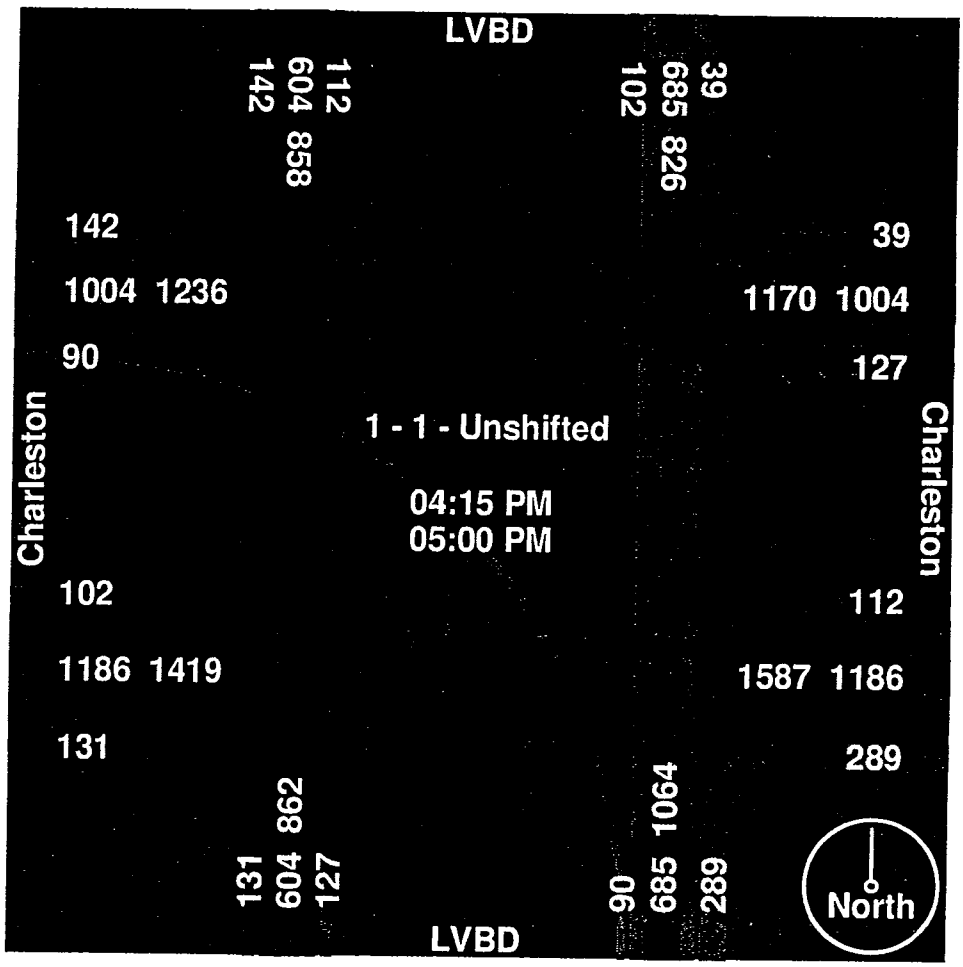
	LVBD Southbound					Charleston Westbound					LVBD Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	79	454	61	0	594	24	927	159	10	1120	136	410	76	16	638	75	947	139	1	1162	3514
Percent	13.3	76.4	10.3	0.0		2.1	82.8	14.2	0.9		21.3	64.3	11.9	2.5		6.5	81.5	12.0	0.1		
07:45 Volume	14	129	15	0	158	5	277	48	4	334	34	94	18	5	151	17	252	35	0	304	947
Peak Factor																					0.928
High Int.	07:45 AM					07:45 AM					08:15 AM					07:45 AM					
Volume	14	129	15	0	158	5	277	48	4	334	38	126	24	6	194	17	252	35	0	304	
Peak Factor					0.940					0.838					0.822					0.956	



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File Name : LVBD-Charleston
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	LVBD Southbound					Charleston Westbound					LVBD Northbound					Charleston Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	142	604	112	0	858	39	1004	127	14	1184	289	685	90	14	1078	131	1186	102	3	1422	4542
Percent	16.6	70.4	13.1	0.0		3.3	84.8	10.7	1.2		26.8	63.5	8.3	1.3		9.2	83.4	7.2	0.2		
04:15 Volume	31	134	29	0	194	7	240	30	1	278	90	164	31	3	288	37	363	36	0	436	1196
Peak Factor																					0.949
High Int.	05:00 PM					04:45 PM					04:15 PM					04:15 PM					
Volume	46	181	30	0	257	8	275	43	5	331	90	164	31	3	288	37	363	36	0	436	
Peak Factor					0.835					0.894					0.936					0.815	



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File Name : Colorado-Main
Site Code : 00007777
Start Date : 5/30/2007
Page No : 1

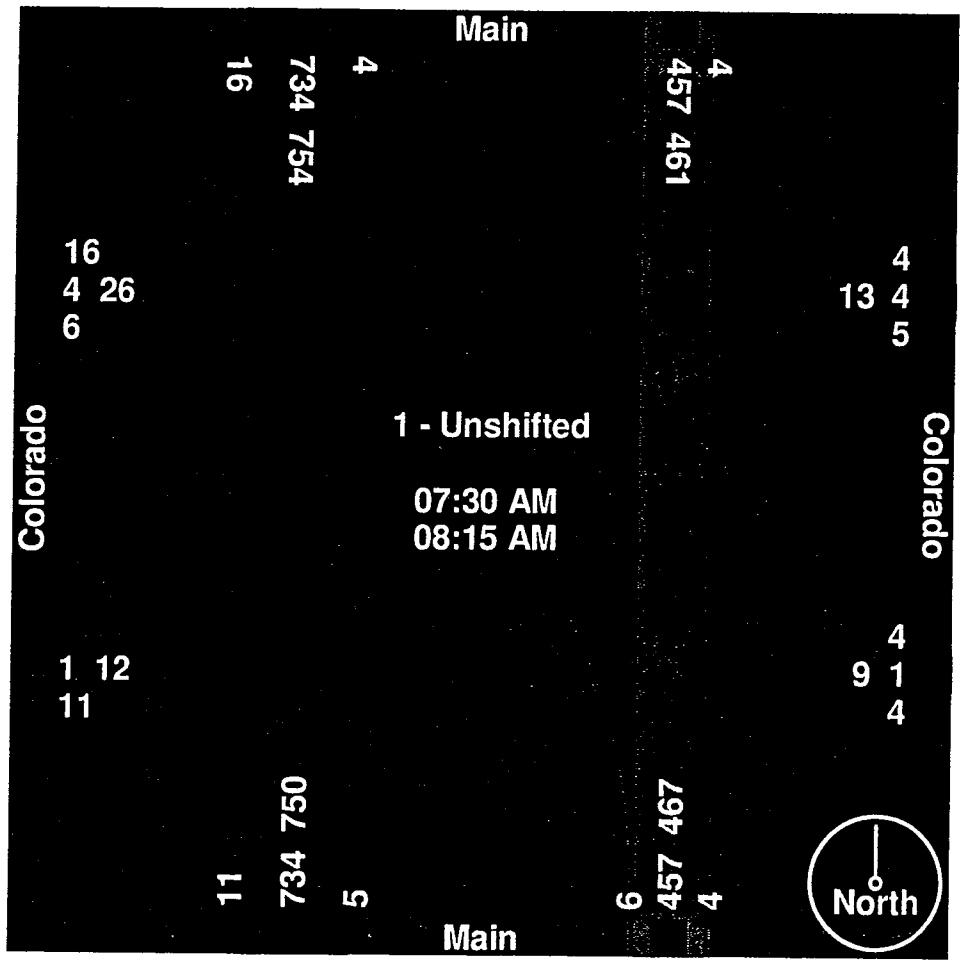
Groups Printed- Unshifted

	Main Southbound				Colorado Westbound				Main Northbound				Colorado Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	6	154	1	0	1	2	2	0	0	56	0	0	0	1	0	0	223
07:15 AM	4	176	0	0	0	0	0	0	2	77	1	0	0	1	0	0	261
07:30 AM	7	178	0	0	1	1	0	0	0	112	2	0	2	0	0	0	303
07:45 AM	4	213	2	0	1	3	3	0	1	123	1	0	3	0	0	0	354
Total	21	721	3	0	3	6	5	0	3	368	4	0	5	2	0	0	1141
08:00 AM	2	167	1	0	0	0	1	0	1	120	1	0	3	1	0	0	297
08:15 AM	3	176	1	0	2	0	1	0	2	102	2	0	3	0	0	0	292
08:30 AM	3	124	0	0	0	3	1	0	0	126	2	0	2	1	0	0	262
08:45 AM	6	125	0	0	1	0	0	0	0	95	0	0	1	1	2	0	231
Total	14	592	2	0	3	3	3	0	3	443	5	0	9	3	2	0	1082
*** BREAK ***																	
04:00 PM	4	169	0	0	3	1	2	0	0	172	3	0	4	3	4	0	365
04:15 PM	3	175	1	0	3	1	0	0	3	188	1	0	2	1	0	0	378
04:30 PM	2	142	3	0	3	0	1	0	0	177	2	0	1	0	1	0	332
04:45 PM	6	134	0	0	6	1	3	0	1	166	2	0	7	1	3	0	330
Total	15	620	4	0	15	3	6	0	4	703	8	0	14	5	8	0	1405
05:00 PM	1	156	0	0	3	1	1	0	0	188	2	0	0	0	1	0	353
05:15 PM	2	176	1	0	1	1	3	0	0	216	2	0	1	1	1	0	405
05:30 PM	1	122	1	0	3	0	1	0	0	186	7	0	4	3	3	0	331
05:45 PM	2	120	0	0	1	0	1	0	1	125	1	0	2	0	2	0	255
Total	6	574	2	0	8	2	6	0	1	715	12	0	7	4	7	0	1344
Grand Total	56	2507	11	0	29	14	20	0	11	2229	29	0	35	14	17	0	4972
Apprch %	2.2	97.4	0.4	0.0	46.0	22.2	31.7	0.0	0.5	98.2	1.3	0.0	53.0	21.2	25.8	0.0	
Total %	1.1	50.4	0.2	0.0	0.6	0.3	0.4	0.0	0.2	44.8	0.6	0.0	0.7	0.3	0.3	0.0	

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File Name : Colorado-Main
Site Code : 00007777
Start Date : 5/30/2007
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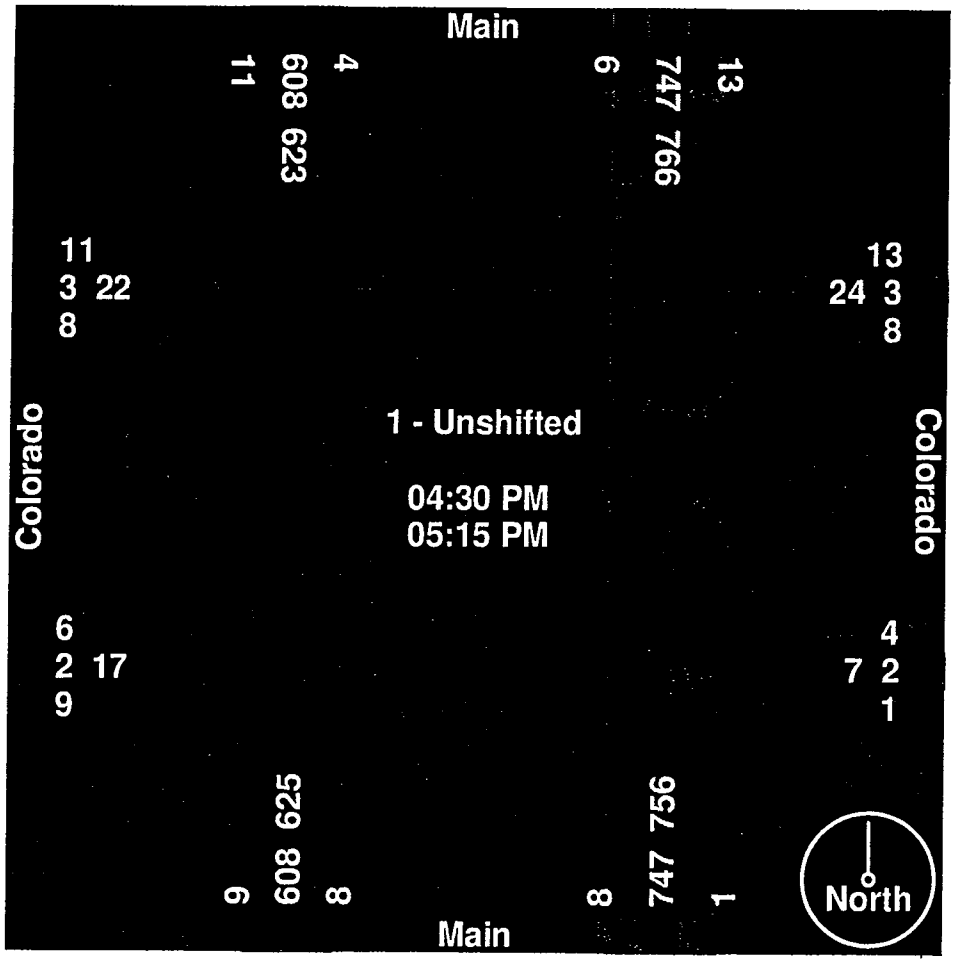
	Main Southbound					Colorado Westbound					Main Northbound					Colorado Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	16	734	4	0	754	4	4	5	0	13	4	457	6	0	467	11	1	0	0	12	1246
Percent	2.1	97.3	0.5	0.0		30.8	30.8	38.5	0.0		0.9	97.9	1.3	0.0		91.7	8.3	0.0	0.0		
07:45 Volume	4	213	2	0	219	1	3	3	0	7	1	123	1	0	125	3	0	0	0	3	354
Peak Factor																					0.880
High Int.	07:45 AM					07:45 AM					07:45 AM					08:00 AM					
Volume	4	213	2	0	219	1	3	3	0	7	1	123	1	0	125	3	1	0	0	4	
Peak Factor					0.861					0.464					0.934					0.750	



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File Name : Colorado-Main
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	Main Southbound					Colorado Westbound					Main Northbound					Colorado Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	11	608	4	0	623	13	3	8	0	24	1	747	8	0	756	9	2	6	0	17	1420
Percent	1.8	97.6	0.6	0.0		54.2	12.5	33.3	0.0		0.1	98.8	1.1	0.0		52.9	11.8	35.3	0.0		
05:15 Volume	2	176	1	0	179	1	1	3	0	5	0	216	2	0	218	1	1	1	0	3	405
Peak Factor																					0.877
High Int.	05:15 PM					04:45 PM					05:15 PM					04:45 PM					
Volume	2	176	1	0	179	6	1	3	0	10	0	216	2	0	218	7	1	3	0	11	
Peak Factor					0.870					0.600					0.867					0.386	



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File Name : Colorado-4th
Site Code : 00000004
Start Date : 5/30/2007
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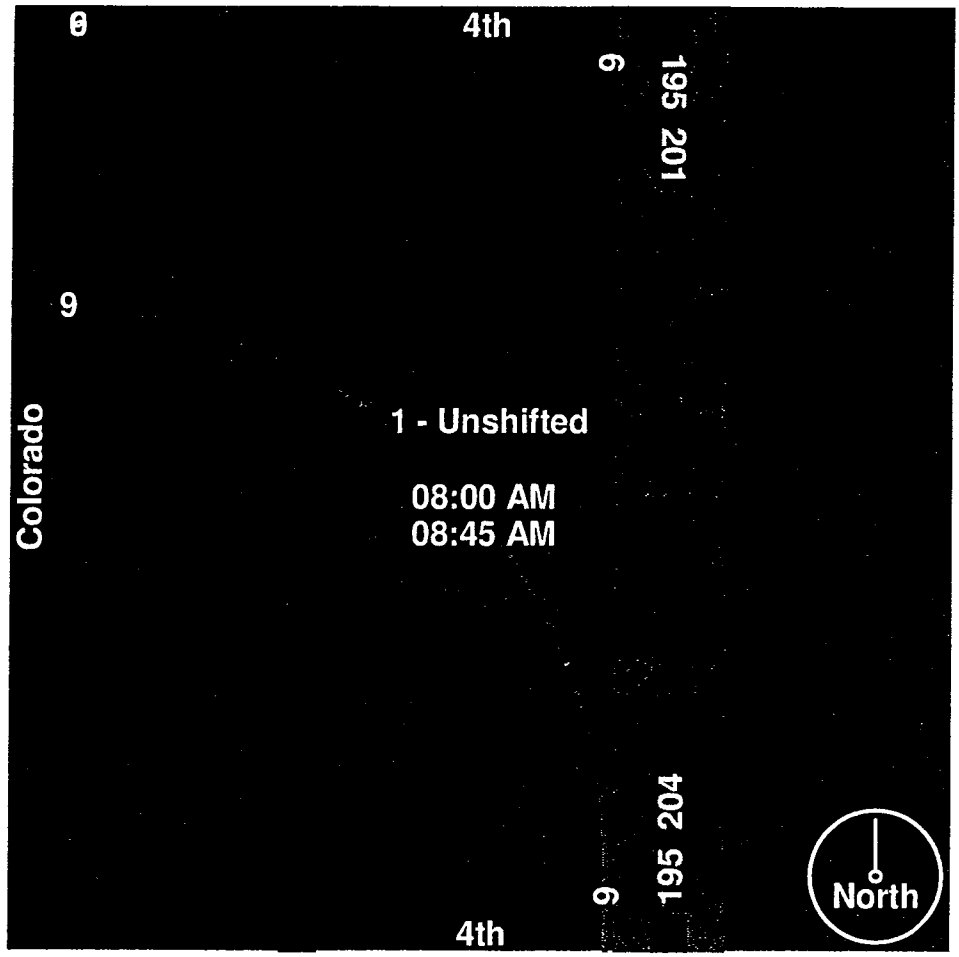
Groups Printed- Unshifted

	4th Northbound				Colorado Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	19	2	0	0	0	3	0	24
07:15 AM	0	28	4	0	0	0	2	0	34
07:30 AM	0	33	3	0	0	0	1	0	37
07:45 AM	0	41	1	0	0	0	0	0	42
Total	0	121	10	0	0	0	6	0	137
08:00 AM	0	50	2	0	0	0	1	0	53
08:15 AM	0	49	3	0	0	0	1	0	53
08:30 AM	0	47	3	0	0	0	4	0	54
08:45 AM	0	49	1	0	0	0	0	0	50
Total	0	195	9	0	0	0	6	0	210
*** BREAK ***									
04:00 PM	0	82	7	0	0	0	9	0	98
04:15 PM	0	81	7	0	0	0	6	0	94
04:30 PM	0	92	4	0	0	0	3	0	99
04:45 PM	0	90	4	0	0	0	4	0	98
Total	0	345	22	0	0	0	22	0	389
05:00 PM	0	67	5	0	0	0	4	0	76
05:15 PM	0	97	9	0	0	0	5	0	111
05:30 PM	0	70	6	0	0	0	6	0	82
05:45 PM	0	73	3	0	0	0	8	0	84
Total	0	307	23	0	0	0	23	0	353
Grand Total	0	968	64	0	0	0	57	0	1089
Apprch %	0.0	93.8	6.2	0.0	0.0	0.0	100.0	0.0	
Total %	0.0	88.9	5.9	0.0	0.0	0.0	5.2	0.0	

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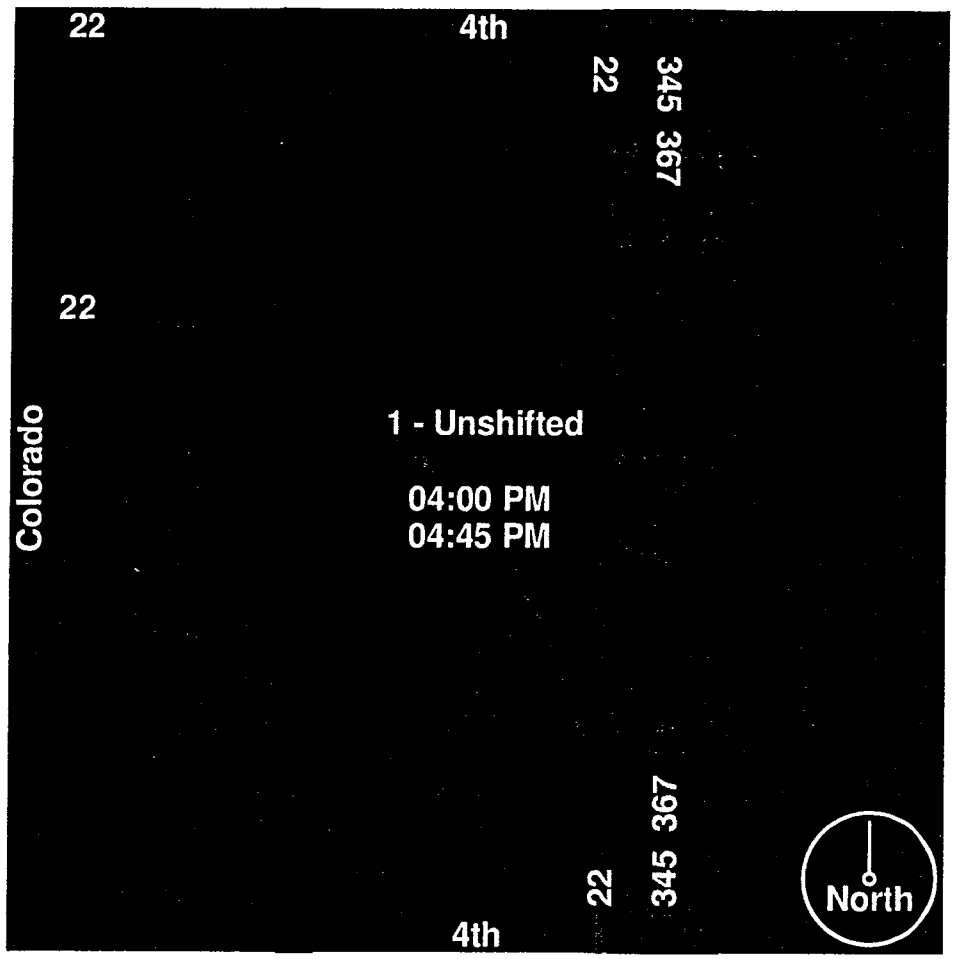
			4th Northbound					Colorado Eastbound					
Start Time	App. Total	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	08:00 AM												
Volume	0	0	0	195	9	0	204	0	0	6	0	6	210
Percent			0.0	95.6	4.4	0.0		0.0	0.0	100.0	0.0		
08:30 Volume	0	0	0	47	3	0	50	0	0	4	0	4	54
Peak Factor													0.972
High Int.	6:45:00 AM	6:45:00 AM	08:00 AM					08:30 AM					
Volume	0	0	0	50	2	0	52	0	0	4	0	4	
Peak Factor							0.981					0.375	



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			4th Northbound					Colorado Eastbound					
Start Time	App. Total	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:00 PM												
Volume	0	0	0	345	22	0	367	0	0	22	0	22	389
Percent			0.0	94.0	6.0	0.0		0.0	0.0	100.0	0.0		
04:30 Volume	0	0	0	92	4	0	96	0	0	3	0	3	99
Peak Factor													0.982
High Int.			04:30 PM					04:00 PM					
Volume	0	0	0	92	4	0	96	0	0	9	0	9	
Peak Factor							0.956					0.611	



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File Name : Oakey-Western
Site Code : 00000000
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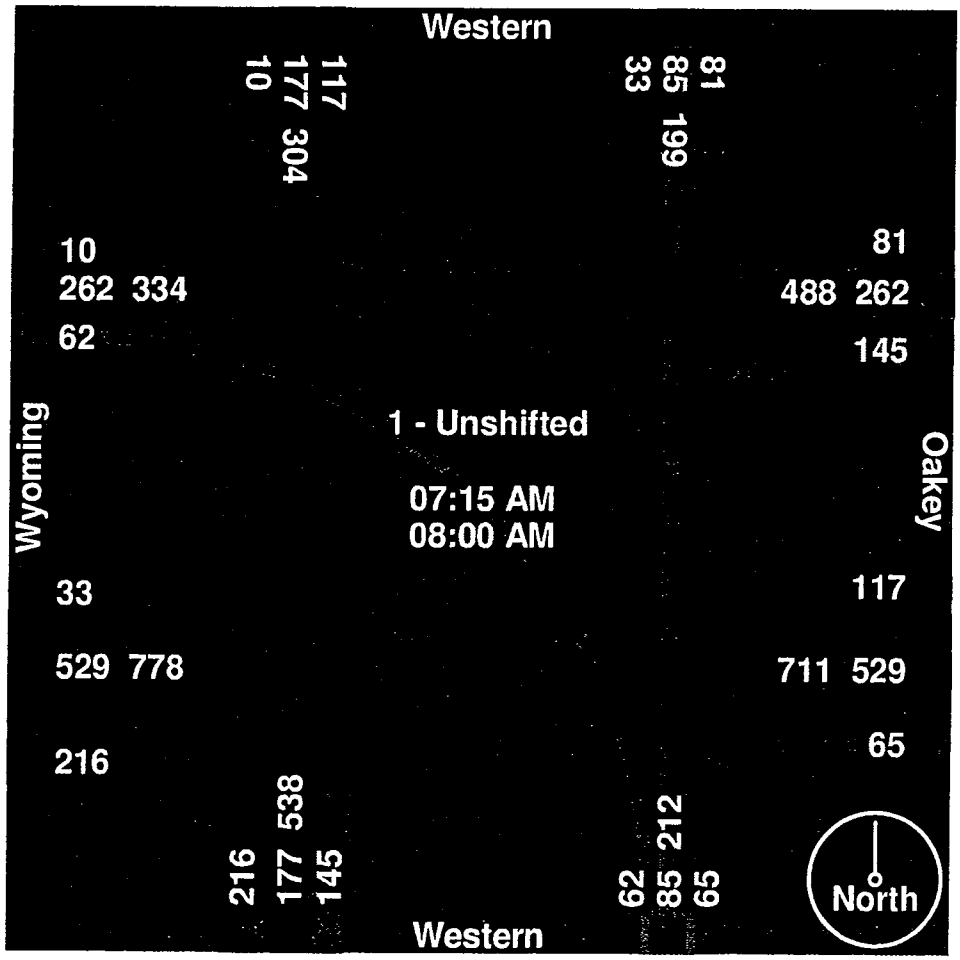
Groups Printed- Unshifted

	Western Southbound				Oakey Westbound				Western Northbound				Wyoming Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	35	24	0	10	27	23	0	12	10	5	0	58	60	12	0	277
07:15 AM	3	36	36	0	26	55	31	0	16	11	13	0	38	94	7	0	366
07:30 AM	3	43	35	0	16	54	28	0	17	27	15	0	65	154	9	0	466
07:45 AM	1	46	19	0	15	78	50	0	11	24	14	0	70	154	5	0	487
Total	8	160	114	0	67	214	132	0	56	72	47	0	231	462	33	0	1596
08:00 AM	3	52	27	0	24	75	36	0	21	23	20	0	43	127	12	0	463
08:15 AM	3	27	18	0	20	49	25	0	27	26	19	0	52	75	8	0	349
08:30 AM	5	35	17	0	10	60	26	0	20	27	12	0	22	100	4	0	338
08:45 AM	2	30	23	0	14	53	26	0	24	27	12	0	28	101	6	0	346
Total	13	144	85	0	68	237	113	0	92	103	63	0	145	403	30	0	1496
*** BREAK ***																	
04:00 PM	3	13	19	0	47	167	29	0	59	66	72	0	32	119	9	0	635
04:15 PM	6	13	18	0	62	149	31	0	50	82	69	0	24	119	10	0	633
04:30 PM	6	30	22	0	48	186	22	0	39	71	67	0	24	125	9	0	649
04:45 PM	5	14	16	0	37	149	25	0	57	77	74	0	14	96	12	0	576
Total	20	70	75	0	194	651	107	0	205	296	282	0	94	459	40	0	2493
05:00 PM	5	9	17	0	61	155	14	0	61	80	80	0	19	125	17	0	643
05:15 PM	1	14	12	0	55	180	15	0	43	99	82	0	23	119	7	0	650
05:30 PM	5	9	23	0	43	165	20	0	47	44	68	0	9	103	8	0	544
05:45 PM	3	9	19	0	32	96	14	0	17	34	41	0	11	72	9	0	357
Total	14	41	71	0	191	596	63	0	168	257	271	0	62	419	41	0	2194
Grand Total	55	415	345	0	520	1698	415	0	521	728	663	0	532	1743	144	0	7779
Apprch %	6.7	50.9	42.3	0.0	19.7	64.5	15.8	0.0	27.2	38.1	34.7	0.0	22.0	72.1	6.0	0.0	
Total %	0.7	5.3	4.4	0.0	6.7	21.8	5.3	0.0	6.7	9.4	8.5	0.0	6.8	22.4	1.9	0.0	

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File Name : Oakey-Western
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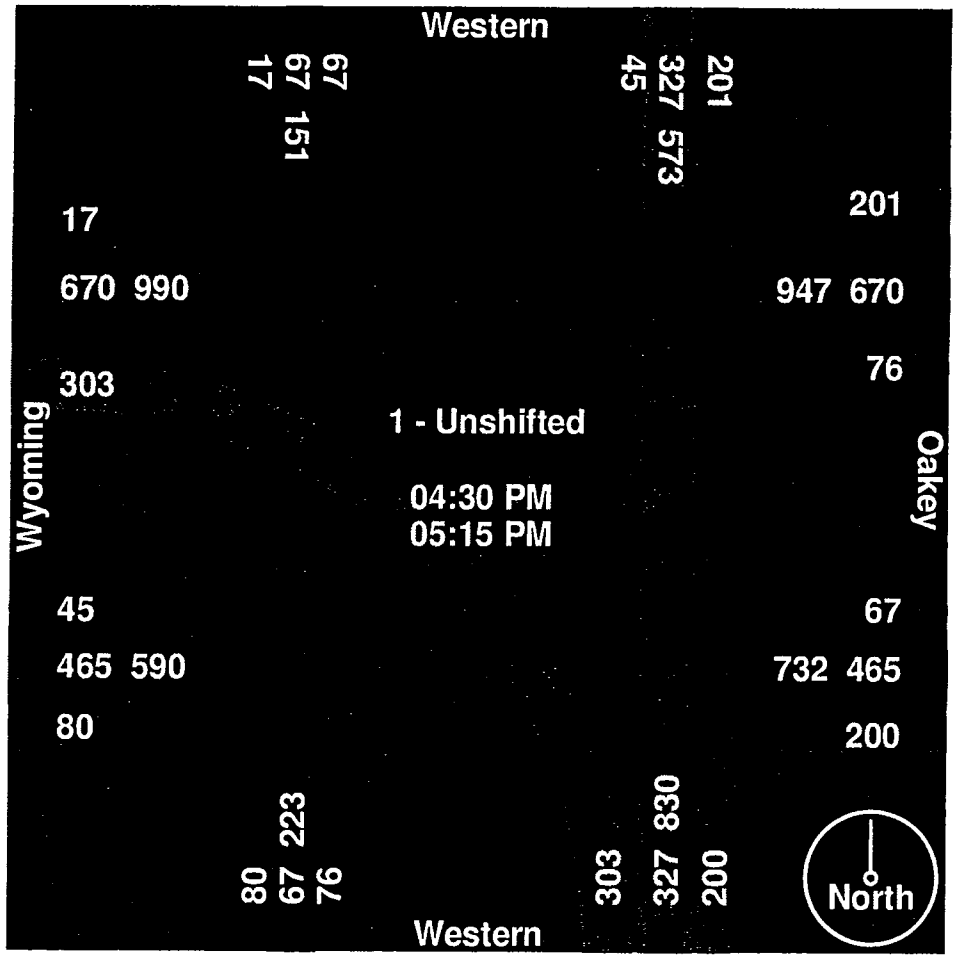
	Western Southbound					Oakey Westbound					Western Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	10	177	117	0	304	81	262	145	0	488	65	85	62	0	212	216	529	33	0	778	1782
Percent	3.3	58.2	38.5	0.0		16.6	53.7	29.7	0.0		30.7	40.1	29.2	0.0		27.8	68.0	4.2	0.0		
07:45 Volume	1	46	19	0	66	15	78	50	0	143	11	24	14	0	49	70	154	5	0	229	487
Peak Factor																					0.915
High Int.	08:00 AM					07:45 AM					08:00 AM					07:45 AM					
Volume	3	52	27	0	82	15	78	50	0	143	21	23	20	0	64	70	154	5	0	229	
Peak Factor					0.927					0.853					0.828					0.849	



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File Name : Oakey-Western
Site Code : 00000000
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	Western Southbound					Oakey Westbound					Western Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	17	67	67	0	151	201	670	76	0	947	200	327	303	0	830	80	465	45	0	590	2518
Percent	11.3	44.4	44.4	0.0		21.2	70.7	8.0	0.0		24.1	39.4	36.5	0.0		13.6	78.8	7.6	0.0		
05:15 Volume	1	14	12	0	27	55	180	15	0	250	43	99	82	0	224	23	119	7	0	149	650
Peak Factor																					0.968
High Int.	04:30 PM					04:30 PM					05:15 PM					05:00 PM					
Volume	6	30	22	0	58	48	186	22	0	256	43	99	82	0	224	19	125	17	0	161	
Peak Factor					0.651					0.925					0.926					0.916	



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Silver State Traffic Data Collection, LL
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File Name : Wyoming-Industrial
Site Code : 00005678
Start Date : 5/30/2007
Page No : 1

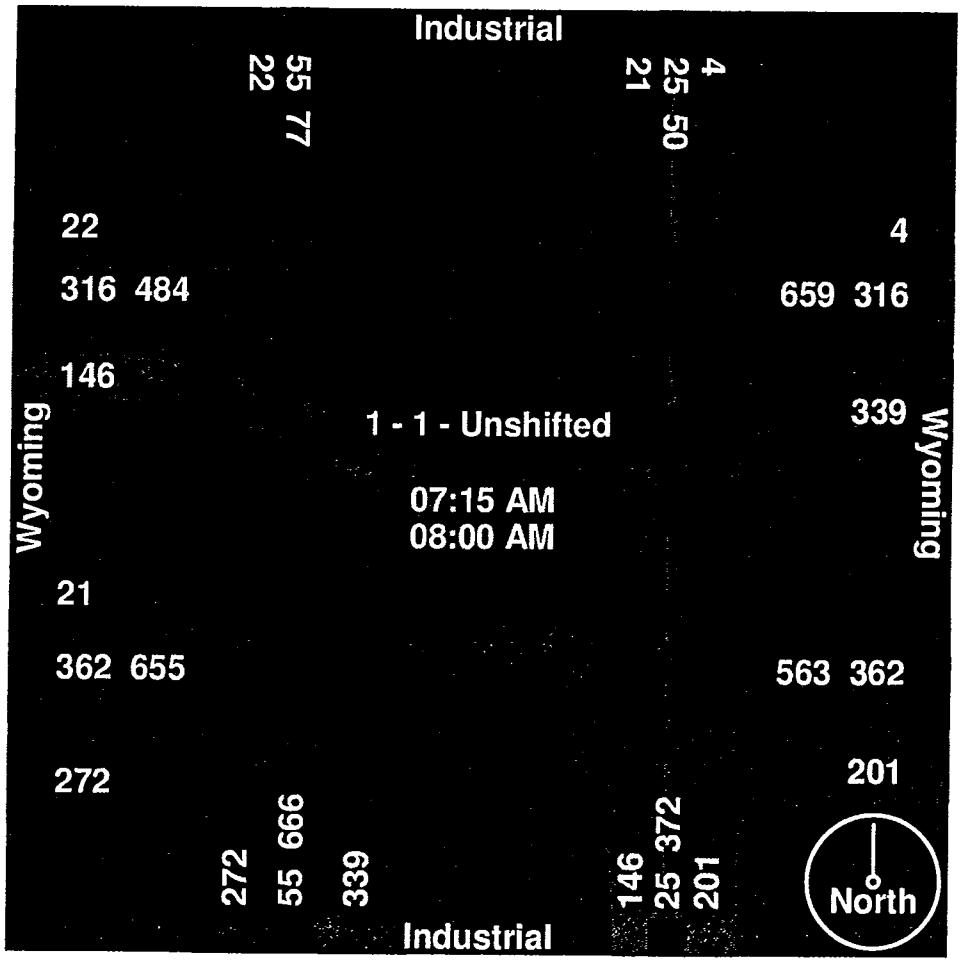
Groups Printed- 1 - Unshifted

	Industrial Southbound				Wyoming Westbound				Industrial Northbound				Wyoming Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	6	10	0	0	1	41	103	0	46	6	21	0	49	43	2	0	328
07:15 AM	5	8	0	0	1	57	83	0	47	2	41	0	73	66	3	0	386
07:30 AM	4	20	0	0	0	63	83	0	42	4	34	0	77	106	5	0	438
07:45 AM	5	16	0	0	1	103	97	0	50	10	31	0	54	109	6	0	482
Total	20	54	0	0	3	264	366	0	185	22	127	0	253	324	16	0	1634
08:00 AM	8	11	0	0	2	93	76	0	62	9	40	0	68	81	7	0	457
08:15 AM	3	7	1	0	2	45	68	0	70	6	47	0	40	78	4	0	371
08:30 AM	9	5	0	0	1	31	60	0	58	8	35	0	56	67	6	0	336
08:45 AM	6	4	0	0	1	50	47	0	48	8	42	0	62	77	6	0	351
Total	26	27	1	0	6	219	251	0	238	31	164	0	226	303	23	0	1515
*** BREAK ***																	
04:00 PM	18	8	0	0	1	107	72	0	101	14	147	0	35	145	8	0	656
04:15 PM	8	9	2	0	2	86	60	0	134	14	152	0	42	120	5	0	634
04:30 PM	7	6	0	0	1	82	48	0	127	10	173	0	35	117	6	0	612
04:45 PM	7	11	1	0	1	77	58	0	96	6	89	0	19	108	3	0	476
Total	40	34	3	0	5	352	238	0	458	44	561	0	131	490	22	0	2378
05:00 PM	4	8	2	0	2	107	68	0	122	8	109	0	48	133	3	0	614
05:15 PM	5	8	0	0	0	102	56	0	142	14	142	0	34	119	1	0	623
05:30 PM	12	10	0	0	1	83	64	0	93	8	124	0	35	127	2	0	559
05:45 PM	4	5	1	0	2	71	29	0	58	3	75	0	22	63	0	0	333
Total	25	31	3	0	5	363	217	0	415	33	450	0	139	442	6	0	2129
Grand Total	111	146	7	0	19	1198	1072	0	1296	130	1302	0	749	1559	67	0	7656
Apprch %	42.0	55.3	2.7	0.0	0.8	52.3	46.8	0.0	47.5	4.8	47.7	0.0	31.5	65.6	2.8	0.0	
Total %	1.4	1.9	0.1	0.0	0.2	15.6	14.0	0.0	16.9	1.7	17.0	0.0	9.8	20.4	0.9	0.0	

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File Name : Wyoming-Industrial
Site Code : 00005678
Start Date : 5/30/2007

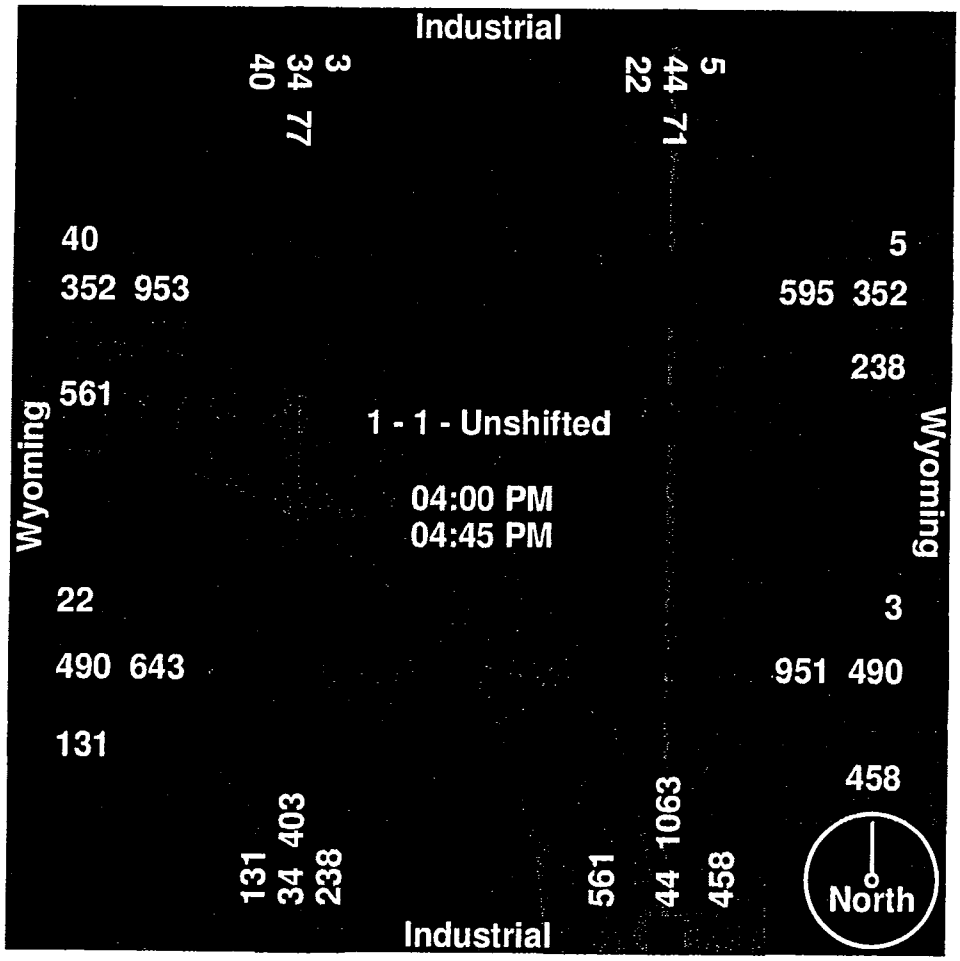
	Industrial Southbound					Wyoming Westbound					Industrial Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	22	55	0	0	77	4	316	339	0	659	201	25	146	0	372	272	362	21	0	655	1763
Percent	28.6	71.4	0.0	0.0		0.6	48.0	51.4	0.0		54.0	6.7	39.2	0.0		41.5	55.3	3.2	0.0		
07:45 Volume	5	16	0	0	21	1	103	97	0	201	50	10	31	0	91	54	109	6	0	169	482
Peak Factor																					0.914
High Int.	07:30 AM					07:45 AM					08:00 AM					07:30 AM					
Volume	4	20	0	0	24	1	103	97	0	201	62	9	40	0	111	77	106	5	0	188	
Peak Factor					0.802					0.820					0.838					0.871	



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File Name : Wyoming-Industrial
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	Industrial Southbound					Wyoming Westbound					Industrial Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	40	34	3	0	77	5	352	238	0	595	458	44	561	0	1063	131	490	22	0	643	2378
Percent	51.9	44.2	3.9	0.0		0.8	59.2	40.0	0.0		43.1	4.1	52.8	0.0		20.4	76.2	3.4	0.0		
04:00 Volume	18	8	0	0	26	1	107	72	0	180	101	14	147	0	262	35	145	8	0	188	656
Peak Factor																					0.906
High Int.	04:00 PM					04:00 PM					04:30 PM					04:00 PM					
Volume	18	8	0	0	26	1	107	72	0	180	127	10	173	0	310	35	145	8	0	188	
Peak Factor					0.740					0.826					0.857					0.855	



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File Name : Wyoming-Main
Site Code : 00002424
Start Date : 5/30/2007
Page No : 1

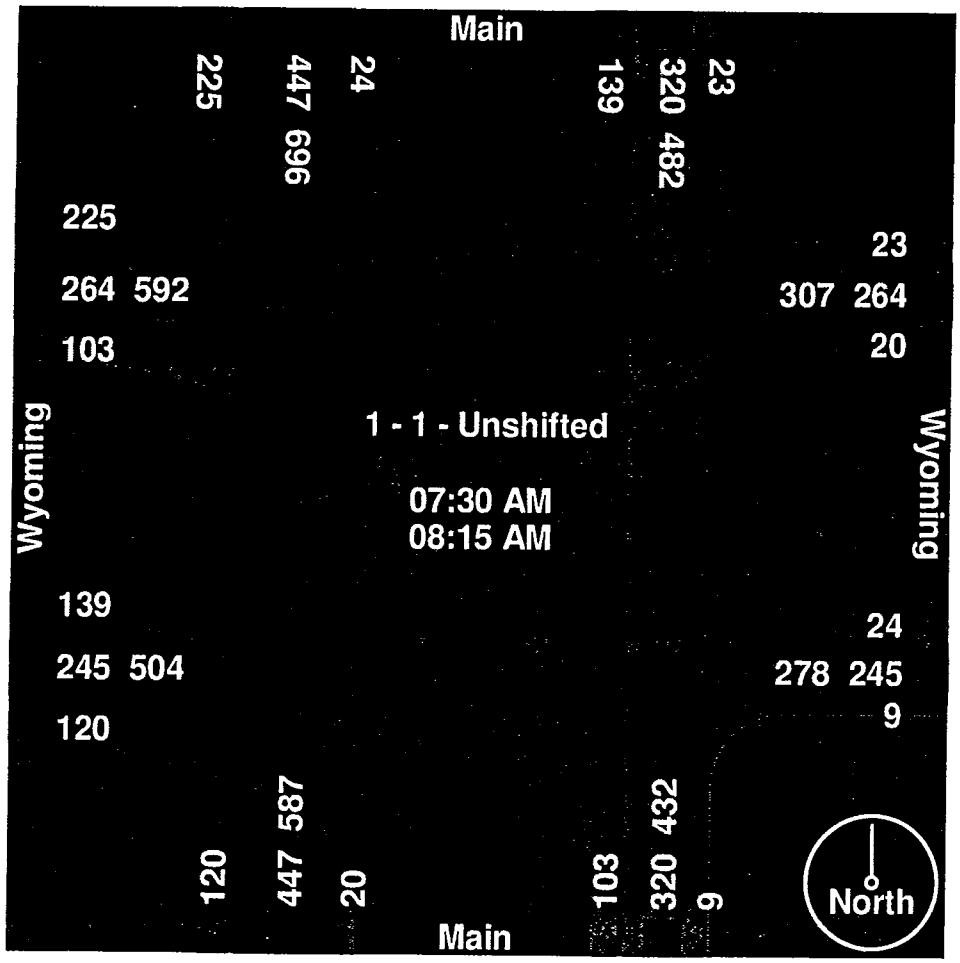
Groups Printed- 1 - Unshifted

	Main Southbound				Wyoming Westbound				Main Northbound				Wyoming Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	49	93	1	0	2	62	2	0	4	39	16	0	10	34	20	0	332
07:15 AM	50	112	5	0	3	66	3	0	0	56	21	0	17	53	34	0	420
07:30 AM	54	116	5	0	6	70	5	0	1	76	22	0	34	50	36	0	475
07:45 AM	61	133	9	0	3	81	7	0	5	99	21	0	40	75	29	0	563
Total	214	454	20	0	14	279	17	0	10	270	80	0	101	212	119	0	1790
08:00 AM	62	93	5	0	7	58	3	0	1	74	34	0	26	58	36	0	457
08:15 AM	48	105	5	0	7	55	5	0	2	71	26	0	20	62	38	0	444
08:30 AM	41	79	5	0	1	41	9	0	6	82	20	0	31	66	36	0	417
08:45 AM	38	76	4	0	1	38	7	0	0	68	16	0	24	56	25	0	353
Total	189	353	19	0	16	192	24	0	9	295	96	0	101	242	135	0	1671
*** BREAK ***																	
04:00 PM	49	109	10	0	3	53	13	0	4	101	33	0	35	151	48	0	609
04:15 PM	45	120	7	0	8	39	12	0	7	149	21	0	38	148	50	0	644
04:30 PM	34	100	8	0	1	45	12	0	8	120	43	0	33	147	55	0	606
04:45 PM	28	110	4	0	4	59	13	0	8	148	28	0	25	159	31	0	617
Total	156	439	29	0	16	196	50	0	27	518	125	0	131	605	184	0	2476
05:00 PM	26	105	10	0	5	73	13	0	1	113	36	0	38	146	61	0	627
05:15 PM	38	131	10	0	1	43	14	0	5	153	47	0	25	143	65	0	675
05:30 PM	32	84	3	0	11	51	7	0	2	127	50	0	21	121	42	0	551
05:45 PM	24	84	5	0	7	44	11	0	2	67	23	0	27	77	30	0	401
Total	120	404	28	0	24	211	45	0	10	460	156	0	111	487	198	0	2254
Grand Total	679	1650	96	0	70	878	136	0	56	1543	457	0	444	1546	636	0	8191
Apprch %	28.0	68.0	4.0	0.0	6.5	81.0	12.5	0.0	2.7	75.0	22.2	0.0	16.9	58.9	24.2	0.0	
Total %	8.3	20.1	1.2	0.0	0.9	10.7	1.7	0.0	0.7	18.8	5.6	0.0	5.4	18.9	7.8	0.0	

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File Name : Wyoming-Main
Site Code : 00002424
Start Date : 5/30/2007
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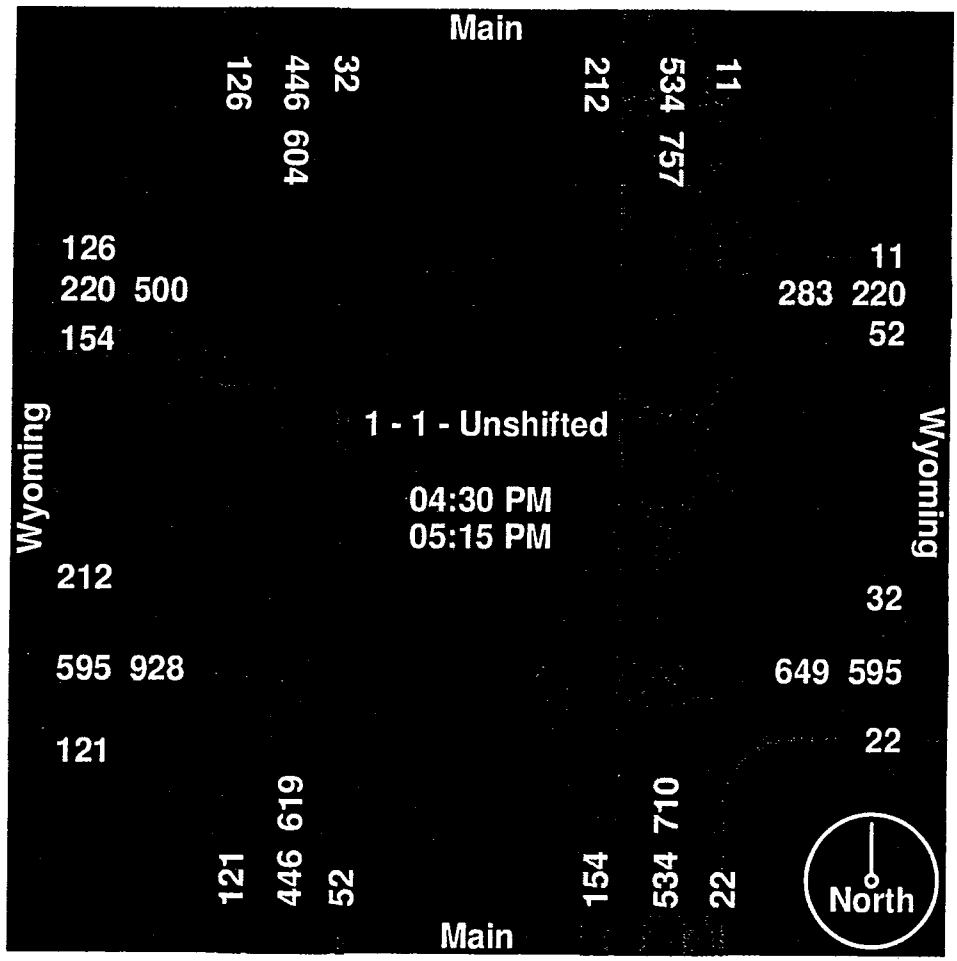
	Main Southbound					Wyoming Westbound					Main Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	225	447	24	0	696	23	264	20	0	307	9	320	103	0	432	120	245	139	0	504	1939
Percent	32.3	64.2	3.4	0.0		7.5	86.0	6.5	0.0		2.1	74.1	23.8	0.0		23.8	48.6	27.6	0.0		
07:45 Volume	61	133	9	0	203	3	81	7	0	91	5	99	21	0	125	40	75	29	0	144	563
Peak Factor																					0.861
High Int.	07:45 AM					07:45 AM					07:45 AM					07:45 AM					
Volume	61	133	9	0	203	3	81	7	0	91	5	99	21	0	125	40	75	29	0	144	
Peak Factor					0.857					0.843					0.864					0.875	



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File Name : Wyoming-Main
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	Main Southbound					Wyoming Westbound					Main Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	126	446	32	0	604	11	220	52	0	283	22	534	154	0	710	121	595	212	0	928	2525
Percent	20.9	73.8	5.3	0.0		3.9	77.7	18.4	0.0		3.1	75.2	21.7	0.0		13.0	64.1	22.8	0.0		
05:15 Volume	38	131	10	0	179	1	43	14	0	58	5	153	47	0	205	25	143	65	0	233	675
Peak Factor																					0.935
High Int.	05:15 PM					05:00 PM					05:15 PM					05:00 PM					
Volume	38	131	10	0	179	5	73	13	0	91	5	153	47	0	205	38	146	61	0	245	
Peak Factor					0.844					0.777					0.866					0.947	



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Silver State Traffic Data Collection, LL
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File Name : LVBD-St. Louis
Site Code : 00003333
Start Date : 6/5/2007
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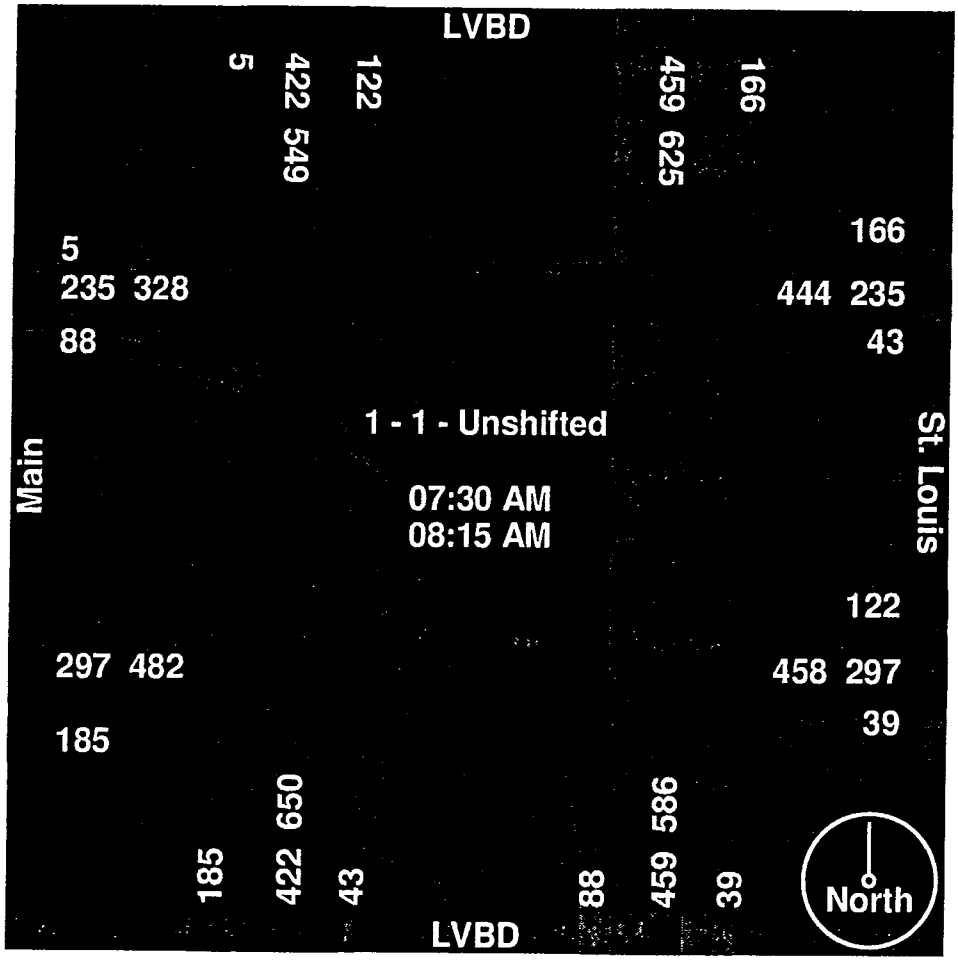
Groups Printed- 1 - Unshifted

	LVBD Southbound				St. Louis Westbound				LVBD Northbound				Main Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	88	32	0	26	35	4	0	11	68	12	0	35	63	0	0	376
07:15 AM	2	96	27	0	44	51	9	0	8	100	15	0	29	87	0	0	468
07:30 AM	1	101	27	0	34	64	20	0	7	105	8	0	51	84	0	0	502
07:45 AM	1	112	42	0	45	56	7	0	12	140	28	0	41	73	0	0	557
Total	6	397	128	0	149	206	40	0	38	413	63	0	156	307	0	0	1903
08:00 AM	2	95	27	0	49	67	10	0	9	92	22	0	50	76	0	0	499
08:15 AM	1	114	26	0	38	48	6	0	11	122	30	0	43	64	0	0	503
08:30 AM	1	81	18	0	65	69	11	0	9	108	28	0	46	44	0	0	480
08:45 AM	0	91	31	0	52	57	20	0	9	95	22	0	52	76	0	0	505
Total	4	381	102	0	204	241	47	0	38	417	102	0	191	260	0	0	1987
*** BREAK ***																	
04:00 PM	1	157	36	0	88	89	14	0	13	191	41	0	65	77	0	0	772
04:15 PM	1	131	21	0	90	143	23	0	13	183	46	0	62	67	0	0	780
04:30 PM	1	157	45	0	72	85	26	0	16	157	36	0	69	77	0	0	741
04:45 PM	1	146	34	0	74	98	26	0	13	169	61	0	72	65	0	0	759
Total	4	591	136	0	324	415	89	0	55	700	184	0	268	286	0	0	3052
05:00 PM	5	148	37	0	89	114	27	0	18	157	54	0	65	104	0	0	818
05:15 PM	1	134	42	0	74	119	23	0	12	201	54	0	58	87	0	0	805
05:30 PM	2	137	24	0	79	115	22	0	14	171	60	0	72	70	0	0	766
05:45 PM	0	166	31	0	59	77	14	0	15	139	26	0	67	66	0	0	660
Total	8	585	134	0	301	425	86	0	59	668	194	0	262	327	0	0	3049
Grand Total	22	1954	500	0	978	1287	262	0	190	2198	543	0	877	1180	0	0	9991
Apprch %	0.9	78.9	20.2	0.0	38.7	50.9	10.4	0.0	6.5	75.0	18.5	0.0	42.6	57.4	0.0	0.0	
Total %	0.2	19.6	5.0	0.0	9.8	12.9	2.6	0.0	1.9	22.0	5.4	0.0	8.8	11.8	0.0	0.0	

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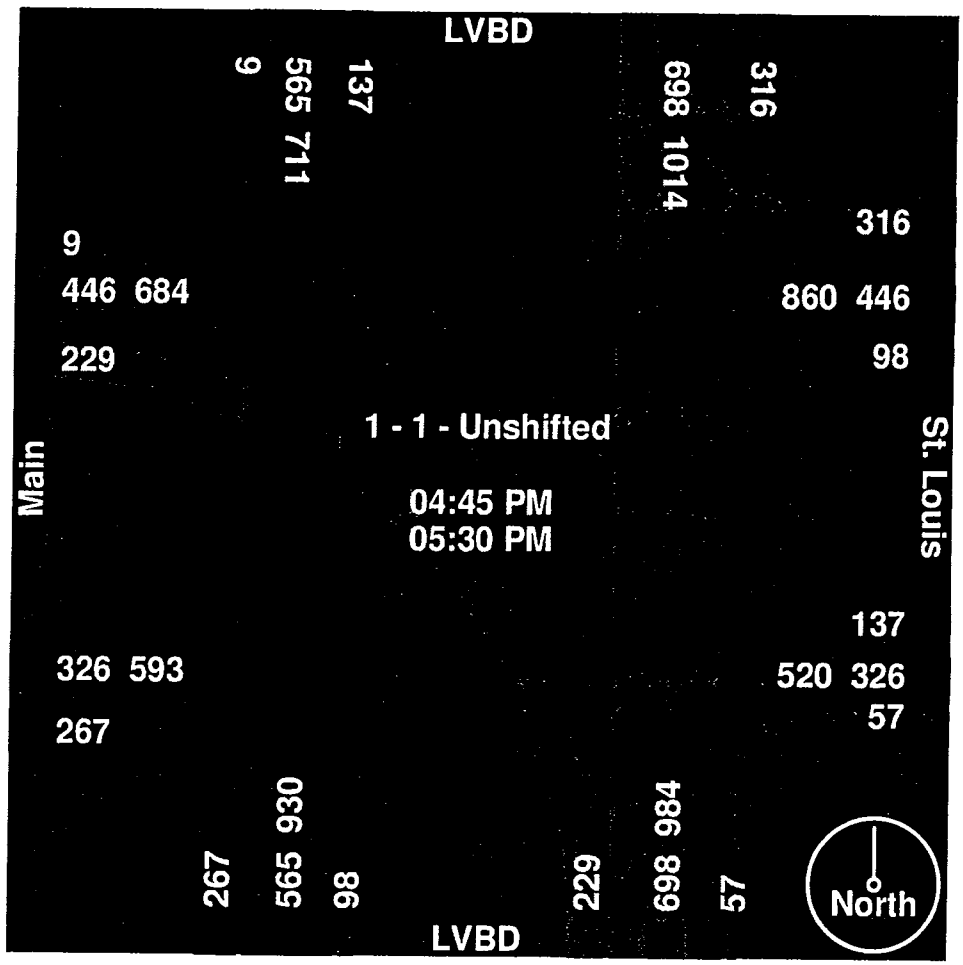
	LVBD Southbound					St. Louis Westbound					LVBD Northbound					Main Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	5	422	122	0	549	166	235	43	0	444	39	459	88	0	586	185	297	0	0	482	2061
Percent	0.9	76.9	22.2	0.0		37.4	52.9	9.7	0.0		6.7	78.3	15.0	0.0		38.4	61.6	0.0	0.0		
07:45 Volume	1	112	42	0	155	45	56	7	0	108	12	140	28	0	180	41	73	0	0	114	557
Peak Factor																					0.925
High Int.	07:45 AM					08:00 AM					07:45 AM					07:30 AM					
Volume	1	112	42	0	155	49	67	10	0	126	12	140	28	0	180	51	84	0	0	135	
Peak Factor					0.885					0.881					0.814					0.893	



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	LVBD Southbound					St. Louis Westbound					LVBD Northbound					Main Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	9	565	137	0	711	316	446	98	0	860	57	698	229	0	984	267	326	0	0	593	3148
Percent	1.3	79.5	19.3	0.0		36.7	51.9	11.4	0.0		5.8	70.9	23.3	0.0		45.0	55.0	0.0	0.0		
05:00 Volume	5	148	37	0	190	89	114	27	0	230	18	157	54	0	229	65	104	0	0	169	818
Peak Factor																					0.962
High Int.	05:00 PM					05:00 PM					05:15 PM					05:00 PM					
Volume	5	148	37	0	190	89	114	27	0	230	12	201	54	0	267	65	104	0	0	169	
Peak Factor					0.936					0.935					0.921					0.877	



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File Name : St. Louis-Paradise
Site Code : 00002424
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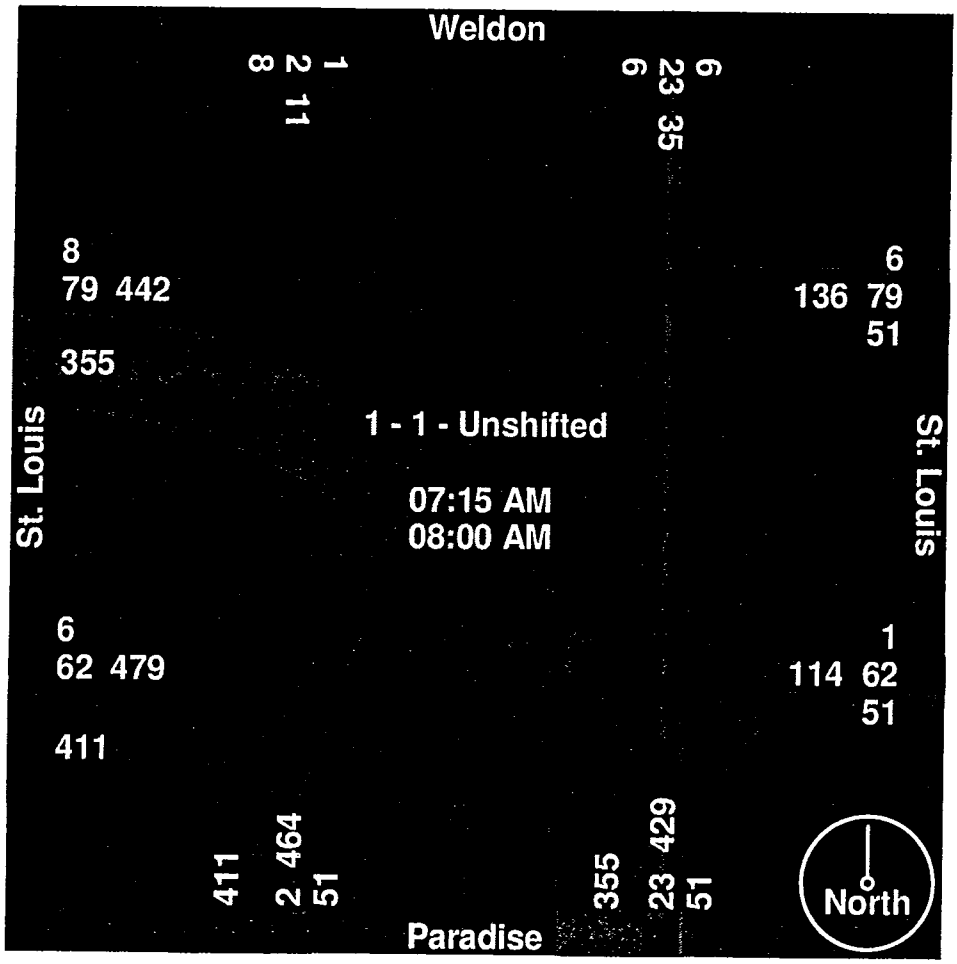
Groups Printed- 1 - Unshifted

	Weldon Southbound				St. Louis Westbound				Paradise Northbound				St. Louis Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	3	0	0	0	4	5	11	0	6	4	61	0	96	11	1	0	202
07:15 AM	3	0	0	0	1	20	10	0	11	4	76	0	102	19	3	0	249
07:30 AM	0	0	0	0	0	23	18	0	13	7	89	0	112	3	1	0	266
07:45 AM	5	2	1	0	4	18	12	0	12	7	86	0	82	28	1	0	258
Total	11	2	1	0	9	66	51	0	42	22	312	0	392	61	6	0	975
08:00 AM	0	0	0	0	1	18	11	0	15	5	104	0	115	12	1	0	282
08:15 AM	0	0	0	0	3	8	11	0	12	3	90	0	80	6	2	0	215
08:30 AM	0	0	0	0	1	23	10	0	13	2	99	0	75	12	1	0	236
08:45 AM	4	0	0	0	2	19	8	0	14	3	121	0	90	11	1	0	273
Total	4	0	0	0	7	68	40	0	54	13	414	0	360	41	5	0	1006
*** BREAK ***																	
04:00 PM	1	0	0	0	1	24	9	0	19	6	162	0	93	29	0	0	344
04:15 PM	6	0	0	0	1	25	13	0	26	7	160	0	114	19	2	0	373
04:30 PM	7	0	0	0	3	13	18	0	18	10	166	0	109	13	2	0	359
04:45 PM	2	0	0	0	2	34	8	0	18	0	157	0	100	22	3	0	346
Total	16	0	0	0	7	96	48	0	81	23	645	0	416	83	7	0	1422
05:00 PM	3	0	0	0	0	32	10	0	26	5	187	0	120	12	0	0	395
05:15 PM	3	0	0	0	1	28	12	0	22	8	207	0	120	15	2	0	418
05:30 PM	6	0	0	0	0	28	14	0	14	4	146	0	96	16	3	0	327
05:45 PM	6	0	0	0	2	23	16	0	8	4	125	0	85	16	2	0	287
Total	18	0	0	0	3	111	52	0	70	21	665	0	421	59	7	0	1427
Grand Total	49	2	1	0	26	341	191	0	247	79	2036	0	1589	244	25	0	4830
Apprch %	94.2	3.8	1.9	0.0	4.7	61.1	34.2	0.0	10.5	3.3	86.2	0.0	85.5	13.1	1.3	0.0	
Total %	1.0	0.0	0.0	0.0	0.5	7.1	4.0	0.0	5.1	1.6	42.2	0.0	32.9	5.1	0.5	0.0	

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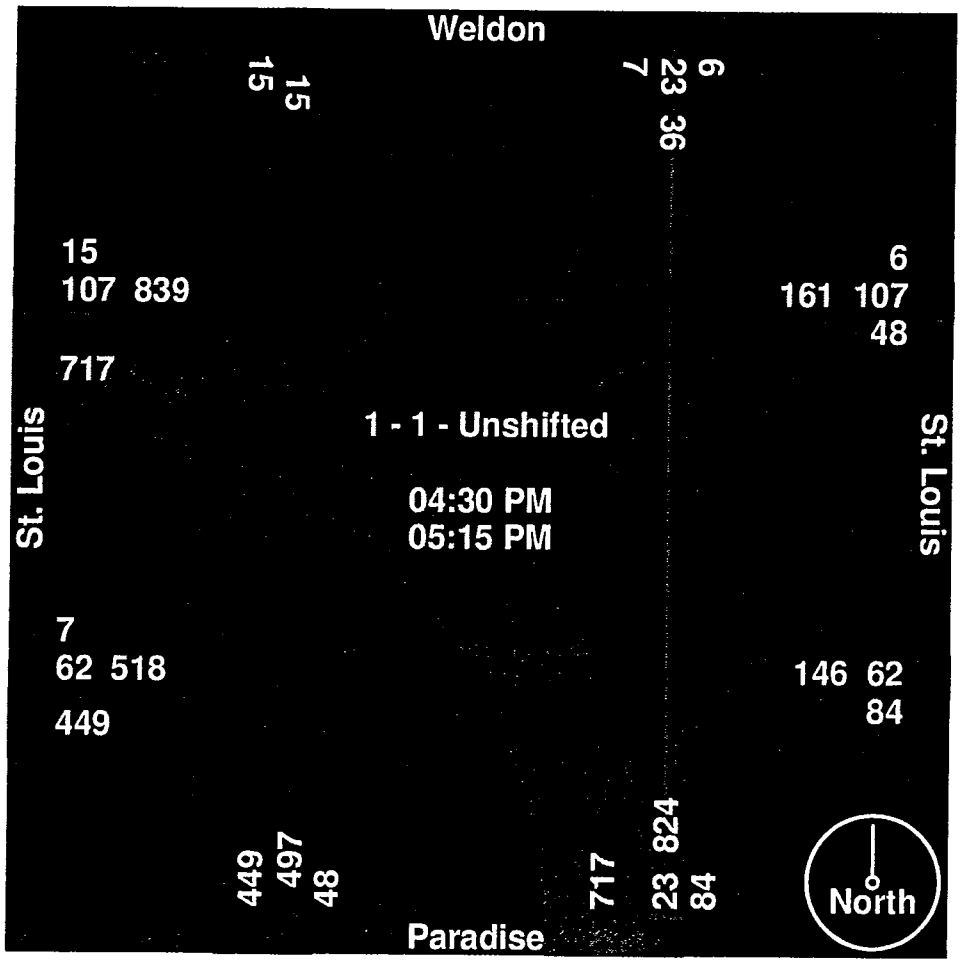
	Weldon Southbound					St. Louis Westbound					Paradise Northbound					St. Louis Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	8	2	1	0	11	6	79	51	0	136	51	23	355	0	429	411	62	6	0	479	1055
Percent	72.7	18.2	9.1	0.0		4.4	58.1	37.5	0.0		11.9	5.4	82.8	0.0		85.8	12.9	1.3	0.0		
08:00 Volume	0	0	0	0	0	1	18	11	0	30	15	5	104	0	124	115	12	1	0	128	282
Peak Factor																					0.935
High Int.	07:45 AM					07:30 AM					08:00 AM					08:00 AM					
Volume	5	2	1	0	8	0	23	18	0	41	15	5	104	0	124	115	12	1	0	128	
Peak Factor					0.344					0.829					0.865					0.936	



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	Weldon Southbound					St. Louis Westbound					Paradise Northbound					St. Louis Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:30 PM																					
Volume	15	0	0	0	15	6	107	48	0	161	84	23	717	0	824	449	62	7	0	518	1518
Percent	100.0	0.0	0.0	0.0		3.7	66.5	29.8	0.0		10.2	2.8	87.0	0.0		86.7	12.0	1.4	0.0		
05:15 Volume	3	0	0	0	3	1	28	12	0	41	22	8	207	0	237	120	15	2	0	137	418
Peak Factor																					0.908
High Int. 04:30 PM						04:45 PM					05:15 PM					05:15 PM					
Volume	7	0	0	0	7	2	34	8	0	44	22	8	207	0	237	120	15	2	0	137	
Peak Factor					0.536					0.915					0.869					0.945	



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File Name : Industrial-N. Bridge Lane
Site Code : 00000777
Start Date : 5/30/2007
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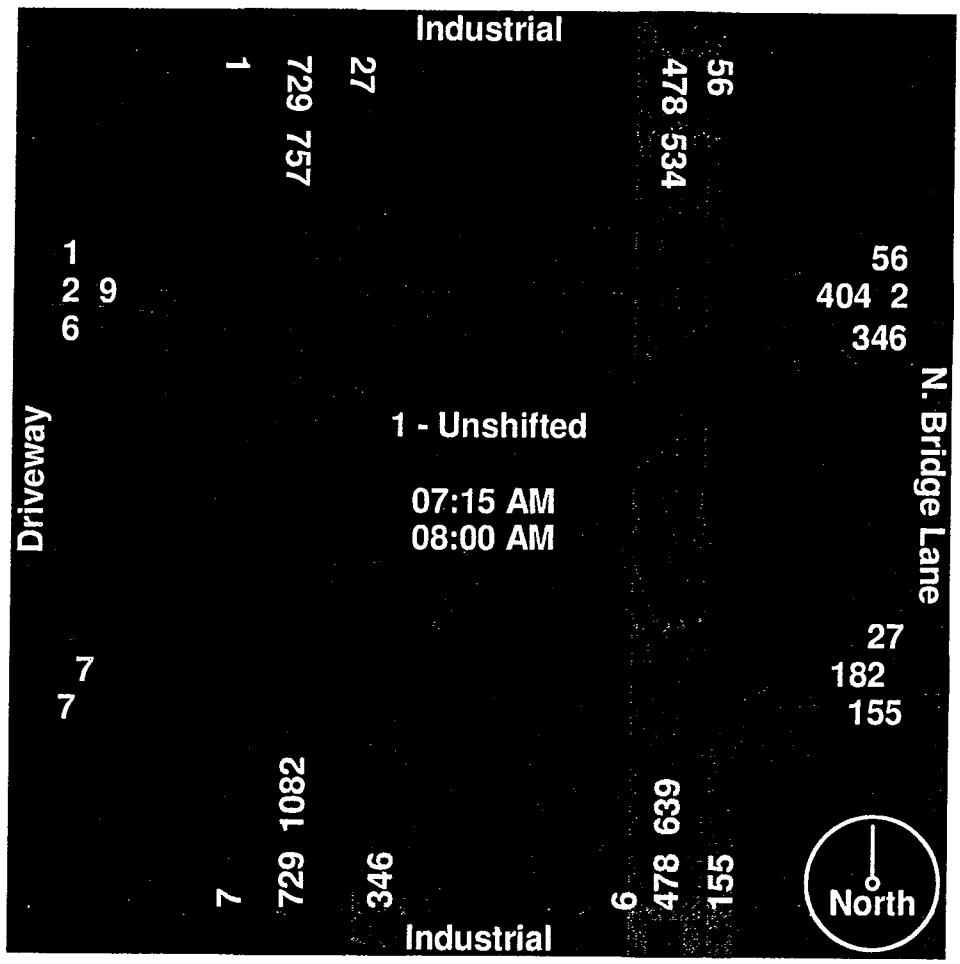
Groups Printed- Unshifted

	Industrial Southbound				N. Bridge Lane Westbound				Industrial Northbound				Driveway Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	171	11	0	9	0	75	0	35	95	0	0	0	0	0	0	396
07:15 AM	1	180	8	0	18	1	86	0	40	119	1	0	1	0	0	0	455
07:30 AM	0	181	2	0	11	0	96	0	26	104	1	0	2	0	0	0	423
07:45 AM	0	190	11	0	10	1	90	0	31	112	1	0	3	0	0	0	449
Total	1	722	32	0	48	2	347	0	132	430	3	0	6	0	0	0	1723
08:00 AM	0	178	6	0	17	0	74	0	58	143	3	0	1	0	0	0	480
08:15 AM	0	135	11	0	8	0	64	0	46	154	1	0	0	0	0	0	419
08:30 AM	1	118	3	0	11	0	42	0	45	127	0	0	0	0	0	0	347
08:45 AM	0	112	7	0	5	0	34	0	32	138	1	0	1	0	0	0	330
Total	1	543	27	0	41	0	214	0	181	562	5	0	2	0	0	0	1576
*** BREAK ***																	
04:00 PM	2	148	16	0	29	0	66	0	82	310	0	0	5	0	0	0	658
04:15 PM	0	129	4	0	18	1	64	0	90	358	3	0	3	0	0	0	670
04:30 PM	2	124	9	0	30	0	44	0	80	354	0	0	1	0	0	0	644
04:45 PM	1	120	6	0	22	0	54	0	65	246	3	0	4	0	0	0	521
Total	5	521	35	0	99	1	228	0	317	1268	6	0	13	0	0	0	2493
05:00 PM	1	138	12	0	16	1	38	0	84	329	3	0	3	0	0	0	625
05:15 PM	0	114	4	0	26	0	63	0	75	311	4	0	2	0	0	0	599
05:30 PM	0	118	5	0	33	1	49	0	54	238	2	0	2	0	1	0	503
05:45 PM	0	70	7	0	16	0	35	0	45	181	4	0	3	0	0	0	361
Total	1	440	28	0	91	2	185	0	258	1059	13	0	10	0	1	0	2088
Grand Total	8	2226	122	0	279	5	974	0	888	3319	27	0	31	0	1	0	7880
Apprch %	0.3	94.5	5.2	0.0	22.2	0.4	77.4	0.0	21.0	78.4	0.6	0.0	96.9	0.0	3.1	0.0	
Total %	0.1	28.2	1.5	0.0	3.5	0.1	12.4	0.0	11.3	42.1	0.3	0.0	0.4	0.0	0.0	0.0	

Silver State Traffic Data Collection, LL
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File Name : Industrial-N. Bridge Lane
Site Code : 00000777
Start Date : 5/30/2007

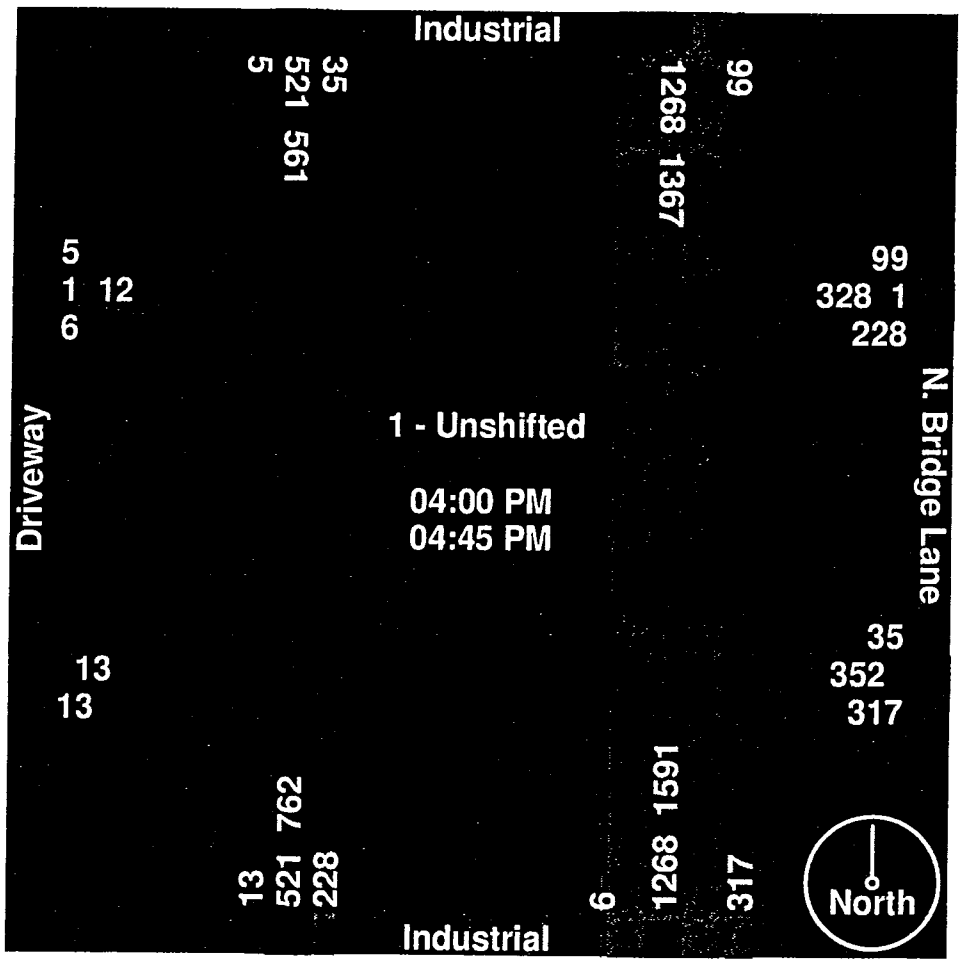
	Industrial Southbound					N. Bridge Lane Westbound					Industrial Northbound					Driveway Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection 07:15 AM																					
Volume	1	729	27	0	757	56	2	346	0	404	155	478	6	0	639	7	0	0	0	7	1807
Percent	0.1	96.3	3.6	0.0		13.9	0.5	85.6	0.0		24.3	74.8	0.9	0.0		100.0	0.0	0.0	0.0		
08:00 Volume	0	178	6	0	184	17	0	74	0	91	58	143	3	0	204	1	0	0	0	1	480
Peak Factor																					0.941
High Int.	07:45 AM					07:30 AM					08:00 AM					07:45 AM					
Volume	0	190	11	0	201	11	0	96	0	107	58	143	3	0	204	3	0	0	0	3	
Peak Factor					0.942					0.944					0.783					0.583	



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File Name : Industrial-N. Bridge Lane
Site Code : 00000777
Start Date : 5/30/2007

	Industrial Southbound					N. Bridge Lane Westbound					Industrial Northbound					Driveway Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	5	521	35	0	561	99	1	228	0	328	317	1268	6	0	1591	13	0	0	0	13	2493
Percent	0.9	92.9	6.2	0.0		30.2	0.3	69.5	0.0		19.9	79.7	0.4	0.0		100.0	0.0	0.0	0.0		
04:15 Volume	0	129	4	0	133	18	1	64	0	83	90	358	3	0	451	3	0	0	0	3	670
Peak Factor																					0.930
High Int.	04:00 PM					04:00 PM					04:15 PM					04:00 PM					
Volume	2	148	16	0	166	29	0	66	0	95	90	358	3	0	451	5	0	0	0	5	
Peak Factor					0.845					0.863					0.882					0.650	



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Silver State Traffic Data Collection, LL
1819 Quarley Place
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File Name : Industrial-S. Bridge Lane
Site Code : 00004444
Start Date : 5/30/2007

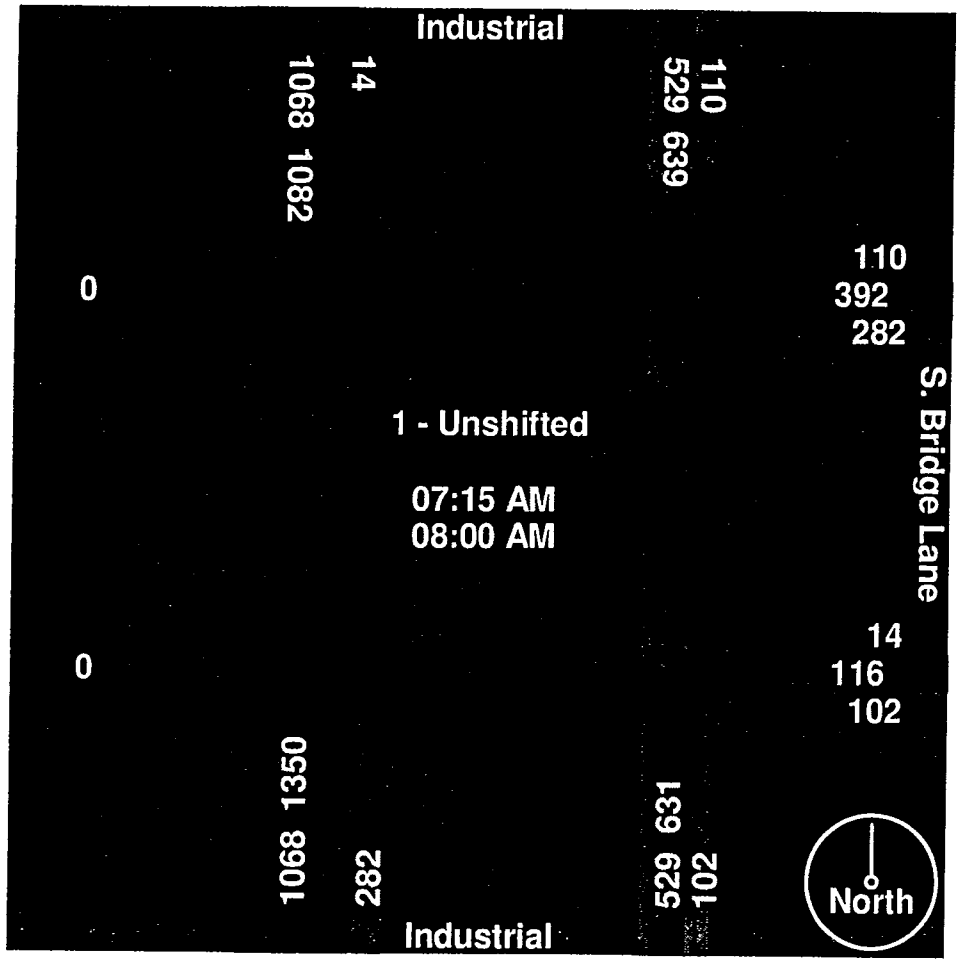
Groups Printed- Unshifted

	Industrial Southbound				S. Bridge Lane Westbound				Industrial Northbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	243	3	0	23	0	55	0	22	107	0	0	453
07:15 AM	0	267	0	0	31	0	60	0	21	129	0	0	508
07:30 AM	0	274	5	0	26	0	68	0	26	105	0	0	504
07:45 AM	0	279	4	0	21	0	84	0	19	123	0	0	530
Total	0	1063	12	0	101	0	267	0	88	464	0	0	1995
08:00 AM	0	248	5	0	32	0	70	0	36	172	0	0	563
08:15 AM	0	198	1	0	42	0	69	0	13	159	0	0	482
08:30 AM	0	157	3	0	25	0	75	0	23	147	0	0	430
08:45 AM	0	146	1	0	34	0	87	0	26	137	0	0	431
Total	0	749	10	0	133	0	301	0	98	615	0	0	1906
*** BREAK ***													
04:00 PM	0	214	5	0	27	0	55	0	55	365	0	0	721
04:15 PM	0	194	2	0	33	0	51	0	40	418	0	0	738
04:30 PM	0	163	6	0	29	0	45	0	55	405	0	0	703
04:45 PM	0	170	8	0	38	0	48	0	39	276	0	0	579
Total	0	741	21	0	127	0	199	0	189	1464	0	0	2741
05:00 PM	0	178	1	0	30	0	44	0	65	386	0	0	704
05:15 PM	0	177	2	0	29	0	42	0	42	361	0	0	653
05:30 PM	0	163	6	0	29	0	36	0	42	265	0	0	541
05:45 PM	0	104	4	0	30	0	47	0	29	200	0	0	414
Total	0	622	13	0	118	0	169	0	178	1212	0	0	2312
Grand Total	0	3175	56	0	479	0	936	0	553	3755	0	0	8954
Apprch %	0.0	98.3	1.7	0.0	33.9	0.0	66.1	0.0	12.8	87.2	0.0	0.0	
Total %	0.0	35.5	0.6	0.0	5.3	0.0	10.5	0.0	6.2	41.9	0.0	0.0	

Silver State Traffic Data Collection, LL
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File Name : Industrial-S. Bridge Lane
Site Code : 00004444
Start Date : 5/30/2007

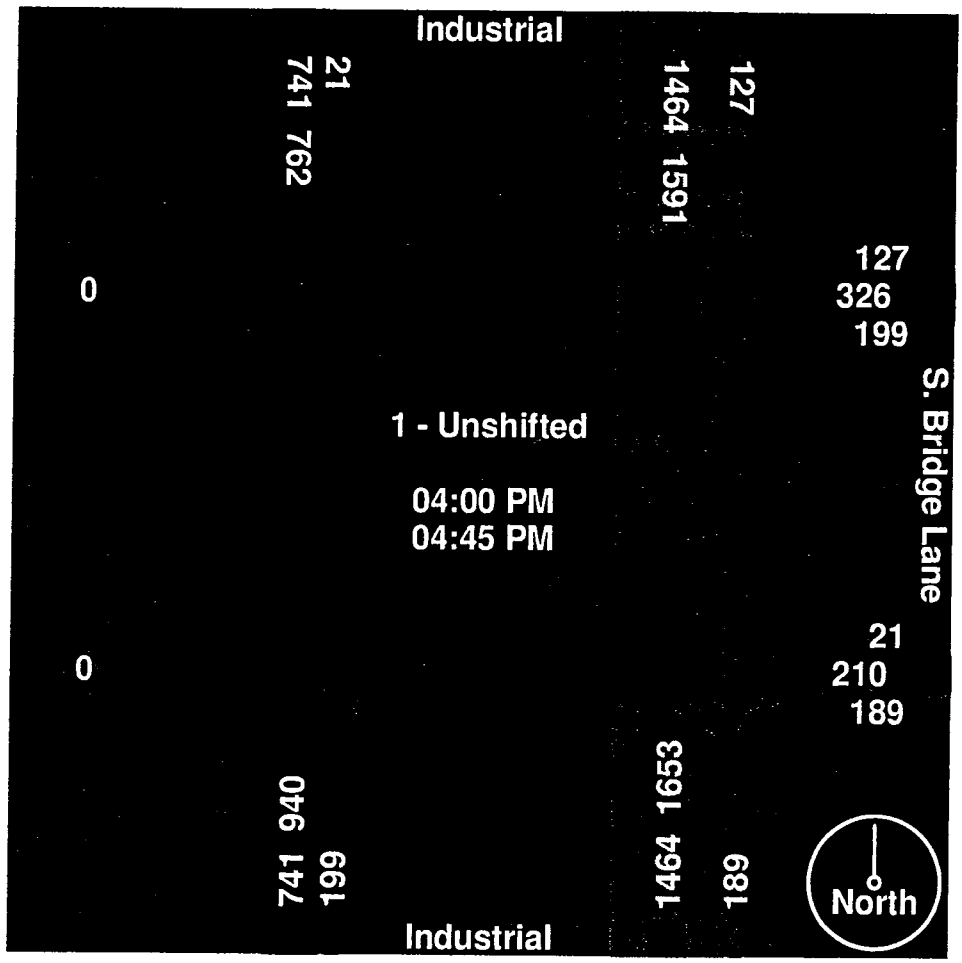
	Industrial Southbound					S. Bridge Lane Westbound					Industrial Northbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	0	1068	14	0	1082	110	0	282	0	392	102	529	0	0	631	0	2105
Percent	0.0	98.7	1.3	0.0		28.1	0.0	71.9	0.0		16.2	83.8	0.0	0.0			
08:00 Volume	0	248	5	0	253	32	0	70	0	102	36	172	0	0	208	0	563
Peak Factor																	0.935
High Int.	07:45 AM					07:45 AM					08:00 AM					6:45:00 AM	
Volume	0	279	4	0	283	21	0	84	0	105	36	172	0	0	208		
Peak Factor					0.956					0.933					0.758		



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File Name : Industrial-S. Bridge Lane
Site Code : 00004444
Start Date : 5/30/2007

	Industrial Southbound					S. Bridge Lane Westbound					Industrial Northbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	0	741	21	0	762	127	0	199	0	326	189	1464	0	0	1653	0	2741
Percent	0.0	97.2	2.8	0.0		39.0	0.0	61.0	0.0		11.4	88.6	0.0	0.0			
04:15 Volume	0	194	2	0	196	33	0	51	0	84	40	418	0	0	458	0	738
Peak Factor																	0.929
High Int.	04:00 PM					04:45 PM					04:30 PM						
Volume	0	214	5	0	219	38	0	48	0	86	55	405	0	0	460		
Peak Factor					0.870					0.948					0.898		



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Silver State Traffic Data Collection, LL
1819 Quarley Place
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702.898.1968

File Name : LVBD-Sahara
Site Code : 00000777
Start Date : 6/6/2007
Page No : 1

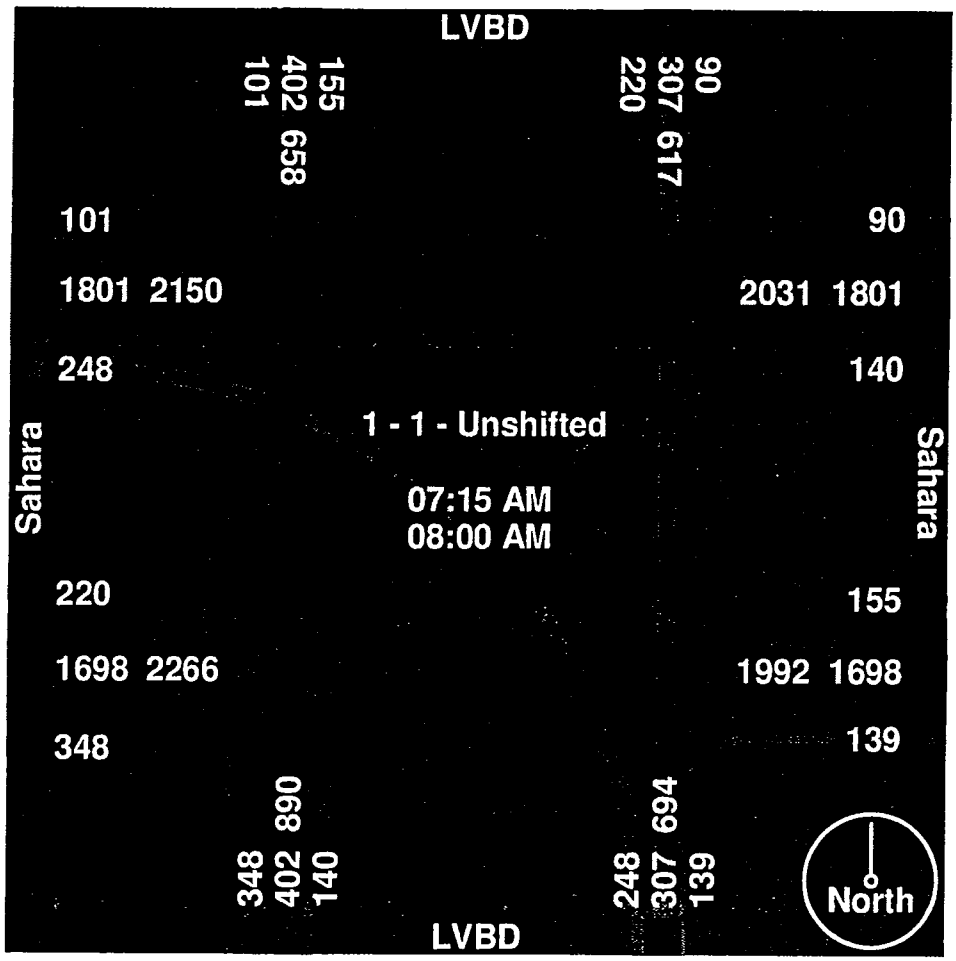
Groups Printed- 1 - Unshifted

	LVBD Southbound				Sahara Westbound				LVBD Northbound				Sahara Eastbound				
Start Time	Right	Thru	Left	Uturns	Right	Thru	Left	Uturns	Right	Thru	Left	Uturns	Right	Thru	Left	Uturns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	19	76	26	0	24	354	37	1	14	72	60	1	37	317	29	2	1069
07:15 AM	20	102	31	0	20	396	31	0	25	76	61	5	53	394	47	4	1265
07:30 AM	26	104	47	0	23	484	36	2	28	69	52	0	88	442	46	2	1449
07:45 AM	32	109	31	0	22	439	37	1	37	57	59	0	97	428	73	1	1423
Total	97	391	135	0	89	1673	141	4	104	274	232	6	275	1581	195	9	5206
08:00 AM	23	87	46	0	25	482	36	3	49	105	76	0	110	434	54	1	1531
08:15 AM	24	99	41	0	26	349	39	1	34	73	55	2	70	364	60	2	1239
08:30 AM	31	88	45	0	28	400	30	1	36	86	62	2	73	422	68	3	1375
08:45 AM	25	91	37	0	22	343	22	0	42	84	56	2	84	358	63	4	1233
Total	103	365	169	0	101	1574	127	5	161	348	249	6	337	1578	245	10	5378
*** BREAK ***																	
04:00 PM	26	158	80	0	36	427	33	1	88	183	133	1	59	422	69	3	1719
04:15 PM	32	150	53	0	37	479	37	0	106	184	134	3	68	446	65	1	1795
04:30 PM	31	145	65	0	43	489	30	1	89	235	174	2	75	497	74	2	1952
04:45 PM	18	136	76	0	31	357	29	0	78	229	167	4	65	256	43	1	1490
Total	107	589	274	0	147	1752	129	2	361	831	608	10	267	1621	251	7	6956
05:00 PM	23	135	64	0	22	492	28	0	89	179	134	2	71	399	57	3	1698
05:15 PM	29	163	92	0	33	460	35	1	105	175	142	1	57	407	58	2	1760
05:30 PM	22	142	57	0	39	495	36	1	69	139	83	3	56	393	54	5	1594
05:45 PM	24	142	74	0	36	377	26	0	54	154	94	2	63	383	74	7	1510
Total	98	582	287	0	130	1824	125	2	317	647	453	8	247	1582	243	17	6562
Grand Total	405	1927	865	0	467	6823	522	13	943	2100	1542	30	1126	6362	934	43	24102
Apprch %	12.7	60.3	27.1	0.0	6.0	87.2	6.7	0.2	20.4	45.5	33.4	0.7	13.3	75.2	11.0	0.5	
Total %	1.7	8.0	3.6	0.0	1.9	28.3	2.2	0.1	3.9	8.7	6.4	0.1	4.7	26.4	3.9	0.2	

Silver State Traffic Data Collection, LL
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File Name : LVBD-Sahara
Site Code : 00000777
Start Date : 6/6/2007

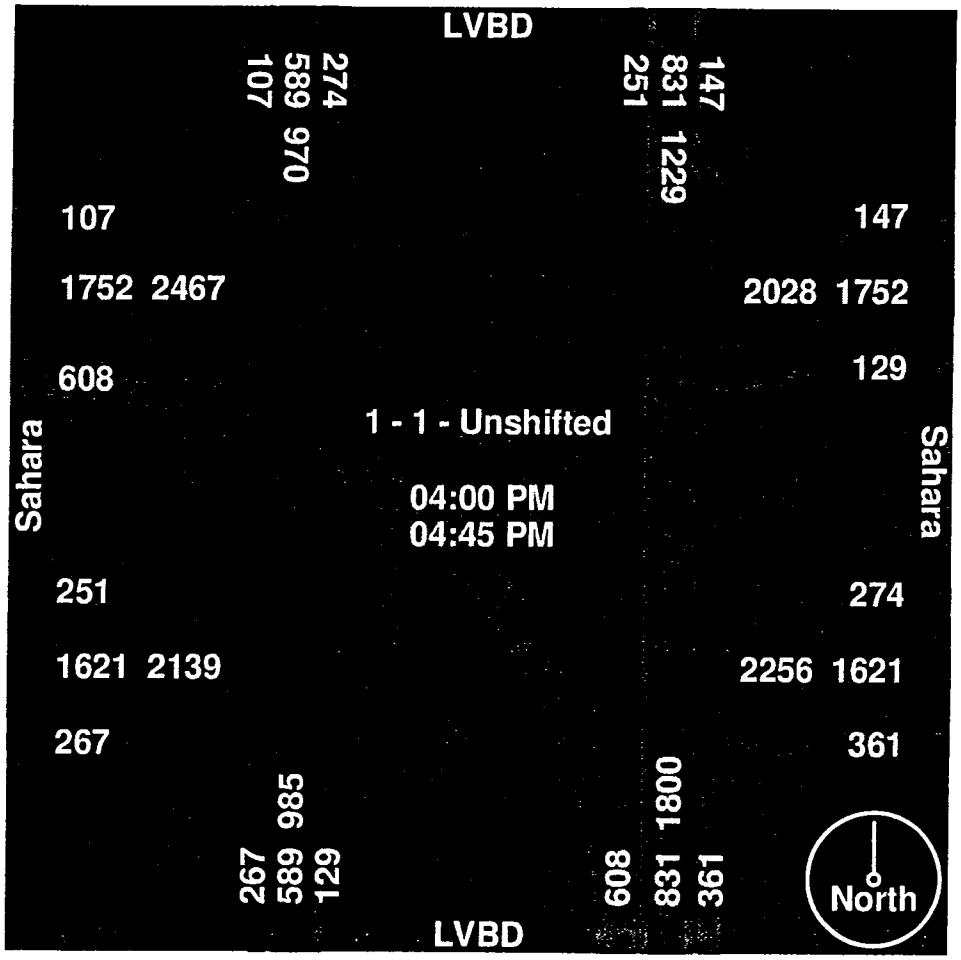
	LVBD Southbound					Sahara Westbound					LVBD Northbound					Sahara Eastbound					
Start Time	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	101	402	155	0	658	90	1801	140	6	2037	139	307	248	5	699	348	1698	220	8	2274	5668
Percent	15.3	61.1	23.6	0.0		4.4	88.4	6.9	0.3		19.9	43.9	35.5	0.7		15.3	74.7	9.7	0.4		
08:00 Volume	23	87	46	0	156	25	482	36	3	546	49	105	76	0	230	110	434	54	1	599	1531
Peak Factor																					0.926
High Int.	07:30 AM					08:00 AM					08:00 AM					07:45 AM					
Volume	26	104	47	0	177	25	482	36	3	546	49	105	76	0	230	97	428	73	1	599	
Peak Factor					0.929					0.933					0.760					0.949	



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1819 Quarley Place
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File Name : LVBD-Sahara
Site Code : 00000777
Start Date : 6/6/2007
Page No : 3

	LVBD Southbound					Sahara Westbound					LVBD Northbound					Sahara Eastbound					
Start Time	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	107	589	274	0	970	147	1752	129	2	2030	361	831	608	10	1810	267	1621	251	7	2146	6956
Percent	11.0	60.7	28.2	0.0		7.2	86.3	6.4	0.1		19.9	45.9	33.6	0.6		12.4	75.5	11.7	0.3		
04:30 Volume	31	145	65	0	241	43	489	30	1	563	89	235	174	2	500	75	497	74	2	648	1952
Peak Factor																					0.891
High Int.	04:00 PM					04:30 PM					04:30 PM					04:30 PM					
Volume	26	158	80	0	264	43	489	30	1	563	89	235	174	2	500	75	497	74	2	648	
Peak Factor					0.919					0.901					0.905					0.828	



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Silver State Traffic Data Collection, LL
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File Name : Sahara-Paradise
Site Code : 00000003
Start Date : 6/5/2007
Page No : 1

Groups Printed- 1 - Unshifted

	Paradise Southbound				Sahara Westbound				Paradise Northbound				Sahara Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	U-turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	19	34	57	0	30	292	21	0	28	49	69	0	38	345	5	5	992
07:15 AM	13	41	70	0	39	427	29	0	28	47	73	0	44	393	14	6	1224
07:30 AM	8	67	46	0	31	397	69	0	37	50	67	0	110	450	7	3	1342
07:45 AM	2	68	48	0	63	494	60	0	45	46	76	0	116	472	6	4	1500
Total	42	210	221	0	163	1610	179	0	138	192	285	0	308	1660	32	18	5058
08:00 AM	9	71	59	0	42	345	42	0	41	73	75	0	115	388	14	6	1280
08:15 AM	5	66	33	0	64	374	48	0	38	42	89	0	135	463	2	5	1364
08:30 AM	6	53	29	0	53	414	28	0	23	63	58	0	116	379	9	0	1231
08:45 AM	6	59	49	0	59	316	34	0	37	61	104	0	126	387	13	4	1255
Total	26	249	170	0	218	1449	152	0	139	239	326	0	492	1617	38	15	5130
*** BREAK ***																	
04:00 PM	13	70	61	0	72	337	54	0	38	127	160	0	111	396	12	2	1453
04:15 PM	14	69	56	0	63	444	53	0	40	111	159	0	120	470	14	2	1615
04:30 PM	7	79	60	0	57	411	38	0	75	111	161	0	86	351	9	4	1449
04:45 PM	4	48	41	0	86	388	47	0	56	106	195	0	103	435	9	4	1522
Total	38	266	218	0	278	1580	192	0	209	455	675	0	420	1652	44	12	6039
05:00 PM	13	69	71	0	77	415	43	0	87	144	166	0	117	416	16	0	1634
05:15 PM	5	87	61	0	74	368	36	0	68	159	189	0	119	456	6	1	1629
05:30 PM	4	51	45	0	56	377	49	0	45	86	129	0	113	470	5	1	1431
05:45 PM	10	73	66	0	43	278	35	0	27	91	118	0	95	382	8	0	1226
Total	32	280	243	0	250	1438	163	0	227	480	602	0	444	1724	35	2	5920
Grand Total	138	1005	852	0	909	6077	686	0	713	1366	1888	0	1664	6653	149	47	22147
Apprch %	6.9	50.4	42.7	0.0	11.8	79.2	8.9	0.0	18.0	34.4	47.6	0.0	19.5	78.2	1.8	0.6	
Total %	0.6	4.5	3.8	0.0	4.1	27.4	3.1	0.0	3.2	6.2	8.5	0.0	7.5	30.0	0.7	0.2	

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File Name : Wyoming-Commerce
Site Code : 00003333
Start Date : 5/30/2007
Page No : 1

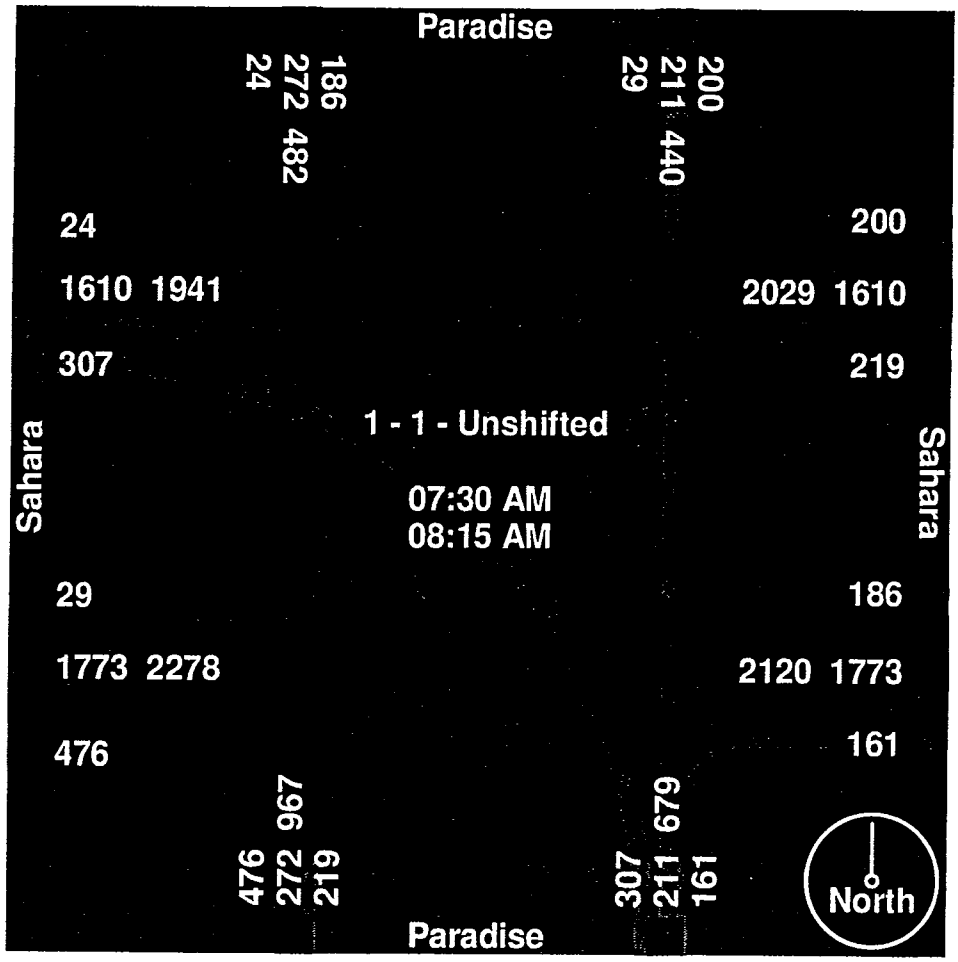
Groups Printed- Unshifted

	Commerce Southbound				Wyoming Westbound				Commerce Northbound				Wyoming Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	43	17	3	0	7	113	2	0	2	6	4	0	7	66	15	0	285
07:15 AM	24	22	0	0	1	124	4	0	1	5	6	0	5	107	16	0	315
07:30 AM	32	19	4	0	4	137	4	0	2	5	8	0	9	128	11	0	363
07:45 AM	36	21	8	0	5	149	7	0	5	12	17	0	14	143	9	0	426
Total	135	79	15	0	17	523	17	0	10	28	35	0	35	444	51	0	1389
08:00 AM	32	16	8	0	6	136	5	0	6	13	14	0	7	117	27	0	387
08:15 AM	25	27	4	0	3	104	13	0	4	12	9	0	2	123	22	0	348
08:30 AM	23	24	8	0	3	86	8	0	8	9	4	0	2	120	12	0	307
08:45 AM	21	29	5	0	5	73	21	0	2	8	11	0	19	102	13	0	309
Total	101	96	25	0	17	399	47	0	20	42	38	0	30	462	74	0	1351
*** BREAK ***																	
04:00 PM	26	16	7	0	5	129	5	0	9	35	14	0	13	235	41	0	535
04:15 PM	28	10	5	0	4	103	2	0	6	19	18	0	4	241	34	0	474
04:30 PM	20	16	11	0	10	108	7	0	8	18	10	0	9	225	58	0	500
04:45 PM	23	21	11	0	7	100	5	0	5	26	16	0	15	212	41	0	482
Total	97	63	34	0	26	440	19	0	28	98	58	0	41	913	174	0	1991
05:00 PM	25	19	7	0	8	119	7	0	20	38	24	0	16	228	39	0	550
05:15 PM	17	18	9	0	11	117	1	0	10	26	33	0	8	226	52	0	528
05:30 PM	18	18	8	0	5	114	4	0	6	22	17	0	11	178	31	0	432
05:45 PM	14	7	4	0	8	71	6	0	3	12	14	0	5	131	26	0	301
Total	74	62	28	0	32	421	18	0	39	98	88	0	40	763	148	0	1811
Grand Total	407	300	102	0	92	1783	101	0	97	266	219	0	146	2582	447	0	6542
Apprch %	50.3	37.1	12.6	0.0	4.7	90.2	5.1	0.0	16.7	45.7	37.6	0.0	4.6	81.3	14.1	0.0	
Total %	6.2	4.6	1.6	0.0	1.4	27.3	1.5	0.0	1.5	4.1	3.3	0.0	2.2	39.5	6.8	0.0	

Silver State Traffic Data Collection, LL
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : Sahara-Paradise
Site Code : 00000003
Start Date : 6/5/2007
Page No : 2

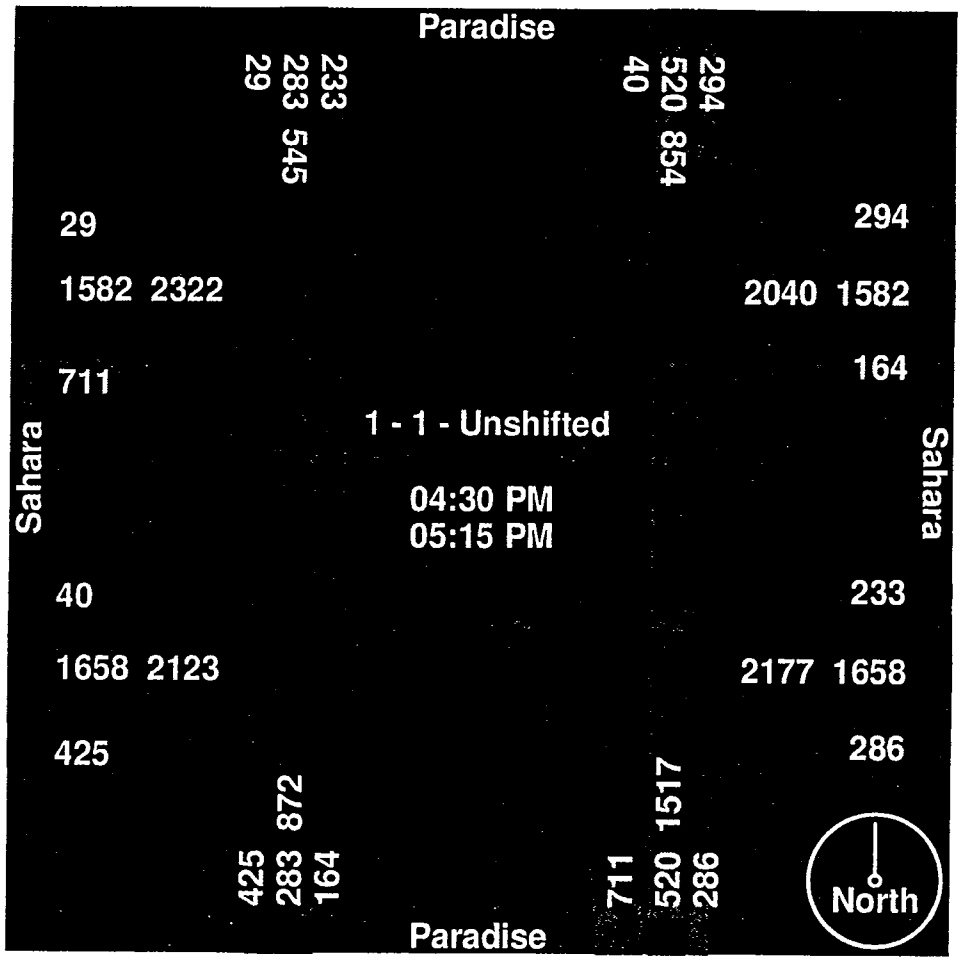
	Paradise Southbound					Sahara Westbound					Paradise Northbound					Sahara Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	24	272	186	0	482	200	1610	219	0	2029	161	211	307	0	679	476	1773	29	18	2296	5486
Percent	5.0	56.4	38.6	0.0		9.9	79.3	10.8	0.0		23.7	31.1	45.2	0.0		20.7	77.2	1.3	0.8		
07:45 Volume	2	68	48	0	118	63	494	60	0	617	45	46	76	0	167	116	472	6	4	598	1500
Peak Factor																					0.914
High Int.	08:00 AM					07:45 AM					08:00 AM					08:15 AM					
Volume	9	71	59	0	139	63	494	60	0	617	41	73	75	0	189	135	463	2	5	605	
Peak Factor					0.867					0.822					0.898					0.949	



Silver State Traffic Data Collection, LL
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : Sahara-Paradise
Site Code : 00000003
Start Date : 6/5/2007

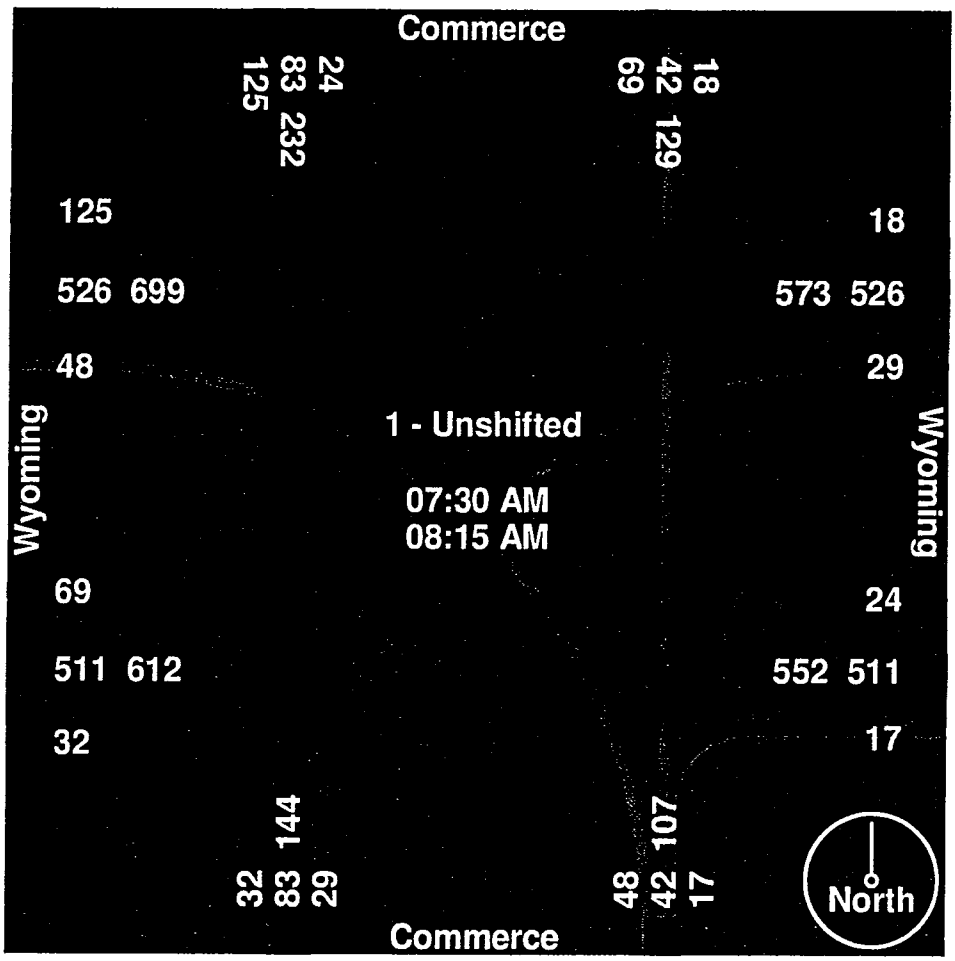
	Paradise Southbound					Sahara Westbound					Paradise Northbound					Sahara Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:30 PM																					
Volume	29	283	233	0	545	294	1582	164	0	2040	286	520	711	0	1517	425	1658	40	9	2132	6234
Percent	5.3	51.9	42.8	0.0		14.4	77.5	8.0	0.0		18.9	34.3	46.9	0.0		19.9	77.8	1.9	0.4		
05:00 Volume	13	69	71	0	153	77	415	43	0	535	87	144	166	0	397	117	416	16	0	549	1634
Peak Factor																					0.954
High Int. 05:00 PM						05:00 PM					05:15 PM					05:15 PM					
Volume	13	69	71	0	153	77	415	43	0	535	68	159	189	0	416	119	456	6	1	582	
Peak Factor					0.891					0.953					0.912					0.916	



Silver State Traffic Data Collection, LL
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : Wyoming-Commerce
Site Code : 00003333
Start Date : 5/30/2007

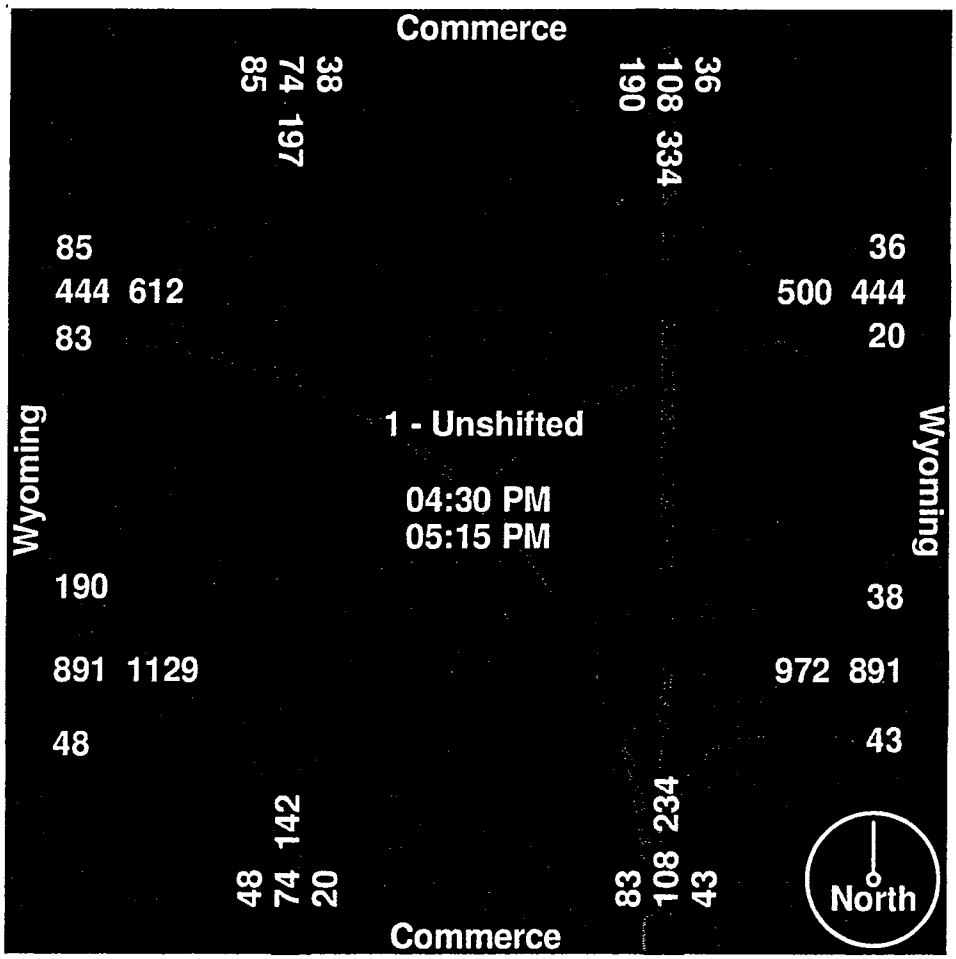
	Commerce Southbound					Wyoming Westbound					Commerce Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	125	83	24	0	232	18	526	29	0	573	17	42	48	0	107	32	511	69	0	612	1524
Percent	53.9	35.8	10.3	0.0		3.1	91.8	5.1	0.0		15.9	39.3	44.9	0.0		5.2	83.5	11.3	0.0		
07:45 Volume	36	21	8	0	65	5	149	7	0	161	5	12	17	0	34	14	143	9	0	166	426
Peak Factor																					0.894
High Int.	07:45 AM					07:45 AM					07:45 AM					07:45 AM					
Volume	36	21	8	0	65	5	149	7	0	161	5	12	17	0	34	14	143	9	0	166	
Peak Factor					0.892					0.890					0.787					0.922	



Silver State Traffic Data Collection, LL
1819 Quarley Place
Henderson, NV 89014
702.898.1968

File Name : Wyoming-Commerce
Site Code : 00003333
Start Date : 5/30/2007
Page No : 3

	Commerce Southbound					Wyoming Westbound					Commerce Northbound					Wyoming Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	85	74	38	0	197	36	444	20	0	500	43	108	83	0	234	48	891	190	0	1129	2060
Percent	43.1	37.6	19.3	0.0		7.2	88.8	4.0	0.0		18.4	46.2	35.5	0.0		4.3	78.9	16.8	0.0		
05:00 Volume	25	19	7	0	51	8	119	7	0	134	20	38	24	0	82	16	228	39	0	283	550
Peak Factor																					0.936
High Int.	04:45 PM					05:00 PM					05:00 PM					04:30 PM					
Volume	23	21	11	0	55	8	119	7	0	134	20	38	24	0	82	9	225	58	0	292	
Peak Factor					0.895					0.933					0.713					0.967	



Silver State Traffic Data Collection, LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

24-Hour Count
Wyoming Between Industrial and Main

Start Time	05-Jun-07 Tue	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		48	132			25	126				
12:15		38	138			39	115				
12:30		37	140			21	106				
12:45		24	163	147	573	26	100	111	447	258	1020
01:00		29	147			20	126				
01:15		31	163			21	127				
01:30		37	154			15	120				
01:45		19	164	116	628	13	114	69	487	185	1115
02:00		28	203			27	133				
02:15		17	177			20	129				
02:30		31	227			25	134				
02:45		21	232	97	839	14	132	86	528	183	1367
03:00		26	224			24	137				
03:15		19	203			21	135				
03:30		23	224			24	137				
03:45		14	183	82	834	33	139	102	548	184	1382
04:00		22	275			29	125				
04:15		14	204			42	141				
04:30		29	232			32	133				
04:45		26	228	91	939	26	125	129	524	220	1463
05:00		23	228			68	158				
05:15		27	205			108	141				
05:30		44	208			114	132				
05:45		39	159	133	800	118	99	408	530	541	1330
06:00		41	132			119	109				
06:15		37	122			114	70				
06:30		73	69			141	72				
06:45		72	83	223	406	163	49	537	300	760	706
07:00		96	70			144	74				
07:15		107	78			146	64				
07:30		157	44			164	46				
07:45		136	83	496	275	138	47	592	231	1088	506
08:00		149	59			141	45				
08:15		69	58			124	46				
08:30		143	67			134	44				
08:45		126	61	487	245	101	49	500	184	987	429
09:00		113	53			109	43				
09:15		118	73			88	49				
09:30		137	63			84	48				
09:45		118	49	486	238	83	49	364	189	850	427
10:00		135	58			94	37				
10:15		122	50			72	64				
10:30		107	41			98	35				
10:45		116	48	480	197	91	35	355	171	835	368
11:00		154	56			104	43				
11:15		140	51			136	49				
11:30		151	35			127	37				
11:45		131	38	576	180	137	30	504	159	1080	339
Total		3414	6154			3757	4298			7171	10452
Percent		35.7%	64.3%			46.6%	53.4%			40.7%	59.3%
Grand Total		3414	6154			3757	4298			7171	10452
Percent		35.7%	64.3%			46.6%	53.4%			40.7%	59.3%

ADT ADT 17,623 AADT 17,623

Silver State Traffic Data Collection, LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

24-Hour Count
Main Between Charleston and Wyoming

Start Time	05-Jun-07 Tue	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		52	133			64	158				
12:15		54	153			57	172				
12:30		44	145			31	141				
12:45		29	136	179	567	36	157	188	628	367	1195
01:00		25	160			39	161				
01:15		28	153			34	158				
01:30		32	128			27	152				
01:45		22	124	107	565	43	160	143	631	250	1196
02:00		26	107			28	157				
02:15		14	159			26	165				
02:30		28	191			33	174				
02:45		17	209	85	666	25	165	112	661	197	1327
03:00		20	210			27	174				
03:15		23	193			28	163				
03:30		16	199			30	153				
03:45		19	189	78	791	37	175	122	665	200	1456
04:00		15	196			50	179				
04:15		17	206			57	144				
04:30		23	195			63	166				
04:45		23	203	78	800	50	133	220	622	298	1422
05:00		27	201			87	184				
05:15		37	174			140	142				
05:30		42	193			129	170				
05:45		53	162	159	730	136	109	492	605	651	1335
06:00		38	139			115	110				
06:15		52	131			143	106				
06:30		73	107			142	88				
06:45		56	108	219	485	126	104	526	408	745	893
07:00		61	74			170	81				
07:15		104	85			167	86				
07:30		94	76			166	92				
07:45		114	78	373	313	180	74	683	333	1056	646
08:00		107	62			158	84				
08:15		98	63			143	65				
08:30		114	51			151	77				
08:45		105	60	424	236	145	100	597	326	1021	562
09:00		120	74			135	77				
09:15		119	73			124	96				
09:30		134	77			145	94				
09:45		122	70	495	294	115	86	519	353	1014	647
10:00		112	48			131	82				
10:15		128	62			151	101				
10:30		116	48			51	64				
10:45		94	48	450	206	152	61	485	308	935	514
11:00		141	52			144	88				
11:15		122	48			137	83				
11:30		138	49			164	66				
11:45		134	42	535	191	164	46	609	283	1144	474
Total		3182	5844			4696	5823			7878	11667
Percent		35.3%	64.7%			44.6%	55.4%			40.3%	59.7%
Grand Total		3182	5844			4696	5823			7878	11667
Percent		35.3%	64.7%			44.6%	55.4%			40.3%	59.7%

ADT ADT 19,545 AADT 19,545

Silver State Traffic Data Collection, LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

24-Hour Count
Commerce Betw. Charleston and Wyoming

Start Time	05-Jun-07 Tue	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		16	77			7	48				
12:15		21	32			6	52				
12:30		10	15			2	44				
12:45		7	65	54	189	8	52	23	196	77	385
01:00		12	74			7	57				
01:15		18	60			6	54				
01:30		8	93			5	57				
01:45		12	61	50	288	2	46	20	214	70	502
02:00		13	96			5	60				
02:15		4	120			6	65				
02:30		6	89			4	49				
02:45		5	88	28	393	3	54	18	228	46	621
03:00		2	96			4	72				
03:15		7	73			4	54				
03:30		7	121			9	65				
03:45		5	110	21	400	15	60	32	251	53	651
04:00		10	127			11	66				
04:15		5	117			7	43				
04:30		8	77			32	59				
04:45		11	112	34	433	17	38	67	206	101	639
05:00		19	98			23	39				
05:15		12	89			38	37				
05:30		14	71			53	40				
05:45		26	49	71	307	70	26	184	142	255	449
06:00		26	46			45	18				
06:15		52	35			57	24				
06:30		37	16			49	19				
06:45		38	31	153	128	63	20	214	81	367	209
07:00		33	28			60	14				
07:15		53	25			71	24				
07:30		40	58			80	21				
07:45		38	34	164	145	83	18	294	77	458	222
08:00		64	30			84	10				
08:15		72	15			60	19				
08:30		45	21			68	16				
08:45		54	22	235	88	70	7	282	52	517	140
09:00		53	17			56	14				
09:15		40	22			45	18				
09:30		56	21			52	11				
09:45		58	23	207	83	54	14	207	57	414	140
10:00		54	18			49	3				
10:15		69	22			51	12				
10:30		59	17			51	13				
10:45		59	12	241	69	66	10	217	38	458	107
11:00		63	16			50	7				
11:15		59	8			56	14				
11:30		58	20			48	6				
11:45		70	22	250	66	42	12	196	39	446	105
Total		1508	2589			1754	1581			3262	4170
Percent		36.8%	63.2%			52.6%	47.4%			43.9%	56.1%
Grand Total		1508	2589			1754	1581			3262	4170
Percent		36.8%	63.2%			52.6%	47.4%			43.9%	56.1%

ADT ADT 7,432 AADT 7,432

Silver State Traffic Data Collection, LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

24-Hour Count
Charleston Betw. UPRR and Main

Start Time	05-Jun-07 Tue	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		60	358			112	379				
12:15		59	404			109	405				
12:30		54	379			80	445				
12:45		47	392	220	1533	73	402	374	1631	594	3164
01:00		45	358			76	459				
01:15		49	410			75	435				
01:30		42	374			56	470				
01:45		44	372	180	1514	61	425	268	1789	448	3303
02:00		25	430			63	428				
02:15		35	385			42	506				
02:30		34	329			40	449				
02:45		34	367	128	1511	47	456	192	1839	320	3350
03:00		31	379			43	442				
03:15		29	369			35	428				
03:30		36	349			39	457				
03:45		43	419	139	1516	54	466	171	1793	310	3309
04:00		38	388			67	560				
04:15		43	351			57	483				
04:30		79	391			77	503				
04:45		90	333	250	1463	84	480	285	2026	535	3489
05:00		81	321			110	588				
05:15		130	313			149	489				
05:30		161	362			188	455				
05:45		204	294	576	1290	190	381	637	1913	1213	3203
06:00		195	268			184	360				
06:15		234	277			244	335				
06:30		293	270			275	289				
06:45		399	250	1121	1065	247	270	950	1254	2071	2319
07:00		390	183			281	241				
07:15		375	261			320	227				
07:30		409	224			341	251				
07:45		459	215	1633	883	361	241	1303	960	2936	1843
08:00		451	169			320	229				
08:15		434	190			350	192				
08:30		419	155			353	159				
08:45		391	200	1695	714	327	161	1350	741	3045	1455
09:00		396	157			368	179				
09:15		337	176			376	169				
09:30		334	169			427	150				
09:45		378	124	1445	626	356	163	1527	661	2972	1287
10:00		376	128			370	140				
10:15		350	137			420	150				
10:30		379	157			410	133				
10:45		352	116	1457	538	448	109	1648	532	3105	1070
11:00		372	132			396	107				
11:15		371	87			443	101				
11:30		367	104			447	112				
11:45		388	78	1498	401	423	77	1709	397	3207	798
Total		10342	13054			10414	15536			20756	28590
Percent		44.2%	55.8%			40.1%	59.9%			42.1%	57.9%
Grand Total		10342	13054			10414	15536			20756	28590
Percent		44.2%	55.8%			40.1%	59.9%			42.1%	57.9%

ADT ADT 49,346 AADT 49,346

Silver State Traffic Data Collection, LLC
1819 Quarley Place
Henderson, NV 89014
702.898.1968

Station ID:

24-Hour Count
Industrial S of Wyoming

Start Time	05-Jun-07 Tue	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		72	134			20	85				
12:15		66	119			23	93				
12:30		58	146			23	100				
12:45		35	164	231	563	25	118	91	396	322	959
01:00		54	154			26	95				
01:15		48	177			29	107				
01:30		42	215			25	121				
01:45		36	197	180	743	20	103	100	426	280	1169
02:00		48	260			15	113				
02:15		27	235			31	94				
02:30		30	281			19	126				
02:45		22	260	127	1036	23	105	88	438	215	1474
03:00		33	269			24	118				
03:15		20	243			21	123				
03:30		31	259			36	108				
03:45		21	205	105	976	41	112	122	461	227	1437
04:00		30	274			42	105				
04:15		19	263			60	120				
04:30		47	268			65	111				
04:45		50	246	146	1051	52	121	219	457	365	1508
05:00		43	261			73	97				
05:15		49	283			111	116				
05:30		41	251			151	109				
05:45		43	157	176	952	149	75	484	397	660	1349
06:00		63	173			122	83				
06:15		58	119			114	50				
06:30		67	91			159	49				
06:45		73	79	261	462	162	49	557	231	818	693
07:00		108	82			173	39				
07:15		84	83			148	50				
07:30		100	67			191	36				
07:45		103	86	395	318	189	40	701	165	1096	483
08:00		115	75			163	27				
08:15		91	69			134	35				
08:30		114	48			122	26				
08:45		111	64	431	256	137	41	556	129	987	385
09:00		87	69			102	47				
09:15		101	88			95	39				
09:30		117	66			75	49				
09:45		103	56	408	279	89	34	361	169	769	448
10:00		118	94			102	46				
10:15		108	65			80	50				
10:30		106	60			84	42				
10:45		104	62	436	281	97	28	363	166	799	447
11:00		132	82			82	29				
11:15		107	101			96	50				
11:30		113	65			99	37				
11:45		100	57	452	305	81	37	358	153	810	458
Total		3348	7222			4000	3588			7348	10810
Percent		31.7%	68.3%			52.7%	47.3%			40.5%	59.5%
Grand Total		3348	7222			4000	3588			7348	10810
Percent		31.7%	68.3%			52.7%	47.3%			40.5%	59.5%
ADT		ADT 18,158		AADT 18,158							

APPENDIX B

Relocated Traffic Volumes

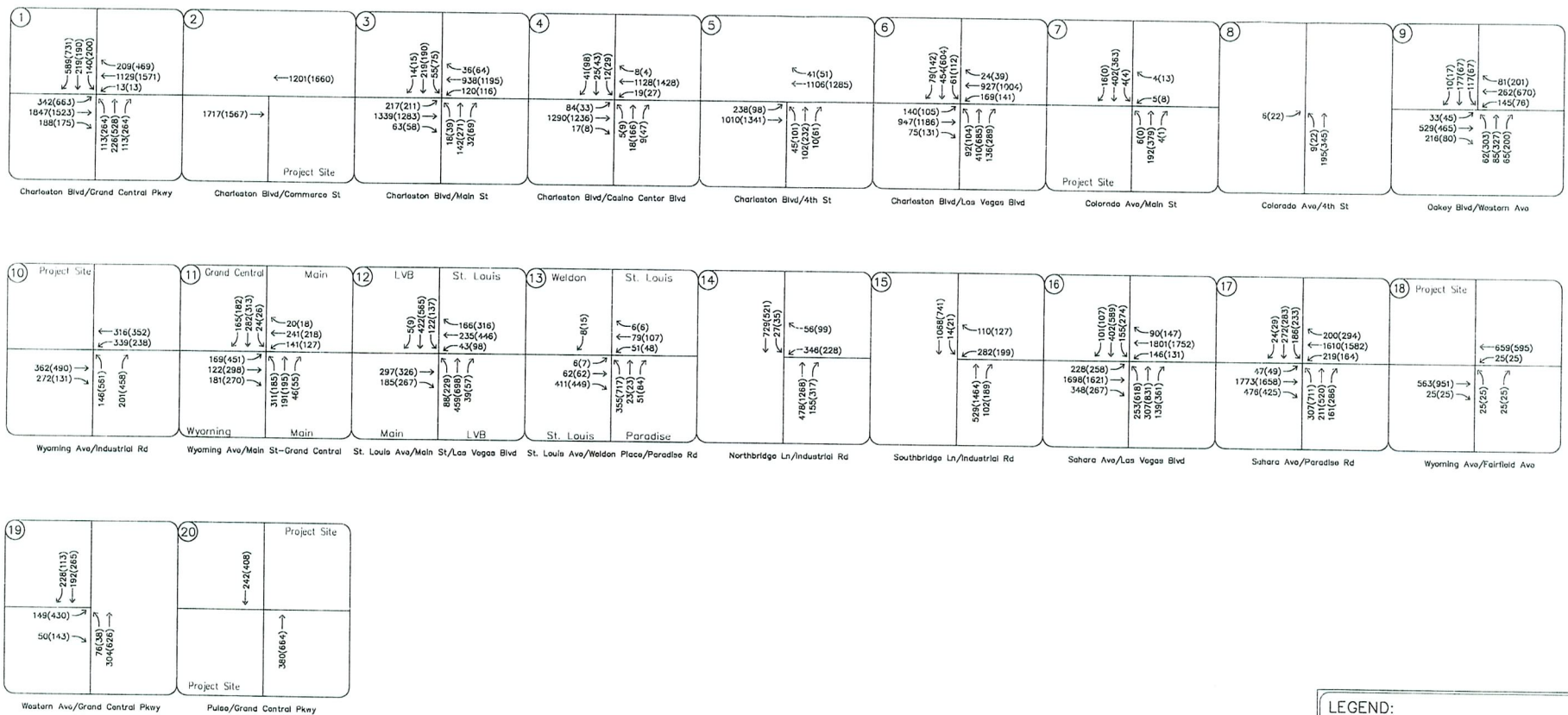


PULSE
RELOCATED 2007 TRAFFIC VOLUMES STUDY AREA INTERSECTIONS

FIGURE B-1

Kimley-Horn and Associates, Inc.

Date: June 15, 2007 - 9:19am / User: cynthiakraph
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PULSE
RELOCATED 2007 TRAFFIC VOLUMES

FIGURE B-2

Kimley-Horn and Associates, Inc.

Date: June 15, 2007 - 9:19am / User: cpittock.kgll
Path: K:\PHX\Projects\096800001 - Pulse\Planning\Plan Figures\Intersection 2 Xref - 2007-04-04 Site X Ref Exhibit 2007-06-15

APPENDIX C

Growth Rate Calculations

Kimley-Horn and Associates, Inc

Project:	Neon Lights	*Project Number:*	
Subject:	NDOT Growth Rate Calculations	*Date:*	3/16/200
Designed By:	MED	*Page*	1 of 3

Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2005

Number of Count Stations Analyzed = 17

Average Annual Growth Rate in the Vicinity of the Proposed Project = -1.14%

NDOT COUNT STATION	0084
ROADWAY:	Charleston Boulevard
LOCATION:	250' E of the Charleston Blvd Interchange

Year	ADT	Annual Growth Rate
2000	46000	-0.44%
2005	45000	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	44803
2007	44606
2008	44410

NDOT COUNT STATION	0276
ROADWAY:	Sahara Avenue
LOCATION:	0.2 mi W of Maryland Parkway

Year	ADT	Annual Growth Rate
2000	55000	-0.18%
2005	54500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	54401
2007	54301
2008	54202

NDOT COUNT STATION	0278
ROADWAY:	Paradise Road
LOCATION:	450' N of Sahara Avenue

Year	ADT	Annual Growth Rate
2000	18100	-0.22%
2005	17900	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	17821
2007	17743
2008	17665

NDOT COUNT STATION	0287
ROADWAY:	Las Vegas Boulevard
LOCATION:	0.25 mi S of Main St. & 200' N of Cincinnati Ave

Year	ADT	Annual Growth Rate
2000	45500	-1.82%
2005	41500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	41424
2007	41349
2008	41273

NDOT COUNT STATION	0290
ROADWAY:	Las Vegas Boulevard
LOCATION:	0.2 mi N of Main St & 150' S of Oakey Blvd

Year	ADT	Annual Growth Rate
2000	41000	-1.77%
2005	37500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	37336
2007	37172
2008	37009

NDOT COUNT STATION	0291
ROADWAY:	Rancho Road
LOCATION:	275' S of Pinto Lane

Year	ADT	Annual Growth Rate
2000	30500	-0.66%
2005	29500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	29446
2007	29392
2008	29339

Kimley-Horn and Associates, Inc.

Project:	Neon Lights	*Project Number:*	
Subject:	NDOT Growth Rate Calculations	*Date:*	3/16/200
Designed By:	MED	*Page*	2 of 3

Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2005

NDOT COUNT STATION	0295
ROADWAY:	Charleston Boulevard
LOCATION:	300' E of Rancho Road

Year	ADT	Annual Growth Rate
2000	43500	2.38%
2004	39500	
YEARS =	4	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2005	39327
2006	39154
2007	38983

NDOT COUNT STATION	0296
ROADWAY:	S. Main Street
LOCATION:	200' N of Utah Avenue

Year	ADT	Annual Growth Rate
1999	20800	-0.24%
2005	20500	
YEARS =	6	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	20463
2007	20425
2008	20388

NDOT COUNT STATION	0559
ROADWAY:	W. Oakey Blvd
LOCATION:	E of Rancho Road

Year	ADT	Annual Growth Rate
2000	19200	-4.82%
2005	15000	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	14934
2007	14869
2008	14803

NDOT COUNT STATION	0560
ROADWAY:	Wyoming Avenue
LOCATION:	250' W of Industrial Road

Year	ADT	Annual Growth Rate
2000	17400	1.99%
2005	19200	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	19165
2007	19130
2008	19095

NDOT COUNT STATION	0614
ROADWAY:	Rancho Road
LOCATION:	0.4 mi S of Charleston Blvd

Year	ADT	Annual Growth Rate
2000	24300	-2.51%
2005	21400	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	21306
2007	21213
2008	21120

NDOT COUNT STATION	0619
ROADWAY:	Martin L King Blvd
LOCATION:	0.2 mi S of Alta Drive

Year	ADT	Annual Growth Rate
2000	14000	3.09%
2005	16300	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	16270
2007	16241
2008	16211

Kimley-Horn and Associates, Inc.

Project:	Neon Lights	*Project Number:*	
Subject:	NDOT Growth Rate Calculations	*Date:*	3/16/200
Designed By:	MED	*Page*	3 of 3

Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2005

NDOT COUNT STATION:	0635
ROADWAY:	Maryland Parkway
LOCATION:	0.1 N of Sahara Avenue

Year	ADT	Annual Growth Rate
2000	32000	-0.96%
2005	30500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	30366
2007	30233
2008	30100

NDOT COUNT STATION:	1012
ROADWAY:	St. Louis Avenue
LOCATION:	btwn Paradise Rd and Santa Paula Ave

Year	ADT	Annual Growth Rate
2000	4500	1.09%
2005	4750	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	4741
2007	4733
2008	4724

NDOT COUNT STATION:	1015
ROADWAY:	St. Louis Avenue
LOCATION:	btwn 15th St. and 16th St.

Year	ADT	Annual Growth Rate
2000	7500	-5.01%
2005	5800	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	5775
2007	5749
2008	5724

NDOT COUNT STATION:	1092
ROADWAY:	Alta Drive
LOCATION:	0.4 mi E of Rancho Road

Year	ADT	Annual Growth Rate
2000	17800	-0.34%
2005	17500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	17468
2007	17436
2008	17404

NDOT COUNT STATION:	2270
ROADWAY:	Oakey Boulevard
LOCATION:	0.1 mi E of Las Vegas Boulevard

Year	ADT	Annual Growth Rate
2004	8300	-4.22%
2005	7950	
YEARS =	1	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	7915
2007	7880
2008	7846

Kimley-Horn and Associates, Inc.

Project:	Neon Lights	*Project Number:*	
Subject:	NDOT Growth Rate Calculations	*Date:*	3/16/200
Designed By:	MED	*Page*	1 of 3

Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2005

Number of Count Stations Analyzed = 10

Average Annual Growth Rate in the Vicinity of the Proposed Project = -0.27%

NDOT COUNT STATION	0084
ROADWAY:	SR-159 (Charleston Bl)
LOCATION:	250' E of the Charleston Bl Interchange

Year	ADT	Annual Growth Rate
2000	46000	-0.44%
2005	45000	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	44803
2007	44606
2008	44410

NDOT COUNT STATION	0275
ROADWAY:	SR-589 (Sahara Av)
LOCATION:	0.2 mi W of SR-606 (Maryland Pk)

Year	ADT	Annual Growth Rate
2000	55000	-0.18%
2005	54500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	54401
2007	54301
2008	54202

NDOT COUNT STATION	0278
ROADWAY:	Paradise Rd
LOCATION:	450' N of SR-589 (Sahara Av)

Year	ADT	Annual Growth Rate
2000	18100	-0.22%
2005	17900	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	17821
2007	17743
2008	17665

NDOT COUNT STATION	0287
ROADWAY:	Las Vegas Bl
LOCATION:	0.25 mi S of Main St & 200' N of Cincinnati Av

Year	ADT	Annual Growth Rate
2000	45500	-1.82%
2005	41500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	41424
2007	41349
2008	41273

NDOT COUNT STATION	0290
ROADWAY:	Las Vegas Bl
LOCATION:	0.2 mi N of Main St & 150' S of Oakey Bl

Year	ADT	Annual Growth Rate
2000	41000	-1.77%
2005	37500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	37336
2007	37172
2008	37009

NDOT COUNT STATION	0291
ROADWAY:	Rancho Rd
LOCATION:	275' S of Pinto Ln

Year	ADT	Annual Growth Rate
2000	30500	-0.66%
2005	29500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	29446
2007	29392
2008	29339

Kimley-Horn and Associates, Inc.

Project:	Neon Lights	*Project Number:*	
Subject:	NDOT Growth Rate Calculations	*Date:*	3/16/200
Designed By:	MED	*Page*	2 of 3

Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2005

NDOT COUNT STATION:	0295
ROADWAY:	SR-159 (Charleston Bl)
LOCATION:	300' E of Rancho Rd

Year	ADT	Annual Growth Rate
2000	43500	-2.38%
2004	39500	
YEARS =	4	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2005	39327
2006	39154
2007	38983

NDOT COUNT STATION:	0296
ROADWAY:	S Main St
LOCATION:	200' N of Utah Av

Year	ADT	Annual Growth Rate
1999	20800	-0.24%
2005	20500	
YEARS =	6	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	20463
2007	20425
2008	20388

NDOT COUNT STATION:	0559
ROADWAY:	W Oakey Bl
LOCATION:	E of SR-599 (Rancho Rd)

Year	ADT	Annual Growth Rate
2000	19200	-4.82%
2005	15000	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	14934
2007	14869
2008	14803

NDOT COUNT STATION:	0560
ROADWAY:	Wyoming Av
LOCATION:	250' W of Industrial Rd

Year	ADT	Annual Growth Rate
2000	17400	1.99%
2005	19200	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	19165
2007	19130
2008	19095

NDOT COUNT STATION:	0614
ROADWAY:	SR-599 (Rancho Rd)
LOCATION:	0.4 mi S of SR-159 (Charleston Bl)

Year	ADT	Annual Growth Rate
2000	24300	-2.51%
2005	21400	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	21306
2007	21213
2008	21120

NDOT COUNT STATION:	0619
ROADWAY:	Martin L King Bl
LOCATION:	0.2 mi S of Alta Dr

Year	ADT	Annual Growth Rate
2000	14000	3.09%
2005	16300	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	16270
2007	16241
2008	16211

Kimley-Horn and Associates, Inc

Project:	Neon Lights	*Project Number:*	
Subject:	NDOT Growth Rate Calculations	*Date:*	3/16/200
Designed By:	MED	*Page*	3 of 3

Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2005

NDOT COUNT STATION:	0635
ROADWAY:	Maryland Pk
LOCATION:	0.1 N of SR-589 (Sahara Av)

Year	ADT	Annual Growth Rate
2000	32000	-0.96%
2005	30500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	30366
2007	30233
2008	30100

NDOT COUNT STATION:	1012
ROADWAY:	St. Louis Av
LOCATION:	btwn Paradise Rd & Santa Paula Av

Year	ADT	Annual Growth Rate
2000	4500	1.09%
2005	4750	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	4741
2007	4733
2008	4724

NDOT COUNT STATION:	1013
ROADWAY:	St. Louis Av
LOCATION:	btwn 15th St and 16th St

Year	ADT	Annual Growth Rate
2000	7500	-5.01%
2005	5800	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	5775
2007	5749
2008	5724

NDOT COUNT STATION:	1092
ROADWAY:	Alta Dr
LOCATION:	0.4 mi E of Rancho Rd

Year	ADT	Annual Growth Rate
2000	17800	-0.34%
2005	17500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	ADT
2006	17468
2007	17436
2008	17404

NDOT COUNT STATION:	2279
ROADWAY:	Oakey Bl
LOCATION:	0.1 mi E of Las Vegas Bl

Year	ADT	Annual Growth Rate
2004	8300	-4.22%
2005	7950	
YEARS =	1	

PROJECTED	
Year	ADT
2006	7915
2007	7880
2008	7846

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0082	IR-215, E/B on-ramp from Eastern Av.									
			1605	5260	9500	12000	11130	11600	11600	11700
0083	IR-15, N/B off-ramp of the Charleston Bl Intch 'Exit 41A'.									
	5790	5115	4735	5015	5200	5700*	5000	6100	6100	6450
0084	SR-159 (Charleston Bl), 250' E of the Charleston Bl Intch 'Exit 41' E of Grand Central Pk.									
	47000	47000	40000	45200	46000	46000*	44600	44600*	48500*	45000
0085	IR-15, N/B off-ramp of the Charleston Bl Intch 'Exit 41B', 5' S of the structure.									
	5500	5930	5940	6860	6800*	6800*	6050*	7000	7400	7600
0086	IR-215, W/B off-ramp to Eastern Av.									
			1910	5195	9800	11000	11400	11800	12400	11700
0088	IR-15, S/B off-ramp of the Charleston Intch 'Exit 41'.									
	9165	7370	7420	6215	8400	8400*	9000	8600	9250	8850
0090	IR-215, W/B on-ramp from Eastern Av.									
		11115	7290	8325	12360	14000	16100	19900*	17200	18300
0091	IR-15, S/B on-ramp of the Charleston Bl Intch 'Exit 41'.									
	10475	12175	12370	16135	13400	13400*	10700	15000	14900	16000
0092	IR-15, btwn Charleston Bl Intch 'Exit 41' & Las Vegas Ex Intch 'Exit 42'.									
	183120	194860	194415	211245	221000	212600*	222650*	230000*	246000*	248000*
0093	IR-15, From SB MLK to I-15 SB									
			0		4300	5300	4550	6000	5950	6000
0094	IR-15,									

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0272	SR-610 (Lamb Bl), .1 mi N of SR-582 (Boulder Hw).									
	32800	33200	33100	37100	32000	30000	31500	32500	36000	38000
0273	SR-582 (Boulder Hw), .2 mi N of the US-95 ramps at 'Exit 69'.									
	41500	42600	40200	40300	36500	36000	36000*	38500	39000	40000
0274	SR-589 (Sahara Av), .2 mi E of Mojave Rd.									
	36600	39400	42000	41700	41500*	45000	39000	40000	40000	42000
0275	SR-589 (Sahara Av), .2 mi W of SR-606 (Maryland Pk).									
	53700	56000	52500	54600	55000	52700*	51500	50300*	52000	54500
0277	Paradise Rd, 300' S of SR-589 (Sahara Av).									
	35800	33000	34000	37100	37000	37000*	37000*	37100*	36000	37500
0278	SR-605 (Paradise Rd), 450' N of SR-589 (Sahara Av).									
	21300	19400	19000	17700	18100	19000	17100	17100*	16500	17900
0279	SR-589 (Sahara Av), 100' E of SR-604 (Las Vegas Bl).									
	57300	62700	65000	64900	66500	63800*	63800*	64500	67000	68500
0280	Adams Bl, E of Utah St.									
			1150	1150	1100	1200	1100	1050	1050	1050
0282	Jones Bl, .1 mi N of Ann Rd.									
			5850	5850	10000	11000	11200*	14100	16500	18100
0285	Utah St, S of Adams Bl.									
			1900	1950	2000	2100	2000	1900	1950	1800
0286	SR-589 (Sahara Av), .2 mi W of SR-604 (Las Vegas Bl)									
	71100	75000	76000	76300	75000	72000*	72000*	70500	73000	79500
0287	SR-604 (Las Vegas Bl), .25 mi S of Main St & 200' N of Cincinnati Av.									
	42900	44900	47500	45600	45500	47000	48400*	48400*	46500	41500

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0288	SR-604 (Las Vegas Bl), .1 mi S of Charleston Bl.									
	39300	37100	36000	35300	32000	32000	32500	31000	31500	32500
0289	US-95, btwn the Rancho Dr Intch 'Exit 77' & Martin L King Bl Intch 'Exit 76'.									
	158865	165555	167840	181550	195700*	199430*	198700*	198000*	201000*	201000*
0290	SR-604 (Las Vegas Bl), .2 mi N of Main St & 150' S of Oakey Bl.									
	38300	40100	46000	45100	41000	39000	45000	45000*	37000	37500
0291	SR-599 (Rancho Rd), 275' S of Pinto Ln.									
	31900	30800	33500	31000	30500	30000	30000*	30000*	27900	29500
0292	Jones Bl, .3 mi N of CL-215									
			4450	4450	6700	6700*	6700*	8400*	8400*	16200
0293	Arizona St, E of Nevada Hw.									
			3150	2800	2800	2900	2550	2550	2400	2750
0294	Paradise Rd, .6 mi S of SR-562 (Sunset Rd) N of IR-215 ramps.									
		9550	10500	11800	13800	12000	12800	12700	12700	14000
0295	SR-159 (Charleston Bl), 300' E of Rancho Rd.									
	40500	41300	39000	43600	43500	43500*	43500*	42200*	39500	37000*
0296	SR-601 (S Main St), 200' N of Utah Av.									
	22500	21700	21200*	20800	20800*	21000	22600	18100	18000*	20500
0298	SR-159 (Charleston Bl), 100' W of 4th St for W/B & 150' W for E/B.									
	34300	36000	36600	34100	37000	37000*	34500	35500	36000	39000
0299	SR-604 (Las Vegas Bl), 150' N of Bonneville Av.									
	34000	32100	31000	30400	27500	28000	26700	26700*	26100	26500
0300	SR-159 (Charleston Bl), 100' W of S 6th St.									
	32500	34600	31000	32200	34000	34000*	33500	35500	32500	40000

* = DATA ADJUSTED OR ESTIMATED

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0548	Whitmore St, in Overton at the RxR tracks.									
								470	160	480
0552	SR-159 (W Charleston Bl), 300' E of Torrey Pines Dr.									
	33800	34300	34000	37900	34500	32000	40500	42500	38500	37000
0553	SR-159 (W Charleston Bl), .1 mi W of Mohawk St.									
	37300	39100	39500	38800	37000	34500*	41000	42600*	42000	40000
0556	SR-159 (E Charleston Bl), .1 mi W of Sandhill Rd.									
	33400	34000	32000	33400	32500	28000	28000*	29700*	32000	34000
0557	SR-159 (E Charleston Bl), .2 mi E of SR-610 (Lamb Bl).									
	45000	46600	44800	50100	48000	45000	45000*	48000	54500	57000
0558	W Oakey Bl, 300' W of SR-599 (Rancho Rd).									
	17200	16700	13800	14600	15100	15000*	15100	11100	13400	14800
0559	W Oakey Bl, E of SR-599 (Rancho Rd).									
	16300	15800	15900	16200	19200	19200*	11800	12600*	13400	15000
0560	Wyoming Av, 250' W of Industrial Rd.									
	20100	19700	18700	18000	17400	21000	21000*	14400	16000	19200
0561	Donovan Wy, N of SR-573 (Craig Rd).									
								3550	4000	5200
0562	SR-589 (W Sahara Av), btwn Westwind Rd & Lindell Rd.									
	52000	52900	53000	55200	50500	48000	48000*	53900*	58000	61000
0563	SR-589 (E Sahara Av), .1 mile E of Boulder Hwy.									
	20900	22500	23000	24900	26500	25000	25000*	23300	25200	27200
0564	SR-589 (E Sahara Av), 300' E of SR-610 (Lamb Bl).									
	17700	22200	23900	30600	25200*	26000	24800	25500	29000	29500

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0611	Valley View Bl, 150' N of La Pasada Av & .25 mi N of SR-589 (Sahara Av).									
	29400	27500	27500	29600	33000	29000	31000	25500	26000	27100
0612	Valley View Bl, .1 mi N of W Oakey Bl.									
	26100	24400	24500	26900	24600	27800	23400	20500*	22000*	24600
0614	SR-599 (Rancho Rd), .4 mi S of SR-159 (Charleston Bl) btwn Laurie & Llewllynn Dr.									
	24300	23100	24500	22500	24300	22000	22000*	22400*	19800	21400
0615	SR-599 (Rancho Rd), 250' S of Vegas Dr.									
	37000	41700	41600	42900	42000	43000	42100*	44200*	47500	50500
0616	SR-599 (Rancho Rd), .1 mi S of Carey Av.									
	36400	37000	38400	40900	38900	38000	37300*	40000	44000	46000
0617	SR-599 (Rancho Rd), .1 mi N of Carey Av.									
	33000	34500	35800	35200	34900	34000*	33300*	37000	40000	42000
0618	SR-599 (Rancho Rd), .1 mi S of SR-574 (Cheyenne Av).									
	28800	28800	30000	30900	28600	29000	28400	29000	31500	33000
0619	Martin L King Bl, .2 mi S of Alta Dr									
	15000	15500	13000	18800	14000	14000*	13800	14400	16400	16300
0620	Donovan Wy, .1 mile S of SR-573 (Craig Rd) at the RxR tracks.									
								2800	2400	2850
0622	Martin L King Bl, .1 mi N of Owens Av.									
	26500	26600	26000*	25000	28700	30000	31000	31000	37500	36000
0624	Martin L King Bl, .7 mi S of SR-574 (Cheyenne Av) 150' N of Cartier Av.									
	18000	19700	22000	23800	25800	26000	27900	27900*	36000	35000*
0625	SR-602 (Casino Center Bl), btwn Clark Av & Lewis Av.									
	7400	6700	7000	7400	7200*	7000*	7000*	7100*	7100*	7100*

* = DATA ADJUSTED OR ESTIMATED

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
0626	4th St, btwn Clark Av & Lewis Av.									
	5900	5400	8000	7300	6500	6500*	6500*	7300	6600	6600*
0627	4th St, 100' S of Ogden Av.									
	6500	7000	8300	8300	7400*	7400*	7400*	7500*	7850	7800*
0628	Paradise Rd, 200' N of Sands Av.									
	42800	45000	48500	45400	45500	45000	45000	45000*	43000	42000
0629	Maryland Pk, 200' N of Hacienda Av.									
	16100	16500	19500	18400	20400	18000	21000	19600	20800	22000
0630	Maryland Pk, 500' S of SR-592 (Flamingo Rd).									
	36400	38800	38000*	37000	37000	36000	39000	35200*	38500	38500
0631	Maryland Pk, 900' N of SR-592 (Flamingo Rd).									
	43900	44700	43500	42600	42000	43000	44000	40500	44000	44000*
0633	Maryland Pk, .1 mi N of Desert Inn Rd.									
	42900	44100	43000	42000	40000	43000	41000	41000*	43500	44000
0635	Maryland Pk, .1 mi N of Sahara Av btwn Exley Av & San Pedro Dr.									
	31000	31900	29000	28700	32000	30000	30000*	28700	31000	30500
0636	Maryland Pk, .1 mi N of SR-159 (Charleston Bl) North of Bonneville Av.									
	18600	19400	19500	18700	18400*	18400*	18400*	17100	17000*	17100
0637	Maryland Pk, .1 mi S of E Bonanza Rd.									
	11900	12500	12000	12100	11900	12000	12500	11200	11300	12000
0638	Maryland Pk, 300' N of E Bonanza Rd.									
	7300	7500	6850	7150	7900	8000	8300	7550	7600	8250
0639	Fiesta Henderson, .1 mile N of Waterwheel Falls Dr at the RxR tracks (Henderson area).									
								4300	4100	4050

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
1000	13th, btwn Clark St & Lewis St.									
	8115	8700	8100	8100	7650	8000	8050	10100	7600	8050
1002	Maryland Pk, 50' S of Bridger St.									
	8800	8950	8300	8150	8000	8000	8450	7650	7900	8450
1003	Utah St, 100' E of New Mexico St.									
	3300	3950	3400	3300	3150	3300	3150	3200	3250	3150
1004	IR-215, W/B off-ramp of the Warm Springs-Airport Co Intch to the Airport Co.									
	4595	7005	8645	8935	13600	15000	16800	16400	16100	17200
1005	Horizon Dr, 200' E of Greenway Dr.									
	9300	12200	13000	14200	14500*	16000	18100	19200*	21300	20700
1007	Russell Rd, .4 mi E of Pecos Bl.									
	17400	18200	20000	18200	18200*	18000	19500	18800	19700	20900
1011	Pecos Rd, S of Patrick Ln.									
	24500	25200	26500	27400	26700	26700	24900	26200	27800	28800
1012	St Louis Av, btwn Paradise Rd & Santa Paula Av.									
	4700	4850	4300	4600	4500	4200	4200	4200*	4450	4750
1013	St Louis Av, btwn 15th St & 16th St.									
	5500	6350	5600	7000	7500	7500*	5400	5450	5550	5800
1014	US-95, .1 mi S of the RxR Pass Intch S/B ramps.									
	8100	8400	8400	8250	7620	8500	8800	9700	10900*	12300
1015	IR-15, S/B off-ramp of the Russell Rd Intch 'Exit 36'.									
	6950	7045	7150	8865	9900	9900	9650	10700	11300	11300
1016	IR-15, S/B on-ramp of the Russell Rd Intch 'Exit 36'.									
	3465	4455	7535	6050	5900	7000*	7150	7300	7300*	10700

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
1091	Alta Dr, .1 mi E of Valley View Bl.									
	13200	13500	12700	14100	10000	9800*	9800*	9850	12000	10700
1092	Alta Dr, .4 mi E of Rancho Rd.									
		17600	17600	18400	17800	19800	19800*	19800*	17000	17500
1093	SR-160 (Pahrump Valley Rd), .7 mi W of Decatur Bl.									
	12000	15600	15000	14700	11700*	12000	14700	16200	20600	27000
1094	SR-160 (Pahrump Valley Rd), .3 mi W of SR-595 (Rainbow Bl).									
	7700	8400	9600	9500	9800	9400	9050	9450	12000	22500
1096	Buffalo Dr, .2 mi S of Alexander Rd.									
	4850	4700	6350	7300	7700	7700*	7700	7700*	9650	10300
1097	Buffalo Dr, .1 mi S of Cheyenne Av.									
	8750	13900	18500	23200	21600*	21000	23200	22100*	25000	24100
1098	Buffalo Dr, 200' N of Vegas Dr.									
	20700	21600	25600	38600	42000	39000	39000*	39000	42000	40000
1099	Buffalo Dr, 200' N of Oakey Bl.									
	23200	23800	26500	28400	34500	32000	27000	26000	31500	31500
1100	SR-159 (Charleston Bl), .2 mi E of Buffalo Dr.									
	23700	25800	28000	27700	30000	29000	30100	31000	35500	35000
1102	Cheyenne Av, .3 mi E of Rampart Bl East of Soaring Gulls Dr.									
		25400	29100	31900	32700	35000	35500	40000	37000	37500
1103	Cheyenne Av, .1 mi E of Buffalo Dr.									
	24000	36200	39800	42900	43000	43000	43000	48000*	46500	44000
1104	Decatur Bl, .8 mi N of Russell Rd.									
				30800	28500	28500*	34500	33000	34500	38500

* = DATA ADJUSTED OR ESTIMATED

CLARK COUNTY

TABLE 3 - ANNUAL AVERAGE DAILY TRAFFIC AT PORTABLE TRAFFIC COUNT STATIONS -

STATION		1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
2276	Cheyenne Av, 0.1 mi W of US-95.									47000	61000
2277	Main St, 0.1 mi S of US-95.									17700	21500
2278	Durango Dr, 0.1 mi N of Elkhorn.									5600	5700
2279	Oakey Bl, 0.1 mi E of Las Vegas Bl.									8300	7950
2281	Town Center Dr, 0.1 mi S of Sahara									17300	17800*
6001	Centennial Pk, 400' W of Losee.									5750	7300*
6002	Washburn Rd, 200' W of Losee.									4400	3400*
6003	Lone Mountain Rd, 200' W of Losee.									3800	3850
6004	Craig Rd, 400' W of Losee.									34500*	44500
6005	Alexander Rd, 200' W of Losee.									4750	4700*
6006	Gowan Rd, 200' W of Losee.									1500	1500*
6007	Cheyenne Av, 100' E of Bucyrus Erie.									44500	45800*

* = DATA ADJUSTED OR ESTIMATED

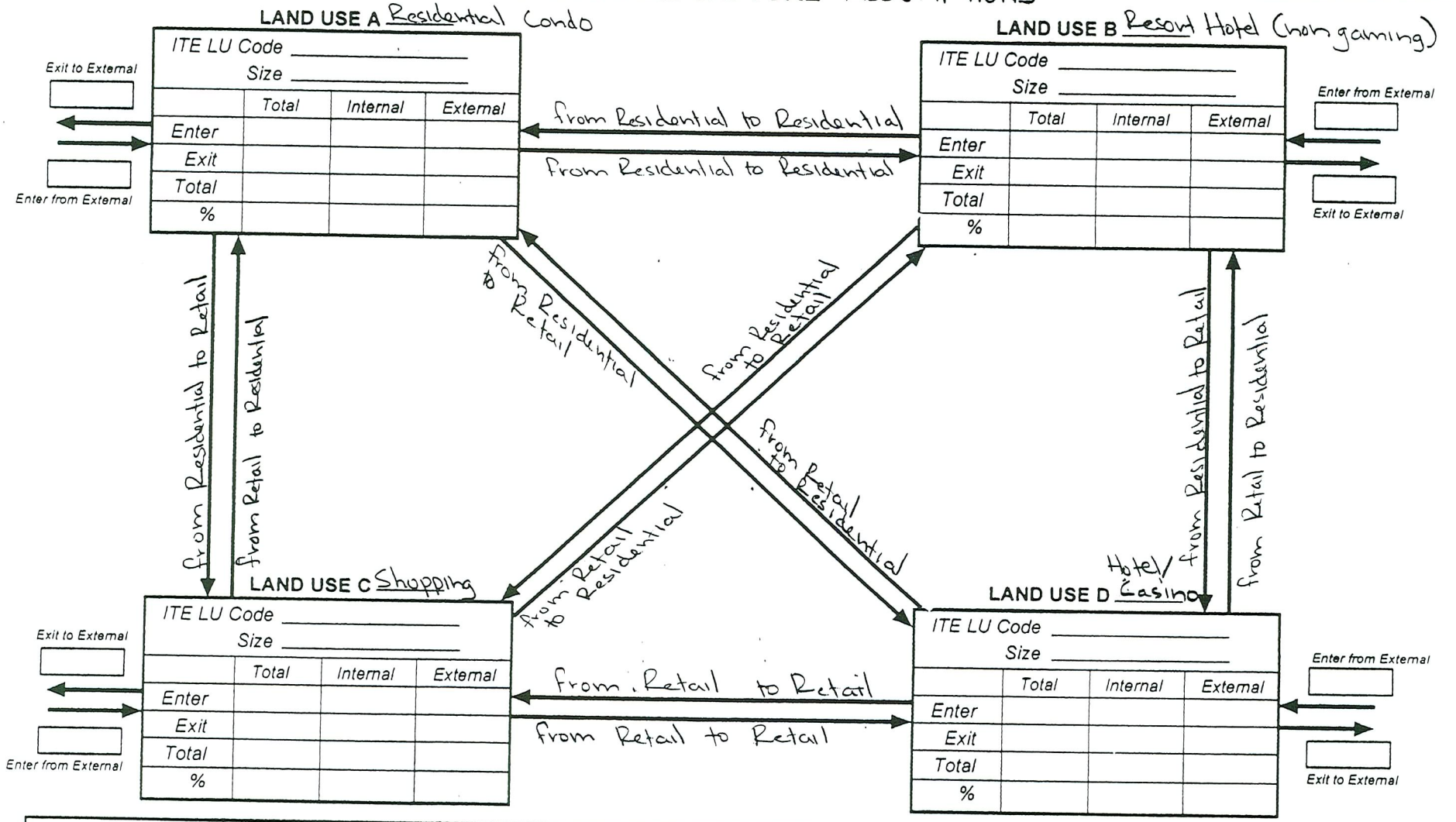
APPENDIX D

Trip Generation Calculations

Analyst _____
Date _____

MULTI- USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE ASSUMPTIONS

Name of Dvlpt _____
Time Period _____



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter					
Exit					
Total					
Single-Use Trip Gen. Est.					

Source: Kaku Associates, Inc.

INTERNAL CAPTURE _____

Phase A and B

Kimley-Horn and Associates, Inc.

Project	Pulse	PHASE B			
Subject	Trip Generation				
Designed by	MJM	*Date*	June 13, 2007	*Job No.*	MKTG
Checked by				*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate Equations

Land Use Code - Residential Condominium/Townhouse (230)

Independant Variable - Dwelling Units (X)

X = 600
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 368)

Daily Weekday
T = (X) x 0.44
T = 600 x 0.44

Directional Distribution: 17% ent. 83% exit.
T = 264 Average Vehicle Trip Ends
45 entering 219 exiting

45 + 219 = 264

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 369)

Daily Weekday
T = (X) x 0.52
T = 600 x 0.52

Directional Distribution: 67% ent. 33% exit.
T = 312 Average Vehicle Trip Ends
209 entering 103 exiting

209 + 103 = 312

Weekday (page 367)

Daily Weekday
T = (X) x 5.86
T = 600 x 5.86

Directional Distribution: 50% entering, 50% exiting
T = 3516 Average Vehicle Trip Ends
1758 entering 1758 exiting

1758 + 1758 = 3516

Kimley-Horn and Associates, Inc.

Project	Pulse	PHASE B			
Subject	Trip Generation				
Designed by	LSS	*Date*	June 13, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Fitted Curve Equations

Land Use Code - Shopping Center (820)

Independant Variable - 1000 Square Feet Gross Leasable Area (X)

Gross Leasable Area = 50,000 Square Feet
X = 50.000
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Page 1452)

Daily Weekday
Ln(T) = 0.6 Ln(X) + 2.29
Ln(T) = 0.6 * Ln(50.00) + 2.29

Directional Distribution: 61% ent. 39% exit.
T = 103 Average Vehicle Trip Ends
63 entering 40 exiting

63 + 40 = 103

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 1453)

Daily Weekday
Ln(T) = 0.660 Ln(X) + 3.40
Ln(T) = 0.660 * Ln(50.00) + 3.40

Directional Distribution: 48% ent. 52% exit.
T = 396 Average Vehicle Trip Ends
190 entering 206 exiting

190 + 206 = 396

Weekday (page 1451)

Daily Weekday
Ln(T) = 0.65 Ln(X) + 5.83
Ln(T) = 0.65 * Ln(50.00) + 5.83

Directional Distribution: 50% entering, 50% exiting
T = 4328 Average Vehicle Trip Ends
2164 entering 2164 exiting

2164 + 2164 = 4328

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 2nd Edition, June 2004, page 34)

Average Pass-By Trip Percentage: 0 AM 34.0 PM

	IN	Out	Total		IN	Out	Total	
AM Peak	63	40	103	**PM Peak**	126	136	261	**NON PASS-BY**
AM Peak	0	0	0	**PM Peak**	64	70	135	**PASS-BY**

K:\TPTO\092610000 - Pulse\Phasing Plan\Trip Generation\Phase B\[820 Shopping Center (with new pass-by).XLS]

Kimley-Horn and Associates, Inc.

Project	Pulse	PHASE B			
Subject	Trip Generation				
Designed by	Ken Ackerel	*Date*	June 13, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

Recalibration of Trip Generation Model for Las Vegas Hotel/Casinos,
University of Nevada-Las Vegas, March 2000.

Resort Corridor Hotel/Casino

Independant Variables - Rooms (X1)
- 1,000 square feet Casino Area (X2)

X1 = 2,000 Rooms X2 = 100 1,000 square feet Casino Area
T = Average Vehicle Trip Ends

AM Peak Hour

Daily Weekday
T = 0.168 * (X1) + 4.583 * (X2) + 107.789
T = 0.168 * 2000 + 4.583 * 100 + 107.789

Directional Dist.: 59% ent. 41% exit.
T = 902 Average Vehicle Trip Ends
532 entering 370 exiting

532 + 370 = 902

PM Peak Hour

Daily Weekday
T = 0.290 * (X1) + 9.780 * (X2)
T = 0.290 * 2000 9.780 * 100

Directional Dist.: 49% ent. 51% exit.
T = 1558 Average Vehicle Trip Ends
763 entering 795 exiting

763 + 795 = 1558

Weekday

Daily Weekday
8% PM PEAK HOUR PERCENTAGE

Directional Distribution: 50% entering, 50% exiting
T = 19476 Average Vehicle Trip Ends
9738 entering 9738 exiting

9738 + 9738 = 19476

Kimley-Horn and Associates, Inc.

Project Pulse PHASE B
Subject Trip Generation
Designed by MMO *Date* June 13, 2007 *Job No.*
Checked by *Sheet No.* 1 *of* 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate

Land Use Code -Resort Hotel (330)

Independant Variable - Rooms (X)

X = 500
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 625)

Daily Weekday
T = 0.31(X)
T = 0.31 * (500.0)

Directional Distribution: 72% ent. 28% exit.
T = 155 Average Vehicle Trip Ends
112 entering 43 exiting

112 + 43 = 155

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 626)

Daily Weekday
T = 0.42 (X)
T = 0.42 * 500

Directional Distribution: 43% ent. 57% exit.
T = 210 Average Vehicle Trip Ends
90 entering 120 exiting

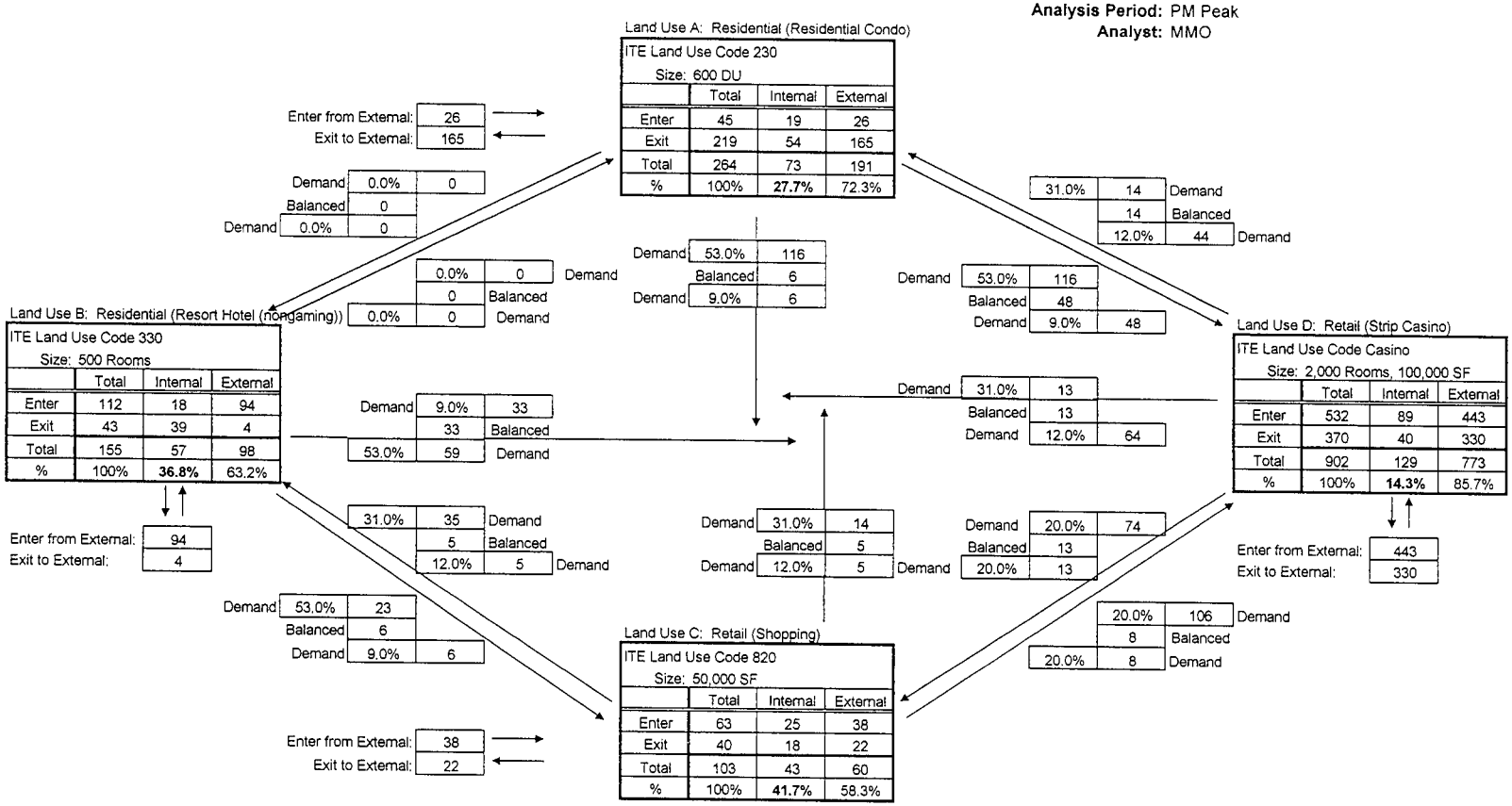
90 + 120 = 210

Weekday (Not Available)

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, March 2001)

Project Number: 092610000
Project Name: Neon Lights
Scenario: Phase A and B Build Out AM
Analysis Period: PM Peak
Analyst: MMO



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

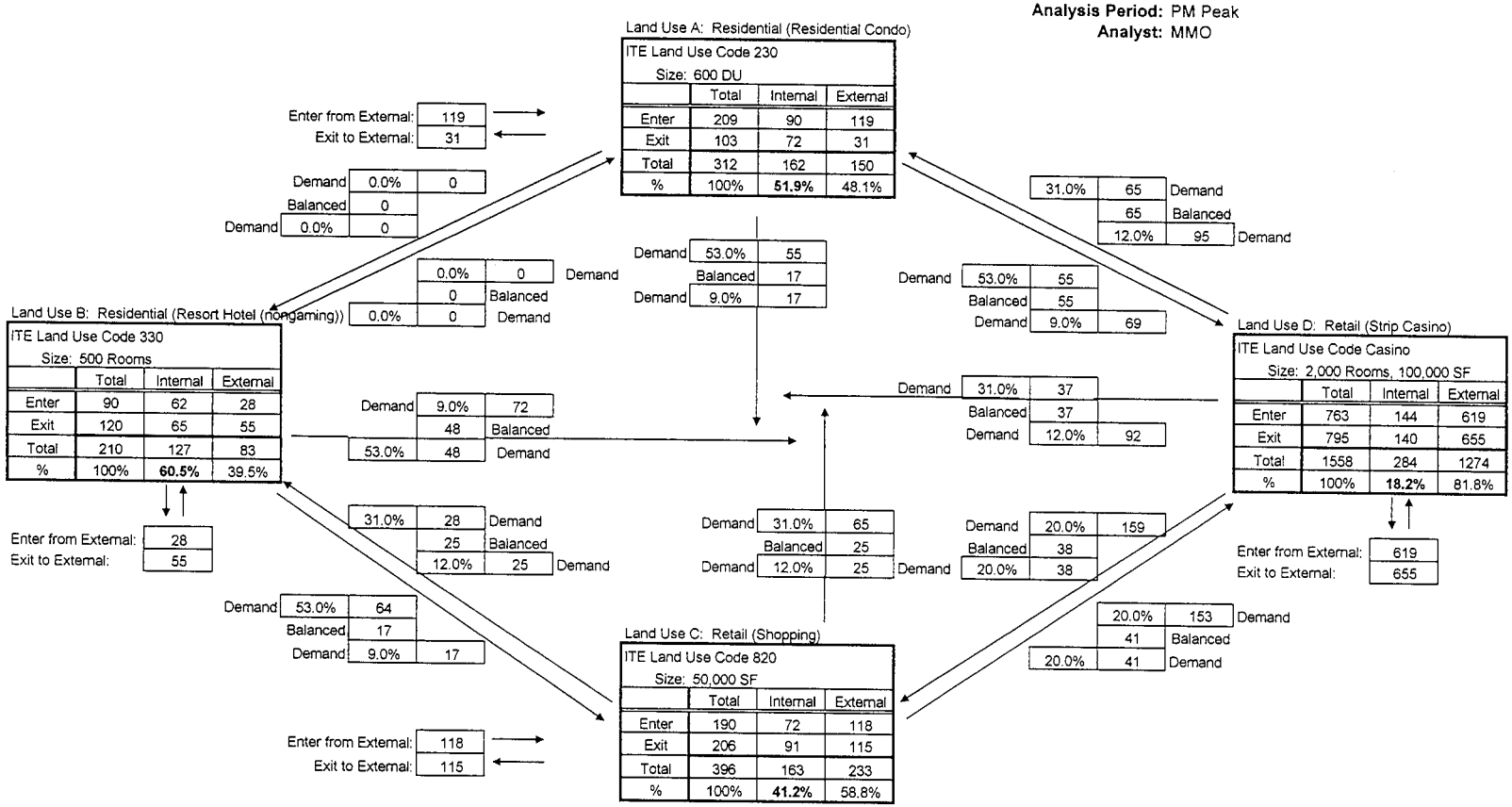
Category	Land Use A	B	C	D	Total
Enter	26	94	38	443	601
Exit	165	4	22	330	521
Total	191	98	60	773	**1,122**
Single Use Trip Gen Estimate	264	155	103	902	**1,424**

Overall Internal Capture = **21.21%**

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, March 2001)

Project Number: 092610000
Project Name: Neon Lights
Scenario: Phase A and B Build Out PM
Analysis Period: PM Peak
Analyst: MMO



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	B	C	D	Total
Enter	119	28	118	619	884
Exit	31	55	115	655	856
Total	150	83	233	1,274	**1,740**
Single Use Trip Gen Estimate	312	210	396	1,558	**2,476**

Overall Internal Capture = **29.73%**

Phase A, B and C

Kimley-Horn and Associates, Inc.

Project	Pulse	PHASE C			
Subject	Trip Generation				
Designed by	MJM	*Date*	June 13, 2007	*Job No.*	MKTG
Checked by				*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate Equations

Land Use Code - Residential Condominium/Townhouse (230)

Independant Variable - Dwelling Units (X)

X = 1,100
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 368)

Daily Weekday
T = (X) x 0.44
T = 1,100 x 0.44

Directional Distribution: 17% ent. 83% exit.
T = 484 Average Vehicle Trip Ends
82 entering 402 exiting

82 + 402 = 484

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 369)

Daily Weekday
T = (X) x 0.52
T = 1,100 x 0.52

Directional Distribution: 67% ent. 33% exit.
T = 572 Average Vehicle Trip Ends
383 entering 189 exiting

383 + 189 = 572

Weekday (page 367)

Daily Weekday
T = (X) x 5.86
T = 1,100 x 5.86

Directional Distribution: 50% entering, 50% exiting
T = 6446 Average Vehicle Trip Ends
3223 entering 3223 exiting

3223 + 3223 = 6446

Kimley-Horn and Associates, Inc.

Project	Pulse	PHASE C			
Subject	Trip Generation				
Designed by	LSS	*Date*	June 13, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Fitted Curve Equations

Land Use Code - Shopping Center (820)

Independant Variable - 1000 Square Feet Gross Leasable Area (X)

Gross Leasable Area = 50,000 Square Feet
X = 50.000
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Page 1452)

Daily Weekday
Ln(T) = 0.6 Ln(X) + 2.29
Ln(T) = 0.6 * Ln(50.00) + 2.29

Directional Distribution: 61% ent. 39% exit.
T = 103 Average Vehicle Trip Ends
63 entering 40 exiting

63 + 40 = 103

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 1453)

Daily Weekday
Ln(T) = 0.660 Ln(X) + 3.40
Ln(T) = 0.660 * Ln(50.00) + 3.40

Directional Distribution: 48% ent. 52% exit.
T = 396 Average Vehicle Trip Ends
190 entering 206 exiting

190 + 206 = 396

Weekday (page 1451)

Daily Weekday
Ln(T) = 0.65 Ln(X) + 5.83
Ln(T) = 0.65 * Ln(50.00) + 5.83

Directional Distribution: 50% entering, 50% exiting
T = 4328 Average Vehicle Trip Ends
2164 entering 2164 exiting

2164 + 2164 = 4328

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 2nd Edition, June 2004, page 34)

Average Pass-By Trip Percentage: 0 AM 34.0 PM

	IN	Out	Total		IN	Out	Total	
AM Peak	63	40	103	**PM Peak**	126	136	261	**NON PASS-BY**
AM Peak	0	0	0	**PM Peak**	64	70	135	**PASS-BY**

Kimley-Horn and Associates, Inc.

Project	Pulse	PHASE C			
Subject					
Designed by	Ken Ackerel	*Date*	June 13, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

Recalibration of Trip Generation Model for Las Vegas Hotel/Casinos,
University of Nevada-Las Vegas, March 2000.

Resort Corridor Hotel/Casino

Independant Variables - Rooms (X1)
- 1,000 square feet Casino Area (X2)

X1 = 4.000 Rooms X2 = 200 1,000 square feet Casino Area
T = Average Vehicle Trip Ends

AM Peak Hour

Daily Weekday
T = 0.168 * (X1) + 4.583 * (X2) + 107.789
T = 0.168 * 4000 + 4.583 * 200 + 107.789

Directional Dist.: 59% ent. 41% exit.
T = 1696 Average Vehicle Trip Ends
1001 entering 695 exiting

1001 + 695 = 1696

PM Peak Hour

Daily Weekday
T = 0.290 * (X1) + 9.780 * (X2)
T = 0.290 * 4000 9.780 * 200

Directional Dist.: 49% ent. 51% exit.
T = 3116 Average Vehicle Trip Ends
1527 entering 1589 exiting

1527 + 1589 = 3116

Weekday

Daily Weekday
8% PM PEAK HOUR PERCENTAGE

Directional Distribution: 50% entering, 50% exiting
T = 38950 Average Vehicle Trip Ends
19475 entering 19475 exiting

19475 + 19475 = 38950

Kimley-Horn and Associates, Inc.

Project	Pulse	PHASE C			
Subject	Trip Generation				
Designed by	MMO	*Date*	June 13, 2007	*Job No.*	
Checked by				*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Fitted Curve Equations

Land Use Code -Resort Hotel (330)

Independant Variable - Rooms (X)

X = 1,000
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 625)

Daily Weekday
T = 0.40(X) - 40.79
T = 0.40 * (1000.0) - 40.79

Directional Distribution: 72% ent. 28% exit.
T = 359 Average Vehicle Trip Ends
258 entering 101 exiting

258 + 101 = 359

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 626)

Daily Weekday
Ln(T) = 1.44 Ln(X) - 3.62
Ln(T) = 1.44 * Ln(1000.0) - 3.62

Directional Distribution: 43% ent. 57% exit.
T = 560 Average Vehicle Trip Ends
241 entering 319 exiting

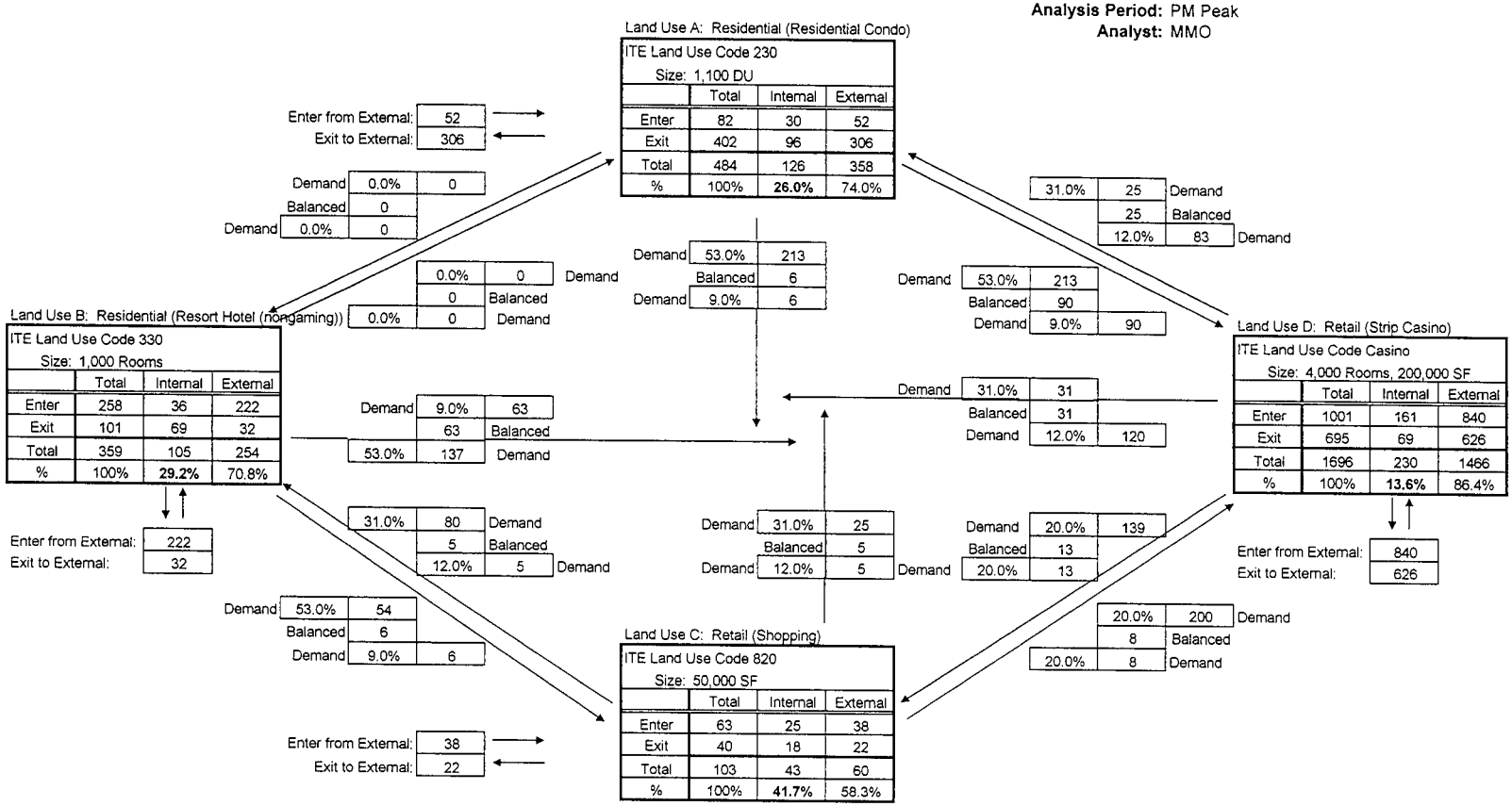
241 + 319 = 560

Weekday (Not Available)

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, March 2001)

Project Number: 092610000
Project Name: Neon Lights
Scenario: Phase A, B, and C Build Out AM
Analysis Period: PM Peak
Analyst: MMO



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

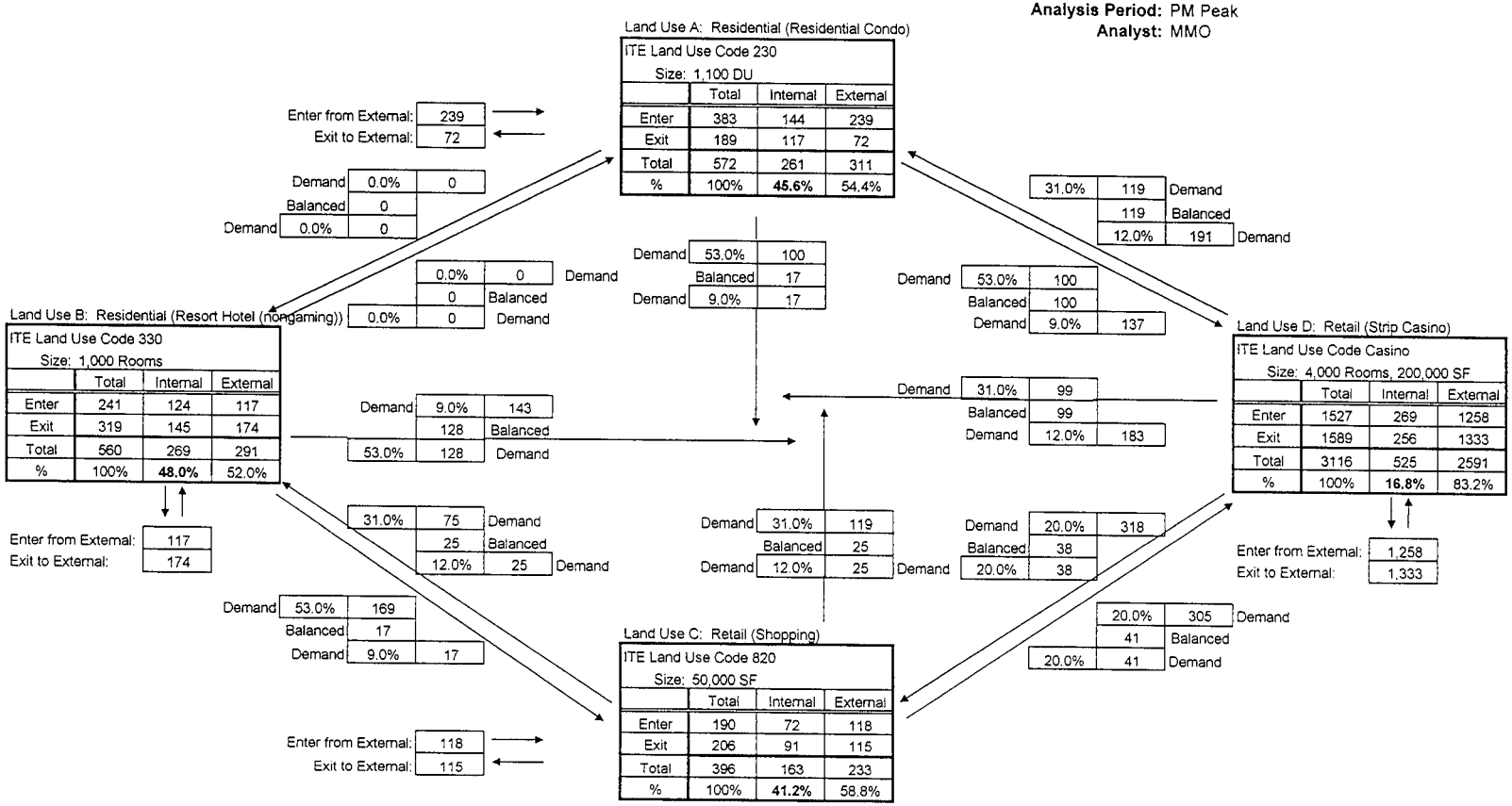
Category	Land Use A	B	C	D	Total
Enter	52	222	38	840	1,152
Exit	306	32	22	626	986
Total	358	254	60	1,466	**2,138**
Single Use Trip Gen Estimate	484	359	103	1,696	**2,642**

Overall Internal Capture = **19.08%**

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, March 2001)

Project Number: 092610000
Project Name: Neon Lights
Scenario: Phase A, B, and C Build Out PM
Analysis Period: PM Peak
Analyst: MMO



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	B	C	D	Total
Enter	239	117	118	1,258	1,732
Exit	72	174	115	1,333	1,694
Total	311	291	233	2,591	**3,426**
Single Use Trip Gen Estimate	572	560	396	3,116	**4,644**

Overall Internal Capture = **26.23%**

Phase A, B, C and D

Kimley-Horn and Associates, inc.

Project	Pulse PHASE D				
Subject	Trip Generation				
Designed by	MJM	*Date*	June 13, 2007	*Job No.*	MKTG
Checked by				*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate Equations

Land Use Code - Residential Condominium/Townhouse (230)

Independant Variable - Dwelling Units (X)

X = 1,100
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 368)

Daily Weekday
T = (X) x 0.44
T = 1,100 x 0.44

Directional Distribution: 17% ent. 83% exit.
T = 484 Average Vehicle Trip Ends
82 entering 402 exiting

82 + 402 = 484

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 369)

Daily Weekday
T = (X) x 0.52
T = 1,100 x 0.52

Directional Distribution: 67% ent. 33% exit.
T = 572 Average Vehicle Trip Ends
383 entering 189 exiting

383 + 189 = 572

Weekday (page 367)

Daily Weekday
T = (X) x 5.86
T = 1,100 x 5.86

Directional Distribution: 50% entering, 50% exiting
T = 6446 Average Vehicle Trip Ends
3223 entering 3223 exiting

3223 + 3223 = 6446

Kimley-Horn and Associates, Inc.

Project	Pulse	PHASE D			
Subject	Trip Generation				
Designed by	LSS	*Date*	June 13, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate Equations

Land Use Code - Shopping Center (820)

Independant Variable - 1000 Square Feet Gross Leasable Area (X)

Gross Leasable Area = 550,000 Square Feet
X = 550.000
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Page 1452)

Daily Weekday
T = 1.03 * (X)
T = 1.03 * 550.00

Directional Distribution: 61% ent. 39% exit.
T = 567 Average Vehicle Trip Ends
346 entering 221 exiting

346 + 221 = 567

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 1453)

Daily Weekday
T = 3.75 * (X)
T = 3.75 * 550.00

Directional Distribution: 48% ent. 52% exit.
T = 2063 Average Vehicle Trip Ends
990 entering 1073 exiting

990 + 1073 = 2063

Weekday (page 1451)

Daily Weekday
T = 42.94 * (X)
T = 42.94 * 550.00

Directional Distribution: 50% entering, 50% exiting
T = 23618 Average Vehicle Trip Ends
11809 entering 11809 exiting

11809 + 11809 = 23618

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 2nd Edition, June 2004, page 34)

Average Pass-By Trip Percentage: 0 AM 34.0 PM

	IN	Out	Total		IN	Out	Total	
AM Peak	346	221	567	**PM Peak**	653	708	1361	**NON PASS-BY**
AM Peak	0	0	0		337	365	702	**PASS-BY**

Kimley-Horn and Associates, Inc.

Project	Pulse	PHASE D			
Subject	Trip Generation				
Designed by	Ken Ackerel	*Date*	June 13, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

Recalibration of Trip Generation Model for Las Vegas Hotel/Casinos,
University of Nevada-Las Vegas, March 2000.

Resort Corridor Hotel/Casino

Independant Variables - Rooms (X1)
- 1,000 square feet Casino Area (X2)

X1 = 4,000 Rooms X2 = 200 1,000 square feet Casino Area
T = Average Vehicle Trip Ends

AM Peak Hour

Daily Weekday
T = 0.168 * (X1) + 4.583 * (X2) + 107.789
T = 0.168 * 4000 + 4.583 * 200 + 107.789

Directional Dist.: 59% ent. 41% exit.
T = 1696 Average Vehicle Trip Ends
1001 entering 695 exiting

1001 + 695 = 1696

PM Peak Hour

Daily Weekday
T = 0.290 * (X1) + 9.780 * (X2)
T = 0.290 * 4000 9.780 * 200

Directional Dist.: 49% ent. 51% exit.
T = 3116 Average Vehicle Trip Ends
1527 entering 1589 exiting

1527 + 1589 = 3116

Weekday

Daily Weekday
8% PM PEAK HOUR PERCENTAGE

Directional Distribution: 50% entering, 50% exiting
T = 38950 Average Vehicle Trip Ends
19475 entering 19475 exiting

19475 + 19475 = 38950

Kimley-Horn and Associates, Inc.

Project	Pulse PHASE D		
Subject	Trip Generation		
Designed by	MMO	*Date* June 13, 2007	*Job No.*
Checked by			*Sheet No.* 1 *of* 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Fitted Curve Equations

Land Use Code -Resort Hotel (330)

Independant Variable - Rooms (X)

X = 1,000
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 625)

Daily Weekday
T = 0.40(X) - 40.79
T = 0.40 * (1000.0) - 40.79

Directional Distribution: 72% ent. 28% exit.
T = 359 Average Vehicle Trip Ends
258 entering 101 exiting

258 + 101 = 359

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 626)

Daily Weekday
Ln(T) = 1.44 Ln(X) - 3.62
Ln(T) = 1.44 * Ln(1000.0) - 3.62

Directional Distribution: 43% ent. 57% exit.
T = 560 Average Vehicle Trip Ends
241 entering 319 exiting

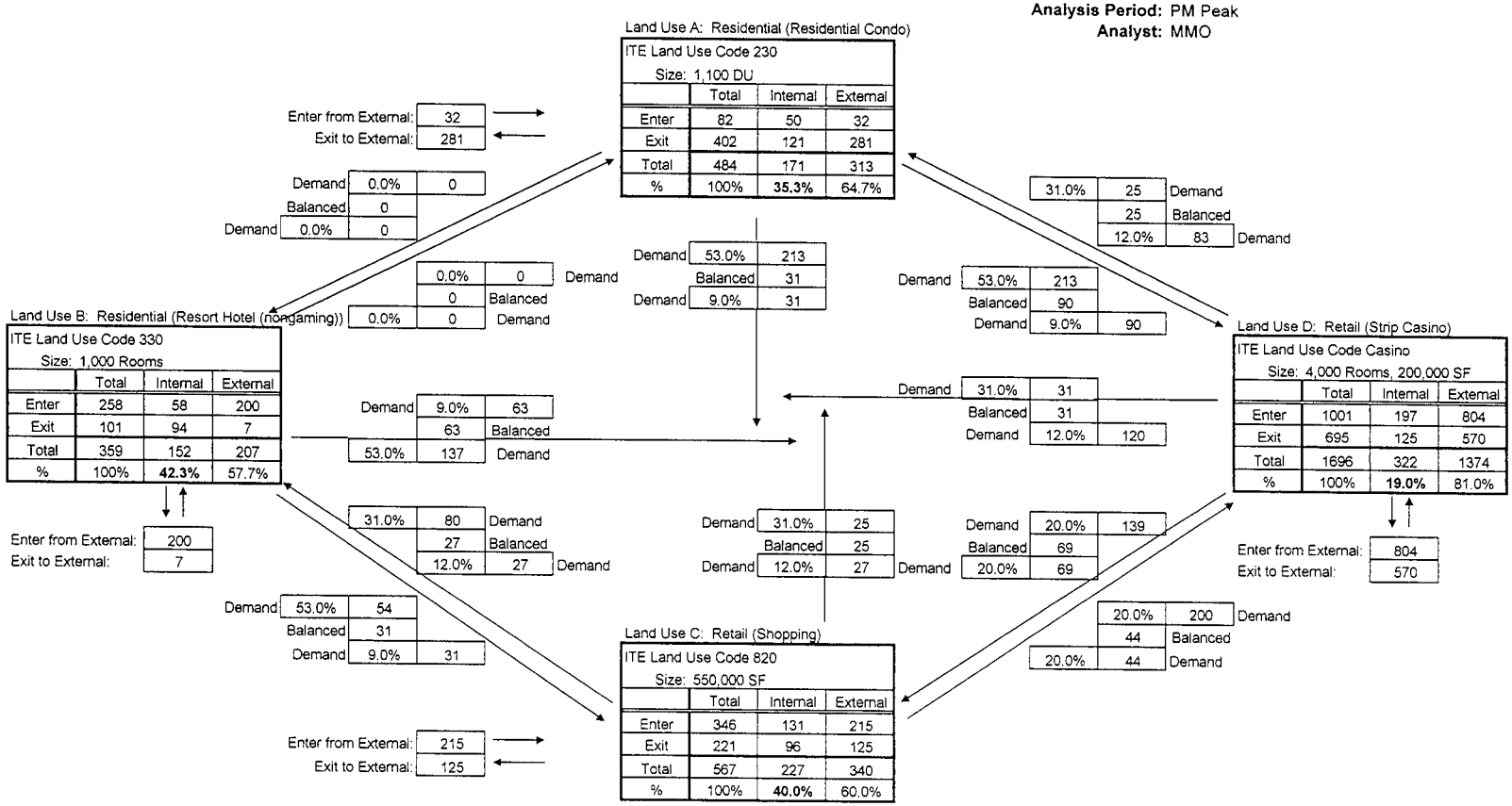
241 + 319 = 560

Weekday (Not Available)

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, March 2001)

Project Number: 092610000
Project Name: Neon Lights
Scenario: Phase A, B, C, and D Build Out AM
Analysis Period: PM Peak
Analyst: MMO



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

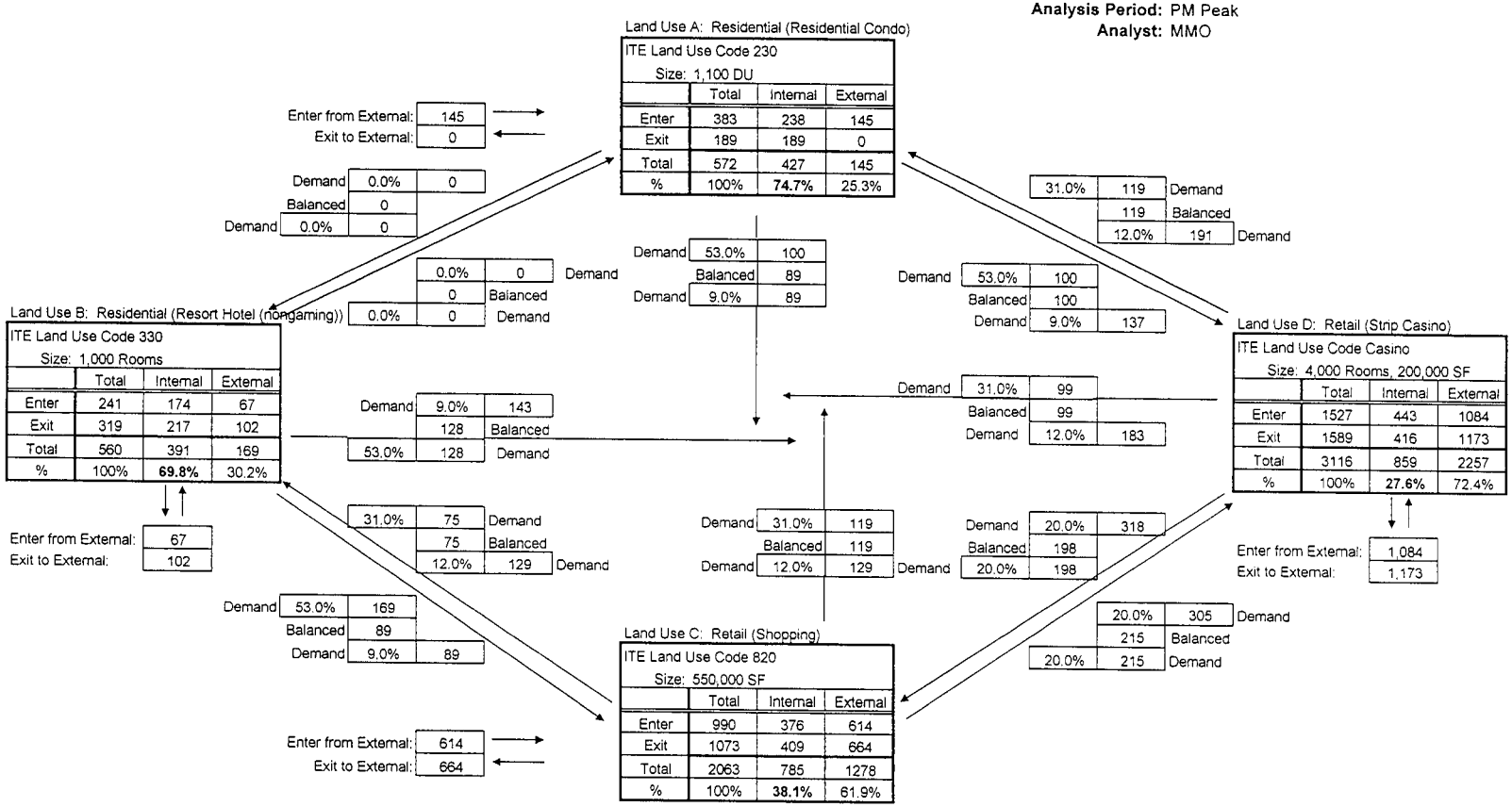
Category	Land Use A	B	C	D	Total
Enter	32	200	215	804	1,251
Exit	281	7	125	570	983
Total	313	207	340	1,374	**2,234**
Single Use Trip Gen Estimate	484	359	567	1,696	**3,106**

Overall Internal Capture = **28.07%**

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, March 2001)

Project Number: 092610000
Project Name: Neon Lights
Scenario: Phase A, B, C, and D Build Out PM
Analysis Period: PM Peak
Analyst: MMO



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	B	C	D	Total
Enter	145	67	614	1,084	1,910
Exit	0	102	664	1,173	1,939
Total	145	169	1,278	2,257	**3,849**
Single Use Trip Gen Estimate	572	560	2,063	3,116	**6,311**

Overall Internal Capture = **39.01%**

Phase A, B, C, D and E

Kimley-Horn and Associates, Inc.

Project	Pulse PHASE E				
Subject	Trip Generation				
Designed by	MJM	*Date*	June 13, 2007	*Job No.*	MKTG
Checked by				*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate Equations

Land Use Code - Residential Condominium/Townhouse (230)

Independant Variable - Dwelling Units (X)

X = 1,600
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 368)

Daily Weekday
T = (X) x 0.44
T = 1,600 x 0.44

Directional Distribution: 17% ent. 83% exit.
T = 704 Average Vehicle Trip Ends
120 entering 584 exiting

120 + 584 = 704

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 369)

Daily Weekday
T = (X) x 0.52
T = 1,600 x 0.52

Directional Distribution: 67% ent. 33% exit.
T = 832 Average Vehicle Trip Ends
557 entering 275 exiting

557 + 275 = 832

Weekday (page 367)

Daily Weekday
T = (X) x 5.86
T = 1,600 x 5.86

Directional Distribution: 50% entering, 50% exiting
T = 9376 Average Vehicle Trip Ends
4688 entering 4688 exiting

4688 + 4688 = 9376

Kimley-Horn
and Associates, Inc.

Project	Pulse	PHASE E			
Subject	Trip Generation				
Designed by	LSS	*Date*	June 13, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate Equations

Land Use Code - Shopping Center (820)

Independant Variable - 1000 Square Feet Gross Leasable Area (X)

Gross Leasable Area = 550,000 Square Feet
X = 550.000
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Page 1452)

Daily Weekday
T = 1.03 * (X)
T = 1.03 * 550.00

Directional Distribution: 61% ent. 39% exit.
T = 567 Average Vehicle Trip Ends
346 entering 221 exiting

346 + 221 = 567

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 1453)

Daily Weekday
T = 3.75 * (X)
T = 3.75 * 550.00

Directional Distribution: 48% ent. 52% exit.
T = 2063 Average Vehicle Trip Ends
990 entering 1073 exiting

990 + 1073 = 2063

Weekday (page 1451)

Daily Weekday
T = 42.94 * (X)
T = 42.94 * 550.00

Directional Distribution: 50% entering, 50% exiting
T = 23618 Average Vehicle Trip Ends
11809 entering 11809 exiting

11809 + 11809 = 23618

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 2nd Edition, June 2004, page 34)

Average Pass-By Trip Percentage: 0 AM 34.0 PM

	IN	Out	Total		IN	Out	Total	
AM Peak	346	221	567	**PM Peak**	653	708	1361	**NON PASS-BY**
AM Peak	0	0	0		337	365	702	**PASS-BY**

K:\TPTO\092610000 - Pulse\Phasing Plan\Trip Generation\Phase E\[820 Shopping Center (AVG with new PASS-B\

Kimley-Horn and Associates, Inc.

Project	Pulse	PHASE E			
Subject	Trip Generation				
Designed by	Ken Ackerel	*Date*	June 13, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

Recalibration of Trip Generation Model for Las Vegas Hotel/Casinos,
University of Nevada-Las Vegas, March 2000.

Resort Corridor Hotel/Casino

Independant Variables - Rooms (X1)
- 1,000 square feet Casino Area (X2)

X1 = 6.000 Rooms X2 = 300 1,000 square feet Casino Area
T = Average Vehicle Trip Ends

AM Peak Hour

Daily Weekday
T = 0.168 * (X1) + 4.583 * (X2) + 107.789
T = 0.168 * 6000 + 4.583 * 300 + 107.789

Directional Dist.: 59% ent. 41% exit.
T = 2491 Average Vehicle Trip Ends
1470 entering 1021 exiting

1470 + 1021 = 2491

PM Peak Hour

Daily Weekday
T = 0.290 * (X1) + 9.780 * (X2)
T = 0.290 * 6000 9.780 * 300

Directional Dist.: 49% ent. 51% exit.
T = 4674 Average Vehicle Trip Ends
2290 entering 2384 exiting

2290 + 2384 = 4674

Weekday

Daily Weekday
8% PM PEAK HOUR PERCENTAGE

Directional Distribution: 50% entering, 50% exiting
T = 58426 Average Vehicle Trip Ends
29213 entering 29213 exiting

29213 + 29213 = 58426

Kimley-Horn and Associates, Inc.

Project	Pulse	PHASE E			
Subject	Trip Generation				
Designed by	MMO	*Date*	June 13, 2007	*Job No.*	
Checked by				*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Fitted Curve Equations

Land Use Code -Resort Hotel (330)

Independant Variable - Rooms (X)

X = 1,500
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 625)

Daily Weekday
T = 0.40(X) - 40.79
T = 0.40 * (1500.0) - 40.79

Directional Distribution: 72% ent. 28% exit.
T = 559 Average Vehicle Trip Ends
402 entering 157 exiting

402 + 157 = 559

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 626)

Daily Weekday
Ln(T) = 1.44 Ln(X) - 3.62
Ln(T) = 1.44 * Ln(1500.0) - 3.62

Directional Distribution: 43% ent. 57% exit.
T = 1003 Average Vehicle Trip Ends
431 entering 572 exiting

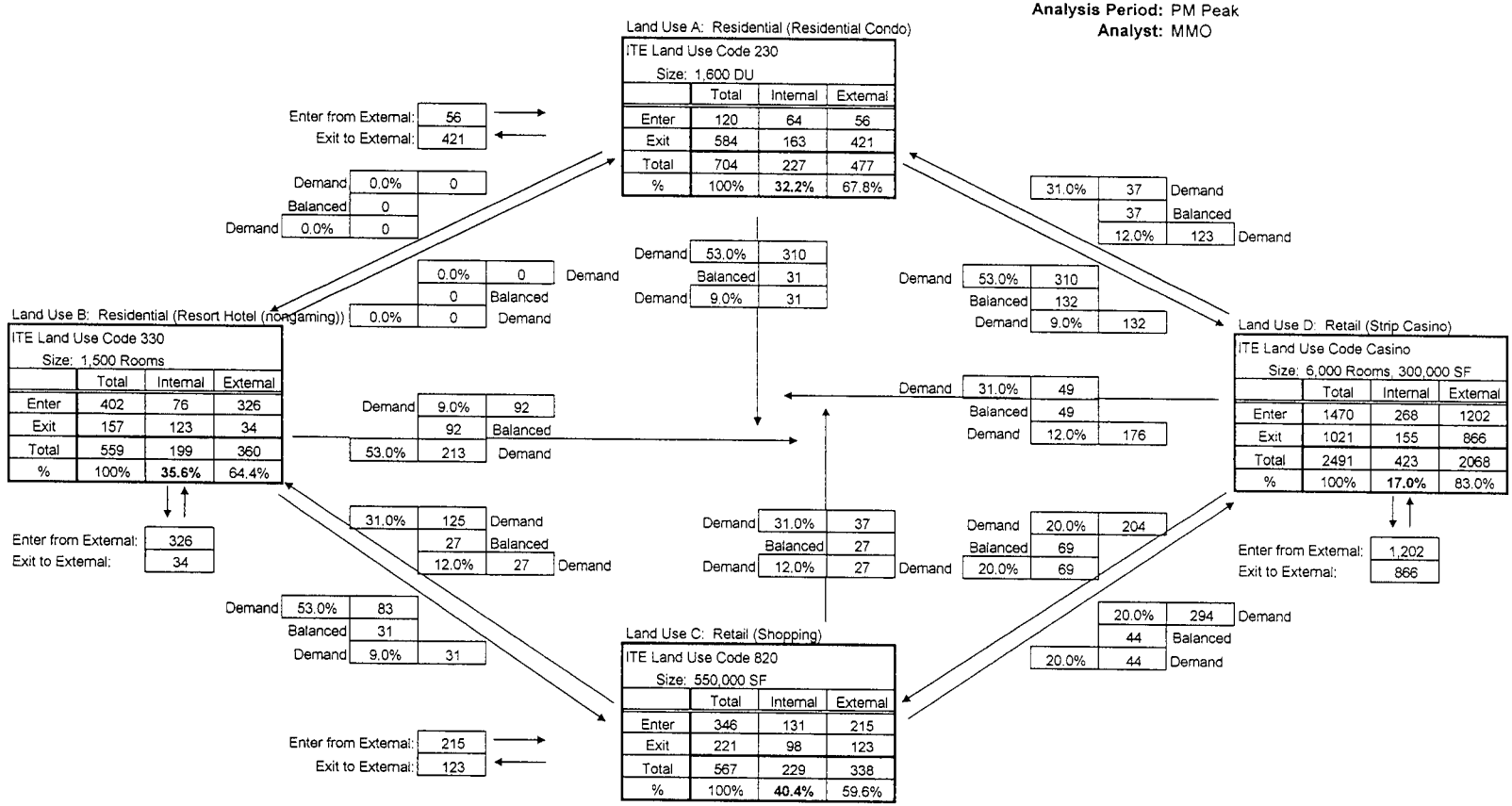
431 + 572 = 1003

Weekday (Not Available)

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, March 2001)

Project Number: 092610000
Project Name: Neon Lights
Scenario: Phase A, B, C, D, and E Build Out AM
Analysis Period: PM Peak
Analyst: MMO



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

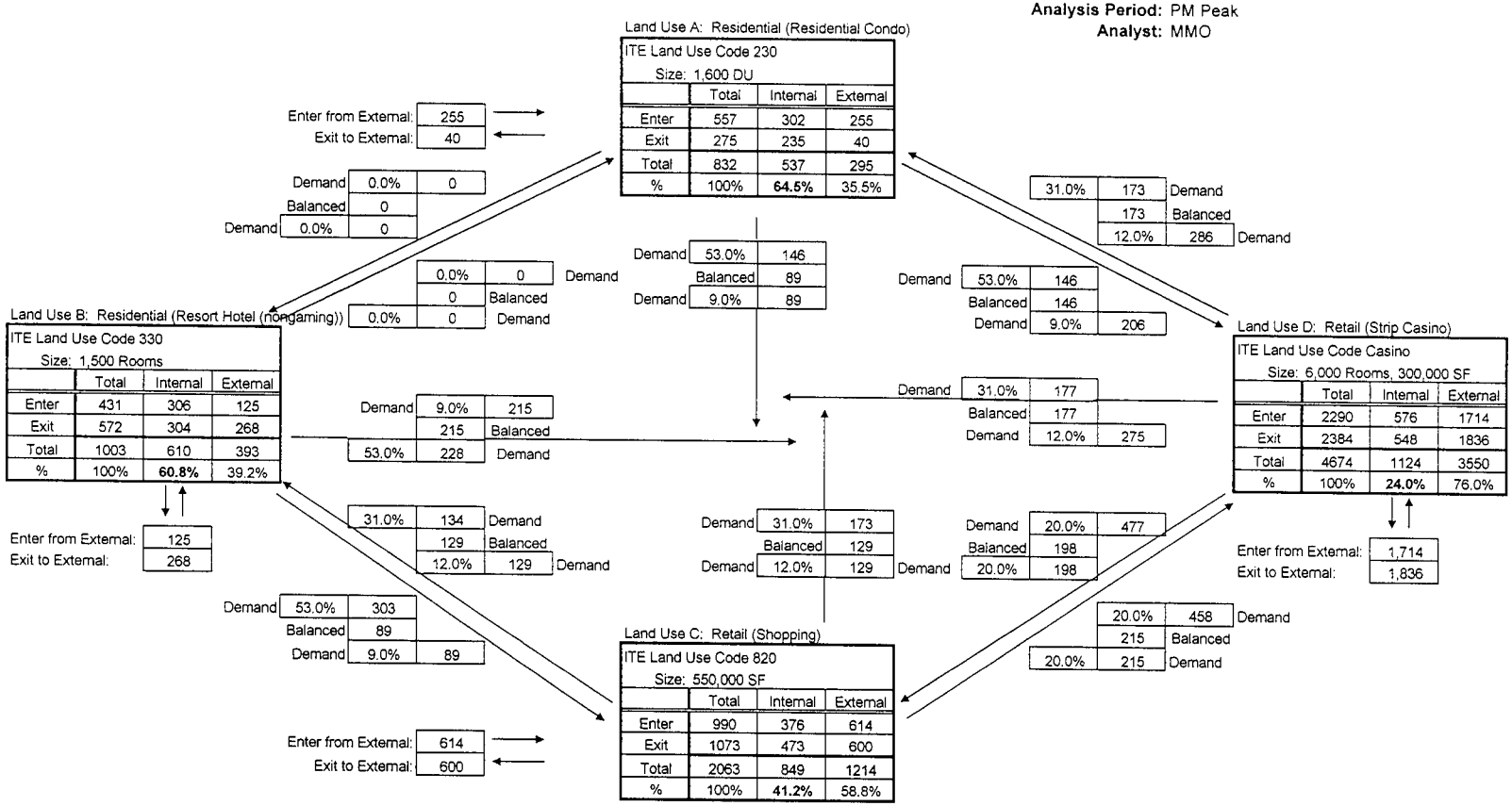
Category	Land Use A	B	C	D	Total
Enter	56	326	215	1,202	1,799
Exit	421	34	123	866	1,444
Total	477	360	338	2,068	**3,243**
Single Use Trip Gen Estimate	704	559	567	2,491	**4,321**

Overall Internal Capture = **24.95%**

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, March 2001)

Project Number: 092610000
Project Name: Neon Lights
Scenario: Phase A, B, C, D, and E Build Out PM
Analysis Period: PM Peak
Analyst: MMO



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	B	C	D	Total
Enter	255	125	614	1,714	2,708
Exit	40	268	600	1,836	2,744
Total	295	393	1,214	3,550	**5,452**
Single Use Trip Gen Estimate	832	1,003	2,063	4,674	**8,572**

Overall Internal Capture = **36.40%**

APPENDIX E

Traffix Level of Service Analysis Reports

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

Intersection #1 Charleston Boulevard/Grand Central Parkway (#1)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	40.7
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Grand Central Parkway						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	1 1	0 0	2	2 0	2 1	0	1 0	3 0	1
Volume Module: >> Count Date: 31 May 2007 << 7:30-8:30 AM												
Base Vol:	113	226	113	140	219	589	342	1847	188	13	1129	209
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	131	262	131	162	254	683	396	2141	218	15	1309	242
Added Vol:	68	50	7	3	17	0	0	104	130	4	57	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	312	138	165	271	683	396	2245	348	19	1366	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	221	347	153	184	301	759	441	2495	387	21	1518	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	347	153	184	301	759	441	2495	387	21	1518	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	347	153	184	301	759	441	2495	387	21	1518	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.96	0.96	0.73	0.90	0.87	0.87	0.93	0.89	0.83
Lanes:	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.60	0.40	1.00	3.00	1.00
Final Sat.:	3432	3538	1583	1827	1827	2786	3432	4313	668	1769	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.10	0.16	0.27	0.13	0.58	0.58	0.01	0.30	0.19
Crit Moves:	****					****		****		****		
Green/Cycle:	0.07	0.18	0.18	0.18	0.29	0.29	0.19	0.62	0.62	0.01	0.45	0.45
Volume/Cap:	0.93	0.55	0.54	0.55	0.56	0.93	0.67	0.93	0.93	0.93	0.67	0.43
Uniform Del:	64.8	52.3	52.2	51.8	41.8	48.0	52.5	23.5	23.5	69.0	30.7	26.6
IncremntDel:	38.8	1.0	2.1	0.7	0.8	16.5	2.7	5.6	5.6	154.8	0.8	0.4
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:	103.6	53.3	54.3	52.5	42.6	64.4	55.2	29.1	29.1	223.8	31.5	27.0
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:	103.6	53.3	54.3	52.5	42.6	64.4	55.2	29.1	29.1	223.8	31.5	27.0
LOS by Move:	F	D	D	D	D	E	E	C	C	F	C	C
HCM2kAvgQ:	8	8	7	8	11	22	10	44	44	2	19	9

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

Intersection #1 Charleston Boulevard/Grand Central Parkway (#1)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.144
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	88.4
Optimal Cycle:	140	Level Of Service:	F

Street Name:	Grand Central Parkway						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	1	1 0	0 2	2	0 2	1 0	1	0 3	0 1
Volume Module: >> Count Date: 31 May 2007 << 4:00-5:00 PM												
Base Vol:	264	528	264	200	190	731	663	1523	175	13	1571	469
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	306	612	306	232	220	847	769	1766	203	15	1821	544
Added Vol:	118	87	12	4	23	0	0	141	177	5	100	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	424	699	318	236	243	847	769	1907	380	20	1921	593
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	471	777	353	262	270	942	854	2118	422	22	2135	659
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	777	353	262	270	942	854	2118	422	22	2135	659
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	777	353	262	270	942	854	2118	422	22	2135	659
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.96	0.96	0.73	0.90	0.87	0.87	0.93	0.89	0.83
Lanes:	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.50	0.50	1.00	3.00	1.00
Final Sat.:	3432	3538	1583	1817	1817	2786	3432	4133	823	1769	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.22	0.14	0.15	0.34	0.25	0.51	0.51	0.01	0.42	0.42
Crit Moves:	****					****	****				****	
Green/Cycle:	0.12	0.25	0.25	0.16	0.30	0.30	0.22	0.57	0.57	0.01	0.37	0.37
Volume/Cap:	1.14	0.87	0.88	0.88	0.50	1.14	1.14	0.90	0.90	0.90	1.14	1.13
Uniform Del:	61.6	50.1	50.4	57.3	40.8	49.3	54.8	26.5	26.5	68.9	44.3	44.3
IncremntDel:	89.9	9.2	20.3	14.6	0.4	79.1	80.3	4.3	4.3	135.5	71.8	79.9
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:	151.5	59.3	70.6	71.9	41.2	128.4	135.1	30.8	30.8	204.4	116	124.2
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:	151.5	59.3	70.6	71.9	41.2	128.4	135.1	30.8	30.8	204.4	116	124.2
LOS by Move:	F	E	E	E	D	F	F	C	C	F	F	F
HCM2kAvgQ:	17	20	18	14	10	34	29	38	38	2	48	41

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

Intersection #1 Charleston Boulevard/Grand Central Parkway (#1)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.021
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	52.2
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Grand Central Parkway						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	1 1	0 0	2	2 0	2 1	0	1 0	3 0	1
Volume Module: >> Count Date: 31 May 2007 << 7:30-8:30 AM												
Base Vol:	113	226	113	140	219	589	342	1847	188	13	1129	209
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	135	270	135	167	262	703	408	2206	224	16	1348	250
Added Vol:	128	94	13	5	31	0	0	192	240	7	108	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	364	148	172	293	703	408	2398	464	23	1456	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	292	404	164	191	325	781	454	2664	516	25	1618	337
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	404	164	191	325	781	454	2664	516	25	1618	337
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	404	164	191	325	781	454	2664	516	25	1618	337
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.96	0.96	0.73	0.90	0.87	0.87	0.93	0.89	0.83
Lanes:	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.51	0.49	1.00	3.00	1.00
Final Sat.:	3432	3538	1583	1828	1828	2786	3432	4156	805	1769	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.10	0.10	0.18	0.28	0.13	0.64	0.64	0.01	0.32	0.21
Crit Moves:	****					****		****		****		
Green/Cycle:	0.08	0.19	0.19	0.17	0.27	0.27	0.19	0.63	0.63	0.01	0.45	0.45
Volume/Cap:	1.02	0.61	0.56	0.61	0.65	1.02	0.70	1.02	1.02	1.02	0.70	0.47
Uniform Del:	64.2	52.2	51.6	53.7	44.8	50.8	53.1	26.0	26.0	69.0	30.7	26.6
IncremntDel:	58.6	1.7	2.3	1.3	1.9	37.9	3.5	21.6	21.6	188.4	1.0	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:	122.8	53.9	53.9	55.0	46.6	88.6	56.6	47.7	47.7	257.4	31.7	27.1
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:	122.8	53.9	53.9	55.0	46.6	88.6	56.6	47.7	47.7	257.4	31.7	27.1
LOS by Move:	F	D	D	E	D	F	E	D	D	F	C	C
HCM2kAvgQ:	10	9	7	8	13	25	11	59	59	3	21	10

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

Intersection #1 Charleston Boulevard/Grand Central Parkway (#1)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.240
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	118.6
Optimal Cycle:	140	Level Of Service:	F

Street Name:	Grand Central Parkway						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	1 1	0 0	2	2 0	2 1	0	1 0	3 0	1
Volume Module: >> Count Date: 31 May 2007 << 4:00-5:00 PM												
Base Vol:	264	528	264	200	190	731	663	1523	175	13	1571	469
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	315	630	315	239	227	873	792	1819	209	16	1876	560
Added Vol:	227	167	24	8	44	0	0	277	346	10	192	95
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	542	797	339	247	271	873	792	2096	555	26	2068	655
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	602	886	377	274	301	970	880	2328	617	28	2298	728
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	602	886	377	274	301	970	880	2328	617	28	2298	728
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	602	886	377	274	301	970	880	2328	617	28	2298	728
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.96	0.96	0.73	0.90	0.86	0.86	0.93	0.89	0.83
Lanes:	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.37	0.63	1.00	3.00	1.00
Final Sat.:	3432	3538	1583	1819	1819	2786	3432	3894	1031	1769	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.18	0.25	0.24	0.15	0.17	0.35	0.26	0.60	0.60	0.02	0.45	0.46
Crit Moves:	****					****	****					****
Green/Cycle:	0.14	0.26	0.26	0.16	0.28	0.28	0.21	0.56	0.56	0.02	0.37	0.37
Volume/Cap:	1.24	0.95	0.90	0.95	0.59	1.24	1.24	1.06	1.06	1.06	1.22	1.24
Uniform Del:	60.1	50.6	49.8	58.3	43.4	50.3	55.5	30.6	30.6	68.9	44.0	44.0
IncremntDel:	124.6	18.5	22.4	24.7	1.0	118.8	119.8	36.8	36.8	194.3	104	122.0
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:	184.7	69.1	72.3	83.1	44.3	169.1	175.3	67.4	67.4	263.3	148	166.0
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:	184.7	69.1	72.3	83.1	44.3	169.1	175.3	67.4	67.4	263.3	148	166.0
LOS by Move:	F	E	E	F	D	F	F	E	E	F	F	F
HCM2kAvgQ:	23	24	19	16	11	39	32	58	58	3	56	50

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

Intersection #1 Charleston Boulevard/Grand Central Parkway (#1)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.083
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	64.4
Optimal Cycle:	140	Level Of Service:	E

Street Name:	Grand Central Parkway						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	1 1	0 0	2	2 0	2 1	0	1 0	3 0	1
Volume Module: >> Count Date: 31 May 2007 << 7:30-8:30 AM												
Base Vol:	113	226	113	140	219	589	342	1847	188	13	1129	209
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	143	286	143	177	277	746	433	2340	238	16	1430	265
Added Vol:	128	94	13	6	33	0	0	208	260	7	108	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	380	156	183	310	746	433	2548	498	23	1538	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	301	423	173	204	345	829	481	2831	554	26	1709	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	423	173	204	345	829	481	2831	554	26	1709	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	301	423	173	204	345	829	481	2831	554	26	1709	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.96	0.96	0.73	0.90	0.87	0.87	0.93	0.89	0.83
Lanes:	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.51	0.49	1.00	3.00	1.00
Final Sat.:	3432	3538	1583	1828	1828	2786	3432	4146	811	1769	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.11	0.11	0.19	0.30	0.14	0.68	0.68	0.01	0.34	0.22
Crit Moves:	****					****		****		****		
Green/Cycle:	0.08	0.18	0.18	0.17	0.27	0.27	0.19	0.63	0.63	0.01	0.45	0.45
Volume/Cap:	1.08	0.65	0.60	0.65	0.69	1.08	0.74	1.08	1.08	1.08	0.74	0.49
Uniform Del:	64.3	52.9	52.3	54.0	45.4	50.8	53.5	25.9	25.9	69.0	31.4	26.8
IncremntDel:	77.9	2.3	3.3	1.8	2.5	57.3	4.5	43.8	43.8	210.5	1.3	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:	142.2	55.2	55.7	55.8	47.9	108.1	58.0	69.6	69.6	279.5	32.7	27.4
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:	142.2	55.2	55.7	55.8	47.9	108.1	58.0	69.6	69.6	279.5	32.7	27.4
LOS by Move:	F	E	E	E	D	F	E	E	E	F	C	C
HCM2kAvgQ:	11	10	8	9	14	29	11	68	68	3	23	11

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

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Intersection #1 Charleston Boulevard/Grand Central Parkway (#1)

****

Cycle (sec):	140	Critical Vol./Cap.(X):	1.326
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	149.1
Optimal Cycle:	140	Level Of Service:	F

****

Street Name:	Grand Central Parkway						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	1 1	0	0 2	2 0	2	1 0	1 0	3	0 1
Volume Module: >> Count Date: 31 May 2007 << 4:00-5:00 PM												
Base Vol:	264	528	264	200	190	731	663	1523	175	13	1571	469
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	334	669	334	253	241	926	840	1929	222	16	1990	594
Added Vol:	259	190	27	9	49	0	0	306	382	11	219	108
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	593	859	361	262	290	926	840	2235	604	27	2209	702
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	659	954	402	292	322	1029	933	2484	671	31	2455	780
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	659	954	402	292	322	1029	933	2484	671	31	2455	780
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	659	954	402	292	322	1029	933	2484	671	31	2455	780
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.96	0.96	0.73	0.90	0.86	0.86	0.93	0.89	0.83
Lanes:	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.36	0.64	1.00	3.00	1.00
Final Sat.:	3432	3538	1583	1819	1819	2786	3432	3874	1046	1769	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.19	0.27	0.25	0.16	0.18	0.37	0.27	0.64	0.64	0.02	0.48	0.49
Crit Moves:	****					****	****					****
Green/Cycle:	0.14	0.27	0.27	0.16	0.28	0.28	0.21	0.56	0.56	0.02	0.37	0.37
Volume/Cap:	1.33	1.02	0.96	1.02	0.64	1.33	1.33	1.14	1.14	1.14	1.30	1.33
Uniform Del:	59.9	51.4	50.6	59.0	44.3	50.5	55.6	30.7	30.7	68.9	44.0	44.0
IncremntDel:	160.3	33.3	32.5	40.6	1.4	155.8	156.6	68.6	68.6	220.6	139	158.4
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:	220.2	84.7	83.1	99.6	45.7	206.3	212.3	99.3	99.3	289.5	183	202.4
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:	220.2	84.7	83.1	99.6	45.7	206.3	212.3	99.3	99.3	289.5	183	202.4
LOS by Move:	F	F	F	F	D	F	F	F	F	F	F	F
HCM2kAvgQ:	27	28	21	18	13	44	37	69	69	3	65	58

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

Intersection #1 Charleston Boulevard/Grand Central Parkway (#1)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.207
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	94.0
Optimal Cycle:	140	Level Of Service:	F

Street Name:	Grand Central Parkway						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	0	1	1 1	0	0 2	2 0 2	1	0	1 0	3	0 1
Volume Module: >> Count Date: 31 May 2007 << 7:30-8:30 AM												
Base Vol:	113	226	113	140	219	589	342	1847	188	13	1129	209
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	152	304	152	188	294	792	460	2482	253	17	1517	281
Added Vol:	188	138	19	8	47	0	0	296	370	10	159	79
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	340	442	171	196	341	792	460	2778	623	27	1676	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	378	491	190	218	379	880	511	3087	692	31	1863	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	491	190	218	379	880	511	3087	692	31	1863	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	378	491	190	218	379	880	511	3087	692	31	1863	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.96	0.96	0.73	0.90	0.87	0.87	0.93	0.89	0.83
Lanes:	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.45	0.55	1.00	3.00	1.00
Final Sat.:	3432	3538	1583	1828	1828	2786	3432	4040	906	1769	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.12	0.12	0.21	0.32	0.15	0.76	0.76	0.02	0.37	0.25
Crit Moves:	****					****		****		****		
Green/Cycle:	0.09	0.19	0.19	0.16	0.26	0.26	0.19	0.63	0.63	0.01	0.46	0.46
Volume/Cap:	1.21	0.73	0.63	0.73	0.79	1.21	0.80	1.21	1.21	1.21	0.80	0.55
Uniform Del:	63.6	53.4	52.2	55.7	48.2	51.7	54.4	25.7	25.7	69.0	32.2	27.3
IncremntDel:	119.3	4.1	4.3	3.4	5.8	105.8	6.9	96.4	96.4	248.7	2.0	0.9
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:	183.0	57.5	56.6	59.1	53.9	157.5	61.2	122	122.1	317.7	34.2	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:	183.0	57.5	56.6	59.1	53.9	157.5	61.2	122	122.1	317.7	34.2	28.2
LOS by Move:	F	E	E	E	D	F	E	F	F	F	C	C
HCM2kAvgQ:	15	12	8	10	17	34	13	88	88	3	26	12

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

Intersection #1 Charleston Boulevard/Grand Central Parkway (#1)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.462
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	205.1
Optimal Cycle:	140	Level Of Service:	F

Street Name:	Grand Central Parkway						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	1 1	0 0	2	2 0	2 1	0	1 0	3 0	1
Volume Module: >> Count Date: 31 May 2007 << 4:00-5:00 PM												
Base Vol:	264	528	264	200	190	731	663	1523	175	13	1571	469
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	355	710	355	269	255	982	891	2047	235	17	2111	630
Added Vol:	363	267	38	12	69	0	0	433	542	15	307	152
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	718	977	393	281	324	982	891	2480	777	32	2418	782
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	798	1085	436	312	360	1092	990	2755	864	36	2687	869
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	798	1085	436	312	360	1092	990	2755	864	36	2687	869
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	798	1085	436	312	360	1092	990	2755	864	36	2687	869
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.96	0.96	0.73	0.90	0.86	0.86	0.93	0.89	0.83
Lanes:	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.28	0.72	1.00	3.00	1.00
Final Sat.:	3432	3538	1583	1819	1819	2786	3432	3731	1169	1769	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.23	0.31	0.28	0.17	0.20	0.39	0.29	0.74	0.74	0.02	0.53	0.55
Crit Moves:	****					****	****					****
Green/Cycle:	0.16	0.27	0.27	0.15	0.27	0.27	0.20	0.56	0.56	0.02	0.38	0.38
Volume/Cap:	1.46	1.12	1.01	1.12	0.74	1.46	1.46	1.32	1.32	1.32	1.41	1.46
Uniform Del:	58.9	50.8	50.8	59.3	46.8	51.2	56.2	31.0	31.0	68.9	43.7	43.7
IncremntDel:	217.8	67.8	44.9	74.3	3.2	215.2	216.0	149	148.6	284.4	186	217.1
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:	276.7	119	95.8	133.6	50.0	266.5	272.2	180	179.6	353.4	230	260.8
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:	276.7	119	95.8	133.6	50.0	266.5	272.2	180	179.6	353.4	230	260.8
LOS by Move:	F	F	F	F	D	F	F	F	F	F	F	F
HCM2kAvgQ:	35	35	25	21	15	51	43	96	96	4	77	71

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

Intersection #2 Charleston Boulevard/Commerce Street

Cycle (sec):	140	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	1.7
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Commerce Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0	0	0	2 1 0	0	0	3 0 0
Volume Module: >> Count Date: 31 May 2007 << 7:15-8:15												
Base Vol:	0	0	0	0	0	0	0	1717	0	0	1201	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	0	0	0	0	1991	0	0	1392	0
Added Vol:	54	0	23	0	0	0	0	47	67	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	0	23	0	0	0	0	2038	67	0	1428	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	60	0	26	0	0	0	0	2264	74	0	1587	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	26	0	0	0	0	2264	74	0	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.:	60	0	26	0	0	0	0	2264	74	0	1587	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	1.00	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.90	0.10	0.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	4897	161	0	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.46	0.46	0.00	0.31	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.96	0.96	0.00	0.96	0.00
Volume/Cap:	0.48	0.00	0.44	0.00	0.00	0.00	0.00	0.48	0.48	0.00	0.32	0.00
Uniform Del:	66.1	0.0	66.1	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.1	0.0
IncremntDel:	2.9	0.0	5.3	0.0	0.0	0.0	0.0	0.1	0.1	0.0	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	69.0	0.0	71.4	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.2	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:	69.0	0.0	71.4	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.2	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	3	3	0	2	0

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

Intersection #2 Charleston Boulevard/Commerce Street

Cycle (sec):	140	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	2.7
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Commerce Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	1	0	0	0	0	0	2 1	0	0	3 0
Volume Module: >> Count Date: 31 May 2007 << 4:00-5:00												
Base Vol:	0	0	0	0	0	0	0	1567	0	0	1660	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	0	0	0	0	1817	0	0	1924	0
Added Vol:	93	0	40	0	0	0	0	67	91	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	0	40	0	0	0	0	1884	91	0	1985	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	103	0	44	0	0	0	0	2093	101	0	2206	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	0	44	0	0	0	0	2093	101	0	2206	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.:	103	0	44	0	0	0	0	2093	101	0	2206	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	1.00	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.86	0.14	0.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	4815	233	0	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.43	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.94	0.94	0.00	0.94	0.00
Volume/Cap:	0.46	0.00	0.43	0.00	0.00	0.00	0.00	0.46	0.46	0.00	0.46	0.00
Uniform Del:	63.1	0.0	63.0	0.0	0.0	0.0	0.0	0.5	0.5	0.0	0.5	0.0
IncremntDel:	1.5	0.0	2.9	0.0	0.0	0.0	0.0	0.1	0.1	0.0	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	0.00	1.00	0.00
Delay/Veh:	64.6	0.0	65.9	0.0	0.0	0.0	0.0	0.6	0.6	0.0	0.6	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:	64.6	0.0	65.9	0.0	0.0	0.0	0.0	0.6	0.6	0.0	0.6	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	2	0	0	0	0	4	4	0	4	0

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

Intersection #2 Charleston Boulevard/Commerce Street

Cycle (sec):	140	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	3.0
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Commerce Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	3	0	0
Volume Module: >> Count Date: 31 May 2007 << 7:15-8:15												
Base Vol:	0	0	0	0	0	0	0	1717	0	0	1201	0
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	0	0	0	0	0	0	0	2050	0	0	1434	0
Added Vol:	102	0	43	0	0	0	0	87	124	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	0	43	0	0	0	0	2137	124	0	1501	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	113	0	48	0	0	0	0	2375	138	0	1668	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	0	48	0	0	0	0	2375	138	0	1668	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.:	113	0	48	0	0	0	0	2375	138	0	1668	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.88	0.88	1.00	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.84	0.16	0.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	4766	277	0	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.33	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.94	0.94	0.00	0.94	0.00
Volume/Cap:	0.53	0.00	0.49	0.00	0.00	0.00	0.00	0.53	0.53	0.00	0.35	0.00
Uniform Del:	63.7	0.0	63.5	0.0	0.0	0.0	0.0	0.5	0.5	0.0	0.4	0.0
IncremntDel:	2.6	0.0	3.7	0.0	0.0	0.0	0.0	0.1	0.1	0.0	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	66.2	0.0	67.2	0.0	0.0	0.0	0.0	0.7	0.7	0.0	0.4	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:	66.2	0.0	67.2	0.0	0.0	0.0	0.0	0.7	0.7	0.0	0.4	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	6	6	0	3	0

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

Intersection #2 Charleston Boulevard/Commerce Street

Cycle (sec):	140	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	5.0
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Commerce Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0 0	0 0	0	0 2	1 0	0	0 3	0 0
Volume Module: >> Count Date: 31 May 2007 << 4:00-5:00												
Base Vol:	0	0	0	0	0	0	0	1567	0	0	1660	0
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	0	0	0	0	0	0	0	1871	0	0	1982	0
Added Vol:	180	0	77	0	0	0	0	130	178	0	117	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	0	77	0	0	0	0	2001	178	0	2099	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	200	0	86	0	0	0	0	2224	198	0	2332	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	0	86	0	0	0	0	2224	198	0	2332	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.:	200	0	86	0	0	0	0	2224	198	0	2332	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.88	0.88	1.00	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.75	0.25	0.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	4612	410	0	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.05	0.00	0.00	0.00	0.00	0.48	0.48	0.00	0.46	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.89	0.89	0.00	0.89	0.00
Volume/Cap:	0.54	0.00	0.50	0.00	0.00	0.00	0.00	0.54	0.54	0.00	0.51	0.00
Uniform Del:	59.2	0.0	58.9	0.0	0.0	0.0	0.0	1.6	1.6	0.0	1.5	0.0
IncremntDel:	1.6	0.0	2.3	0.0	0.0	0.0	0.0	0.1	0.1	0.0	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	0.00	1.00	0.00
Delay/Veh:	60.8	0.0	61.2	0.0	0.0	0.0	0.0	1.7	1.7	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	0.0	61.2	0.0	0.0	0.0	0.0	1.7	1.7	0.0	1.6	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	4	0	0	0	0	8	8	0	8	0

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

Intersection #2 Charleston Boulevard/Commerce Street

Cycle (sec):	140	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	2.9
Optimal Cycle:	52	Level Of Service:	A

Street Name:	Commerce Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0 2	1 0	0	0 3	0 0
Volume Module: >> Count Date: 31 May 2007 << 7:15-8:15												
Base Vol:	0	0	0	0	0	0	0	1717	0	0	1201	0
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	0	0	0	0	0	0	0	2175	0	0	1521	0
Added Vol:	101	0	43	0	0	0	0	93	134	0	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	0	43	0	0	0	0	2268	134	0	1589	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	112	0	48	0	0	0	0	2520	149	0	1766	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	0	48	0	0	0	0	2520	149	0	1766	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.:	112	0	48	0	0	0	0	2520	149	0	1766	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.88	0.88	1.00	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.83	0.17	0.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	4761	281	0	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.53	0.53	0.00	0.35	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.94	0.94	0.00	0.94	0.00
Volume/Cap:	0.56	0.00	0.52	0.00	0.00	0.00	0.00	0.56	0.56	0.00	0.37	0.00
Uniform Del:	64.2	0.0	64.0	0.0	0.0	0.0	0.0	0.5	0.5	0.0	0.4	0.0
IncremntDel:	3.6	0.0	5.1	0.0	0.0	0.0	0.0	0.2	0.2	0.0	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	67.8	0.0	69.2	0.0	0.0	0.0	0.0	0.7	0.7	0.0	0.4	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:	67.8	0.0	69.2	0.0	0.0	0.0	0.0	0.7	0.7	0.0	0.4	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	6	6	0	3	0

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

Intersection #2 Charleston Boulevard/Commerce Street

Cycle (sec):	140	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	5.6
Optimal Cycle:	54	Level Of Service:	A

Street Name:	Commerce Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0 0	0 0	0	0 2	1 0	0	0 3	0 0
Volume Module: >> Count Date: 31 May 2007 << 4:00-5:00												
Base Vol:	0	0	0	0	0	0	0	1567	0	0	1660	0
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	0	0	0	0	0	0	0	1985	0	0	2103	0
Added Vol:	205	0	88	0	0	0	0	144	197	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	88	0	0	0	0	2129	197	0	2236	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	228	0	98	0	0	0	0	2366	219	0	2484	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	0	98	0	0	0	0	2366	219	0	2484	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.:	228	0	98	0	0	0	0	2366	219	0	2484	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.88	0.88	1.00	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.75	0.25	0.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	4592	425	0	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.06	0.00	0.00	0.00	0.00	0.52	0.52	0.00	0.49	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.89	0.89	0.00	0.89	0.00
Volume/Cap:	0.58	0.00	0.54	0.00	0.00	0.00	0.00	0.58	0.58	0.00	0.55	0.00
Uniform Del:	58.8	0.0	58.5	0.0	0.0	0.0	0.0	1.9	1.9	0.0	1.8	0.0
IncremntDel:	2.2	0.0	3.3	0.0	0.0	0.0	0.0	0.2	0.2	0.0	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	0.00	1.00	0.00
Delay/Veh:	61.0	0.0	61.9	0.0	0.0	0.0	0.0	2.1	2.1	0.0	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	0.0	61.9	0.0	0.0	0.0	0.0	2.1	2.1	0.0	1.9	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	6	0	5	0	0	0	0	10	10	0	9	0

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

Intersection #2 Charleston Boulevard/Commerce Street

Cycle (sec):	140	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	4.2
Optimal Cycle:	62	Level Of Service:	A

Street Name:	Commerce Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 0	1	0	0 0	0 0	0	0 2	1 0	0	0 3	0 0
Volume Module: >> Count Date: 31 May 2007 << 7:15-8:15												
Base Vol:	0	0	0	0	0	0	0	1717	0	0	1201	0
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	0	0	0	0	0	0	0	2307	0	0	1614	0
Added Vol:	149	0	64	0	0	0	0	133	190	0	99	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	0	64	0	0	0	0	2440	190	0	1713	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	166	0	71	0	0	0	0	2712	211	0	1903	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	0	71	0	0	0	0	2712	211	0	1903	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.:	166	0	71	0	0	0	0	2712	211	0	1903	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.88	0.88	1.00	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.78	0.22	0.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	4664	363	0	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.58	0.58	0.00	0.37	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.92	0.92	0.00	0.92	0.00
Volume/Cap:	0.63	0.00	0.59	0.00	0.00	0.00	0.00	0.63	0.63	0.00	0.41	0.00
Uniform Del:	62.7	0.0	62.5	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.7	0.0
IncremntDel:	4.8	0.0	7.3	0.0	0.0	0.0	0.0	0.3	0.3	0.0	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	0.00	1.00	0.00
Delay/Veh:	67.5	0.0	69.7	0.0	0.0	0.0	0.0	1.3	1.3	0.0	0.7	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:	67.5	0.0	69.7	0.0	0.0	0.0	0.0	1.3	1.3	0.0	0.7	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	4	0	0	0	0	9	9	0	4	0

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

Intersection #2 Charleston Boulevard/Commerce Street

Cycle (sec): 140 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 (Y+R=6.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 69 Level Of Service: A

Street Name:	Commerce Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0 0	0 0	0	0 2	1 0	0	0 3	0 0
Volume Module: >> Count Date: 31 May 2007 << 4:00-5:00												
Base Vol:	0	0	0	0	0	0	0	1567	0	0	1660	0
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	0	0	0	0	0	0	0	2106	0	0	2231	0
Added Vol:	288	0	123	0	0	0	0	204	279	0	187	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	0	123	0	0	0	0	2310	279	0	2418	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	320	0	137	0	0	0	0	2567	310	0	2687	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	0	137	0	0	0	0	2567	310	0	2687	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.:	320	0	137	0	0	0	0	2567	310	0	2687	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.88	0.88	1.00	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.68	0.32	0.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	4463	539	0	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.58	0.58	0.00	0.53	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.86	0.86	0.00	0.86	0.00
Volume/Cap:	0.67	0.00	0.62	0.00	0.00	0.00	0.00	0.67	0.67	0.00	0.61	0.00
Uniform Del:	57.2	0.0	56.7	0.0	0.0	0.0	0.0	3.2	3.2	0.0	2.9	0.0
IncremntDel:	3.6	0.0	5.3	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.3	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	60.8	0.0	62.0	0.0	0.0	0.0	0.0	3.6	3.6	0.0	3.2	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:	60.8	0.0	62.0	0.0	0.0	0.0	0.0	3.6	3.6	0.0	3.2	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	8	0	6	0	0	0	0	15	15	0	13	0

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

Intersection #3 Charleston Boulevard/Main Street (#3)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Main Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module: >> Count Date: 31 May 2017 << 7:30 - 8:30 AM												
Base Vol:	18	142	32	55	219	14	217	1339	63	120	938	36
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	21	165	37	64	254	16	252	1552	73	139	1087	42
Added Vol:	32	6	13	0	20	0	9	21	40	55	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	171	50	64	274	16	261	1573	113	194	1091	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	59	190	56	71	304	18	290	1748	126	216	1213	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	190	56	71	304	18	290	1748	126	216	1213	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	59	190	56	71	304	18	290	1748	126	216	1213	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.92	0.92	0.93	0.89	0.83	0.93	0.89	0.89
Lanes:	1.00	1.55	0.45	1.00	1.89	0.11	1.00	3.00	1.00	1.00	2.89	0.11
Final Sat.:	1769	2642	776	1769	3313	196	1769	5083	1583	1769	4867	186
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.04	0.09	0.09	0.16	0.34	0.08	0.12	0.25	0.25
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.14	0.14	0.08	0.16	0.16	0.31	0.58	0.58	0.21	0.48	0.48
Volume/Cap:	0.59	0.53	0.53	0.53	0.59	0.59	0.52	0.59	0.14	0.59	0.52	0.52
Uniform Del:	64.5	56.3	56.3	62.3	55.0	55.0	39.6	18.6	13.3	50.2	25.6	25.6
IncremntDel:	9.1	1.1	1.1	3.9	1.7	1.7	0.9	0.3	0.1	2.6	0.2	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:	73.6	57.5	57.5	66.2	56.7	56.7	40.5	19.0	13.4	52.8	25.8	25.8
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:	73.6	57.5	57.5	66.2	56.7	56.7	40.5	19.0	13.4	52.8	25.8	25.8
LOS by Move:	E	E	E	E	E	E	D	B	B	D	C	C
HCM2kAvgQ:	3	6	6	4	7	7	10	17	2	9	14	14

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

Intersection #3 Charleston Boulevard/Main Street (#3)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.8
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module: >> Count Date: 31 May 2007 << 4:00 - 5:00 PM												
Base Vol:	39	271	69	75	190	15	211	1283	58	116	1195	64
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	45	314	80	87	220	17	245	1487	67	134	1385	74
Added Vol:	56	11	22	0	27	0	16	36	54	75	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	325	102	87	247	17	261	1523	121	209	1390	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	112	361	113	97	275	19	290	1693	135	233	1545	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	361	113	97	275	19	290	1693	135	233	1545	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	361	113	97	275	19	290	1693	135	233	1545	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.92	0.92	0.93	0.89	0.83	0.93	0.88	0.88
Lanes:	1.00	1.52	0.48	1.00	1.87	0.13	1.00	3.00	1.00	1.00	2.85	0.15
Final Sat.:	1769	2596	814	1769	3272	230	1769	5083	1583	1769	4787	255
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.05	0.08	0.08	0.16	0.33	0.09	0.13	0.32	0.32
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.20	0.20	0.08	0.16	0.16	0.24	0.51	0.51	0.20	0.47	0.47
Volume/Cap:	0.52	0.68	0.68	0.68	0.52	0.52	0.68	0.65	0.17	0.65	0.68	0.68
Uniform Del:	57.5	51.4	51.4	62.6	53.6	53.6	48.3	24.9	18.2	51.3	28.5	28.5
IncremntDel:	2.2	2.7	2.7	12.6	0.8	0.8	4.4	0.6	0.1	4.2	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:	59.7	54.2	54.2	75.2	54.5	54.5	52.7	25.5	18.3	55.4	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:	59.7	54.2	54.2	75.2	54.5	54.5	52.7	25.5	18.3	55.4	29.4	29.4
LOS by Move:	E	D	D	E	D	D	D	C	B	E	C	C
HCM2kAvgQ:	5	11	11	5	7	7	12	19	3	10	20	20

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

Intersection #3 Charleston Boulevard/Main Street (#3)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	33.7
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Main Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module: >> Count Date: 31 May 2017 << 7:30 - 8:30 AM												
Base Vol:	18	142	32	55	219	14	217	1339	63	120	938	36
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	21	170	38	66	262	17	259	1599	75	143	1120	43
Added Vol:	61	12	24	0	36	0	18	39	74	102	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	182	62	66	298	17	277	1638	149	245	1127	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	92	202	69	73	331	19	308	1820	166	273	1252	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	202	69	73	331	19	308	1820	166	273	1252	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	92	202	69	73	331	19	308	1820	166	273	1252	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.92	0.92	0.93	0.89	0.83	0.93	0.89	0.89
Lanes:	1.00	1.49	0.51	1.00	1.89	0.11	1.00	3.00	1.00	1.00	2.89	0.11
Final Sat.:	1769	2535	869	1769	3323	187	1769	5083	1583	1769	4867	186
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.04	0.10	0.10	0.17	0.36	0.10	0.15	0.26	0.26
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.15	0.15	0.08	0.15	0.15	0.31	0.54	0.54	0.23	0.46	0.46
Volume/Cap:	0.66	0.53	0.53	0.53	0.66	0.66	0.56	0.66	0.19	0.66	0.56	0.56
Uniform Del:	62.7	54.9	54.9	62.1	56.2	56.2	40.2	23.1	16.6	48.8	27.4	27.4
IncremntDel:	11.5	1.1	1.1	3.9	3.2	3.2	1.3	0.6	0.1	4.0	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:	74.2	56.0	56.0	66.0	59.3	59.3	41.5	23.7	16.7	52.8	27.7	27.7
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:	74.2	56.0	56.0	66.0	59.3	59.3	41.5	23.7	16.7	52.8	27.7	27.7
LOS by Move:	E	E	E	E	E	E	D	C	B	D	C	C
HCM2kAvgQ:	5	6	6	4	8	8	11	20	4	11	15	15

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

Intersection #3 Charleston Boulevard/Main Street (#3)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	39.6
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module: >> Count Date: 31 May 2007 << 4:00 - 5:00 PM												
Base Vol:	39	271	69	75	190	15	211	1283	58	116	1195	64
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	47	324	82	90	227	18	252	1532	69	139	1427	76
Added Vol:	107	21	43	0	52	0	31	69	107	146	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	345	125	90	279	18	283	1601	176	285	1437	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	171	383	139	100	310	20	314	1779	196	316	1597	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	383	139	100	310	20	314	1779	196	316	1597	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	171	383	139	100	310	20	314	1779	196	316	1597	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	0.89	0.93	0.92	0.92	0.93	0.89	0.83	0.93	0.89	0.89
Lanes:	1.00	1.47	0.53	1.00	1.88	0.12	1.00	3.00	1.00	1.00	2.85	0.15
Final Sat.:	1769	2490	906	1769	3294	212	1769	5083	1583	1769	4793	255
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.06	0.09	0.09	0.18	0.35	0.12	0.18	0.33	0.33
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.21	0.21	0.08	0.14	0.14	0.25	0.47	0.47	0.24	0.47	0.47
Volume/Cap:	0.67	0.74	0.74	0.74	0.67	0.67	0.71	0.74	0.26	0.74	0.71	0.71
Uniform Del:	56.8	51.9	51.9	63.3	57.1	57.1	48.0	29.8	22.1	49.0	29.9	29.9
IncremntDel:	6.8	4.1	4.1	19.3	3.6	3.6	5.5	1.2	0.2	6.7	1.1	1.1
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:	63.5	56.0	56.0	82.6	60.7	60.7	53.5	31.1	22.3	55.7	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	56.0	56.0	82.6	60.7	60.7	53.5	31.1	22.3	55.7	30.9	30.9
LOS by Move:	E	E	E	F	E	E	D	C	C	E	C	C
HCM2kAvgQ:	8	12	12	6	8	8	13	23	5	14	21	21

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

Intersection #3 Charleston Boulevard/Main Street (#3)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	34.5
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Main Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module: >> Count Date: 31 May 2017 << 7:30 - 8:30 AM												
Base Vol:	18	142	32	55	219	14	217	1339	63	120	938	36
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	23	180	41	70	277	18	275	1696	80	152	1188	46
Added Vol:	60	12	24	0	39	0	18	39	80	110	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	192	65	70	316	18	293	1735	160	262	1195	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	92	213	72	77	352	20	325	1928	178	291	1328	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	213	72	77	352	20	325	1928	178	291	1328	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.:	92	213	72	77	352	20	325	1928	178	291	1328	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.92	0.92	0.93	0.89	0.83	0.93	0.89	0.89
Lanes:	1.00	1.50	0.50	1.00	1.89	0.11	1.00	3.00	1.00	1.00	2.89	0.11
Final Sat.:	1769	2547	857	1769	3323	186	1769	5083	1583	1769	4867	186
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.04	0.11	0.11	0.18	0.38	0.11	0.16	0.27	0.27
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.15	0.15	0.08	0.15	0.15	0.31	0.54	0.54	0.23	0.46	0.46
Volume/Cap:	0.70	0.57	0.57	0.57	0.70	0.70	0.59	0.70	0.21	0.70	0.59	0.59
Uniform Del:	63.3	55.5	55.5	62.3	56.5	56.5	40.6	23.8	16.6	49.1	27.8	27.8
IncremntDel:	15.7	1.5	1.5	5.5	4.2	4.2	1.7	0.8	0.1	5.3	0.4	0.4
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:	79.0	57.0	57.0	67.8	60.7	60.7	42.3	24.6	16.8	54.4	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:	79.0	57.0	57.0	67.8	60.7	60.7	42.3	24.6	16.8	54.4	28.2	28.2
LOS by Move:	E	E	E	E	E	E	D	C	B	D	C	C
HCM2kAvgQ:	5	7	7	4	9	9	12	23	4	12	16	16

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

****

Intersection #3 Charleston Boulevard/Main Street (#3)

****

Cycle (sec):	140	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	41.9
Optimal Cycle:	140	Level Of Service:	D

****

Street Name:	Main Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module: >> Count Date: 31 May 2007 << 4:00 - 5:00 PM												
Base Vol:	39	271	69	75	190	15	211	1283	58	116	1195	64
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	49	343	87	95	241	19	267	1625	73	147	1514	81
Added Vol:	122	24	49	0	57	0	36	79	117	161	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	367	136	95	298	19	303	1704	190	308	1525	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	190	408	152	106	331	21	337	1894	212	342	1694	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	408	152	106	331	21	337	1894	212	342	1694	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	190	408	152	106	331	21	337	1894	212	342	1694	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	0.89	0.93	0.92	0.92	0.93	0.89	0.83	0.93	0.89	0.89
Lanes:	1.00	1.46	0.54	1.00	1.88	0.12	1.00	3.00	1.00	1.00	2.85	0.15
Final Sat.:	1769	2474	919	1769	3296	210	1769	5083	1583	1769	4793	255
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.16	0.06	0.10	0.10	0.19	0.37	0.13	0.19	0.35	0.35
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.21	0.21	0.08	0.14	0.14	0.25	0.47	0.47	0.24	0.47	0.47
Volume/Cap:	0.73	0.79	0.79	0.79	0.73	0.73	0.76	0.79	0.28	0.79	0.76	0.76
Uniform Del:	57.1	52.5	52.5	63.6	57.9	57.9	48.6	31.2	22.6	49.5	31.0	31.0
IncremntDel:	10.2	6.0	6.0	26.5	5.7	5.7	7.5	1.9	0.2	9.5	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:	67.3	58.5	58.5	90.1	63.7	63.7	56.0	33.1	22.8	59.0	32.5	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:	67.3	58.5	58.5	90.1	63.7	63.7	56.0	33.1	22.8	59.0	32.5	32.5
LOS by Move:	E	E	E	F	E	E	E	C	C	E	C	C
HCM2kAvgQ:	9	14	14	6	9	9	15	26	5	15	24	24

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

****

Intersection #3 Charleston Boulevard/Main Street (#3)

****

Cycle (sec):	140	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	38.5
Optimal Cycle:	140	Level Of Service:	D

****

Street Name:	Main Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module: >> Count Date: 31 May 2017 << 7:30 - 8:30 AM												
Base Vol:	18	142	32	55	219	14	217	1339	63	120	938	36
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	24	191	43	74	294	19	292	1799	85	161	1261	48
Added Vol:	89	17	35	0	55	0	26	57	114	156	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	208	78	74	349	19	318	1856	199	317	1271	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	126	231	87	82	388	21	353	2063	221	353	1412	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	231	87	82	388	21	353	2063	221	353	1412	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.:	126	231	87	82	388	21	353	2063	221	353	1412	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	0.89	0.93	0.92	0.92	0.93	0.89	0.83	0.93	0.89	0.89
Lanes:	1.00	1.45	0.55	1.00	1.90	0.10	1.00	3.00	1.00	1.00	2.89	0.11
Final Sat.:	1769	2467	926	1769	3330	179	1769	5083	1583	1769	4867	185
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.05	0.12	0.12	0.20	0.41	0.14	0.20	0.29	0.29
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.16	0.16	0.08	0.15	0.15	0.31	0.51	0.51	0.25	0.45	0.45
Volume/Cap:	0.79	0.59	0.59	0.59	0.79	0.79	0.64	0.79	0.27	0.79	0.64	0.64
Uniform Del:	62.4	54.7	54.7	62.3	57.6	57.6	41.5	28.1	19.4	49.0	29.6	29.6
IncremntDel:	23.3	1.8	1.8	6.6	8.2	8.2	2.6	1.7	0.2	9.4	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:	85.7	56.5	56.5	69.0	65.9	65.9	44.1	29.8	19.6	58.4	30.2	30.2
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:	85.7	56.5	56.5	69.0	65.9	65.9	44.1	29.8	19.6	58.4	30.2	30.2
LOS by Move:	F	E	E	E	E	E	D	C	B	E	C	C
HCM2kAvgQ:	7	7	7	4	11	11	13	28	5	16	18	18

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

Intersection #3 Charleston Boulevard/Main Street (#3)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	49.2
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module: >> Count Date: 31 May 2007 << 4:00 - 5:00 PM												
Base Vol:	39	271	69	75	190	15	211	1283	58	116	1195	64
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	52	364	93	101	255	20	284	1724	78	156	1606	86
Added Vol:	172	34	68	0	81	0	50	110	167	229	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	398	161	101	336	20	334	1834	245	385	1621	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	249	442	179	112	374	22	371	2038	272	428	1801	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	442	179	112	374	22	371	2038	272	428	1801	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.:	249	442	179	112	374	22	371	2038	272	428	1801	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	0.89	0.93	0.92	0.92	0.93	0.89	0.83	0.93	0.89	0.89
Lanes:	1.00	1.42	0.58	1.00	1.89	0.11	1.00	3.00	1.00	1.00	2.85	0.15
Final Sat.:	1769	2412	974	1769	3308	198	1769	5083	1583	1769	4793	254
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.06	0.11	0.11	0.21	0.40	0.17	0.24	0.38	0.38
Crit Moves:	****				****			****			****	
Green/Cycle:	0.16	0.21	0.21	0.07	0.13	0.13	0.26	0.45	0.45	0.27	0.46	0.46
Volume/Cap:	0.90	0.87	0.87	0.87	0.90	0.90	0.82	0.90	0.38	0.90	0.82	0.82
Uniform Del:	57.9	53.4	53.4	64.3	60.3	60.3	48.9	35.7	25.8	49.2	32.7	32.7
IncremntDel:	28.9	11.3	11.3	43.1	20.5	20.5	11.0	5.2	0.3	19.3	2.4	2.4
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:	86.8	64.8	64.8	107.4	80.8	80.8	59.9	40.9	26.2	68.6	35.0	35.0
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:	86.8	64.8	64.8	107.4	80.8	80.8	59.9	40.9	26.2	68.6	35.0	35.0
LOS by Move:	F	E	E	F	F	F	E	D	C	E	D	D
HCM2kAvgQ:	14	16	16	7	12	12	17	32	8	21	27	27

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

Intersection #4 Charleston Boulevard/Casino Center Boulevard (#4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	14.6
Optimal Cycle:	140	Level Of Service:	B

Street Name:	Casino Center Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	2	1 0	1 0	2 1 0
Volume Module: >> Count Date: 31 May 2007 << 7:30 - 8:30 AM												
Base Vol:	5	18	9	12	25	41	84	1290	17	19	1128	8
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	6	21	10	14	29	48	97	1495	20	22	1308	9
Added Vol:	0	0	0	0	0	7	5	28	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	21	10	14	29	55	102	1523	20	22	1360	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:	0.62	0.62	0.62	0.72	0.72	0.72	0.94	0.94	0.94	0.93	0.93	0.93
PHF Volume:	9	34	17	19	40	76	109	1617	21	24	1465	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	34	17	19	40	76	109	1617	21	24	1465	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	9	34	17	19	40	76	109	1617	21	24	1465	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.90	0.90	0.90	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.67	0.33	0.14	0.30	0.56	1.00	2.96	0.04	1.00	2.98	0.02
Final Sat.:	1769	1179	590	244	508	956	1769	5008	65	1769	5044	34
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.08	0.08	0.08	0.06	0.32	0.32	0.01	0.29	0.29
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.06	0.06	0.17	0.22	0.22	0.13	0.74	0.74	0.03	0.63	0.63
Volume/Cap:	0.36	0.46	0.46	0.46	0.36	0.36	0.46	0.44	0.44	0.44	0.46	0.46
Uniform Del:	68.3	63.3	63.3	52.1	46.3	46.3	56.0	7.3	7.3	66.7	13.4	13.4
IncremntDel:	8.3	3.0	3.0	1.1	0.6	0.6	1.4	0.1	0.1	5.6	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:	76.6	66.3	66.3	53.3	46.9	46.9	57.4	7.3	7.3	72.3	13.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.6	66.3	66.3	53.3	46.9	46.9	57.4	7.3	7.3	72.3	13.5	13.5
LOS by Move:	E	E	E	D	D	D	E	A	A	E	B	B
HCM2kAvgQ:	1	3	3	6	5	5	5	10	10	2	12	12

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

Intersection #4 Charleston Boulevard/Casino Center Boulevard (#4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	39.3
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Casino Center Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	2 1	0	1 0	2 1 0
Volume Module: >> Count Date: 31 May 2007 << 4:15 - 5:15 PM												
Base Vol:	9	166	47	29	43	98	33	1236	8	27	1428	4
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	10	192	54	34	50	114	38	1433	9	31	1655	5
Added Vol:	0	0	0	0	0	9	9	49	0	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	192	54	34	50	123	47	1482	9	31	1726	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.49	0.49	0.49	0.75	0.75	0.75	0.91	0.91	0.91	0.85	0.85	0.85
PHF Volume:	21	395	112	45	67	164	52	1625	10	37	2031	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	395	112	45	67	164	52	1625	10	37	2031	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	21	395	112	45	67	164	52	1625	10	37	2031	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.89	0.89	0.89	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.78	0.22	0.16	0.24	0.60	1.00	2.98	0.02	1.00	2.99	0.01
Final Sat.:	1769	1403	397	277	411	1011	1769	5047	32	1769	5070	14
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.16	0.16	0.16	0.03	0.32	0.32	0.02	0.40	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.32	0.32	0.19	0.47	0.47	0.03	0.46	0.46	0.03	0.46	0.46
Volume/Cap:	0.34	0.87	0.87	0.87	0.34	0.34	0.87	0.70	0.70	0.70	0.87	0.87
Uniform Del:	66.0	44.8	44.8	55.4	23.2	23.2	67.4	29.9	29.9	67.3	34.3	34.3
IncremntDel:	3.3	13.8	13.8	22.6	0.3	0.3	73.4	0.9	0.9	33.6	4.0	4.0
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:	69.2	58.6	58.6	78.0	23.5	23.5	140.7	30.8	30.8	100.9	38.3	38.3
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:	69.2	58.6	58.6	78.0	23.5	23.5	140.7	30.8	30.8	100.9	38.3	38.3
LOS by Move:	E	E	E	E	C	C	F	C	C	F	D	D
HCM2kAvgQ:	1	23	23	14	7	7	4	21	21	3	31	31

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

Intersection #4 Charleston Boulevard/Casino Center Boulevard (#4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	15.0
Optimal Cycle:	140	Level Of Service:	B

Street Name:	Casino Center Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 7:30 - 8:30 AM												
Base Vol:	5	18	9	12	25	41	84	1290	17	19	1128	8
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	6	21	11	14	30	49	100	1540	20	23	1347	10
Added Vol:	0	0	0	0	0	12	10	53	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	21	11	14	30	61	110	1593	20	23	1443	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.62	0.62	0.62	0.72	0.72	0.72	0.94	0.94	0.94	0.93	0.93	0.93
PHF Volume:	10	35	17	20	41	84	117	1691	22	24	1555	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	35	17	20	41	84	117	1691	22	24	1555	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	10	35	17	20	41	84	117	1691	22	24	1555	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.90	0.90	0.90	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.67	0.33	0.14	0.28	0.58	1.00	2.96	0.04	1.00	2.98	0.02
Final Sat.:	1769	1179	590	232	484	988	1769	5009	64	1769	5045	33
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.09	0.09	0.09	0.07	0.34	0.34	0.01	0.31	0.31
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.06	0.06	0.17	0.22	0.22	0.14	0.73	0.73	0.03	0.63	0.63
Volume/Cap:	0.39	0.49	0.49	0.49	0.39	0.39	0.49	0.46	0.46	0.46	0.49	0.49
Uniform Del:	68.4	63.7	63.7	52.2	46.5	46.5	56.1	7.4	7.4	66.8	13.9	13.9
IncremntDel:	9.6	3.5	3.5	1.3	0.7	0.7	1.6	0.1	0.1	6.2	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:	78.0	67.2	67.2	53.4	47.1	47.1	57.6	7.5	7.5	72.9	14.0	14.0
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:	78.0	67.2	67.2	53.4	47.1	47.1	57.6	7.5	7.5	72.9	14.0	14.0
LOS by Move:	E	E	E	D	D	D	E	A	A	E	B	B
HCM2kAvgQ:	1	3	3	6	5	5	5	11	11	2	13	13

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

Intersection #4 Charleston Boulevard/Casino Center Boulevard (#4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	42.7
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Casino Center Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 4:15 - 5:15 PM												
Base Vol:	9	166	47	29	43	98	33	1236	8	27	1428	4
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	11	198	56	35	51	117	39	1476	10	32	1705	5
Added Vol:	0	0	0	0	0	17	17	94	0	0	139	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	198	56	35	51	134	56	1570	10	32	1844	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.49	0.49	0.49	0.75	0.75	0.75	0.91	0.91	0.91	0.85	0.85	0.85
PHF Volume:	22	407	115	46	69	180	62	1721	10	38	2170	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	407	115	46	69	180	62	1721	10	38	2170	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	22	407	115	46	69	180	62	1721	10	38	2170	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.89	0.89	0.89	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.78	0.22	0.16	0.23	0.61	1.00	2.98	0.02	1.00	2.99	0.01
Final Sat.:	1769	1403	397	267	396	1033	1769	5047	31	1769	5070	13
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.17	0.17	0.17	0.03	0.34	0.34	0.02	0.43	0.43
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.31	0.31	0.19	0.47	0.47	0.04	0.47	0.47	0.03	0.46	0.46
Volume/Cap:	0.37	0.93	0.93	0.93	0.37	0.37	0.93	0.73	0.73	0.73	0.93	0.93
Uniform Del:	66.2	46.5	46.5	55.9	24.1	24.1	67.2	29.9	29.9	67.4	35.5	35.5
IncremntDel:	3.9	21.6	21.6	32.1	0.3	0.3	84.6	1.1	1.1	39.7	7.1	7.1
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:	70.1	68.1	68.1	88.0	24.4	24.4	151.7	31.0	31.0	107.1	42.5	42.5
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:	70.1	68.1	68.1	88.0	24.4	24.4	151.7	31.0	31.0	107.1	42.5	42.5
LOS by Move:	E	E	E	F	C	C	F	C	C	F	D	D
HCM2kAvgQ:	1	26	26	16	8	8	5	22	22	3	36	36

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

Intersection #4 Charleston Boulevard/Casino Center Boulevard (#4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	15.4
Optimal Cycle:	140	Level Of Service:	B

Street Name:	Casino Center Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 7:30 - 8:30 AM												
Base Vol:	5	18	9	12	25	41	84	1290	17	19	1128	8
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	6	23	11	15	32	52	106	1634	22	24	1429	10
Added Vol:	0	0	0	0	0	13	10	53	0	0	104	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	23	11	15	32	65	116	1687	22	24	1533	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.62	0.62	0.62	0.72	0.72	0.72	0.94	0.94	0.94	0.93	0.93	0.93
PHF Volume:	10	37	19	21	44	90	124	1791	23	26	1652	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	37	19	21	44	90	124	1791	23	26	1652	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.:	10	37	19	21	44	90	124	1791	23	26	1652	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.90	0.90	0.90	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.67	0.33	0.14	0.28	0.58	1.00	2.96	0.04	1.00	2.98	0.02
Final Sat.:	1769	1179	590	232	483	990	1769	5009	64	1769	5045	33
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.09	0.09	0.09	0.07	0.36	0.36	0.01	0.33	0.33
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.06	0.06	0.17	0.22	0.22	0.13	0.73	0.73	0.03	0.63	0.63
Volume/Cap:	0.41	0.52	0.52	0.52	0.41	0.41	0.52	0.49	0.49	0.49	0.52	0.52
Uniform Del:	68.4	63.8	63.8	52.4	46.7	46.7	56.4	7.7	7.7	66.8	14.2	14.2
IncremntDel:	10.6	4.5	4.5	1.6	0.7	0.7	2.0	0.1	0.1	6.8	0.2	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:	79.0	68.3	68.3	54.1	47.4	47.4	58.4	7.8	7.8	73.7	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:	79.0	68.3	68.3	54.1	47.4	47.4	58.4	7.8	7.8	73.7	14.4	14.4
LOS by Move:	E	E	E	D	D	D	E	A	A	E	B	B
HCM2kAvgQ:	1	3	3	6	6	6	5	12	12	2	14	14

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

Intersection #4 Charleston Boulevard/Casino Center Boulevard (#4)

Cycle (sec): 140 Critical Vol./Cap.(X): 0.987
Loss Time (sec): 0 (Y+R=6.0 sec) Average Delay (sec/veh): 49.8
Optimal Cycle: 140 Level Of Service: D

Street Name:	Casino Center Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	0	1	0 2 1	0	1	0 2 1 0
Volume Module: >> Count Date: 31 May 2007 << 4:15 - 5:15 PM												
Base Vol:	9	166	47	29	43	98	33	1236	8	27	1428	4
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	11	210	60	37	54	124	42	1566	10	34	1809	5
Added Vol:	0	0	0	0	0	19	20	107	0	0	153	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	210	60	37	54	143	62	1673	10	34	1962	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.49	0.49	0.49	0.75	0.75	0.75	0.91	0.91	0.91	0.85	0.85	0.85
PHF Volume:	23	432	122	49	73	192	68	1834	11	40	2308	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	432	122	49	73	192	68	1834	11	40	2308	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	23	432	122	49	73	192	68	1834	11	40	2308	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.89	0.89	0.89	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.78	0.22	0.16	0.23	0.61	1.00	2.98	0.02	1.00	2.99	0.01
Final Sat.:	1769	1403	397	266	394	1036	1769	5048	31	1769	5070	13
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.19	0.19	0.19	0.04	0.36	0.36	0.02	0.46	0.46
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.31	0.31	0.19	0.47	0.47	0.04	0.47	0.47	0.03	0.46	0.46
Volume/Cap:	0.40	0.99	0.99	0.99	0.40	0.40	0.99	0.77	0.77	0.77	0.99	0.99
Uniform Del:	66.3	47.9	47.9	56.7	24.5	24.5	67.2	30.8	30.8	67.5	37.3	37.3
IncremntDel:	4.4	34.4	34.4	46.6	0.3	0.3	103.7	1.6	1.6	50.2	15.5	15.5
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:	70.6	82.3	82.3	103.3	24.8	24.8	171.0	32.4	32.4	117.7	52.7	52.7
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:	70.6	82.3	82.3	103.3	24.8	24.8	171.0	32.4	32.4	117.7	52.7	52.7
LOS by Move:	E	F	F	F	C	C	F	C	C	F	D	D
HCM2kAvgQ:	1	29	29	18	9	9	5	25	25	3	42	42

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

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Intersection #4 Charleston Boulevard/Casino Center Boulevard (#4)

****

Cycle (sec): 140 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 0 (Y+R=6.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 140 Level Of Service: B

****

Street Name:	Casino Center Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 7:30 - 8:30 AM												
Base Vol:	5	18	9	12	25	41	84	1290	17	19	1128	8
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	7	24	12	16	34	55	113	1734	23	26	1516	11
Added Vol:	0	0	0	0	0	18	14	78	0	0	148	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	24	12	16	34	73	127	1812	23	26	1664	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.62	0.62	0.62	0.72	0.72	0.72	0.94	0.94	0.94	0.93	0.93	0.93
PHF Volume:	11	39	20	22	47	101	135	1923	24	28	1793	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	39	20	22	47	101	135	1923	24	28	1793	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.:	11	39	20	22	47	101	135	1923	24	28	1793	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.90	0.90	0.90	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.67	0.33	0.13	0.27	0.60	1.00	2.96	0.04	1.00	2.98	0.02
Final Sat.:	1769	1179	590	223	465	1012	1769	5010	63	1769	5046	33
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.10	0.10	0.10	0.08	0.38	0.38	0.02	0.36	0.36
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.06	0.06	0.18	0.22	0.22	0.13	0.73	0.73	0.03	0.63	0.63
Volume/Cap:	0.45	0.56	0.56	0.56	0.45	0.45	0.56	0.52	0.52	0.52	0.56	0.56
Uniform Del:	68.5	64.1	64.1	52.7	47.0	47.0	56.7	8.0	8.0	66.9	14.9	14.9
IncremntDel:	12.7	7.0	7.0	2.5	0.9	0.9	3.1	0.1	0.1	9.2	0.2	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:	81.2	71.1	71.1	55.2	47.9	47.9	59.8	8.2	8.2	76.2	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:	81.2	71.1	71.1	55.2	47.9	47.9	59.8	8.2	8.2	76.2	15.2	15.2
LOS by Move:	F	E	E	E	D	D	E	A	A	E	B	B
HCM2kAvgQ:	1	3	3	7	7	7	6	13	13	2	16	16

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

Intersection #4 Charleston Boulevard/Casino Center Boulevard (#4)

Cycle (sec): 140 Critical Vol./Cap.(X): 1.069
Loss Time (sec): 0 (Y+R=6.0 sec) Average Delay (sec/veh): 65.1
Optimal Cycle: 140 Level Of Service: E

Street Name:	Casino Center Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 4:15 - 5:15 PM												
Base Vol:	9	166	47	29	43	98	33	1236	8	27	1428	4
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	12	223	63	39	58	132	44	1661	11	36	1919	5
Added Vol:	0	0	0	0	0	27	28	151	0	0	217	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	223	63	39	58	159	72	1812	11	36	2136	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.49	0.49	0.49	0.75	0.75	0.75	0.91	0.91	0.91	0.85	0.85	0.85
PHF Volume:	25	458	130	52	77	213	79	1987	12	43	2513	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	458	130	52	77	213	79	1987	12	43	2513	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	25	458	130	52	77	213	79	1987	12	43	2513	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.89	0.89	0.89	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.78	0.22	0.15	0.23	0.62	1.00	2.98	0.02	1.00	2.99	0.01
Final Sat.:	1769	1403	397	258	383	1051	1769	5048	30	1769	5070	13
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.20	0.20	0.20	0.04	0.39	0.39	0.02	0.50	0.50
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.31	0.31	0.19	0.46	0.46	0.04	0.48	0.48	0.03	0.46	0.46
Volume/Cap:	0.44	1.07	1.07	1.07	0.44	0.44	1.07	0.83	0.83	0.83	1.07	1.07
Uniform Del:	66.5	48.6	48.6	56.8	25.4	25.4	67.1	31.7	31.7	67.6	37.6	37.6
IncremntDel:	5.3	58.2	58.2	69.9	0.4	0.4	124.8	2.5	2.5	65.3	40.3	40.3
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:	71.8	107	106.9	126.6	25.8	25.8	191.8	34.1	34.1	132.9	77.9	77.9
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:	71.8	107	106.9	126.6	25.8	25.8	191.8	34.1	34.1	132.9	77.9	77.9
LOS by Move:	E	F	F	F	C	C	F	C	C	F	E	E
HCM2kAvgQ:	2	34	34	21	10	10	7	29	29	3	51	51

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

Intersection #5 Charleston Boulevard/4th Street (#5)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	16.3
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			0 0 0 0 0			1 0 3 0 0			0 0 2 1 0		
Volume Module: >> Count Date: 31 May 2007 << 7:30 - 8:30 AM												
Base Vol:	45	102	10	0	0	0	238	1010	0	0	1106	41
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	52	118	12	0	0	0	276	1171	0	0	1282	48
Added Vol:	0	7	7	0	0	0	2	27	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	125	19	0	0	0	278	1198	0	0	1334	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.90	0.90	0.90	0.91	0.91	0.91	0.87	0.87	0.87
PHF Volume:	69	166	25	0	0	0	306	1321	0	0	1535	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	166	25	0	0	0	306	1321	0	0	1535	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.:	69	166	25	0	0	0	306	1321	0	0	1535	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.89	0.83	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.89
Lanes:	1.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.90	0.10
Final Sat.:	1583	5083	1583	0	0	0	1769	5083	0	0	4884	174
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.02	0.00	0.00	0.00	0.17	0.26	0.00	0.00	0.31	0.31
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.08	0.08	0.00	0.00	0.00	0.33	0.92	0.00	0.00	0.59	0.59
Volume/Cap:	0.53	0.40	0.19	0.00	0.00	0.00	0.53	0.28	0.00	0.00	0.53	0.53
Uniform Del:	61.7	61.0	59.9	0.0	0.0	0.0	38.5	0.6	0.0	0.0	17.0	17.0
IncremntDel:	4.2	0.6	0.7	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.2	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	65.8	61.6	60.6	0.0	0.0	0.0	39.4	0.7	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:	65.8	61.6	60.6	0.0	0.0	0.0	39.4	0.7	0.0	0.0	17.2	17.2
LOS by Move:	E	E	E	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	4	3	1	0	0	0	11	2	0	0	15	15

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

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

Intersection #5 Charleston Boulevard/4th Street (#5)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	13.8
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 4:15 - 5:15 PM												
Base Vol:	101	232	61	0	0	0	98	1341	0	0	1285	51
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	117	269	71	0	0	0	114	1555	0	0	1490	59
Added Vol:	0	12	11	0	0	0	3	46	0	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	281	82	0	0	0	117	1601	0	0	1561	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95	0.85	0.85	0.85
PHF Volume:	131	314	91	0	0	0	122	1681	0	0	1828	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	314	91	0	0	0	122	1681	0	0	1828	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	131	314	91	0	0	0	122	1681	0	0	1828	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.89	0.83	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.89
Lanes:	1.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.89	0.11
Final Sat.:	1583	5083	1583	0	0	0	1769	5083	0	0	4868	184
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.00	0.00	0.00	0.07	0.33	0.00	0.00	0.38	0.38
Crit Moves:	****						****				****	
Green/Cycle:	0.16	0.16	0.16	0.00	0.00	0.00	0.13	0.84	0.00	0.00	0.71	0.71
Volume/Cap:	0.53	0.39	0.37	0.00	0.00	0.00	0.53	0.39	0.00	0.00	0.53	0.53
Uniform Del:	54.3	53.0	52.8	0.0	0.0	0.0	56.8	2.6	0.0	0.0	9.3	9.3
IncremntDel:	2.1	0.3	0.9	0.0	0.0	0.0	2.3	0.1	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	56.4	53.4	53.7	0.0	0.0	0.0	59.0	2.6	0.0	0.0	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:	56.4	53.4	53.7	0.0	0.0	0.0	59.0	2.6	0.0	0.0	9.4	9.4
LOS by Move:	E	D	D	A	A	A	E	A	A	A	A	A
HCM2kAvgQ:	6	5	4	0	0	0	5	6	0	0	14	14

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

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

Intersection #5 Charleston Boulevard/4th Street (#5)

Cycle (sec): 140 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 0 (Y+R=6.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 140 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 7:30 - 8:30 AM												
Base Vol:	45	102	10	0	0	0	238	1010	0	0	1106	41
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	54	122	12	0	0	0	284	1206	0	0	1321	49
Added Vol:	0	13	12	0	0	0	3	50	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	135	24	0	0	0	287	1256	0	0	1417	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.90	0.90	0.90	0.91	0.91	0.91	0.87	0.87	0.87
PHF Volume:	71	179	32	0	0	0	317	1385	0	0	1630	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	179	32	0	0	0	317	1385	0	0	1630	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
MLF Adj:	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.:	71	179	32	0	0	0	317	1385	0	0	1630	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.89	0.83	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.89
Lanes:	1.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.90	0.10
Final Sat.:	1583	5083	1583	0	0	0	1769	5083	0	0	4889	169
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.00	0.00	0.00	0.18	0.27	0.00	0.00	0.33	0.33
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.08	0.08	0.00	0.00	0.00	0.32	0.92	0.00	0.00	0.60	0.60
Volume/Cap:	0.56	0.44	0.25	0.00	0.00	0.00	0.56	0.30	0.00	0.00	0.56	0.56
Uniform Del:	61.9	61.3	60.4	0.0	0.0	0.0	39.3	0.6	0.0	0.0	17.0	17.0
IncremntDel:	5.4	0.7	1.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.2	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	67.3	62.1	61.4	0.0	0.0	0.0	40.5	0.7	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:	67.3	62.1	61.4	0.0	0.0	0.0	40.5	0.7	0.0	0.0	17.2	17.2
LOS by Move:	E	E	E	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	4	3	1	0	0	0	11	3	0	0	16	16

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

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

Intersection #5 Charleston Boulevard/4th Street (#5)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	14.1
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	0 0	0	0 0	1 0	3	0 0	0 0	2	1 0
Volume Module: >> Count Date: 31 May 2007 << 4:15 - 5:15 PM												
Base Vol:	101	232	61	0	0	0	98	1341	0	0	1285	51
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	121	277	73	0	0	0	117	1601	0	0	1534	61
Added Vol:	0	24	22	0	0	0	5	89	0	0	139	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	301	95	0	0	0	122	1690	0	0	1673	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95	0.85	0.85	0.85
PHF Volume:	135	336	106	0	0	0	128	1776	0	0	1960	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	336	106	0	0	0	128	1776	0	0	1960	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	336	106	0	0	0	128	1776	0	0	1960	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.89	0.83	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.89
Lanes:	1.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.89	0.11
Final Sat.:	1583	5083	1583	0	0	0	1769	5083	0	0	4880	178
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.00	0.00	0.00	0.07	0.35	0.00	0.00	0.40	0.40
Crit Moves:	****						****				****	
Green/Cycle:	0.15	0.15	0.15	0.00	0.00	0.00	0.13	0.85	0.00	0.00	0.72	0.72
Volume/Cap:	0.56	0.43	0.44	0.00	0.00	0.00	0.56	0.41	0.00	0.00	0.56	0.56
Uniform Del:	55.0	53.9	53.9	0.0	0.0	0.0	57.2	2.5	0.0	0.0	9.3	9.3
IncremntDel:	2.9	0.4	1.3	0.0	0.0	0.0	3.1	0.1	0.0	0.0	0.2	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	57.9	54.3	55.2	0.0	0.0	0.0	60.3	2.6	0.0	0.0	9.5	9.5
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:	57.9	54.3	55.2	0.0	0.0	0.0	60.3	2.6	0.0	0.0	9.5	9.5
LOS by Move:	E	D	E	A	A	A	E	A	A	A	A	A
HCM2kAvgQ:	6	5	4	0	0	0	6	7	0	0	15	15

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

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

Intersection #5 Charleston Boulevard/4th Street (#5)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	16.9
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 7:30 - 8:30 AM												
Base Vol:	45	102	10	0	0	0	238	1010	0	0	1106	41
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	57	129	13	0	0	0	301	1279	0	0	1401	52
Added Vol:	0	13	12	0	0	0	3	50	0	0	104	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	142	25	0	0	0	304	1329	0	0	1505	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.90	0.90	0.90	0.91	0.91	0.91	0.87	0.87	0.87
PHF Volume:	76	188	33	0	0	0	336	1466	0	0	1732	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	188	33	0	0	0	336	1466	0	0	1732	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	76	188	33	0	0	0	336	1466	0	0	1732	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.89	0.83	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.89
Lanes:	1.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.90	0.10
Final Sat.:	1583	5083	1583	0	0	0	1769	5083	0	0	4889	169
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.02	0.00	0.00	0.00	0.19	0.29	0.00	0.00	0.35	0.35
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.08	0.08	0.00	0.00	0.00	0.32	0.92	0.00	0.00	0.60	0.60
Volume/Cap:	0.59	0.46	0.26	0.00	0.00	0.00	0.59	0.31	0.00	0.00	0.59	0.59
Uniform Del:	62.1	61.4	60.4	0.0	0.0	0.0	39.9	0.6	0.0	0.0	17.5	17.5
IncremntDel:	7.2	0.8	1.1	0.0	0.0	0.0	1.7	0.0	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	69.3	62.3	61.5	0.0	0.0	0.0	41.5	0.7	0.0	0.0	17.8	17.8
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:	69.3	62.3	61.5	0.0	0.0	0.0	41.5	0.7	0.0	0.0	17.8	17.8
LOS by Move:	E	E	E	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	4	3	2	0	0	0	12	3	0	0	17	17

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

Traffix 7.8.0715 (c) 2006 Dowling Assoc. Licensed to K-H, LAS VEGAS

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

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Intersection #5 Charleston Boulevard/4th Street (#5)

****

Cycle (sec):	140	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	14.4
Optimal Cycle:	140	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 4:15 - 5:15 PM												
Base Vol:	101	232	61	0	0	0	98	1341	0	0	1285	51
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	128	294	77	0	0	0	124	1699	0	0	1628	65
Added Vol:	0	27	25	0	0	0	6	101	0	0	153	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	321	102	0	0	0	130	1800	0	0	1781	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95	0.85	0.85	0.85
PHF Volume:	143	359	114	0	0	0	137	1891	0	0	2085	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	359	114	0	0	0	137	1891	0	0	2085	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.:	143	359	114	0	0	0	137	1891	0	0	2085	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.89	0.83	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.89
Lanes:	1.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.89	0.11
Final Sat.:	1583	5083	1583	0	0	0	1769	5083	0	0	4881	177
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.00	0.00	0.00	0.08	0.37	0.00	0.00	0.43	0.43
Crit Moves:	****						****				****	
Green/Cycle:	0.15	0.15	0.15	0.00	0.00	0.00	0.13	0.85	0.00	0.00	0.72	0.72
Volume/Cap:	0.59	0.46	0.48	0.00	0.00	0.00	0.59	0.44	0.00	0.00	0.59	0.59
Uniform Del:	55.4	54.2	54.3	0.0	0.0	0.0	57.4	2.6	0.0	0.0	9.7	9.7
IncremntDel:	4.0	0.4	1.5	0.0	0.0	0.0	4.2	0.1	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	59.4	54.6	55.8	0.0	0.0	0.0	61.6	2.6	0.0	0.0	10.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	54.6	55.8	0.0	0.0	0.0	61.6	2.6	0.0	0.0	10.0	10.0
LOS by Move:	E	D	E	A	A	A	E	A	A	A	A	A
HCM2kAvgQ:	7	5	5	0	0	0	6	7	0	0	17	17

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

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

Intersection #5 Charleston Boulevard/4th Street (#5)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	17.5
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 7:30 - 8:30 AM												
Base Vol:	45	102	10	0	0	0	238	1010	0	0	1106	41
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	60	137	13	0	0	0	320	1357	0	0	1486	55
Added Vol:	0	19	18	0	0	0	4	74	0	0	148	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	156	31	0	0	0	324	1431	0	0	1634	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.90	0.90	0.90	0.91	0.91	0.91	0.87	0.87	0.87
PHF Volume:	80	207	42	0	0	0	357	1578	0	0	1881	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	207	42	0	0	0	357	1578	0	0	1881	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.:	80	207	42	0	0	0	357	1578	0	0	1881	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.89	0.83	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.89
Lanes:	1.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.90	0.10
Final Sat.:	1583	5083	1583	0	0	0	1769	5083	0	0	4893	165
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.03	0.00	0.00	0.00	0.20	0.31	0.00	0.00	0.38	0.38
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.08	0.08	0.00	0.00	0.00	0.32	0.92	0.00	0.00	0.60	0.60
Volume/Cap:	0.64	0.51	0.33	0.00	0.00	0.00	0.64	0.34	0.00	0.00	0.64	0.64
Uniform Del:	62.5	61.8	60.9	0.0	0.0	0.0	40.9	0.6	0.0	0.0	17.9	17.9
IncremntDel:	10.4	1.1	1.6	0.0	0.0	0.0	2.4	0.0	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	72.8	62.9	62.5	0.0	0.0	0.0	43.4	0.7	0.0	0.0	18.3	18.3
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:	72.8	62.9	62.5	0.0	0.0	0.0	43.4	0.7	0.0	0.0	18.3	18.3
LOS by Move:	E	E	E	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	4	4	2	0	0	0	14	3	0	0	20	20

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

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

Intersection #5 Charleston Boulevard/4th Street (#5)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	15.0
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module: >> Count Date: 31 May 2007 << 4:15 - 5:15 PM												
Base Vol:	101	232	61	0	0	0	98	1341	0	0	1285	51
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	136	312	82	0	0	0	132	1802	0	0	1727	69
Added Vol:	0	38	35	0	0	0	8	142	0	0	217	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	350	117	0	0	0	140	1944	0	0	1944	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95	0.85	0.85	0.85
PHF Volume:	152	391	131	0	0	0	147	2042	0	0	2276	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	391	131	0	0	0	147	2042	0	0	2276	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	391	131	0	0	0	147	2042	0	0	2276	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.89	0.83	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.89
Lanes:	1.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.90	0.10
Final Sat.:	1583	5083	1583	0	0	0	1769	5083	0	0	4886	172
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.08	0.00	0.00	0.00	0.08	0.40	0.00	0.00	0.47	0.47
Crit Moves:	****						****				****	
Green/Cycle:	0.15	0.15	0.15	0.00	0.00	0.00	0.13	0.85	0.00	0.00	0.72	0.72
Volume/Cap:	0.64	0.52	0.56	0.00	0.00	0.00	0.64	0.47	0.00	0.00	0.64	0.64
Uniform Del:	56.1	55.0	55.3	0.0	0.0	0.0	58.0	2.6	0.0	0.0	10.1	10.1
IncremntDel:	6.0	0.6	2.9	0.0	0.0	0.0	6.2	0.1	0.0	0.0	0.4	0.4
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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	62.2	55.6	58.2	0.0	0.0	0.0	64.2	2.7	0.0	0.0	10.5	10.5
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:	62.2	55.6	58.2	0.0	0.0	0.0	64.2	2.7	0.0	0.0	10.5	10.5
LOS by Move:	E	E	E	A	A	A	E	A	A	A	B	B
HCM2kAvgQ:	7	6	6	0	0	0	7	8	0	0	19	19

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

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

Intersection #6 Charleston Boulevard/Las Vegas Boulevard (#6)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	39.5
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	92	410	136	61	454	79	140	947	75	169	927	24
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	107	475	158	71	526	92	162	1098	87	196	1075	28
Added Vol:	0	0	0	0	0	20	7	26	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	475	158	71	526	112	169	1124	87	196	1108	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.94	0.94	0.94	0.96	0.96	0.96	0.84	0.84	0.84
PHF Volume:	130	578	192	75	560	119	177	1176	91	234	1322	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	578	192	75	560	119	177	1176	91	234	1322	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	578	192	75	560	119	177	1176	91	234	1322	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.91	0.91	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	2.78	0.22	1.00	2.93	0.07
Final Sat.:	1769	3538	1583	1769	2843	603	1769	4666	361	1769	4939	124
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.12	0.04	0.20	0.20	0.10	0.25	0.25	0.13	0.27	0.27
Crit Moves:	****				****			****			****	
Green/Cycle:	0.11	0.33	0.33	0.09	0.30	0.30	0.16	0.38	0.38	0.20	0.43	0.43
Volume/Cap:	0.65	0.50	0.37	0.50	0.65	0.65	0.63	0.65	0.65	0.65	0.63	0.63
Uniform Del:	59.6	37.8	36.0	61.2	42.6	42.6	54.9	35.4	35.4	51.4	31.4	31.4
IncremntDel:	7.7	0.3	0.4	2.6	1.5	1.5	4.4	0.8	0.8	4.3	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:	67.2	38.2	36.4	63.8	44.1	44.1	59.3	36.2	36.2	55.7	32.0	32.0
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:	67.2	38.2	36.4	63.8	44.1	44.1	59.3	36.2	36.2	55.7	32.0	32.0
LOS by Move:	E	D	D	E	D	D	E	D	D	E	C	C
HCM2kAvgQ:	6	10	6	4	14	14	8	17	17	10	17	17

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

Intersection #6 Charleston Boulevard/Las Vegas Boulevard (#6)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	45.3
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 4:15 - 5:15 PM												
Base Vol:	104	685	289	112	604	142	105	1186	131	141	1004	39
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	121	794	335	130	700	165	122	1375	152	163	1164	45
Added Vol:	0	0	0	0	0	27	12	45	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	794	335	130	700	192	134	1420	152	163	1208	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.84	0.84	0.84	0.82	0.82	0.82	0.89	0.89	0.89
PHF Volume:	129	848	358	155	839	229	164	1742	186	183	1351	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	848	358	155	839	229	164	1742	186	183	1351	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.:	129	848	358	155	839	229	164	1742	186	183	1351	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.57	0.43	1.00	2.71	0.29	1.00	2.89	0.11
Final Sat.:	1769	3538	1583	1769	2689	736	1769	4523	484	1769	4875	182
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.23	0.09	0.31	0.31	0.09	0.39	0.39	0.10	0.28	0.28
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.32	0.32	0.12	0.36	0.36	0.14	0.44	0.44	0.12	0.42	0.42
Volume/Cap:	0.87	0.74	0.70	0.74	0.87	0.87	0.66	0.87	0.87	0.87	0.66	0.66
Uniform Del:	63.4	42.3	41.5	59.7	42.0	42.0	57.0	35.6	35.6	60.7	32.7	32.7
IncremntDel:	39.6	2.7	4.4	13.5	7.2	7.2	6.5	4.2	4.2	30.7	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:	103.0	45.0	45.9	73.2	49.2	49.2	63.5	39.7	39.7	91.4	33.5	33.5
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:	103.0	45.0	45.9	73.2	49.2	49.2	63.5	39.7	39.7	91.4	33.5	33.5
LOS by Move:	F	D	D	E	D	D	E	D	D	F	C	C
HCM2kAvgQ:	8	18	14	8	25	25	8	30	30	10	18	18

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

Intersection #6 Charleston Boulevard/Las Vegas Boulevard (#6)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	40.3
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	92	410	136	61	454	79	140	947	75	169	927	24
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	110	490	162	73	542	94	167	1131	90	202	1107	29
Added Vol:	0	0	0	0	0	36	13	49	0	0	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	490	162	73	542	130	180	1180	90	202	1167	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.94	0.94	0.94	0.96	0.96	0.96	0.84	0.84	0.84
PHF Volume:	134	596	198	77	577	139	188	1234	94	241	1393	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	596	198	77	577	139	188	1234	94	241	1393	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.:	134	596	198	77	577	139	188	1234	94	241	1393	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	2.79	0.21	1.00	2.93	0.07
Final Sat.:	1769	3538	1583	1769	2769	666	1769	4673	355	1769	4942	121
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.12	0.04	0.21	0.21	0.11	0.26	0.26	0.14	0.28	0.28
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.33	0.33	0.09	0.30	0.30	0.16	0.39	0.39	0.20	0.42	0.42
Volume/Cap:	0.68	0.51	0.38	0.51	0.68	0.68	0.66	0.68	0.68	0.68	0.66	0.66
Uniform Del:	59.9	37.9	36.0	61.2	42.8	42.8	55.2	35.8	35.8	52.0	32.3	32.3
IncremntDel:	9.6	0.4	0.5	2.9	1.9	1.9	5.8	1.0	1.0	5.5	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:	69.5	38.3	36.5	64.1	44.7	44.7	61.0	36.9	36.9	57.5	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:	69.5	38.3	36.5	64.1	44.7	44.7	61.0	36.9	36.9	57.5	33.1	33.1
LOS by Move:	E	D	D	E	D	D	E	D	D	E	C	C
HCM2kAvgQ:	7	11	6	4	15	15	9	18	18	11	18	18

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

Intersection #6 Charleston Boulevard/Las Vegas Boulevard (#6)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	48.4
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 4:15 - 5:15 PM												
Base Vol:	104	685	289	112	604	142	105	1186	131	141	1004	39
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	124	818	345	134	721	170	125	1416	156	168	1199	47
Added Vol:	0	0	0	0	0	52	24	87	0	0	87	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	818	345	134	721	222	149	1503	156	168	1286	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.84	0.84	0.84	0.82	0.82	0.82	0.89	0.89	0.89
PHF Volume:	133	874	369	160	864	265	183	1844	192	188	1438	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	874	369	160	864	265	183	1844	192	188	1438	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	874	369	160	864	265	183	1844	192	188	1438	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	2.72	0.28	1.00	2.90	0.10
Final Sat.:	1769	3538	1583	1769	2612	802	1769	4540	472	1769	4881	177
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.23	0.09	0.33	0.33	0.10	0.41	0.41	0.11	0.29	0.29
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.32	0.32	0.12	0.36	0.36	0.15	0.44	0.44	0.12	0.41	0.41
Volume/Cap:	0.92	0.76	0.72	0.76	0.92	0.92	0.71	0.92	0.92	0.92	0.71	0.71
Uniform Del:	63.8	42.6	41.8	59.8	42.8	42.8	57.1	36.7	36.7	61.2	34.2	34.2
IncremntDel:	51.1	3.1	5.0	15.3	11.0	11.0	9.1	6.7	6.7	40.7	1.2	1.2
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:	114.9	45.7	46.8	75.1	53.9	53.9	66.2	43.4	43.4	102.0	35.4	35.4
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:	114.9	45.7	46.8	75.1	53.9	53.9	66.2	43.4	43.4	102.0	35.4	35.4
LOS by Move:	F	D	D	E	D	D	E	D	D	F	D	D
HCM2kAvgQ:	9	19	15	8	28	28	9	34	34	11	20	20

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

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Intersection #6 Charleston Boulevard/Las Vegas Boulevard (#6)

****

Cycle (sec):	140	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	41.5
Optimal Cycle:	140	Level Of Service:	D

****

Street Name:	Las Vegas Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	92	410	136	61	454	79	140	947	75	169	927	24
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	117	519	172	77	575	100	177	1200	95	214	1174	30
Added Vol:	0	0	0	0	0	39	13	49	0	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	519	172	77	575	139	190	1249	95	214	1239	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.94	0.94	0.94	0.96	0.96	0.96	0.84	0.84	0.84
PHF Volume:	142	632	210	82	612	148	199	1306	99	255	1479	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	632	210	82	612	148	199	1306	99	255	1479	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.:	142	632	210	82	612	148	199	1306	99	255	1479	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	2.79	0.21	1.00	2.93	0.07
Final Sat.:	1769	3538	1583	1769	2766	669	1769	4672	355	1769	4942	121
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.13	0.05	0.22	0.22	0.11	0.28	0.28	0.14	0.30	0.30
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.33	0.33	0.09	0.30	0.30	0.16	0.39	0.39	0.20	0.42	0.42
Volume/Cap:	0.73	0.54	0.40	0.54	0.73	0.73	0.70	0.73	0.73	0.73	0.70	0.70
Uniform Del:	60.2	38.3	36.3	61.4	43.4	43.4	55.7	36.7	36.7	52.5	33.1	33.1
IncremntDel:	12.7	0.5	0.5	3.9	2.6	2.6	7.8	1.4	1.4	7.3	1.1	1.1
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:	72.9	38.8	36.8	65.3	46.0	46.0	63.5	38.1	38.1	59.8	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:	72.9	38.8	36.8	65.3	46.0	46.0	63.5	38.1	38.1	59.8	34.1	34.1
LOS by Move:	E	D	D	E	D	D	E	D	D	E	C	C
HCM2kAvgQ:	7	12	7	4	16	16	9	19	19	12	20	20

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

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Intersection #6 Charleston Boulevard/Las Vegas Boulevard (#6)

****

Cycle (sec):	140	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	54.8
Optimal Cycle:	140	Level Of Service:	D

****

Street Name:	Las Vegas Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 4:15 - 5:15 PM												
Base Vol:	104	685	289	112	604	142	105	1186	131	141	1004	39
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	132	868	366	142	765	180	133	1502	166	179	1272	49
Added Vol:	0	0	0	0	0	57	27	99	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	868	366	142	765	237	160	1601	166	179	1368	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.84	0.84	0.84	0.82	0.82	0.82	0.89	0.89	0.89
PHF Volume:	141	927	391	170	916	284	196	1965	204	200	1530	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	927	391	170	916	284	196	1965	204	200	1530	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.:	141	927	391	170	916	284	196	1965	204	200	1530	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	2.72	0.28	1.00	2.90	0.10
Final Sat.:	1769	3538	1583	1769	2607	807	1769	4541	471	1769	4882	176
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.25	0.10	0.35	0.35	0.11	0.43	0.43	0.11	0.31	0.31
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.32	0.32	0.12	0.36	0.36	0.15	0.44	0.44	0.12	0.41	0.41
Volume/Cap:	0.98	0.81	0.77	0.81	0.98	0.98	0.76	0.98	0.98	0.98	0.76	0.76
Uniform Del:	64.2	43.5	42.6	60.2	44.2	44.2	57.4	38.3	38.3	61.7	35.2	35.2
IncremntDel:	67.6	4.5	6.8	20.7	20.2	20.2	12.3	14.0	14.0	56.0	1.7	1.7
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:	131.8	48.0	49.4	80.9	64.4	64.4	69.7	52.3	52.3	117.7	36.9	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.8	48.0	49.4	80.9	64.4	64.4	69.7	52.3	52.3	117.7	36.9	36.9
LOS by Move:	F	D	D	F	E	E	E	D	D	F	D	D
HCM2kAvgQ:	9	21	16	9	32	32	10	39	39	12	22	22

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

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Intersection #6 Charleston Boulevard/Las Vegas Boulevard (#6)

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Cycle (sec):	140	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	43.5
Optimal Cycle:	140	Level Of Service:	D

****

Street Name:	Las Vegas Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	92	410	136	61	454	79	140	947	75	169	927	24
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	124	551	183	82	610	106	188	1273	101	227	1246	32
Added Vol:	0	0	0	0	0	55	19	72	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	551	183	82	610	161	207	1345	101	227	1338	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.94	0.94	0.94	0.96	0.96	0.96	0.84	0.84	0.84
PHF Volume:	150	670	222	87	649	171	217	1407	105	271	1596	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	670	222	87	649	171	217	1407	105	271	1596	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.:	150	670	222	87	649	171	217	1407	105	271	1596	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.58	0.42	1.00	2.79	0.21	1.00	2.93	0.07
Final Sat.:	1769	3538	1583	1769	2712	716	1769	4682	351	1769	4944	119
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.14	0.05	0.24	0.24	0.12	0.30	0.30	0.15	0.32	0.32
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.33	0.33	0.09	0.31	0.31	0.16	0.39	0.39	0.20	0.42	0.42
Volume/Cap:	0.78	0.57	0.42	0.57	0.78	0.78	0.76	0.78	0.78	0.78	0.76	0.76
Uniform Del:	60.7	38.7	36.5	61.5	44.1	44.1	56.2	37.7	37.7	53.3	34.5	34.5
IncremntDel:	18.0	0.7	0.6	5.2	3.7	3.7	11.6	2.1	2.1	10.6	1.7	1.7
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:	78.7	39.4	37.0	66.7	47.9	47.9	67.9	39.8	39.8	63.9	36.1	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.7	39.4	37.0	66.7	47.9	47.9	67.9	39.8	39.8	63.9	36.1	36.1
LOS by Move:	E	D	D	E	D	D	E	D	D	E	D	D
HCM2kAvgQ:	8	13	7	4	18	18	11	22	22	13	23	23

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

Intersection #6 Charleston Boulevard/Las Vegas Boulevard (#6)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.053
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	67.9
Optimal Cycle:	140	Level Of Service:	E

Street Name:	Las Vegas Boulevard						Charleston Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 5 Jun 2007 << 4:15 - 5:15 PM												
Base Vol:	104	685	289	112	604	142	105	1186	131	141	1004	39
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	140	921	388	151	812	191	141	1594	176	189	1349	52
Added Vol:	0	0	0	0	0	81	38	140	0	0	135	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	921	388	151	812	272	179	1734	176	189	1484	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.84	0.84	0.84	0.82	0.82	0.82	0.89	0.89	0.89
PHF Volume:	149	984	415	180	972	326	220	2127	216	212	1660	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	984	415	180	972	326	220	2127	216	212	1660	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.:	149	984	415	180	972	326	220	2127	216	212	1660	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.50	0.50	1.00	2.72	0.28	1.00	2.90	0.10
Final Sat.:	1769	3538	1583	1769	2550	854	1769	4550	462	1769	4885	173
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.26	0.10	0.38	0.38	0.12	0.47	0.47	0.12	0.34	0.34
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.32	0.32	0.12	0.36	0.36	0.15	0.44	0.44	0.11	0.41	0.41
Volume/Cap:	1.05	0.86	0.81	0.86	1.05	1.05	0.83	1.05	1.05	1.05	0.83	0.83
Uniform Del:	64.4	44.4	43.4	60.5	44.7	44.7	57.8	38.9	38.9	62.0	37.1	37.1
IncremntDel:	90.4	6.7	9.4	28.1	40.8	40.8	19.6	34.9	34.9	78.1	3.0	3.0
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:	154.8	51.1	52.8	88.6	85.5	85.5	77.4	73.8	73.8	140.2	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:	154.8	51.1	52.8	88.6	85.5	85.5	77.4	73.8	73.8	140.2	40.1	40.1
LOS by Move:	F	D	D	F	F	F	E	E	E	F	D	D
HCM2kAvgQ:	11	23	18	10	38	38	11	47	47	14	26	26

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

Intersection #7 Colorado Avenue/Main Street (#7)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.218
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	10.7
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Main Street						Colorado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 0	1!	0 0
Volume Module: >> Count Date: 30 May 2007 << 7:30 - 8:30 AM												
Base Vol:	6	192	4	4	402	16	0	0	0	5	0	4
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	7	223	5	5	466	19	0	0	0	6	0	5
Added Vol:	46	0	0	0	0	114	51	14	36	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	223	5	5	466	133	51	14	36	6	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	59	247	5	5	518	147	57	16	40	6	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	247	5	5	518	147	57	16	40	6	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	59	247	5	5	518	147	57	16	40	6	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.98	0.83	0.90	1.00	0.90
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	0.56	0.00	0.44
Final Sat.:	1769	3455	72	1769	3538	1583	1769	1862	1583	946	0	757
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.00	0.15	0.09	0.03	0.01	0.03	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.15	0.79	0.79	0.03	0.67	0.67	0.15	0.14	0.14	0.04	0.00	0.00
Volume/Cap:	0.22	0.09	0.09	0.09	0.22	0.14	0.22	0.06	0.18	0.18	0.00	xxxx
Uniform Del:	37.2	2.4	2.4	47.0	6.4	6.0	37.6	37.3	37.9	46.6	0.0	0.0
IncremntDel:	0.4	0.0	0.0	0.7	0.0	0.1	0.4	0.1	0.4	1.4	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	0.00	0.00
Delay/Veh:	37.6	2.4	2.4	47.7	6.4	6.1	38.0	37.4	38.3	48.0	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:	37.6	2.4	2.4	47.7	6.4	6.1	38.0	37.4	38.3	48.0	0.0	0.0
LOS by Move:	D	A	A	D	A	A	D	D	D	D	A	A
HCM2kAvgQ:	2	1	1	0	3	2	2	0	1	1	0	2

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

Intersection #7 Colorado Avenue/Main Street (#7)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.243
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	13.9
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Main Street						Colorado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 0	1!	0 0
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	0	379	1	4	363	0	0	0	0	8	0	13
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	439	1	5	421	0	0	0	0	9	0	15
Added Vol:	62	0	0	0	0	155	88	24	63	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	439	1	5	421	155	88	24	63	9	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	69	488	1	5	468	172	98	27	70	10	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	488	1	5	468	172	98	27	70	10	0	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.:	69	488	1	5	468	172	98	27	70	10	0	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.98	0.83	0.88	1.00	0.88
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.00	1.00	0.38	0.00	0.62
Final Sat.:	1769	3528	9	1769	3538	1583	1769	1862	1583	637	0	1036
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.00	0.13	0.11	0.06	0.01	0.04	0.02	0.00	0.02
Crit Moves:	****				****		****					****
Green/Cycle:	0.16	0.69	0.69	0.01	0.54	0.54	0.23	0.22	0.22	0.08	0.00	0.00
Volume/Cap:	0.24	0.20	0.20	0.20	0.24	0.20	0.24	0.07	0.21	0.21	0.00	xxxx
Uniform Del:	36.7	5.5	5.5	48.7	11.9	11.6	31.6	31.2	32.2	43.1	0.0	0.0
IncremntDel:	0.4	0.0	0.0	3.8	0.1	0.1	0.3	0.1	0.3	0.8	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	0.00	0.00
Delay/Veh:	37.1	5.6	5.6	52.5	12.0	11.7	31.9	31.3	32.5	43.9	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:	37.1	5.6	5.6	52.5	12.0	11.7	31.9	31.3	32.5	43.9	0.0	0.0
LOS by Move:	D	A	A	D	B	B	C	C	C	D	A	A
HCM2kAvgQ:	2	3	3	0	4	3	3	1	2	1	0	5

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

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Intersection #7 Colorado Avenue/Main Street (#7)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.286
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	15.3
Optimal Cycle:	32	Level Of Service:	B

****

Street Name:	Main Street						Colorado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 0	1!	0 0
Volume Module: >> Count Date: 30 May 2007 << 7:30 - 8:30 AM												
Base Vol:	6	192	4	4	402	16	0	0	0	5	0	4
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	7	229	5	5	480	19	0	0	0	6	0	5
Added Vol:	84	0	0	0	1	211	96	26	69	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	229	5	5	481	230	96	26	69	6	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	101	255	5	5	534	256	107	29	77	7	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	255	5	5	534	256	107	29	77	7	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	255	5	5	534	256	107	29	77	7	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.98	0.83	0.90	1.00	0.90
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	0.56	0.00	0.44
Final Sat.:	1769	3455	72	1769	3538	1583	1769	1862	1583	946	0	757
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.00	0.15	0.16	0.06	0.02	0.05	0.01	0.00	0.01
Crit Moves:	****					****	****					****
Green/Cycle:	0.20	0.73	0.73	0.03	0.56	0.56	0.21	0.21	0.21	0.03	0.00	0.00
Volume/Cap:	0.29	0.10	0.10	0.10	0.27	0.29	0.29	0.08	0.24	0.24	0.00	xxxx
Uniform Del:	33.9	3.8	3.8	47.2	11.2	11.3	33.1	32.1	33.2	47.4	0.0	0.0
IncremntDel:	0.4	0.0	0.0	0.8	0.1	0.2	0.4	0.1	0.4	2.4	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	0.00	0.00
Delay/Veh:	34.4	3.8	3.8	48.0	11.2	11.5	33.6	32.1	33.5	49.8	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:	34.4	3.8	3.8	48.0	11.2	11.5	33.6	32.1	33.5	49.8	0.0	0.0
LOS by Move:	C	A	A	D	B	B	C	C	C	D	A	A
HCM2kAvgQ:	3	1	1	0	4	4	3	1	2	1	0	3

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

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Intersection #7 Colorado Avenue/Main Street (#7)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 0 (Y+R=6.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 39 Level Of Service: B

****

Street Name:	Main Street						Colorado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 0	1!	0 0
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	0	379	1	4	363	0	0	0	0	8	0	13
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	0	453	1	5	433	0	0	0	0	10	0	16
Added Vol:	121	1	0	0	1	304	170	45	122	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	454	1	5	434	304	170	45	122	10	0	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	134	504	1	5	483	338	189	50	136	11	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	504	1	5	483	338	189	50	136	11	0	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.:	134	504	1	5	483	338	189	50	136	11	0	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.98	0.83	0.88	1.00	0.88
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.00	1.00	0.38	0.00	0.62
Final Sat.:	1769	3529	9	1769	3538	1583	1769	1862	1583	637	0	1036
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.00	0.14	0.21	0.11	0.03	0.09	0.02	0.00	0.02
Crit Moves:	****					****	****					****
Green/Cycle:	0.18	0.69	0.69	0.01	0.52	0.52	0.26	0.25	0.25	0.05	0.00	0.00
Volume/Cap:	0.41	0.21	0.21	0.21	0.26	0.41	0.41	0.11	0.34	0.34	0.00	xxxx
Uniform Del:	36.0	5.7	5.7	48.7	13.5	14.8	30.8	28.9	30.7	46.0	0.0	0.0
IncremntDel:	0.9	0.0	0.0	4.0	0.1	0.3	0.6	0.1	0.5	2.5	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	0.00	0.00
Delay/Veh:	36.9	5.8	5.8	52.7	13.6	15.2	31.4	29.0	31.3	48.5	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:	36.9	5.8	5.8	52.7	13.6	15.2	31.4	29.0	31.3	48.5	0.0	0.0
LOS by Move:	D	A	A	D	B	B	C	C	C	D	A	A
HCM2kAvgQ:	4	3	3	0	4	6	5	1	4	1	0	5

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

Intersection #7 Colorado Avenue/Main Street (#7)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	15.0
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Main Street						Colorado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 30 May 2007 << 7:30 - 8:30 AM												
Base Vol:	6	192	4	4	402	16	0	0	0	5	0	4
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	8	243	5	5	509	20	0	0	0	6	0	5
Added Vol:	91	0	0	0	1	228	96	26	69	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	243	5	5	510	248	96	26	69	6	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	110	270	6	6	567	276	107	29	77	7	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	270	6	6	567	276	107	29	77	7	0	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	110	270	6	6	567	276	107	29	77	7	0	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.98	0.83	0.90	1.00	0.90
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	0.56	0.00	0.44
Final Sat.:	1769	3455	72	1769	3538	1583	1769	1862	1583	946	0	757
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.00	0.16	0.17	0.06	0.02	0.05	0.01	0.00	0.01
Crit Moves:	****					****	****					****
Green/Cycle:	0.20	0.75	0.75	0.03	0.57	0.57	0.20	0.19	0.19	0.03	0.00	0.00
Volume/Cap:	0.30	0.10	0.10	0.10	0.28	0.30	0.30	0.08	0.25	0.25	0.00	xxxx
Uniform Del:	33.8	3.5	3.5	47.2	10.8	11.0	34.2	33.1	34.2	47.4	0.0	0.0
IncremntDel:	0.5	0.0	0.0	0.9	0.1	0.2	0.5	0.1	0.4	2.6	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	0.00	0.00
Delay/Veh:	34.3	3.5	3.5	48.0	10.9	11.2	34.7	33.2	34.6	50.0	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:	34.3	3.5	3.5	48.0	10.9	11.2	34.7	33.2	34.6	50.0	0.0	0.0
LOS by Move:	C	A	A	D	B	B	C	C	C	D	A	A
HCM2kAvgQ:	3	1	1	0	5	4	3	1	2	1	0	3

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

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Intersection #7 Colorado Avenue/Main Street (#7)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	17.7
Optimal Cycle:	42	Level Of Service:	B

****

Street Name:	Main Street						Colorado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 0	1!	0 0
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	0	379	1	4	363	0	0	0	0	8	0	13
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	0	480	1	5	460	0	0	0	0	10	0	16
Added Vol:	134	1	0	0	1	335	194	52	139	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	481	1	5	461	335	194	52	139	10	0	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	149	535	1	6	512	372	216	58	154	11	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	535	1	6	512	372	216	58	154	11	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	149	535	1	6	512	372	216	58	154	11	0	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.98	0.83	0.88	1.00	0.88
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.00	1.00	0.38	0.00	0.62
Final Sat.:	1769	3529	9	1769	3538	1583	1769	1862	1583	637	0	1036
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.00	0.14	0.24	0.12	0.03	0.10	0.02	0.00	0.02
Crit Moves:	****					****	****					****
Green/Cycle:	0.18	0.68	0.68	0.01	0.51	0.51	0.27	0.26	0.26	0.05	0.00	0.00
Volume/Cap:	0.46	0.22	0.22	0.22	0.28	0.46	0.46	0.12	0.38	0.38	0.00	xxxx
Uniform Del:	36.4	6.0	6.0	48.7	13.9	15.5	30.7	28.5	30.6	46.3	0.0	0.0
IncremntDel:	1.0	0.0	0.0	4.4	0.1	0.4	0.7	0.1	0.6	3.1	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	0.00	0.00
Delay/Veh:	37.4	6.0	6.0	53.1	14.0	15.9	31.4	28.6	31.1	49.3	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:	37.4	6.0	6.0	53.1	14.0	15.9	31.4	28.6	31.1	49.3	0.0	0.0
LOS by Move:	D	A	A	D	B	B	C	C	C	D	A	A
HCM2kAvgQ:	5	3	3	0	5	7	6	1	4	1	0	5

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

Intersection #7 Colorado Avenue/Main Street (#7)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	16.7
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Main Street						Colorado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 0	1!	0 0
Volume Module: >> Count Date: 30 May 2007 << 7:30 - 8:30 AM												
Base Vol:	6	192	4	4	402	16	0	0	0	5	0	4
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	8	258	5	5	540	22	0	0	0	7	0	5
Added Vol:	129	1	0	0	1	324	141	38	101	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	259	5	5	541	346	141	38	101	7	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	152	288	6	6	601	384	157	42	112	7	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	288	6	6	601	384	157	42	112	7	0	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	288	6	6	601	384	157	42	112	7	0	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.98	0.83	0.90	1.00	0.90
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	0.56	0.00	0.44
Final Sat.:	1769	3455	72	1769	3538	1583	1769	1862	1583	946	0	757
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.00	0.17	0.24	0.09	0.02	0.07	0.01	0.00	0.01
Crit Moves:	****					****	****					****
Green/Cycle:	0.20	0.74	0.74	0.03	0.57	0.57	0.21	0.20	0.20	0.02	0.00	0.00
Volume/Cap:	0.43	0.11	0.11	0.11	0.30	0.43	0.43	0.11	0.35	0.35	0.00	xxxx
Uniform Del:	34.8	3.6	3.6	47.2	11.1	12.2	34.4	32.4	34.1	48.1	0.0	0.0
IncremntDel:	0.8	0.0	0.0	0.9	0.1	0.3	0.8	0.1	0.7	5.3	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	0.00	0.00
Delay/Veh:	35.6	3.6	3.6	48.1	11.2	12.5	35.2	32.5	34.7	53.5	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:	35.6	3.6	3.6	48.1	11.2	12.5	35.2	32.5	34.7	53.5	0.0	0.0
LOS by Move:	D	A	A	D	B	B	D	C	C	D	A	A
HCM2kAvgQ:	4	1	1	0	5	7	4	1	3	1	0	3

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

Intersection #7 Colorado Avenue/Main Street (#7)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	20.5
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Main Street						Colorado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 0	1!	0 0
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	0	379	1	4	363	0	0	0	0	8	0	13
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	0	509	1	5	488	0	0	0	0	11	0	17
Added Vol:	190	1	0	0	1	475	272	73	196	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	510	1	5	489	475	272	73	196	11	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	211	567	1	6	543	528	302	81	218	12	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	567	1	6	543	528	302	81	218	12	0	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	211	567	1	6	543	528	302	81	218	12	0	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.98	0.83	0.88	1.00	0.88
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.00	1.00	0.38	0.00	0.62
Final Sat.:	1769	3529	9	1769	3538	1583	1769	1862	1583	637	0	1036
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.00	0.15	0.33	0.17	0.04	0.14	0.02	0.00	0.02
Crit Moves:	****					****	****					****
Green/Cycle:	0.19	0.69	0.69	0.01	0.52	0.52	0.27	0.26	0.26	0.04	0.00	0.00
Volume/Cap:	0.64	0.23	0.23	0.23	0.30	0.64	0.64	0.17	0.53	0.53	0.00	xxxx
Uniform Del:	37.6	5.7	5.7	48.7	13.7	17.3	32.5	28.6	31.8	47.4	0.0	0.0
IncremntDel:	4.3	0.0	0.0	4.6	0.1	1.7	3.0	0.2	1.3	8.8	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	0.00	0.00
Delay/Veh:	41.9	5.8	5.8	53.3	13.8	19.1	35.5	28.8	33.1	56.2	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:	41.9	5.8	5.8	53.3	13.8	19.1	35.5	28.8	33.1	56.2	0.0	0.0
LOS by Move:	D	A	A	D	B	B	D	C	C	E	A	A
HCM2kAvgQ:	7	3	3	0	5	12	9	2	6	2	0	6

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

Intersection #8 Colorado Avenue/4th Street (#8)

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.3]

Street Name:	4th Street						Colorado Avenue					
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 3	0	0	0 0	0	0	1 0	0	0	0 0	0	0
Volume Module: >> Count Date: 30 May 2007 << 8:00 - 9:00 AM												
Base Vol:	9	195	0	0	0	0	6	0	0	0	0	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	10	226	0	0	0	0	7	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	14	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	226	0	0	0	0	21	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.50	0.50	0.50	0.38	0.38	0.38	0.90	0.90	0.90
PHF Volume:	11	230	0	0	0	0	56	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	11	230	0	0	0	0	56	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	98	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	901	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	893	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	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	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			9.3			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection #8 Colorado Avenue/4th Street (#8)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[10.2]

Street Name:	4th Street						Colorado Avenue					
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 3	0 0		0 0 0	0 0		1 0 0	0 0		0 0 0	0 0	
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	22	345	0	0	0	0	22	0	0	0	0	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	26	400	0	0	0	0	26	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	400	0	0	0	0	50	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.80	0.80	0.80	0.61	0.61	0.61	0.90	0.90	0.90
PHF Volume:	27	418	0	0	0	0	81	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	27	418	0	0	0	0	81	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	193	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	796	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	778	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	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			10.2			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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

Intersection #8 Colorado Avenue/4th Street (#8)

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[9.5]

Street Name:	4th Street									Colorado Avenue					
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 3	0 0	0	0 0	0 0	1	0 0	0 0	0	0 0	0 0			
Volume Module: >> Count Date: 30 May 2007 << 8:00 - 9:00 AM															
Base Vol:	9	195	0	0	0	0	6	0	0	0	0	0			
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19			
Initial Bse:	11	233	0	0	0	0	7	0	0	0	0	0			
Added Vol:	0	0	0	0	0	0	26	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	11	233	0	0	0	0	33	0	0	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.98	0.98	0.98	0.50	0.50	0.50	0.38	0.38	0.38	0.90	0.90	0.90			
PHF Volume:	11	237	0	0	0	0	88	0	0	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Final Vol.:	11	237	0	0	0	0	88	0	0	0	0	0			
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	101	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	897	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	889	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	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	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			9.5			xxxxxx					
ApproachLOS:	*			*			A			*					

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

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

Intersection #8 Colorado Avenue/4th Street (#8)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[10.5]

Street Name:	4th Street						Colorado Avenue					
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 3	0	0	0 0	0	0	1 0	0	0	0 0	0	0
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	22	345	0	0	0	0	22	0	0	0	0	0
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	26	412	0	0	0	0	26	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	45	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	412	0	0	0	0	71	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.80	0.80	0.80	0.61	0.61	0.61	0.90	0.90	0.90
PHF Volume:	27	431	0	0	0	0	117	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	27	431	0	0	0	0	117	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	199	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	790	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	772	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	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			10.5			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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

Intersection #8 Colorado Avenue/4th Street (#8)

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: A[9.5]

Street Name:	4th Street						Colorado Avenue					
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 3		0 0	0 0		0 0	1 0		0 0	0 0		0 0
Volume Module: >> Count Date: 30 May 2007 << 8:00 - 9:00 AM												
Base Vol:	9	195	0	0	0	0	6	0	0	0	0	0
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	11	247	0	0	0	0	8	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	26	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	247	0	0	0	0	34	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.50	0.50	0.50	0.38	0.38	0.38	0.90	0.90	0.90
PHF Volume:	12	252	0	0	0	0	90	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	12	252	0	0	0	0	90	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	107	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	890	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	882	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	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	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			9.5			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection #8 Colorado Avenue/4th Street (#8)

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[10.7]

Street Name:	4th Street						Colorado Avenue					
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 3		0 0	0 0	0	0 0	1 0	0	0 0	0 0	0	0 0
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	22	345	0	0	0	0	22	0	0	0	0	0
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	28	437	0	0	0	0	28	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	52	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	437	0	0	0	0	80	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.80	0.80	0.80	0.61	0.61	0.61	0.90	0.90	0.90
PHF Volume:	29	457	0	0	0	0	131	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	457	0	0	0	0	131	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	211	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	778	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	758	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	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			10.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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

Intersection #8 Colorado Avenue/4th Street (#8)

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: A[9.8]

Street Name:	4th Street						Colorado Avenue					
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 3		0 0	0 0	0	0 0	1 0	0	0 0	0 0	0	0 0
Volume Module: >> Count Date: 30 May 2007 << 8:00 - 9:00 AM												
Base Vol:	9	195	0	0	0	0	6	0	0	0	0	0
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	12	262	0	0	0	0	8	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	38	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	262	0	0	0	0	46	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.50	0.50	0.50	0.38	0.38	0.38	0.90	0.90	0.90
PHF Volume:	12	267	0	0	0	0	123	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	12	267	0	0	0	0	123	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	114	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	883	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	874	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	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	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			9.8			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection #8 Colorado Avenue/4th Street (#8)

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[11.2]

Street Name:	4th Street						Colorado Avenue					
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 3		0 0	0 0 0		0 0	1 0 0		0 0	0 0 0		0 0
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	22	345	0	0	0	0	22	0	0	0	0	0
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	30	464	0	0	0	0	30	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	73	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	464	0	0	0	0	103	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.80	0.80	0.80	0.61	0.61	0.61	0.90	0.90	0.90
PHF Volume:	31	485	0	0	0	0	168	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	31	485	0	0	0	0	168	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	224	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	765	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	745	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	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			11.2			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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

Intersection #9 Oakey Boulevard/Western Avenue (#9)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.4
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Western Avenue						Oakey Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	62	85	65	117	177	10	33	529	216	145	262	81
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	72	99	75	136	205	12	38	613	250	168	304	94
Added Vol:	0	0	0	0	0	9	11	21	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	99	75	136	205	21	49	634	250	168	321	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.93	0.93	0.93	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	87	119	91	146	221	22	58	747	295	197	376	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	119	91	146	221	22	58	747	295	197	376	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	87	119	91	146	221	22	58	747	295	197	376	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.08	0.12	0.01	0.03	0.21	0.19	0.11	0.11	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.15	0.15	0.19	0.24	0.24	0.16	0.43	0.43	0.23	0.50	0.50
Volume/Cap:	0.49	0.43	0.39	0.43	0.49	0.06	0.21	0.49	0.43	0.49	0.21	0.14
Uniform Del:	59.6	54.1	53.8	49.7	45.6	40.8	51.7	28.8	27.9	47.1	19.4	18.6
IncremntDel:	2.1	1.1	1.0	0.9	0.8	0.1	0.4	0.3	0.4	0.9	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:	61.8	55.2	54.8	50.5	46.4	40.8	52.1	29.0	28.3	48.0	19.4	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	55.2	54.8	50.5	46.4	40.8	52.1	29.0	28.3	48.0	19.4	18.7
LOS by Move:	E	E	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	4	5	4	6	8	1	2	12	9	8	5	2

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

Intersection #9 Oakey Boulevard/Western Avenue (#9)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	36.3
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Western Avenue						Oakey Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	303	327	200	67	67	17	45	465	80	76	670	201
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	351	379	232	78	78	20	52	539	93	88	777	233
Added Vol:	0	0	0	0	0	16	15	29	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	379	232	78	78	36	67	568	93	88	806	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.65	0.65	0.65	0.92	0.92	0.92	0.93	0.93	0.93
PHF Volume:	379	409	250	119	119	55	73	620	101	95	871	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	409	250	119	119	55	73	620	101	95	871	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	379	409	250	119	119	55	73	620	101	95	871	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.21	0.22	0.16	0.07	0.06	0.03	0.04	0.18	0.06	0.05	0.25	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.38	0.38	0.38	0.12	0.11	0.11	0.07	0.38	0.38	0.12	0.43	0.43
Volume/Cap:	0.56	0.57	0.41	0.57	0.56	0.30	0.57	0.46	0.17	0.46	0.57	0.37
Uniform Del:	33.7	34.2	31.7	58.5	58.6	56.8	62.9	32.3	28.5	57.6	30.4	27.2
IncremntDel:	1.0	1.2	0.5	3.9	3.2	0.9	6.3	0.2	0.1	1.6	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:	34.8	35.4	32.2	62.4	61.8	57.7	69.2	32.6	28.6	59.2	30.9	27.6
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:	34.8	35.4	32.2	62.4	61.8	57.7	69.2	32.6	28.6	59.2	30.9	27.6
LOS by Move:	C	D	C	E	E	E	E	C	C	E	C	C
HCM2kAvgQ:	13	14	8	6	6	2	4	10	3	4	15	7

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

Intersection #9 Oakey Boulevard/Western Avenue (#9)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.6
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Western Avenue						Oakey Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	62	85	65	117	177	10	33	529	216	145	262	81
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	74	101	78	140	211	12	39	632	258	173	313	97
Added Vol:	0	0	0	0	0	17	21	39	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	101	78	140	211	29	60	671	258	173	345	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.93	0.93	0.93	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	89	123	94	151	228	31	71	790	304	203	404	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	123	94	151	228	31	71	790	304	203	404	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
Final Vol.:	89	123	94	151	228	31	71	790	304	203	404	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.06	0.09	0.12	0.02	0.04	0.22	0.19	0.11	0.11	0.07
Crit Moves:	****				****			****			****	
Green/Cycle:	0.10	0.15	0.15	0.19	0.24	0.24	0.17	0.44	0.44	0.22	0.49	0.49
Volume/Cap:	0.51	0.45	0.40	0.45	0.51	0.08	0.23	0.51	0.44	0.51	0.23	0.15
Uniform Del:	59.9	54.5	54.1	50.1	46.1	41.3	50.0	28.6	27.5	47.5	20.6	19.7
IncremntDel:	2.5	1.2	1.1	0.9	1.0	0.1	0.4	0.3	0.4	1.1	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:	62.4	55.6	55.2	51.0	47.1	41.4	50.4	28.9	27.9	48.7	20.7	19.8
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:	62.4	55.6	55.2	51.0	47.1	41.4	50.4	28.9	27.9	48.7	20.7	19.8
LOS by Move:	E	E	E	D	D	D	D	C	C	D	C	B
HCM2kAvgQ:	4	5	4	6	9	1	3	13	9	8	5	3

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

Intersection #9 Oakey Boulevard/Western Avenue (#9)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	37.2
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Western Avenue						Oakey Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	303	327	200	67	67	17	45	465	80	76	670	201
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	362	390	239	80	80	20	54	555	96	91	800	240
Added Vol:	0	0	0	0	0	31	30	56	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	390	239	80	80	51	84	611	96	91	857	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.65	0.65	0.65	0.92	0.92	0.92	0.93	0.93	0.93
PHF Volume:	391	422	258	123	123	79	91	667	104	98	927	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	422	258	123	123	79	91	667	104	98	927	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	391	422	258	123	123	79	91	667	104	98	927	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.22	0.23	0.16	0.07	0.07	0.05	0.05	0.19	0.07	0.06	0.26	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.37	0.37	0.37	0.11	0.11	0.11	0.08	0.40	0.40	0.12	0.43	0.43
Volume/Cap:	0.59	0.61	0.44	0.61	0.59	0.45	0.61	0.47	0.17	0.47	0.61	0.38
Uniform Del:	35.2	35.7	33.0	59.1	59.1	58.1	61.8	31.3	27.2	57.8	30.8	27.2
IncremntDel:	1.4	1.6	0.5	5.3	4.5	1.8	7.1	0.3	0.1	1.7	0.7	0.4
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:	36.7	37.3	33.6	64.4	63.6	59.9	68.9	31.6	27.3	59.5	31.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	37.3	33.6	64.4	63.6	59.9	68.9	31.6	27.3	59.5	31.6	27.6
LOS by Move:	D	D	C	E	E	E	E	C	C	E	C	C
HCM2kAvgQ:	14	15	8	6	6	4	5	11	3	4	16	7

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

Intersection #9 Oakey Boulevard/Western Avenue (#9)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	36.1
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Western Avenue						Oakey Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	62	85	65	117	177	10	33	529	216	145	262	81
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	79	108	82	148	224	13	42	670	274	184	332	103
Added Vol:	0	0	0	0	0	17	23	42	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	108	82	148	224	30	65	712	274	184	364	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.93	0.93	0.93	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	95	130	99	160	242	32	76	839	322	215	427	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	130	99	160	242	32	76	839	322	215	427	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	130	99	160	242	32	76	839	322	215	427	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.06	0.09	0.13	0.02	0.04	0.24	0.20	0.12	0.12	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.15	0.15	0.19	0.24	0.24	0.17	0.44	0.44	0.22	0.49	0.49
Volume/Cap:	0.54	0.47	0.43	0.47	0.54	0.08	0.25	0.54	0.47	0.54	0.25	0.16
Uniform Del:	60.1	54.7	54.3	50.4	46.5	41.3	49.9	29.1	27.8	47.9	20.9	19.9
IncremntDel:	3.5	1.3	1.3	1.1	1.4	0.1	0.4	0.4	0.5	1.5	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:	63.5	56.0	55.5	51.4	47.9	41.4	50.3	29.5	28.3	49.5	21.0	20.0
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:	63.5	56.0	55.5	51.4	47.9	41.4	50.3	29.5	28.3	49.5	21.0	20.0
LOS by Move:	E	E	E	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	5	5	4	6	9	1	3	14	10	9	5	3

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

Intersection #9 Oakey Boulevard/Western Avenue (#9)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	38.1
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Western Avenue						Oakey Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	303	327	200	67	67	17	45	465	80	76	670	201
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	384	414	253	85	85	22	57	589	101	96	849	255
Added Vol:	0	0	0	0	0	35	33	62	0	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	414	253	85	85	57	90	651	101	96	914	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.65	0.65	0.65	0.92	0.92	0.92	0.93	0.93	0.93
PHF Volume:	415	447	274	130	130	87	98	711	111	104	988	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	447	274	130	130	87	98	711	111	104	988	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	415	447	274	130	130	87	98	711	111	104	988	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.23	0.24	0.17	0.07	0.07	0.05	0.06	0.20	0.07	0.06	0.28	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.37	0.37	0.37	0.11	0.11	0.11	0.09	0.40	0.40	0.12	0.43	0.43
Volume/Cap:	0.63	0.65	0.47	0.65	0.63	0.49	0.65	0.50	0.18	0.50	0.65	0.40
Uniform Del:	36.0	36.5	33.6	59.4	59.4	58.5	62.0	31.6	27.2	58.0	31.5	27.5
IncremntDel:	1.9	2.2	0.6	7.2	6.1	2.2	9.5	0.3	0.1	2.0	1.0	0.4
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:	37.9	38.7	34.1	66.6	65.5	60.7	71.5	31.9	27.3	60.0	32.5	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:	37.9	38.7	34.1	66.6	65.5	60.7	71.5	31.9	27.3	60.0	32.5	27.9
LOS by Move:	D	D	C	E	E	E	E	C	C	E	C	C
HCM2kAvgQ:	15	16	9	6	6	4	5	12	3	5	18	8

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

Intersection #9 Oakey Boulevard/Western Avenue (#9)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	36.7
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Western Avenue						Oakey Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	62	85	65	117	177	10	33	529	216	145	262	81
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	83	114	87	157	238	13	44	711	290	195	352	109
Added Vol:	0	0	0	0	0	25	32	60	0	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	114	87	157	238	38	76	771	290	195	399	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.93	0.93	0.93	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	101	138	105	170	257	41	90	908	342	228	468	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	138	105	170	257	41	90	908	342	228	468	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.:	101	138	105	170	257	41	90	908	342	228	468	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.10	0.14	0.03	0.05	0.26	0.22	0.13	0.13	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.15	0.15	0.19	0.24	0.24	0.18	0.44	0.44	0.22	0.48	0.48
Volume/Cap:	0.58	0.51	0.46	0.51	0.58	0.11	0.28	0.58	0.49	0.58	0.28	0.17
Uniform Del:	60.4	55.1	54.7	50.9	47.2	41.8	49.0	29.3	27.8	48.6	21.8	20.6
IncremntDel:	4.9	1.6	1.4	1.3	1.9	0.1	0.5	0.6	0.5	2.2	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:	65.3	56.7	56.1	52.2	49.2	41.9	49.5	29.9	28.3	50.8	21.9	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:	65.3	56.7	56.1	52.2	49.2	41.9	49.5	29.9	28.3	50.8	21.9	20.7
LOS by Move:	E	E	E	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	5	6	5	7	10	1	3	15	10	9	6	3

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

Intersection #9 Oakey Boulevard/Western Avenue (#9)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	39.8
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Western Avenue						Oakey Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	303	327	200	67	67	17	45	465	80	76	670	201
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	407	439	269	90	90	23	60	625	108	102	900	270
Added Vol:	0	0	0	0	0	49	47	88	0	0	91	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	439	269	90	90	72	107	713	108	102	991	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.65	0.65	0.65	0.92	0.92	0.92	0.93	0.93	0.93
PHF Volume:	440	475	290	138	138	110	117	778	117	110	1072	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	475	290	138	138	110	117	778	117	110	1072	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	440	475	290	138	138	110	117	778	117	110	1072	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.18	0.08	0.07	0.07	0.07	0.22	0.07	0.06	0.30	0.18
Crit Moves:		****		****			****				****	
Green/Cycle:	0.37	0.36	0.36	0.11	0.11	0.11	0.09	0.41	0.41	0.12	0.43	0.43
Volume/Cap:	0.68	0.70	0.51	0.70	0.68	0.64	0.70	0.54	0.18	0.54	0.70	0.43
Uniform Del:	37.6	38.1	34.8	60.0	60.0	59.7	61.5	31.3	26.4	58.3	32.5	27.8
IncremntDel:	3.0	3.3	0.7	10.8	9.1	7.8	12.6	0.4	0.1	2.8	1.5	0.4
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:	40.5	41.5	35.5	70.8	69.1	67.5	74.1	31.7	26.5	61.1	34.0	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	41.5	35.5	70.8	69.1	67.5	74.1	31.7	26.5	61.1	34.0	28.2
LOS by Move:	D	D	D	E	E	E	E	C	C	E	C	C
HCM2kAvgQ:	16	18	10	7	7	6	6	13	3	5	20	9

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

Intersection #10 Wyoming Avenue/Industrial Road (#10)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.4
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 1	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	146	0	201	0	0	0	0	362	272	339	316	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	169	0	233	0	0	0	0	420	315	393	366	0
Added Vol:	0	96	55	4	77	8	10	11	0	44	9	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	96	288	4	77	8	10	431	315	437	375	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.80	0.80	0.80	0.87	0.87	0.87	0.82	0.82	0.82
PHF Volume:	202	115	344	5	96	10	11	494	362	533	458	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	115	344	5	96	10	11	494	362	533	458	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	115	344	5	96	10	11	494	362	533	458	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.90	0.93	0.83
Lanes:	1.28	0.72	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2303	1306	1583	1769	1862	1583	1769	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.22	0.00	0.05	0.01	0.01	0.14	0.23	0.16	0.13	0.00
Crit Moves:			****	****					****	****		
Green/Cycle:	0.23	0.36	0.36	0.00	0.13	0.13	0.03	0.38	0.38	0.26	0.61	0.61
Volume/Cap:	0.38	0.24	0.60	0.60	0.38	0.05	0.21	0.37	0.60	0.60	0.21	0.01
Uniform Del:	45.6	31.5	36.7	69.5	55.2	52.7	66.2	31.4	35.0	45.7	12.5	10.9
IncremntDel:	0.3	0.1	1.8	86.5	1.0	0.1	2.0	0.2	1.8	1.2	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:	45.9	31.6	38.5	156.0	56.2	52.8	68.2	31.6	36.8	46.9	12.6	10.9
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:	45.9	31.6	38.5	156.0	56.2	52.8	68.2	31.6	36.8	46.9	12.6	10.9
LOS by Move:	D	C	D	F	E	D	E	C	D	D	B	B
HCM2kAvgQ:	6	5	12	1	4	0	1	8	13	11	5	0

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

Intersection #10 Wyoming Avenue/Industrial Road (#10)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	38.2
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 1	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	561	0	458	0	0	0	0	490	131	238	352	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	650	0	531	0	0	0	0	568	152	276	408	0
Added Vol:	0	130	75	7	134	14	13	15	0	77	16	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	650	130	606	7	134	14	13	583	152	353	424	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	723	144	673	8	149	16	14	648	169	392	471	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	723	144	673	8	149	16	14	648	169	392	471	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.:	723	144	673	8	149	16	14	648	169	392	471	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.90	0.93	0.83
Lanes:	1.67	0.33	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2979	596	1583	1769	1862	1583	1769	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.43	0.00	0.08	0.01	0.01	0.18	0.11	0.11	0.13	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.44	0.58	0.58	0.01	0.15	0.15	0.02	0.25	0.25	0.16	0.39	0.39
Volume/Cap:	0.55	0.41	0.73	0.73	0.55	0.07	0.35	0.73	0.42	0.73	0.35	0.01
Uniform Del:	28.5	15.9	21.0	69.5	55.4	51.5	67.3	48.0	43.9	56.1	30.5	26.6
IncremntDel:	0.4	0.1	2.9	127.3	2.3	0.1	4.9	3.0	0.7	4.9	0.2	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:	28.9	16.1	23.9	196.8	57.7	51.6	72.2	51.0	44.6	61.1	30.7	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:	28.9	16.1	23.9	196.8	57.7	51.6	72.2	51.0	44.6	61.1	30.7	26.6
LOS by Move:	C	B	C	F	E	D	E	D	D	E	C	C
HCM2kAvgQ:	14	10	21	1	6	1	1	14	6	10	7	0

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

Intersection #10 Wyoming Avenue/Industrial Road (#10)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	38.3
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 1	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	146	0	201	0	0	0	0	362	272	339	316	0
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	174	0	240	0	0	0	0	432	325	405	377	0
Added Vol:	0	177	102	7	145	15	18	21	0	84	17	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	177	342	7	145	15	18	453	325	489	394	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:	0.84	0.84	0.84	0.80	0.80	0.80	0.87	0.87	0.87	0.82	0.82	0.82
PHF Volume:	208	211	408	9	181	19	21	520	373	596	481	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	211	408	9	181	19	21	520	373	596	481	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.:	208	211	408	9	181	19	21	520	373	596	481	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.90	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1817	1817	1583	1769	1862	1583	1769	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.26	0.00	0.10	0.01	0.01	0.15	0.24	0.17	0.14	0.01
Crit Moves:			****	****					****	****		
Green/Cycle:	0.21	0.38	0.38	0.01	0.18	0.18	0.05	0.35	0.35	0.26	0.56	0.56
Volume/Cap:	0.54	0.30	0.67	0.67	0.54	0.07	0.24	0.42	0.67	0.67	0.24	0.01
Uniform Del:	49.1	30.1	35.8	69.3	52.2	47.7	64.2	34.6	38.6	46.6	15.6	13.6
IncremntDel:	0.8	0.1	3.0	88.1	1.8	0.1	1.5	0.2	3.2	2.0	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:	49.9	30.2	38.8	157.4	54.0	47.8	65.6	34.8	41.8	48.6	15.7	13.6
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:	49.9	30.2	38.8	157.4	54.0	47.8	65.6	34.8	41.8	48.6	15.7	13.6
LOS by Move:	D	C	D	F	D	D	E	C	D	D	B	B
HCM2kAvgQ:	8	6	15	1	8	1	1	9	14	13	5	0

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

Intersection #10 Wyoming Avenue/Industrial Road (#10)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	43.9
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 1	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	561	0	458	0	0	0	0	490	131	238	352	0
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	670	0	547	0	0	0	0	585	156	284	420	0
Added Vol:	0	255	147	13	257	26	26	30	0	148	31	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	670	255	694	13	257	26	26	615	156	432	451	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	744	283	771	14	286	29	29	683	174	480	501	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	744	283	771	14	286	29	29	683	174	480	501	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	744	283	771	14	286	29	29	683	174	480	501	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.90	0.93	0.83
Lanes:	1.45	0.55	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2603	991	1583	1769	1862	1583	1769	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.49	0.01	0.15	0.02	0.02	0.19	0.11	0.14	0.14	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.39	0.59	0.59	0.01	0.21	0.21	0.04	0.23	0.23	0.17	0.36	0.36
Volume/Cap:	0.73	0.49	0.83	0.83	0.73	0.09	0.39	0.83	0.47	0.83	0.39	0.03
Uniform Del:	36.6	16.6	23.2	69.2	51.8	44.6	65.4	51.0	46.2	56.2	33.3	28.9
IncremntDel:	2.1	0.2	6.3	132.9	7.1	0.1	3.4	7.0	1.0	9.7	0.2	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:	38.6	16.8	29.4	202.1	58.9	44.8	68.8	58.0	47.2	65.9	33.5	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:	38.6	16.8	29.4	202.1	58.9	44.8	68.8	58.0	47.2	65.9	33.5	28.9
LOS by Move:	D	B	C	F	E	D	E	E	D	E	C	C
HCM2kAvgQ:	20	12	28	2	13	1	2	17	7	13	8	0

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

Intersection #10 Wyoming Avenue/Industrial Road (#10)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	39.2
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1	1	0 1	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	146	0	201	0	0	0	0	362	272	339	316	0
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	185	0	255	0	0	0	0	459	345	429	400	0
Added Vol:	0	192	111	7	145	15	20	23	0	84	17	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	192	366	7	145	15	20	482	345	513	417	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.80	0.80	0.80	0.87	0.87	0.87	0.82	0.82	0.82
PHF Volume:	221	229	436	9	181	19	23	553	396	626	509	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	229	436	9	181	19	23	553	396	626	509	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.:	221	229	436	9	181	19	23	553	396	626	509	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.90	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1817	1817	1583	1769	1862	1583	1769	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.28	0.00	0.10	0.01	0.01	0.16	0.25	0.18	0.14	0.01
Crit Moves:			****	****					****	****		
Green/Cycle:	0.22	0.39	0.39	0.01	0.17	0.17	0.05	0.35	0.35	0.26	0.56	0.56
Volume/Cap:	0.56	0.33	0.71	0.71	0.56	0.07	0.26	0.45	0.71	0.71	0.26	0.01
Uniform Del:	48.6	30.1	36.4	69.4	52.8	48.2	64.0	35.0	39.4	47.4	16.1	13.9
IncremntDel:	0.9	0.1	4.0	110.1	2.1	0.1	1.5	0.3	4.4	2.8	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:	49.5	30.3	40.3	179.5	54.9	48.3	65.5	35.3	43.7	50.2	16.2	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	30.3	40.3	179.5	54.9	48.3	65.5	35.3	43.7	50.2	16.2	13.9
LOS by Move:	D	C	D	F	D	D	E	D	D	D	B	B
HCM2kAvgQ:	9	7	17	1	8	1	1	10	16	14	6	0

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

Intersection #10 Wyoming Avenue/Industrial Road (#10)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	48.1
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 1	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	561	0	458	0	0	0	0	490	131	238	352	0
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	711	0	580	0	0	0	0	621	166	301	446	0
Added Vol:	0	282	162	15	293	30	29	33	0	169	35	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	711	282	742	15	293	30	29	654	166	470	481	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	790	313	825	17	326	33	32	726	184	523	534	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	790	313	825	17	326	33	32	726	184	523	534	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	790	313	825	17	326	33	32	726	184	523	534	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.90	0.93	0.83
Lanes:	1.43	0.57	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2573	1021	1583	1769	1862	1583	1769	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.52	0.01	0.17	0.02	0.02	0.21	0.12	0.15	0.15	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.38	0.59	0.59	0.01	0.22	0.22	0.04	0.23	0.23	0.17	0.36	0.36
Volume/Cap:	0.81	0.52	0.89	0.89	0.81	0.10	0.42	0.89	0.50	0.89	0.42	0.03
Uniform Del:	38.8	17.3	25.0	69.2	52.0	43.9	65.3	52.1	46.8	56.7	33.8	29.0
IncremntDel:	3.6	0.2	10.5	154.0	11.4	0.1	3.7	11.6	1.1	15.3	0.2	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:	42.4	17.5	35.4	223.2	63.4	44.0	68.9	63.7	48.0	72.0	34.1	29.0
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:	42.4	17.5	35.4	223.2	63.4	44.0	68.9	63.7	48.0	72.0	34.1	29.0
LOS by Move:	D	B	D	F	E	D	E	E	D	E	C	C
HCM2kAvgQ:	23	14	33	2	15	1	2	19	7	14	9	0

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

Intersection #10 Wyoming Avenue/Industrial Road (#10)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	42.8
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 1	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	146	0	201	0	0	0	0	362	272	339	316	0
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	196	0	270	0	0	0	0	486	366	456	425	0
Added Vol:	0	273	157	11	213	22	28	32	0	123	25	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	273	427	11	213	22	28	518	366	579	450	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.80	0.80	0.80	0.87	0.87	0.87	0.82	0.82	0.82
PHF Volume:	234	326	510	14	266	27	32	595	420	706	548	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	326	510	14	266	27	32	595	420	706	548	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.:	234	326	510	14	266	27	32	595	420	706	548	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.90	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1825	1825	1583	1769	1862	1583	1769	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.32	0.01	0.14	0.02	0.02	0.17	0.27	0.21	0.16	0.01
Crit Moves:			****	****					****	****		
Green/Cycle:	0.20	0.40	0.40	0.01	0.22	0.22	0.06	0.33	0.33	0.26	0.53	0.53
Volume/Cap:	0.66	0.44	0.80	0.80	0.66	0.08	0.29	0.51	0.80	0.80	0.29	0.02
Uniform Del:	52.0	30.4	36.9	69.2	50.1	43.7	62.8	37.6	42.6	48.7	18.6	15.9
IncremntDel:	1.9	0.3	7.2	121.8	3.9	0.1	1.5	0.4	8.6	5.3	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:	53.9	30.7	44.0	191.0	54.0	43.8	64.3	38.0	51.2	53.9	18.7	15.9
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:	53.9	30.7	44.0	191.0	54.0	43.8	64.3	38.0	51.2	53.9	18.7	15.9
LOS by Move:	D	C	D	F	D	D	E	D	D	D	B	B
HCM2kAvgQ:	10	10	21	2	11	1	2	11	18	16	7	0

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

Intersection #10 Wyoming Avenue/Industrial Road (#10)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	67.9
Optimal Cycle:	140	Level Of Service:	E

Street Name:	Industrial Road						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 1	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	561	0	458	0	0	0	0	490	131	238	352	0
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	754	0	616	0	0	0	0	659	176	320	473	0
Added Vol:	0	399	230	21	412	42	41	47	0	237	49	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	754	399	846	21	412	42	41	706	176	557	522	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	838	443	939	23	458	47	46	784	196	619	580	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	838	443	939	23	458	47	46	784	196	619	580	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	838	443	939	23	458	47	46	784	196	619	580	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.93	0.98	0.83	0.93	0.93	0.83	0.90	0.93	0.83
Lanes:	1.31	0.69	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2357	1248	1583	1769	1862	1583	1769	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.59	0.01	0.25	0.03	0.03	0.22	0.12	0.18	0.16	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.35	0.59	0.59	0.01	0.25	0.25	0.05	0.22	0.22	0.18	0.35	0.35
Volume/Cap:	1.00	0.61	1.01	1.01	1.00	0.12	0.47	1.00	0.56	1.00	0.47	0.04
Uniform Del:	45.2	18.6	29.0	69.1	52.8	41.1	64.2	54.5	48.5	57.4	35.8	30.3
IncremntDel:	25.9	0.5	32.6	191.4	42.9	0.1	3.6	32.9	2.0	37.0	0.3	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:	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:	71.1	19.1	61.6	260.5	95.7	41.2	67.9	87.5	50.5	94.4	36.1	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:	71.1	19.1	61.6	260.5	95.7	41.2	67.9	87.5	50.5	94.4	36.1	30.4
LOS by Move:	E	B	E	F	F	D	E	F	D	F	D	C
HCM2kAvgQ:	34	17	48	3	25	2	3	23	8	19	10	1

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

Intersection #11 Wyoming Avenue/Main Street (#11)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	40.1
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	2 0	2	0 1	2 0	2	0 1	2 0	2	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:30 - 8:30 AM												
Base Vol:	311	191	46	24	282	165	169	122	181	141	241	20
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	361	221	53	28	327	191	196	141	210	163	279	23
Added Vol:	28	67	41	0	53	23	29	5	22	33	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	288	94	28	380	214	225	146	232	196	283	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	432	320	105	31	422	238	250	163	258	218	315	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	320	105	31	422	238	250	163	258	218	315	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	320	105	31	422	238	250	163	258	218	315	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.07	0.01	0.12	0.15	0.07	0.05	0.16	0.06	0.09	0.02
Crit Moves:	****					****			****	****		
Green/Cycle:	0.25	0.50	0.50	0.05	0.30	0.30	0.20	0.32	0.32	0.13	0.25	0.25
Volume/Cap:	0.50	0.18	0.13	0.18	0.40	0.50	0.36	0.14	0.50	0.50	0.36	0.07
Uniform Del:	45.0	19.3	18.7	63.8	39.0	40.5	48.0	33.5	38.2	57.0	43.5	40.3
IncremntDel:	0.5	0.0	0.1	0.5	0.2	0.9	0.3	0.1	0.8	0.9	0.3	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:	45.5	19.3	18.8	64.3	39.3	41.3	48.3	33.6	39.0	58.0	43.7	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:	45.5	19.3	18.8	64.3	39.3	41.3	48.3	33.6	39.0	58.0	43.7	40.3
LOS by Move:	D	B	B	E	D	D	D	C	D	E	D	D
HCM2kAvgQ:	8	4	2	1	8	9	5	3	9	5	6	1

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

Intersection #11 Wyoming Avenue/Main Street (#11)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	38.6
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	0	1	2 0 2	0	1	2 0 2	0	1	2 0 2	0	1
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	185	195	55	26	313	182	451	298	270	127	218	18
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	214	226	64	30	363	211	523	345	313	147	253	21
Added Vol:	38	91	55	0	93	41	40	7	39	57	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	252	317	119	30	456	252	563	352	352	204	260	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	281	352	132	33	507	280	625	392	391	227	289	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	352	132	33	507	280	625	392	391	227	289	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.:	281	352	132	33	507	280	625	392	391	227	289	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.08	0.01	0.14	0.18	0.18	0.11	0.25	0.07	0.08	0.01
Crit Moves:	****					****			****	****		
Green/Cycle:	0.14	0.41	0.41	0.04	0.31	0.31	0.38	0.43	0.43	0.12	0.17	0.17
Volume/Cap:	0.57	0.24	0.20	0.24	0.46	0.57	0.48	0.26	0.57	0.57	0.48	0.09
Uniform Del:	56.0	26.9	26.4	65.1	39.0	40.6	33.1	25.4	30.0	58.6	52.6	49.0
IncremntDel:	1.6	0.1	0.2	0.9	0.3	1.6	0.3	0.1	1.2	2.0	0.6	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:	57.6	27.0	26.6	66.0	39.3	42.2	33.4	25.5	31.2	60.6	53.2	49.2
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:	57.6	27.0	26.6	66.0	39.3	42.2	33.4	25.5	31.2	60.6	53.2	49.2
LOS by Move:	E	C	C	E	D	D	C	C	C	E	D	D
HCM2kAvgQ:	6	5	4	1	9	10	10	5	13	6	6	1

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

Intersection #11 Wyoming Avenue/Main Street (#11)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	40.5
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 30 May 2007 << 7:30 - 8:30 AM												
Base Vol:	311	191	46	24	282	165	169	122	181	141	241	20
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	371	228	55	29	337	197	202	146	216	168	288	24
Added Vol:	51	123	75	0	101	44	54	10	42	62	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	422	351	130	29	438	241	256	156	258	230	296	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	469	390	144	32	486	268	284	173	287	256	329	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	390	144	32	486	268	284	173	287	256	329	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.:	469	390	144	32	486	268	284	173	287	256	329	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.09	0.01	0.14	0.17	0.08	0.05	0.18	0.07	0.09	0.02
Crit Moves:	****					****			****	****		
Green/Cycle:	0.24	0.50	0.50	0.04	0.30	0.30	0.21	0.32	0.32	0.13	0.24	0.24
Volume/Cap:	0.56	0.22	0.18	0.22	0.46	0.56	0.39	0.15	0.56	0.56	0.39	0.07
Uniform Del:	46.4	19.5	19.1	64.8	39.6	41.1	47.1	33.8	39.2	56.9	44.5	41.0
IncremntDel:	0.9	0.1	0.1	0.8	0.3	1.5	0.3	0.1	1.4	1.6	0.3	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:	47.3	19.5	19.2	65.6	39.9	42.7	47.4	33.8	40.7	58.5	44.8	41.1
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:	47.3	19.5	19.2	65.6	39.9	42.7	47.4	33.8	40.7	58.5	44.8	41.1
LOS by Move:	D	B	B	E	D	D	D	C	D	E	D	D
HCM2kAvgQ:	9	5	3	1	9	10	5	3	10	6	6	1

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

Intersection #11 Wyoming Avenue/Main Street (#11)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	40.2
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	185	195	55	26	313	182	451	298	270	127	218	18
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	221	233	66	31	374	217	539	356	322	152	260	21
Added Vol:	74	178	108	0	179	78	78	14	74	109	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	411	174	31	553	295	617	370	396	261	274	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	328	456	193	34	614	328	685	411	440	290	305	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	456	193	34	614	328	685	411	440	290	305	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	328	456	193	34	614	328	685	411	440	290	305	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.12	0.01	0.17	0.21	0.20	0.12	0.28	0.08	0.09	0.02
Crit Moves:	****					****			****	****		
Green/Cycle:	0.14	0.42	0.42	0.03	0.31	0.31	0.38	0.42	0.42	0.13	0.16	0.16
Volume/Cap:	0.67	0.31	0.29	0.31	0.56	0.67	0.52	0.28	0.67	0.67	0.52	0.09
Uniform Del:	56.8	26.8	26.6	66.1	40.1	41.9	33.5	26.8	32.8	58.3	53.5	49.6
IncremntDel:	3.4	0.1	0.2	1.5	0.6	3.4	0.4	0.1	2.6	3.9	0.9	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:	60.2	27.0	26.9	67.7	40.8	45.3	33.9	26.9	35.4	62.2	54.4	49.8
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:	60.2	27.0	26.9	67.7	40.8	45.3	33.9	26.9	35.4	62.2	54.4	49.8
LOS by Move:	E	C	C	E	D	D	C	C	D	E	D	D
HCM2kAvgQ:	8	7	5	1	12	13	12	6	16	7	7	1

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

Intersection #11 Wyoming Avenue/Main Street (#11)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	40.9
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 30 May 2007 << 7:30 - 8:30 AM												
Base Vol:	311	191	46	24	282	165	169	122	181	141	241	20
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	394	242	58	30	357	209	214	155	229	179	305	25
Added Vol:	55	133	81	0	101	44	59	10	42	61	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	449	375	139	30	458	253	273	165	271	240	313	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	499	417	155	34	509	281	303	183	301	266	348	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	417	155	34	509	281	303	183	301	266	348	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	499	417	155	34	509	281	303	183	301	266	348	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.15	0.12	0.10	0.01	0.14	0.18	0.09	0.05	0.19	0.08	0.10	0.02
Crit Moves:	****					****			****	****		
Green/Cycle:	0.25	0.50	0.50	0.04	0.30	0.30	0.21	0.32	0.32	0.13	0.24	0.24
Volume/Cap:	0.59	0.23	0.19	0.23	0.48	0.59	0.41	0.16	0.59	0.59	0.41	0.07
Uniform Del:	46.6	19.5	19.1	64.9	40.0	41.6	47.4	33.9	39.7	57.3	45.0	41.3
IncremntDel:	1.1	0.1	0.1	0.8	0.3	2.0	0.4	0.1	1.8	2.1	0.3	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:	47.7	19.6	19.2	65.7	40.3	43.6	47.7	34.0	41.6	59.4	45.3	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:	47.7	19.6	19.2	65.7	40.3	43.6	47.7	34.0	41.6	59.4	45.3	41.4
LOS by Move:	D	B	B	E	D	D	D	C	D	E	D	D
HCM2kAvgQ:	10	5	4	1	9	11	6	3	11	6	7	1

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

Intersection #11 Wyoming Avenue/Main Street (#11)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	41.4
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	185	195	55	26	313	182	451	298	270	127	218	18
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	234	247	70	33	397	231	571	378	342	161	276	23
Added Vol:	81	196	119	0	204	90	86	15	85	124	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	443	189	33	601	321	657	393	427	285	292	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	350	492	210	37	667	356	730	436	474	317	325	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	492	210	37	667	356	730	436	474	317	325	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.:	350	492	210	37	667	356	730	436	474	317	325	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.13	0.01	0.19	0.23	0.21	0.12	0.30	0.09	0.09	0.02
Crit Moves:	****					****			****	****		
Green/Cycle:	0.14	0.42	0.42	0.03	0.31	0.31	0.38	0.42	0.42	0.13	0.16	0.16
Volume/Cap:	0.72	0.33	0.31	0.33	0.60	0.72	0.56	0.30	0.72	0.72	0.56	0.10
Uniform Del:	57.4	27.1	26.9	66.2	40.7	42.6	34.1	27.2	34.0	58.6	53.8	49.7
IncremntDel:	5.2	0.1	0.3	1.7	0.9	5.1	0.5	0.1	3.8	5.7	1.2	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:	62.5	27.2	27.2	68.0	41.7	47.7	34.6	27.3	37.8	64.3	55.1	49.9
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:	62.5	27.2	27.2	68.0	41.7	47.7	34.6	27.3	37.8	64.3	55.1	49.9
LOS by Move:	E	C	C	E	D	D	C	C	D	E	E	D
HCM2kAvgQ:	9	7	6	1	13	15	13	6	18	8	7	1

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

Intersection #11 Wyoming Avenue/Main Street (#11)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	41.9
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 30 May 2007 << 7:30 - 8:30 AM												
Base Vol:	311	191	46	24	282	165	169	122	181	141	241	20
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	418	257	62	32	379	222	227	164	243	189	324	27
Added Vol:	79	190	116	0	148	65	83	15	61	90	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	497	447	178	32	527	287	310	179	304	279	336	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	552	496	198	36	586	319	345	199	338	311	373	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	552	496	198	36	586	319	345	199	338	311	373	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	552	496	198	36	586	319	345	199	338	311	373	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.12	0.01	0.17	0.20	0.10	0.06	0.21	0.09	0.11	0.02
Crit Moves:	****					****			****	****		
Green/Cycle:	0.24	0.51	0.51	0.04	0.30	0.30	0.22	0.32	0.32	0.14	0.23	0.23
Volume/Cap:	0.67	0.28	0.25	0.28	0.55	0.67	0.45	0.18	0.67	0.67	0.45	0.08
Uniform Del:	48.0	19.9	19.5	65.5	40.9	42.7	47.0	34.2	41.1	57.5	45.9	41.9
IncremntDel:	2.1	0.1	0.2	1.2	0.6	3.6	0.4	0.1	3.4	3.7	0.4	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:	50.1	20.0	19.7	66.7	41.5	46.3	47.5	34.3	44.5	61.1	46.3	42.0
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:	50.1	20.0	19.7	66.7	41.5	46.3	47.5	34.3	44.5	61.1	46.3	42.0
LOS by Move:	D	B	B	E	D	D	D	C	D	E	D	D
HCM2kAvgQ:	12	6	5	1	11	13	7	3	13	8	7	1

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

Intersection #11 Wyoming Avenue/Main Street (#11)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	44.8
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Main Street						Wyoming Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 30 May 2007 << 4:30 - 5:30 PM												
Base Vol:	185	195	55	26	313	182	451	298	270	127	218	18
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	249	262	74	35	421	245	606	400	363	171	293	24
Added Vol:	115	278	169	0	286	126	122	22	119	175	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	540	243	35	707	371	728	422	482	346	315	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	404	600	270	39	785	412	809	469	535	384	350	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	600	270	39	785	412	809	469	535	384	350	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.:	404	600	270	39	785	412	809	469	535	384	350	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.17	0.01	0.22	0.26	0.24	0.13	0.34	0.11	0.10	0.02
Crit Moves:	****					****			****	****		
Green/Cycle:	0.14	0.43	0.43	0.03	0.31	0.31	0.38	0.41	0.41	0.14	0.16	0.16
Volume/Cap:	0.83	0.40	0.40	0.40	0.71	0.83	0.62	0.32	0.83	0.83	0.62	0.11
Uniform Del:	58.4	27.6	27.6	66.8	42.3	44.5	34.9	28.2	37.0	59.0	54.7	50.2
IncremntDel:	11.2	0.2	0.4	2.7	2.1	11.1	0.9	0.1	8.7	11.8	2.0	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:	69.6	27.8	28.0	69.5	44.4	55.6	35.8	28.4	45.7	70.7	56.8	50.3
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:	69.6	27.8	28.0	69.5	44.4	55.6	35.8	28.4	45.7	70.7	56.8	50.3
LOS by Move:	E	C	C	E	D	E	D	C	D	E	E	D
HCM2kAvgQ:	11	9	8	1	16	18	15	7	22	11	8	1

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

Intersection #12 St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	33.1
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Las Vegas Boulevard						St. Louis Avenue-Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	0 0	1	0 2	1 0	2	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	88	459	39	122	422	5	0	297	185	43	235	166
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	102	532	45	141	489	6	0	344	214	50	272	192
Added Vol:	83	0	0	0	0	0	0	42	66	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	532	45	141	489	6	0	386	280	50	324	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.89	0.89	0.89	0.89	0.89	0.89	0.88	0.88	0.88
PHF Volume:	227	654	56	160	553	7	0	433	314	57	368	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	654	56	160	553	7	0	433	314	57	368	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	227	654	56	160	553	7	0	433	314	57	368	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	1.00	0.98	0.73	0.93	0.93	0.83
Lanes:	2.00	2.77	0.23	2.00	2.96	0.04	0.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	4629	393	3432	5014	59	0	1862	2786	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.05	0.11	0.11	0.00	0.23	0.11	0.03	0.10	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.31	0.31	0.10	0.26	0.26	0.00	0.51	0.51	0.07	0.58	0.58
Volume/Cap:	0.42	0.45	0.45	0.45	0.42	0.42	0.00	0.45	0.22	0.45	0.18	0.24
Uniform Del:	53.4	38.5	38.5	59.1	43.1	43.1	0.0	21.5	18.6	62.4	13.5	14.0
IncremntDel:	0.5	0.2	0.2	0.9	0.2	0.2	0.0	0.3	0.1	2.6	0.0	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	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.0	38.8	38.8	60.0	43.4	43.4	0.0	21.9	18.7	65.0	13.5	14.1
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:	54.0	38.8	38.8	60.0	43.4	43.4	0.0	21.9	18.7	65.0	13.5	14.1
LOS by Move:	D	D	D	E	D	D	A	C	B	E	B	B
HCM2kAvgQ:	5	9	9	4	7	7	0	11	4	3	4	4

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

Intersection #12 St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.5
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						St. Louis Avenue-Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	0 0	1	0 2	1 0	2	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 4:45 - 5:45 PM												
Base Vol:	229	698	57	137	565	9	0	326	267	98	446	316
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	265	809	66	159	655	10	0	378	310	114	517	366
Added Vol:	113	0	0	0	0	0	0	72	116	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	378	809	66	159	655	10	0	450	426	114	588	366
User Adj:	1.00	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	0.94	0.94	0.94	0.88	0.88	0.88	0.94	0.94	0.94
PHF Volume:	411	879	72	170	700	11	0	513	485	122	629	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	879	72	170	700	11	0	513	485	122	629	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	411	879	72	170	700	11	0	513	485	122	629	392
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	1.00	0.98	0.73	0.93	0.93	0.83
Lanes:	2.00	2.77	0.23	2.00	2.95	0.05	0.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	4648	380	3432	4994	80	0	1862	2786	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.05	0.14	0.14	0.00	0.28	0.17	0.07	0.18	0.25
Crit Moves:	****				****			****			****	
Green/Cycle:	0.20	0.34	0.34	0.09	0.23	0.23	0.00	0.46	0.46	0.11	0.57	0.57
Volume/Cap:	0.60	0.55	0.55	0.55	0.60	0.60	0.00	0.60	0.38	0.60	0.31	0.43
Uniform Del:	51.1	37.5	37.5	61.1	48.0	48.0	0.0	28.6	25.1	59.0	15.8	17.2
IncremntDel:	1.5	0.4	0.4	2.2	0.9	0.9	0.0	1.2	0.2	5.1	0.1	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	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.7	37.9	37.9	63.3	48.9	48.9	0.0	29.8	25.3	64.2	15.8	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:	52.7	37.9	37.9	63.3	48.9	48.9	0.0	29.8	25.3	64.2	15.8	17.6
LOS by Move:	D	D	D	E	D	D	A	C	C	E	B	B
HCM2kAvgQ:	9	12	12	4	10	10	0	16	8	6	7	9

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

Intersection #12 St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	33.6
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Las Vegas Boulevard						St. Louis Avenue-Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	0 0	1	0 2	1 0	2	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	88	459	39	122	422	5	0	297	185	43	235	166
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	105	548	47	146	504	6	0	355	221	51	281	198
Added Vol:	153	0	0	0	0	0	0	79	126	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	548	47	146	504	6	0	434	347	51	377	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.89	0.89	0.89	0.89	0.89	0.89	0.88	0.88	0.88
PHF Volume:	317	673	57	165	569	7	0	486	388	58	427	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	673	57	165	569	7	0	486	388	58	427	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	317	673	57	165	569	7	0	486	388	58	427	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	1.00	0.98	0.73	0.93	0.93	0.83
Lanes:	2.00	2.77	0.23	2.00	2.96	0.04	0.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	4629	393	3432	5014	59	0	1862	2786	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.05	0.11	0.11	0.00	0.26	0.14	0.03	0.12	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.31	0.31	0.10	0.23	0.23	0.00	0.52	0.52	0.07	0.59	0.59
Volume/Cap:	0.50	0.47	0.47	0.47	0.50	0.50	0.00	0.50	0.27	0.50	0.21	0.24
Uniform Del:	51.2	39.0	39.0	59.3	47.2	47.2	0.0	21.6	18.6	63.2	13.5	13.9
IncremntDel:	0.6	0.2	0.2	1.0	0.3	0.3	0.0	0.4	0.1	3.3	0.0	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	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.9	39.2	39.2	60.3	47.5	47.5	0.0	22.1	18.7	66.5	13.6	14.0
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:	51.9	39.2	39.2	60.3	47.5	47.5	0.0	22.1	18.7	66.5	13.6	14.0
LOS by Move:	D	D	D	E	D	D	A	C	B	E	B	B
HCM2kAvgQ:	7	9	9	4	8	8	0	13	5	3	4	5

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

Intersection #12 St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	36.6
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						St. Louis Avenue-Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	2 1	0	0 0	1 0	2	1 0	2 0	1
Volume Module: >> Count Date: 5 Jun 2007 << 4:45 - 5:45 PM												
Base Vol:	229	698	57	137	565	9	0	326	267	98	446	316
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	273	833	68	164	675	11	0	389	319	117	533	377
Added Vol:	221	0	0	0	0	0	0	140	222	0	139	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	494	833	68	164	675	11	0	529	541	117	672	377
User Adj:	1.00	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	0.94	0.94	0.94	0.88	0.88	0.88	0.94	0.94	0.94
PHF Volume:	537	905	74	175	721	11	0	604	617	125	718	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	905	74	175	721	11	0	604	617	125	718	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	537	905	74	175	721	11	0	604	617	125	718	404
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	1.00	0.98	0.73	0.93	0.93	0.83
Lanes:	2.00	2.77	0.23	2.00	2.95	0.05	0.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	4648	380	3432	4994	80	0	1862	2786	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.19	0.05	0.14	0.14	0.00	0.32	0.22	0.07	0.20	0.25
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.34	0.34	0.09	0.21	0.21	0.00	0.47	0.47	0.10	0.57	0.57
Volume/Cap:	0.70	0.57	0.57	0.57	0.70	0.70	0.00	0.70	0.48	0.70	0.36	0.45
Uniform Del:	49.9	37.6	37.6	61.1	51.4	51.4	0.0	29.5	25.6	60.8	16.4	17.6
IncremntDel:	2.8	0.5	0.5	2.5	2.1	2.1	0.0	2.5	0.3	11.3	0.1	0.4
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	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.6	38.0	38.0	63.6	53.4	53.4	0.0	32.0	25.9	72.1	16.5	17.9
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:	52.6	38.0	38.0	63.6	53.4	53.4	0.0	32.0	25.9	72.1	16.5	17.9
LOS by Move:	D	D	D	E	D	D	A	C	C	E	B	B
HCM2kAvgQ:	12	13	13	5	12	12	0	21	10	7	9	10

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

Intersection #12 St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	34.0
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Las Vegas Boulevard						St. Louis Avenue-Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	0 0	1	0 2	1 0	2	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	88	459	39	122	422	5	0	297	185	43	235	166
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	111	581	49	155	535	6	0	376	234	54	298	210
Added Vol:	166	0	0	0	0	0	0	79	125	0	104	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	581	49	155	535	6	0	455	359	54	402	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.89	0.89	0.89	0.89	0.89	0.89	0.88	0.88	0.88
PHF Volume:	341	714	61	175	604	7	0	510	402	62	456	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	714	61	175	604	7	0	510	402	62	456	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	341	714	61	175	604	7	0	510	402	62	456	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	1.00	0.98	0.73	0.93	0.93	0.83
Lanes:	2.00	2.77	0.23	2.00	2.96	0.04	0.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	4629	393	3432	5014	59	0	1862	2786	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.05	0.12	0.12	0.00	0.27	0.14	0.03	0.13	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.19	0.31	0.31	0.10	0.23	0.23	0.00	0.52	0.52	0.07	0.58	0.58
Volume/Cap:	0.53	0.49	0.49	0.49	0.53	0.53	0.00	0.53	0.28	0.53	0.22	0.26
Uniform Del:	51.3	39.1	39.1	59.3	47.4	47.4	0.0	22.4	19.0	63.3	13.9	14.3
IncremntDel:	0.8	0.2	0.2	1.1	0.5	0.5	0.0	0.6	0.1	4.5	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	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.1	39.3	39.3	60.4	47.9	47.9	0.0	22.9	19.1	67.7	14.0	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:	52.1	39.3	39.3	60.4	47.9	47.9	0.0	22.9	19.1	67.7	14.0	14.4
LOS by Move:	D	D	D	E	D	D	A	C	B	E	B	B
HCM2kAvgQ:	7	10	10	4	9	9	0	14	5	3	5	5

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

Intersection #12 St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	37.8
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						St. Louis Avenue-Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	0 0	1	0 2	1 0	2	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 4:45 - 5:45 PM												
Base Vol:	229	698	57	137	565	9	0	326	267	98	446	316
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	290	884	72	174	716	11	0	413	338	124	565	400
Added Vol:	244	0	0	0	0	0	0	159	254	0	153	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	534	884	72	174	716	11	0	572	592	124	718	400
User Adj:	1.00	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	0.94	0.94	0.94	0.88	0.88	0.88	0.94	0.94	0.94
PHF Volume:	580	960	78	185	765	12	0	652	675	133	768	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	960	78	185	765	12	0	652	675	133	768	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	580	960	78	185	765	12	0	652	675	133	768	428
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	1.00	0.98	0.73	0.93	0.93	0.83
Lanes:	2.00	2.77	0.23	2.00	2.95	0.05	0.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	4648	380	3432	4994	80	0	1862	2786	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.21	0.05	0.15	0.15	0.00	0.35	0.24	0.08	0.22	0.27
Crit Moves:	****				****			****		****		
Green/Cycle:	0.23	0.34	0.34	0.09	0.20	0.20	0.00	0.47	0.47	0.10	0.57	0.57
Volume/Cap:	0.75	0.60	0.60	0.60	0.75	0.75	0.00	0.75	0.52	0.75	0.38	0.48
Uniform Del:	50.5	38.2	38.2	61.4	52.3	52.3	0.0	30.4	26.1	61.2	16.6	17.8
IncremntDel:	4.0	0.6	0.6	3.4	3.0	3.0	0.0	3.6	0.4	15.9	0.1	0.4
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	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.5	38.9	38.9	64.8	55.3	55.3	0.0	34.0	26.5	77.2	16.7	18.2
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:	54.5	38.9	38.9	64.8	55.3	55.3	0.0	34.0	26.5	77.2	16.7	18.2
LOS by Move:	D	D	D	E	E	E	A	C	C	E	B	B
HCM2kAvgQ:	13	14	14	5	13	13	0	23	12	7	9	11

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

****

Intersection #12 St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)

****

Cycle (sec):	140	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	34.8
Optimal Cycle:	140	Level Of Service:	C

****

Street Name:	Las Vegas Boulevard						St. Louis Avenue-Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	0 0	1	0 2	1 0	2	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	88	459	39	122	422	5	0	297	185	43	235	166
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	118	617	52	164	567	7	0	399	249	58	316	223
Added Vol:	236	0	0	0	0	0	0	116	184	0	148	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	617	52	164	567	7	0	515	433	58	464	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.89	0.89	0.89	0.89	0.89	0.89	0.88	0.88	0.88
PHF Volume:	435	758	64	185	641	8	0	577	484	66	526	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	758	64	185	641	8	0	577	484	66	526	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	435	758	64	185	641	8	0	577	484	66	526	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	1.00	0.98	0.73	0.93	0.93	0.83
Lanes:	2.00	2.77	0.23	2.00	2.96	0.04	0.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	4629	393	3432	5014	59	0	1862	2786	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.16	0.05	0.13	0.13	0.00	0.31	0.17	0.04	0.15	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.21	0.32	0.32	0.10	0.21	0.21	0.00	0.52	0.52	0.06	0.58	0.58
Volume/Cap:	0.60	0.51	0.51	0.51	0.60	0.60	0.00	0.60	0.34	0.60	0.26	0.28
Uniform Del:	49.9	38.9	38.9	59.3	49.8	49.8	0.0	23.9	19.9	64.0	14.7	14.9
IncremntDel:	1.4	0.3	0.3	1.3	1.0	1.0	0.0	1.1	0.1	9.1	0.1	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	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.4	39.2	39.2	60.6	50.7	50.7	0.0	24.9	20.1	73.1	14.8	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:	51.4	39.2	39.2	60.6	50.7	50.7	0.0	24.9	20.1	73.1	14.8	15.1
LOS by Move:	D	D	D	E	D	D	A	C	C	E	B	B
HCM2kAvgQ:	9	11	11	4	10	10	0	17	7	4	6	5

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

Intersection #12 St. Louis Avenue-Main Street/Las Vegas Boulevard (#12)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	41.0
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						St. Louis Avenue-Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	0 0	1	0 2	1 0	2	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 4:45 - 5:45 PM												
Base Vol:	229	698	57	137	565	9	0	326	267	98	446	316
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	308	938	77	184	759	12	0	438	359	132	599	425
Added Vol:	345	0	0	0	0	0	0	224	356	0	217	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	653	938	77	184	759	12	0	662	715	132	816	425
User Adj:	1.00	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	0.94	0.94	0.94	0.88	0.88	0.88	0.94	0.94	0.94
PHF Volume:	709	1019	83	197	811	13	0	755	815	141	873	454
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	709	1019	83	197	811	13	0	755	815	141	873	454
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	709	1019	83	197	811	13	0	755	815	141	873	454
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	1.00	0.98	0.73	0.93	0.93	0.83
Lanes:	2.00	2.77	0.23	2.00	2.95	0.05	0.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	4648	380	3432	4994	80	0	1862	2786	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.21	0.22	0.22	0.06	0.16	0.16	0.00	0.41	0.29	0.08	0.25	0.29
Crit Moves:	****				****			****		****		
Green/Cycle:	0.24	0.34	0.34	0.09	0.19	0.19	0.00	0.47	0.47	0.09	0.57	0.57
Volume/Cap:	0.85	0.64	0.64	0.64	0.85	0.85	0.00	0.85	0.62	0.85	0.43	0.51
Uniform Del:	50.7	38.8	38.8	61.5	54.8	54.8	0.0	32.5	27.3	62.5	17.3	18.3
IncremntDel:	8.6	0.8	0.8	4.5	7.5	7.5	0.0	8.1	0.9	32.7	0.2	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	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.3	39.6	39.6	66.0	62.3	62.3	0.0	40.6	28.2	95.2	17.5	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:	59.3	39.6	39.6	66.0	62.3	62.3	0.0	40.6	28.2	95.2	17.5	18.8
LOS by Move:	E	D	D	E	E	E	A	D	C	F	B	B
HCM2kAvgQ:	17	15	15	5	15	15	0	31	15	8	11	12

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

Intersection #13 St. Louis Avenue-Weldon Place/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.430
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	29.9
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						St. Louis Avenue-Weldon Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0	0 0 1	0	1	0 0 2	0	1	0 1 0
Volume Module: >> Count Date: 5 Jun 2007 << 7:15 - 8:15 AM												
Base Vol:	355	23	51	0	0	8	6	62	411	51	79	6
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	412	27	59	0	0	9	7	72	476	59	92	7
Added Vol:	52	0	0	0	0	0	0	0	42	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	464	27	59	0	0	9	7	72	518	59	92	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:	0.87	0.87	0.87	0.34	0.34	0.34	0.94	0.94	0.94	0.83	0.83	0.83
PHF Volume:	536	31	68	0	0	27	7	77	554	71	110	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	536	31	68	0	0	27	7	77	554	71	110	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.:	536	31	68	0	0	27	7	77	554	71	110	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.83	1.00	1.00	0.85	0.98	0.98	0.73	0.91	0.91	0.91
Lanes:	1.89	0.11	1.00	0.00	0.00	1.00	0.09	0.91	2.00	0.75	1.16	0.09
Final Sat.:	3363	193	1583	0	0	1611	164	1691	2786	1294	2004	152
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.04	0.00	0.00	0.02	0.05	0.05	0.20	0.06	0.06	0.06
Crit Moves:	****					****			****	****		
Green/Cycle:	0.37	0.41	0.41	0.00	0.00	0.00	0.27	0.46	0.46	0.13	0.32	0.32
Volume/Cap:	0.43	0.39	0.11	0.00	0.00	xxxx	0.17	0.10	0.43	0.43	0.17	0.17
Uniform Del:	33.0	29.0	25.5	0.0	0.0	0.0	39.4	21.2	25.3	56.3	33.9	33.9
IncremntDel:	0.2	0.2	0.1	0.0	0.0	0.0	0.2	0.1	0.2	0.7	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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.2	29.2	25.6	0.0	0.0	0.0	39.6	21.2	25.5	57.0	33.9	33.9
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:	33.2	29.2	25.6	0.0	0.0	0.0	39.6	21.2	25.5	57.0	33.9	33.9
LOS by Move:	C	C	C	A	A	A	D	C	C	E	C	C
HCM2kAvgQ:	9	8	2	0	0	5	3	2	9	4	3	3

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

Intersection #13 St. Louis Avenue-Weldon Place/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						St. Louis Avenue-Weldon Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	1	0	0	0	0	1	0	1	0	0	2	0	1	0	1	0
Volume Module: >> Count Date: 5 Jun 2007 << 4:30 - 5:30 PM												
Base Vol:	717	23	84	0	0	15	7	62	449	48	107	6
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	831	27	97	0	0	17	8	72	521	56	124	7
Added Vol:	71	0	0	0	0	0	0	0	72	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	902	27	97	0	0	17	8	72	593	56	124	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:	0.87	0.87	0.87	0.54	0.54	0.54	0.95	0.95	0.95	0.92	0.92	0.92
PHF Volume:	1038	31	112	0	0	32	9	76	627	61	136	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1038	31	112	0	0	32	9	76	627	61	136	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.:	1038	31	112	0	0	32	9	76	627	61	136	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	1.00	1.00	0.85	0.98	0.98	0.73	0.91	0.91	0.91
Lanes:	1.94	0.06	1.00	0.00	0.00	1.00	0.10	0.90	2.00	0.60	1.33	0.07
Final Sat.:	3451	102	1583	0	0	1611	188	1665	2786	1033	2302	129
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.07	0.00	0.00	0.02	0.05	0.05	0.23	0.06	0.06	0.06
Crit Moves:	****					****			****	****		
Green/Cycle:	0.50	0.53	0.53	0.00	0.00	0.00	0.21	0.37	0.37	0.10	0.26	0.26
Volume/Cap:	0.61	0.57	0.13	0.00	0.00	xxxx	0.22	0.12	0.61	0.61	0.22	0.22
Uniform Del:	25.3	22.1	16.6	0.0	0.0	0.0	46.4	28.9	35.6	60.6	40.3	40.3
IncremntDel:	0.6	0.4	0.1	0.0	0.0	0.0	0.3	0.1	1.0	3.1	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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.9	22.5	16.7	0.0	0.0	0.0	46.7	29.0	36.6	63.7	40.4	40.4
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:	25.9	22.5	16.7	0.0	0.0	0.0	46.7	29.0	36.6	63.7	40.4	40.4
LOS by Move:	C	C	B	A	A	A	D	C	D	E	D	D
HCM2kAvgQ:	16	15	2	0	0	6	3	2	13	5	4	4

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

Intersection #13 St. Louis Avenue-Weldon Place/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	30.1
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						St. Louis Avenue-Weldon Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0 0	0 1	0	1 0	0 2	0	1 0	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 7:15 - 8:15 AM												
Base Vol:	355	23	51	0	0	8	6	62	411	51	79	6
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	424	27	61	0	0	10	7	74	491	61	94	7
Added Vol:	96	0	0	0	0	0	0	0	79	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	27	61	0	0	10	7	74	570	61	94	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:	0.87	0.87	0.87	0.34	0.34	0.34	0.94	0.94	0.94	0.83	0.83	0.83
PHF Volume:	601	32	70	0	0	28	8	79	609	73	114	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	601	32	70	0	0	28	8	79	609	73	114	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.:	601	32	70	0	0	28	8	79	609	73	114	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.83	1.00	1.00	0.85	0.98	0.98	0.73	0.91	0.91	0.91
Lanes:	1.90	0.10	1.00	0.00	0.00	1.00	0.09	0.91	2.00	0.75	1.16	0.09
Final Sat.:	3378	178	1583	0	0	1611	164	1691	2786	1294	2004	152
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.04	0.00	0.00	0.02	0.05	0.05	0.22	0.06	0.06	0.06
Crit Moves:	****					****			****	****		
Green/Cycle:	0.38	0.41	0.41	0.00	0.00	0.00	0.26	0.46	0.46	0.12	0.32	0.32
Volume/Cap:	0.47	0.43	0.11	0.00	0.00	xxxx	0.18	0.10	0.47	0.47	0.18	0.18
Uniform Del:	32.9	29.2	25.1	0.0	0.0	0.0	39.7	21.1	25.7	57.4	34.2	34.2
IncremntDel:	0.3	0.2	0.1	0.0	0.0	0.0	0.2	0.1	0.3	0.8	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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.2	29.4	25.2	0.0	0.0	0.0	39.9	21.1	26.0	58.2	34.3	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	29.4	25.2	0.0	0.0	0.0	39.9	21.1	26.0	58.2	34.3	34.3
LOS by Move:	C	C	C	A	A	A	D	C	C	E	C	C
HCM2kAvgQ:	10	9	2	0	0	5	3	2	10	5	3	3

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

Intersection #13 St. Louis Avenue-Weldon Place/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	31.7
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						St. Louis Avenue-Weldon Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0 0	0 1	0	1 0	0 2	0	1 0	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 4:30 - 5:30 PM												
Base Vol:	717	23	84	0	0	15	7	62	449	48	107	6
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	856	27	100	0	0	18	8	74	536	57	128	7
Added Vol:	139	0	0	0	0	0	0	0	140	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	995	27	100	0	0	18	8	74	676	57	128	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:	0.87	0.87	0.87	0.54	0.54	0.54	0.95	0.95	0.95	0.92	0.92	0.92
PHF Volume:	1145	32	115	0	0	33	9	78	716	63	140	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1145	32	115	0	0	33	9	78	716	63	140	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.:	1145	32	115	0	0	33	9	78	716	63	140	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	1.00	1.00	0.85	0.98	0.98	0.73	0.91	0.91	0.91
Lanes:	1.95	0.05	1.00	0.00	0.00	1.00	0.10	0.90	2.00	0.60	1.33	0.07
Final Sat.:	3457	95	1583	0	0	1611	188	1665	2786	1033	2302	129
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.07	0.00	0.00	0.02	0.05	0.05	0.26	0.06	0.06	0.06
Crit Moves:	****					****			****	****		
Green/Cycle:	0.49	0.53	0.53	0.00	0.00	0.00	0.21	0.38	0.38	0.09	0.27	0.27
Volume/Cap:	0.67	0.63	0.14	0.00	0.00	xxxx	0.23	0.12	0.67	0.67	0.23	0.23
Uniform Del:	26.7	23.5	17.0	0.0	0.0	0.0	46.2	27.9	35.8	61.6	40.0	40.0
IncremntDel:	1.0	0.7	0.1	0.0	0.0	0.0	0.3	0.1	1.7	5.5	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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.7	24.2	17.1	0.0	0.0	0.0	46.5	28.0	37.4	67.1	40.2	40.2
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:	27.7	24.2	17.1	0.0	0.0	0.0	46.5	28.0	37.4	67.1	40.2	40.2
LOS by Move:	C	C	B	A	A	A	D	C	D	E	D	D
HCM2kAvgQ:	19	18	2	0	0	6	3	2	15	6	4	4

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

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Intersection #13 St. Louis Avenue-Weldon Place/Paradise Road

****

Cycle (sec): 140 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 0 (Y+R=6.0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 140 Level Of Service: C

****

Street Name:	Paradise Road						St. Louis Avenue-Weldon Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0	0 0 1	0	1	0 0 2	0	1	0 1 0
Volume Module: >> Count Date: 5 Jun 2007 << 7:15 - 8:15 AM												
Base Vol:	355	23	51	0	0	8	6	62	411	51	79	6
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	450	29	65	0	0	10	8	79	521	65	100	8
Added Vol:	104	0	0	0	0	0	0	0	79	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	554	29	65	0	0	10	8	79	600	65	100	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:	0.87	0.87	0.87	0.34	0.34	0.34	0.94	0.94	0.94	0.83	0.83	0.83
PHF Volume:	640	34	75	0	0	29	8	84	641	78	121	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	640	34	75	0	0	29	8	84	641	78	121	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.:	640	34	75	0	0	29	8	84	641	78	121	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.83	1.00	1.00	0.85	0.98	0.98	0.73	0.91	0.91	0.91
Lanes:	1.90	0.10	1.00	0.00	0.00	1.00	0.09	0.91	2.00	0.75	1.16	0.09
Final Sat.:	3379	178	1583	0	0	1611	164	1691	2786	1294	2004	152
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.05	0.00	0.00	0.02	0.05	0.05	0.23	0.06	0.06	0.06
Crit Moves:	****					****			****	****		
Green/Cycle:	0.38	0.42	0.42	0.00	0.00	0.00	0.26	0.46	0.46	0.12	0.32	0.32
Volume/Cap:	0.50	0.45	0.11	0.00	0.00	xxxx	0.19	0.11	0.50	0.50	0.19	0.19
Uniform Del:	33.1	29.3	25.0	0.0	0.0	0.0	40.0	21.3	26.3	57.6	34.5	34.5
IncremntDel:	0.3	0.2	0.1	0.0	0.0	0.0	0.2	0.1	0.3	0.9	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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.4	29.6	25.0	0.0	0.0	0.0	40.2	21.4	26.6	58.5	34.6	34.6
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:	33.4	29.6	25.0	0.0	0.0	0.0	40.2	21.4	26.6	58.5	34.6	34.6
LOS by Move:	C	C	C	A	A	A	D	C	C	E	C	C
HCM2kAvgQ:	11	10	2	0	0	6	3	2	11	5	3	3

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

Intersection #13 St. Louis Avenue-Weldon Place/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	32.9
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						St. Louis Avenue-Weldon Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0 0	0 1	0	1 0	0 2	0	1 0	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 4:30 - 5:30 PM												
Base Vol:	717	23	84	0	0	15	7	62	449	48	107	6
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	908	29	106	0	0	19	9	79	569	61	136	8
Added Vol:	153	0	0	0	0	0	0	0	159	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1061	29	106	0	0	19	9	79	728	61	136	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:	0.87	0.87	0.87	0.54	0.54	0.54	0.95	0.95	0.95	0.92	0.92	0.92
PHF Volume:	1221	34	122	0	0	35	9	83	770	66	148	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1221	34	122	0	0	35	9	83	770	66	148	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.:	1221	34	122	0	0	35	9	83	770	66	148	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	1.00	1.00	0.85	0.98	0.98	0.73	0.91	0.91	0.91
Lanes:	1.95	0.05	1.00	0.00	0.00	1.00	0.10	0.90	2.00	0.60	1.33	0.07
Final Sat.:	3458	95	1583	0	0	1611	188	1665	2786	1033	2302	129
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.08	0.00	0.00	0.02	0.05	0.05	0.28	0.06	0.06	0.06
Crit Moves:	****					****			****	****		
Green/Cycle:	0.49	0.52	0.52	0.00	0.00	0.00	0.21	0.39	0.39	0.09	0.27	0.27
Volume/Cap:	0.72	0.67	0.15	0.00	0.00	xxxx	0.24	0.13	0.72	0.72	0.24	0.24
Uniform Del:	27.8	24.5	17.2	0.0	0.0	0.0	46.2	27.8	36.5	62.0	40.1	40.1
IncremntDel:	1.4	1.0	0.1	0.0	0.0	0.0	0.3	0.1	2.3	7.7	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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.2	25.5	17.3	0.0	0.0	0.0	46.5	27.8	38.8	69.7	40.2	40.2
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:	29.2	25.5	17.3	0.0	0.0	0.0	46.5	27.8	38.8	69.7	40.2	40.2
LOS by Move:	C	C	B	A	A	A	D	C	D	E	D	D
HCM2kAvgQ:	21	20	3	0	0	7	3	2	17	6	4	4

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

Intersection #13 St. Louis Avenue-Weldon Place/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	31.2
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						St. Louis Avenue-Weldon Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0 0	0 1	0	1 0	0 2	0	1 0	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 7:15 - 8:15 AM												
Base Vol:	355	23	51	0	0	8	6	62	411	51	79	6
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	477	31	69	0	0	11	8	83	552	69	106	8
Added Vol:	148	0	0	0	0	0	0	0	116	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	625	31	69	0	0	11	8	83	668	69	106	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:	0.87	0.87	0.87	0.34	0.34	0.34	0.94	0.94	0.94	0.83	0.83	0.83
PHF Volume:	723	36	79	0	0	31	9	89	714	83	128	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	723	36	79	0	0	31	9	89	714	83	128	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	723	36	79	0	0	31	9	89	714	83	128	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.83	1.00	1.00	0.85	0.98	0.98	0.73	0.91	0.91	0.91
Lanes:	1.91	0.09	1.00	0.00	0.00	1.00	0.09	0.91	2.00	0.75	1.16	0.09
Final Sat.:	3389	168	1583	0	0	1611	164	1691	2786	1294	2004	152
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.00	0.00	0.02	0.05	0.05	0.26	0.06	0.06	0.06
Crit Moves:	****					****			****	****		
Green/Cycle:	0.39	0.42	0.42	0.00	0.00	0.00	0.26	0.46	0.46	0.12	0.32	0.32
Volume/Cap:	0.55	0.51	0.12	0.00	0.00	xxxx	0.20	0.11	0.55	0.55	0.20	0.20
Uniform Del:	33.6	29.8	24.7	0.0	0.0	0.0	40.3	21.3	27.1	58.5	34.8	34.8
IncremntDel:	0.5	0.3	0.1	0.0	0.0	0.0	0.2	0.1	0.5	1.7	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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.1	30.1	24.8	0.0	0.0	0.0	40.5	21.3	27.6	60.2	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	30.1	24.8	0.0	0.0	0.0	40.5	21.3	27.6	60.2	34.9	34.9
LOS by Move:	C	C	C	A	A	A	D	C	C	E	C	C
HCM2kAvgQ:	13	12	2	0	0	6	3	2	13	5	4	4

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

Intersection #13 St. Louis Avenue-Weldon Place/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.7
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Paradise Road						St. Louis Avenue-Weldon Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0 0	0 1	0	1 0	0 2	0	1 0	1 0
Volume Module: >> Count Date: 5 Jun 2007 << 4:30 - 5:30 PM												
Base Vol:	717	23	84	0	0	15	7	62	449	48	107	6
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	964	31	113	0	0	20	9	83	603	65	144	8
Added Vol:	217	0	0	0	0	0	0	0	224	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1181	31	113	0	0	20	9	83	827	65	144	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:	0.87	0.87	0.87	0.54	0.54	0.54	0.95	0.95	0.95	0.92	0.92	0.92
PHF Volume:	1359	36	130	0	0	38	10	88	876	70	157	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1359	36	130	0	0	38	10	88	876	70	157	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.:	1359	36	130	0	0	38	10	88	876	70	157	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	1.00	1.00	0.85	0.98	0.98	0.73	0.91	0.91	0.91
Lanes:	1.95	0.05	1.00	0.00	0.00	1.00	0.10	0.90	2.00	0.60	1.33	0.07
Final Sat.:	3462	91	1583	0	0	1611	188	1665	2786	1033	2302	129
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.08	0.00	0.00	0.02	0.05	0.05	0.31	0.07	0.07	0.07
Crit Moves:	****					****			****	****		
Green/Cycle:	0.49	0.52	0.52	0.00	0.00	0.00	0.21	0.39	0.39	0.09	0.27	0.27
Volume/Cap:	0.80	0.75	0.16	0.00	0.00	xxxx	0.25	0.13	0.80	0.80	0.25	0.25
Uniform Del:	29.8	26.5	17.5	0.0	0.0	0.0	46.2	27.2	37.5	62.8	40.1	40.1
IncremntDel:	2.7	1.8	0.1	0.0	0.0	0.0	0.3	0.1	4.2	14.1	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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.5	28.3	17.6	0.0	0.0	0.0	46.5	27.3	41.7	76.9	40.2	40.2
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:	32.5	28.3	17.6	0.0	0.0	0.0	46.5	27.3	41.7	76.9	40.2	40.2
LOS by Move:	C	C	B	A	A	A	D	C	D	E	D	D
HCM2kAvgQ:	26	24	3	0	0	7	4	3	20	7	4	4

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

Intersection #14 Northbridge Lane/Industrial Road (#14)

Cycle (sec): 140 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 0 (Y+R=6.0 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 140 Level Of Service: D

Street Name:	Industrial Road						Northbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0	1	1 0 0	0 0	0	0 0 0	1	0 0 0	1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	0	478	155	27	729	0	0	0	0	346	0	56
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	554	180	31	845	0	0	0	0	401	0	65
Added Vol:	0	148	0	69	52	0	0	0	0	3	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	702	180	100	897	0	0	0	0	404	0	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.94	0.94	0.94	0.90	0.90	0.90	0.94	0.94	0.94
PHF Volume:	0	897	229	106	952	0	0	0	0	428	0	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	897	229	106	952	0	0	0	0	428	0	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.:	0	897	229	106	952	0	0	0	0	428	0	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.59	0.41	0.20	1.80	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2730	699	354	3166	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.30	0.30	0.00	0.00	0.00	0.00	0.24	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.38	0.38	0.35	0.72	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.87	0.87	0.87	0.42	0.00	0.00	0.00	0.00	0.87	0.00	0.16
Uniform Del:	0.0	40.5	40.5	42.9	7.7	0.0	0.0	0.0	0.0	48.2	0.0	38.3
IncremntDel:	0.0	6.7	6.7	7.1	0.1	0.0	0.0	0.0	0.0	15.5	0.0	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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	47.2	47.2	50.0	7.8	0.0	0.0	0.0	0.0	63.7	0.0	38.4
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	47.2	47.2	50.0	7.8	0.0	0.0	0.0	0.0	63.7	0.0	38.4
LOS by Move:	A	D	D	D	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	26	26	25	9	0	0	0	0	20	0	2

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

Intersection #14 Northbridge Lane/Industrial Road (#14)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.137
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	81.2
Optimal Cycle:	140	Level Of Service:	F

Street Name:	Industrial Road						Northbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	1	0	0	1	1	0	0	0	1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	0	1268	317	35	521	0	0	0	0	228	0	99
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	1470	367	41	604	0	0	0	0	264	0	115
Added Vol:	0	201	0	120	91	0	0	0	0	5	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1671	367	161	695	0	0	0	0	269	0	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.85	0.85	0.85	0.90	0.90	0.90	0.86	0.86	0.86
PHF Volume:	0	1895	417	190	822	0	0	0	0	312	0	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1895	417	190	822	0	0	0	0	312	0	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1895	417	190	822	0	0	0	0	312	0	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.92	0.92	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.64	0.36	0.38	1.62	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2822	621	658	2848	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.67	0.29	0.29	0.00	0.00	0.00	0.00	0.18	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.59	0.59	0.25	0.84	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.00	1.14	1.14	1.14	0.34	0.00	0.00	0.00	0.00	1.14	0.00	0.56
Uniform Del:	0.0	28.7	28.7	52.2	2.4	0.0	0.0	0.0	0.0	59.1	0.0	54.7
IncremntDel:	0.0	68.1	68.1	75.2	0.1	0.0	0.0	0.0	0.0	96.3	0.0	2.9
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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	96.8	96.8	127.4	2.4	0.0	0.0	0.0	0.0	155.4	0.0	57.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	96.8	96.8	127.4	2.4	0.0	0.0	0.0	0.0	155.4	0.0	57.6
LOS by Move:	A	F	F	F	A	A	A	A	A	F	A	E
HCM2kAvgQ:	0	72	72	34	5	0	0	0	0	21	0	6

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

Intersection #14 Northbridge Lane/Industrial Road (#14)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.974
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	46.0
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Northbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	1 0	0	1 1	0 0	0	0 0 0	0 0	1	0 0	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	0	478	155	27	729	0	0	0	0	346	0	56
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	0	571	185	32	870	0	0	0	0	413	0	67
Added Vol:	0	273	0	131	99	0	0	0	0	5	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	844	185	163	969	0	0	0	0	418	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.94	0.94	0.94	0.90	0.90	0.90	0.94	0.94	0.94
PHF Volume:	0	1078	236	173	1029	0	0	0	0	443	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1078	236	173	1029	0	0	0	0	443	0	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1078	236	173	1029	0	0	0	0	443	0	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.92	0.92	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.64	0.36	0.29	1.71	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2823	619	506	3007	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.34	0.34	0.00	0.00	0.00	0.00	0.25	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.39	0.39	0.35	0.74	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.97	0.97	0.97	0.46	0.00	0.00	0.00	0.00	0.97	0.00	0.19
Uniform Del:	0.0	41.9	41.9	44.8	7.0	0.0	0.0	0.0	0.0	51.6	0.0	40.6
IncremntDel:	0.0	18.6	18.6	19.7	0.1	0.0	0.0	0.0	0.0	35.5	0.0	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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	60.5	60.5	64.5	7.2	0.0	0.0	0.0	0.0	87.0	0.0	40.9
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	60.5	60.5	64.5	7.2	0.0	0.0	0.0	0.0	87.0	0.0	40.9
LOS by Move:	A	E	E	E	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	35	35	32	10	0	0	0	0	24	0	3

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

Intersection #14 Northbridge Lane/Industrial Road (#14)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.298
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	133.8
Optimal Cycle:	140	Level Of Service:	F

Street Name:	Industrial Road						Northbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0	1	1 0 0	0 0	0	0 0 0	1	0	0 0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	0	1268	317	35	521	0	0	0	0	228	0	99
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	0	1514	379	42	622	0	0	0	0	272	0	118
Added Vol:	0	394	0	231	174	0	0	0	0	9	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1908	379	273	796	0	0	0	0	281	0	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.85	0.85	0.85	0.90	0.90	0.90	0.86	0.86	0.86
PHF Volume:	0	2163	429	323	942	0	0	0	0	326	0	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2163	429	323	942	0	0	0	0	326	0	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2163	429	323	942	0	0	0	0	326	0	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.92	0.92	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.67	0.33	0.51	1.49	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2878	571	891	2601	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.75	0.75	0.36	0.36	0.00	0.00	0.00	0.00	0.18	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.58	0.58	0.28	0.86	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.00	1.30	1.30	1.30	0.42	0.00	0.00	0.00	0.00	1.30	0.00	0.66
Uniform Del:	0.0	29.5	29.5	50.5	2.2	0.0	0.0	0.0	0.0	60.1	0.0	56.8
IncremntDel:	0.0	138	138.0	141.8	0.1	0.0	0.0	0.0	0.0	160.3	0.0	6.9
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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	167	167.4	192.2	2.3	0.0	0.0	0.0	0.0	220.4	0.0	63.7
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	167	167.4	192.2	2.3	0.0	0.0	0.0	0.0	220.4	0.0	63.7
LOS by Move:	A	F	F	F	A	A	A	A	A	F	A	E
HCM2kAvgQ:	0	96	96	49	6	0	0	0	0	25	0	7

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

Intersection #14 Northbridge Lane/Industrial Road (#14)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.031
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	55.6
Optimal Cycle:	140	Level Of Service:	E

Street Name:	Industrial Road						Northbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0	1	1 0 0	0 0	0	0 0 0	1	0	0 0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	0	478	155	27	729	0	0	0	0	346	0	56
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	0	606	196	34	923	0	0	0	0	438	0	71
Added Vol:	0	296	0	130	98	0	0	0	0	5	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	902	196	164	1021	0	0	0	0	443	0	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.94	0.94	0.94	0.90	0.90	0.90	0.94	0.94	0.94
PHF Volume:	0	1151	251	174	1084	0	0	0	0	470	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1151	251	174	1084	0	0	0	0	470	0	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1151	251	174	1084	0	0	0	0	470	0	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.92	0.92	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.64	0.36	0.28	1.72	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2827	616	487	3027	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.36	0.36	0.00	0.00	0.00	0.00	0.27	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.40	0.40	0.35	0.74	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	1.03	1.03	1.03	0.48	0.00	0.00	0.00	0.00	1.03	0.00	0.20
Uniform Del:	0.0	42.3	42.3	45.7	7.2	0.0	0.0	0.0	0.0	52.0	0.0	40.7
IncremntDel:	0.0	32.8	32.8	34.1	0.1	0.0	0.0	0.0	0.0	50.4	0.0	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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	75.1	75.1	79.8	7.4	0.0	0.0	0.0	0.0	102.4	0.0	41.0
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	75.1	75.1	79.8	7.4	0.0	0.0	0.0	0.0	102.4	0.0	41.0
LOS by Move:	A	E	E	E	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	40	40	36	11	0	0	0	0	27	0	3

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

Intersection #14 Northbridge Lane/Industrial Road (#14)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.394
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	165.6
Optimal Cycle:	140	Level Of Service:	F

Street Name:	Industrial Road						Northbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0	1	1 0 0	0 0	0	0 0 0	1	0	0 0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	0	1268	317	35	521	0	0	0	0	228	0	99
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	0	1606	402	44	660	0	0	0	0	289	0	125
Added Vol:	0	435	0	264	199	0	0	0	0	10	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2041	402	308	859	0	0	0	0	299	0	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.85	0.85	0.85	0.90	0.90	0.90	0.86	0.86	0.86
PHF Volume:	0	2314	455	365	1017	0	0	0	0	346	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2314	455	365	1017	0	0	0	0	346	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	2314	455	365	1017	0	0	0	0	346	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.92	0.92	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.67	0.33	0.53	1.47	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2882	567	922	2569	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.80	0.80	0.40	0.40	0.00	0.00	0.00	0.00	0.20	0.00	0.10
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.58	0.58	0.28	0.86	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.00	1.39	1.39	1.39	0.46	0.00	0.00	0.00	0.00	1.39	0.00	0.71
Uniform Del:	0.0	29.7	29.7	50.1	2.3	0.0	0.0	0.0	0.0	60.2	0.0	57.4
IncremntDel:	0.0	181	180.6	183.7	0.1	0.0	0.0	0.0	0.0	200.2	0.0	9.9
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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	210	210.3	233.8	2.4	0.0	0.0	0.0	0.0	260.3	0.0	67.4
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	210	210.3	233.8	2.4	0.0	0.0	0.0	0.0	260.3	0.0	67.4
LOS by Move:	A	F	F	F	A	A	A	A	A	F	A	E
HCM2kAvgQ:	0	112	112	57	7	0	0	0	0	29	0	8

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

Intersection #14 Northbridge Lane/Industrial Road (#14)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.162
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	87.0
Optimal Cycle:	140	Level Of Service:	F

Street Name:	Industrial Road						Northbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0	1	1 0 0	0 0	0	0 0 0	1 0	0	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	0	478	155	27	729	0	0	0	0	346	0	56
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	0	642	208	36	980	0	0	0	0	465	0	75
Added Vol:	0	421	0	191	144	0	0	0	0	7	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1063	208	227	1124	0	0	0	0	472	0	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:	0.78	0.78	0.78	0.94	0.94	0.94	0.90	0.90	0.90	0.94	0.94	0.94
PHF Volume:	0	1358	266	241	1193	0	0	0	0	500	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1358	266	241	1193	0	0	0	0	500	0	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1358	266	241	1193	0	0	0	0	500	0	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.92	0.92	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.67	0.33	0.34	1.66	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2884	565	590	2919	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.47	0.41	0.41	0.00	0.00	0.00	0.00	0.28	0.00	0.06
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.41	0.41	0.35	0.76	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	1.16	1.16	1.16	0.54	0.00	0.00	0.00	0.00	1.16	0.00	0.23
Uniform Del:	0.0	41.6	41.6	45.4	7.0	0.0	0.0	0.0	0.0	53.0	0.0	42.5
IncremntDel:	0.0	81.3	81.3	82.2	0.2	0.0	0.0	0.0	0.0	95.8	0.0	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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	123	122.9	127.6	7.2	0.0	0.0	0.0	0.0	148.8	0.0	42.8
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	123	122.9	127.6	7.2	0.0	0.0	0.0	0.0	148.8	0.0	42.8
LOS by Move:	A	F	F	F	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	53	53	48	13	0	0	0	0	33	0	3

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

Intersection #14 Northbridge Lane/Industrial Road (#14)

Cycle (sec):	140	Critical Vol./Cap.(X):	1.585
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	230.1
Optimal Cycle:	140	Level Of Service:	F

Street Name:	Industrial Road						Northbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0	1	1 0 0	0 0	0	0 0 0	1	0	0 0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	0	1268	317	35	521	0	0	0	0	228	0	99
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	0	1704	426	47	700	0	0	0	0	306	0	133
Added Vol:	0	616	0	370	279	0	0	0	0	14	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2320	426	417	979	0	0	0	0	320	0	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.85	0.85	0.85	0.90	0.90	0.90	0.86	0.86	0.86
PHF Volume:	0	2630	483	494	1159	0	0	0	0	371	0	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2630	483	494	1159	0	0	0	0	371	0	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	2630	483	494	1159	0	0	0	0	371	0	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.92	0.92	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.69	0.31	0.60	1.40	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2920	536	1041	2444	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.90	0.90	0.47	0.47	0.00	0.00	0.00	0.00	0.21	0.00	0.11
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.57	0.57	0.30	0.87	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Volume/Cap:	0.00	1.58	1.58	1.58	0.55	0.00	0.00	0.00	0.00	1.58	0.00	0.81
Uniform Del:	0.0	30.2	30.2	49.1	2.3	0.0	0.0	0.0	0.0	60.7	0.0	59.0
IncremntDel:	0.0	266	265.6	267.8	0.2	0.0	0.0	0.0	0.0	282.6	0.0	20.9
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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	296	295.8	316.8	2.5	0.0	0.0	0.0	0.0	343.3	0.0	80.0
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	296	295.8	316.8	2.5	0.0	0.0	0.0	0.0	343.3	0.0	80.0
LOS by Move:	A	F	F	F	A	A	A	A	A	F	A	E
HCM2kAvgQ:	0	142	142	76	10	0	0	0	0	34	0	9

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

Intersection #15 Southbridge Lane/Industrial Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	29.2
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Industrial Road						Southbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	0	1 1	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	0	529	102	14	1068	0	0	0	0	282	0	110
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	613	118	16	1238	0	0	0	0	327	0	128
Added Vol:	0	62	3	3	52	0	0	0	0	0	0	86
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	675	121	19	1290	0	0	0	0	327	0	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.96	0.96	0.96	0.90	0.90	0.90	0.93	0.93	0.93
PHF Volume:	0	891	160	20	1350	0	0	0	0	350	0	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	891	160	20	1350	0	0	0	0	350	0	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	891	160	20	1350	0	0	0	0	350	0	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	1.00	0.03	1.97	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	1583	52	3482	0	0	0	0	3432	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.10	0.39	0.39	0.00	0.00	0.00	0.00	0.10	0.00	0.14
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.32	0.32	0.49	0.82	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.00	0.78	0.31	0.78	0.48	0.00	0.00	0.00	0.00	0.55	0.00	0.78
Uniform Del:	0.0	43.1	35.9	29.2	3.9	0.0	0.0	0.0	0.0	51.9	0.0	54.4
IncremntDel:	0.0	3.6	0.4	2.4	0.1	0.0	0.0	0.0	0.0	1.1	0.0	13.0
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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	46.7	36.2	31.6	4.0	0.0	0.0	0.0	0.0	52.9	0.0	67.4
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	46.7	36.2	31.6	4.0	0.0	0.0	0.0	0.0	52.9	0.0	67.4
LOS by Move:	A	D	D	C	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	20	5	26	9	0	0	0	0	8	0	11

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

Intersection #15 Southbridge Lane/Industrial Road

Cycle (sec):	140	Critical Vol./Cap.(X):	1.055
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	51.1
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Southbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	0 1	1	0 0	0 0	0	0 0 0	2	0 0	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	0	1464	189	21	741	0	0	0	0	199	0	127
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	1697	219	24	859	0	0	0	0	231	0	147
Added Vol:	0	84	4	5	91	0	0	0	0	0	0	117
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1781	223	29	950	0	0	0	0	231	0	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.87	0.87	0.87	0.90	0.90	0.90	0.95	0.95	0.95
PHF Volume:	0	1984	248	34	1092	0	0	0	0	243	0	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1984	248	34	1092	0	0	0	0	243	0	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1984	248	34	1092	0	0	0	0	243	0	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	1.00	0.06	1.94	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	1583	106	3428	0	0	0	0	3432	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.16	0.32	0.32	0.00	0.00	0.00	0.00	0.07	0.00	0.18
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.53	0.53	0.30	0.83	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	1.06	0.30	1.06	0.38	0.00	0.00	0.00	0.00	0.42	0.00	1.06
Uniform Del:	0.0	32.8	18.2	48.9	2.9	0.0	0.0	0.0	0.0	52.3	0.0	58.3
IncremntDel:	0.0	37.1	0.2	43.4	0.1	0.0	0.0	0.0	0.0	0.5	0.0	70.7
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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	69.9	18.4	92.2	2.9	0.0	0.0	0.0	0.0	52.8	0.0	129.0
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	69.9	18.4	92.2	2.9	0.0	0.0	0.0	0.0	52.8	0.0	129.0
LOS by Move:	A	E	B	F	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	56	6	34	6	0	0	0	0	5	0	18

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

Intersection #15 Southbridge Lane/Industrial Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	33.7
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Industrial Road						Southbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	0 1	1	0 0	0 0	0	0 0 0	2	0 0	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	0	529	102	14	1068	0	0	0	0	282	0	110
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	0	632	122	17	1275	0	0	0	0	337	0	131
Added Vol:	0	114	6	5	99	0	0	0	0	0	0	159
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	746	128	22	1374	0	0	0	0	337	0	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.96	0.96	0.96	0.90	0.90	0.90	0.93	0.93	0.93
PHF Volume:	0	984	169	23	1438	0	0	0	0	361	0	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	984	169	23	1438	0	0	0	0	361	0	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	984	169	23	1438	0	0	0	0	361	0	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	1.00	0.03	1.97	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	1583	55	3479	0	0	0	0	3432	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.11	0.41	0.41	0.00	0.00	0.00	0.00	0.11	0.00	0.20
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.31	0.31	0.47	0.78	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.00	0.89	0.34	0.89	0.53	0.00	0.00	0.00	0.00	0.47	0.00	0.89
Uniform Del:	0.0	45.7	37.0	34.1	5.9	0.0	0.0	0.0	0.0	47.4	0.0	52.8
IncremntDel:	0.0	9.0	0.4	6.3	0.2	0.0	0.0	0.0	0.0	0.5	0.0	22.9
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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	54.7	37.4	40.4	6.0	0.0	0.0	0.0	0.0	47.9	0.0	75.8
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	54.7	37.4	40.4	6.0	0.0	0.0	0.0	0.0	47.9	0.0	75.8
LOS by Move:	A	D	D	D	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	24	6	33	12	0	0	0	0	7	0	16

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

Intersection #15 Southbridge Lane/Industrial Road

Cycle (sec):	140	Critical Vol./Cap.(X):	1.212
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	90.6
Optimal Cycle:	140	Level Of Service:	F

Street Name:	Industrial Road						Southbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	0 1	1	0 0	0 0	0	0 0 0	2 0	0	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	0	1464	189	21	741	0	0	0	0	199	0	127
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	0	1748	226	25	885	0	0	0	0	238	0	152
Added Vol:	0	165	9	9	174	0	0	0	0	0	0	229
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1913	235	34	1059	0	0	0	0	238	0	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.87	0.87	0.87	0.90	0.90	0.90	0.95	0.95	0.95
PHF Volume:	0	2130	261	39	1217	0	0	0	0	251	0	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2130	261	39	1217	0	0	0	0	251	0	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	2130	261	39	1217	0	0	0	0	251	0	402
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	1.00	0.06	1.94	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	1583	110	3421	0	0	0	0	3432	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.17	0.36	0.36	0.00	0.00	0.00	0.00	0.07	0.00	0.25
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.50	0.50	0.29	0.79	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	1.21	0.33	1.21	0.45	0.00	0.00	0.00	0.00	0.35	0.00	1.21
Uniform Del:	0.0	35.2	21.2	49.4	4.8	0.0	0.0	0.0	0.0	47.2	0.0	55.3
IncremntDel:	0.0	101	0.3	104.3	0.1	0.0	0.0	0.0	0.0	0.3	0.0	120.0
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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	136	21.5	153.8	4.9	0.0	0.0	0.0	0.0	47.5	0.0	175.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	136	21.5	153.8	4.9	0.0	0.0	0.0	0.0	47.5	0.0	175.3
LOS by Move:	A	F	C	F	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	73	7	45	9	0	0	0	0	5	0	28

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

Intersection #15 Southbridge Lane/Industrial Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	37.3
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Southbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	0 1	1	0 0	0 0	0	0 0 0	2	0 0	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	0	529	102	14	1068	0	0	0	0	282	0	110
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	0	670	129	18	1353	0	0	0	0	357	0	139
Added Vol:	0	124	7	5	98	0	0	0	0	0	0	172
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	794	136	23	1451	0	0	0	0	357	0	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.96	0.96	0.96	0.90	0.90	0.90	0.93	0.93	0.93
PHF Volume:	0	1048	180	24	1518	0	0	0	0	383	0	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1048	180	24	1518	0	0	0	0	383	0	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1048	180	24	1518	0	0	0	0	383	0	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	1.00	0.03	1.97	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	1583	55	3480	0	0	0	0	3432	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.11	0.44	0.44	0.00	0.00	0.00	0.00	0.11	0.00	0.21
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.31	0.31	0.46	0.78	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.00	0.94	0.36	0.94	0.56	0.00	0.00	0.00	0.00	0.50	0.00	0.94
Uniform Del:	0.0	46.8	37.2	35.9	6.2	0.0	0.0	0.0	0.0	47.5	0.0	53.5
IncremntDel:	0.0	15.3	0.5	11.5	0.3	0.0	0.0	0.0	0.0	0.5	0.0	33.3
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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	62.1	37.6	47.3	6.5	0.0	0.0	0.0	0.0	48.0	0.0	86.8
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	62.1	37.6	47.3	6.5	0.0	0.0	0.0	0.0	48.0	0.0	86.8
LOS by Move:	A	E	D	D	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	27	6	38	14	0	0	0	0	8	0	18

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

Intersection #15 Southbridge Lane/Industrial Road

Cycle (sec):	140	Critical Vol./Cap.(X):	1.299
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	113.2
Optimal Cycle:	140	Level Of Service:	F

Street Name:	Industrial Road						Southbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	0 1	1	0 0	0 0	0	0 0 0	2	0 0	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	0	1464	189	21	741	0	0	0	0	199	0	127
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	0	1855	239	27	939	0	0	0	0	252	0	161
Added Vol:	0	181	10	10	199	0	0	0	0	0	0	253
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2036	249	37	1138	0	0	0	0	252	0	414
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.87	0.87	0.87	0.90	0.90	0.90	0.95	0.95	0.95
PHF Volume:	0	2267	278	42	1308	0	0	0	0	266	0	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2267	278	42	1308	0	0	0	0	266	0	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	2267	278	42	1308	0	0	0	0	266	0	437
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	1.00	0.06	1.94	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	1583	110	3421	0	0	0	0	3432	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.18	0.38	0.38	0.00	0.00	0.00	0.00	0.08	0.00	0.28
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.49	0.49	0.29	0.79	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	1.30	0.36	1.30	0.49	0.00	0.00	0.00	0.00	0.36	0.00	1.30
Uniform Del:	0.0	35.5	21.8	49.4	5.1	0.0	0.0	0.0	0.0	47.1	0.0	55.1
IncremntDel:	0.0	139	0.3	141.6	0.1	0.0	0.0	0.0	0.0	0.3	0.0	154.7
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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	174	22.1	191.0	5.2	0.0	0.0	0.0	0.0	47.4	0.0	209.9
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	174	22.1	191.0	5.2	0.0	0.0	0.0	0.0	47.4	0.0	209.9
LOS by Move:	A	F	C	F	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	85	7	52	10	0	0	0	0	5	0	33

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

Intersection #15 Southbridge Lane/Industrial Road

Cycle (sec):	140	Critical Vol./Cap.(X):	1.072
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	53.2
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Industrial Road						Southbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	0	1 1	0 0	0 0	0	0 0 0	2	0 0	0 1
Volume Module: >> Count Date: 30 May 2007 << 7:15 - 8:15 AM												
Base Vol:	0	529	102	14	1068	0	0	0	0	282	0	110
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	0	711	137	19	1435	0	0	0	0	379	0	148
Added Vol:	0	176	9	7	144	0	0	0	0	0	0	245
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	887	146	26	1579	0	0	0	0	379	0	393
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.96	0.96	0.96	0.90	0.90	0.90	0.93	0.93	0.93
PHF Volume:	0	1170	193	27	1652	0	0	0	0	406	0	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1170	193	27	1652	0	0	0	0	406	0	421
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1170	193	27	1652	0	0	0	0	406	0	421
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	1.00	0.03	1.97	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	1583	57	3477	0	0	0	0	3432	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.12	0.48	0.48	0.00	0.00	0.00	0.00	0.12	0.00	0.27
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.31	0.31	0.44	0.75	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	1.07	0.39	1.07	0.63	0.00	0.00	0.00	0.00	0.48	0.00	1.07
Uniform Del:	0.0	48.4	38.1	39.0	8.2	0.0	0.0	0.0	0.0	44.9	0.0	52.6
IncremntDel:	0.0	48.7	0.5	44.7	0.5	0.0	0.0	0.0	0.0	0.4	0.0	65.9
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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	97.1	38.6	83.7	8.7	0.0	0.0	0.0	0.0	45.3	0.0	118.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	97.1	38.6	83.7	8.7	0.0	0.0	0.0	0.0	45.3	0.0	118.5
LOS by Move:	A	F	D	F	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	36	7	49	18	0	0	0	0	8	0	26

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

Intersection #15 Southbridge Lane/Industrial Road

Cycle (sec):	140	Critical Vol./Cap.(X):	1.482
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	163.6
Optimal Cycle:	140	Level Of Service:	F

Street Name:	Industrial Road						Southbridge Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	0	1 1	0 0	0 0	0	0 0 0	2	0 0	0 1
Volume Module: >> Count Date: 30 May 2007 << 4:00 - 5:00 PM												
Base Vol:	0	1464	189	21	741	0	0	0	0	199	0	127
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	0	1967	254	28	996	0	0	0	0	267	0	171
Added Vol:	0	257	14	14	279	0	0	0	0	0	0	359
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2224	268	42	1275	0	0	0	0	267	0	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.87	0.87	0.87	0.90	0.90	0.90	0.95	0.95	0.95
PHF Volume:	0	2477	298	49	1465	0	0	0	0	282	0	559
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2477	298	49	1465	0	0	0	0	282	0	559
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	2477	298	49	1465	0	0	0	0	282	0	559
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	1.00	0.06	1.94	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	1583	113	3418	0	0	0	0	3432	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.70	0.19	0.43	0.43	0.00	0.00	0.00	0.00	0.08	0.00	0.35
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.47	0.47	0.29	0.76	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	1.48	0.40	1.48	0.56	0.00	0.00	0.00	0.00	0.35	0.00	1.48
Uniform Del:	0.0	36.9	24.0	49.7	7.0	0.0	0.0	0.0	0.0	44.3	0.0	53.3
IncremntDel:	0.0	220	0.4	222.2	0.3	0.0	0.0	0.0	0.0	0.3	0.0	230.7
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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	257	24.4	271.9	7.2	0.0	0.0	0.0	0.0	44.5	0.0	284.0
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	257	24.4	271.9	7.2	0.0	0.0	0.0	0.0	44.5	0.0	284.0
LOS by Move:	A	F	C	F	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	107	8	66	14	0	0	0	0	5	0	47

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

Intersection #16 Sahara Avenue/Las Vegas Boulevard

Cycle (sec):	140	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	37.3
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 6 Jun 2007 << 7:15 - 8:15 AM												
Base Vol:	253	307	139	155	402	101	228	1698	348	146	1801	90
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	293	356	161	180	466	117	264	1968	403	169	2088	104
Added Vol:	0	33	0	10	26	30	37	6	0	0	6	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	389	161	190	492	147	301	1974	403	169	2094	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.93	0.93	0.93	0.95	0.95	0.95	0.93	0.93	0.93
PHF Volume:	386	512	212	204	530	158	318	2081	425	181	2244	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	512	212	204	530	158	318	2081	425	181	2244	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	386	512	212	204	530	158	318	2081	425	181	2244	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.86	0.86	0.90	0.89	0.83	0.93	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	2.31	0.69	2.00	3.00	1.00	1.00	2.84	0.16
Final Sat.:	3432	5083	1583	3432	3780	1130	3432	5083	1583	1769	4775	268
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.13	0.06	0.14	0.14	0.09	0.41	0.27	0.10	0.47	0.47
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.21	0.21	0.10	0.17	0.17	0.11	0.55	0.55	0.14	0.58	0.58
Volume/Cap:	0.82	0.47	0.62	0.62	0.82	0.82	0.82	0.74	0.49	0.74	0.82	0.82
Uniform Del:	58.6	48.0	49.9	60.9	55.8	55.8	60.6	23.8	19.2	57.9	23.7	23.7
IncremntDel:	10.5	0.3	3.6	3.8	6.2	6.2	12.5	1.1	0.4	11.5	1.9	1.9
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:	69.1	48.3	53.5	64.7	62.0	62.0	73.1	24.9	19.6	69.4	25.6	25.6
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:	69.1	48.3	53.5	64.7	62.0	62.0	73.1	24.9	19.6	69.4	25.6	25.6
LOS by Move:	E	D	D	E	E	E	E	C	B	E	C	C
HCM2kAvgQ:	10	7	9	5	13	13	9	25	11	9	31	31

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

Intersection #16 Sahara Avenue/Las Vegas Boulevard

Cycle (sec):	140	Critical Vol./Cap.(X):	1.046
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	68.0
Optimal Cycle:	140	Level Of Service:	E

Street Name:	Las Vegas Boulevard						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 6 Jun 2007 << 4:00 - 5:00 PM												
Base Vol:	618	831	361	274	589	107	258	1621	267	131	1752	147
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	716	963	419	318	683	124	299	1879	310	152	2031	170
Added Vol:	0	44	0	18	45	52	51	9	0	0	9	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	716	1007	419	336	728	176	350	1888	310	152	2040	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	792	1113	462	365	792	192	423	2280	374	169	2264	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	792	1113	462	365	792	192	423	2280	374	169	2264	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
Final Vol.:	792	1113	462	365	792	192	423	2280	374	169	2264	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.87	0.87	0.90	0.89	0.83	0.93	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	2.42	0.58	2.00	3.00	1.00	1.00	2.75	0.25
Final Sat.:	3432	5083	1583	3432	3975	961	3432	5083	1583	1769	4593	424
Capacity Analysis Module:												
Vol/Sat:	0.23	0.22	0.29	0.11	0.20	0.20	0.12	0.45	0.24	0.10	0.49	0.49
Crit Moves:	****				****		****				****	
Green/Cycle:	0.22	0.30	0.30	0.11	0.19	0.19	0.12	0.49	0.49	0.10	0.47	0.47
Volume/Cap:	1.05	0.73	0.97	0.97	1.05	1.05	1.05	0.92	0.49	0.92	1.05	1.05
Uniform Del:	54.6	43.8	48.3	62.1	56.7	56.7	61.8	33.6	24.2	62.2	37.0	37.0
IncremntDel:	45.4	1.8	33.4	38.3	42.2	42.2	57.3	6.5	0.5	45.2	32.0	32.0
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:	100.0	45.5	81.7	100.4	98.8	98.8	119.1	40.1	24.7	107.4	69.0	69.0
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:	100.0	45.5	81.7	100.4	98.8	98.8	119.1	40.1	24.7	107.4	69.0	69.0
LOS by Move:	F	D	F	F	F	F	F	D	C	F	E	E
HCM2kAvgQ:	24	17	25	12	22	22	14	37	11	10	49	49

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

Intersection #16 Sahara Avenue/Las Vegas Boulevard

Cycle (sec):	140	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	40.0
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3	0	1	2 0 2	1	0	2 0 3	0	1	1 0 2	1	0
Volume Module: >> Count Date: 6 Jun 2007 << 7:15 - 8:15 AM												
Base Vol:	253	307	139	155	402	101	228	1698	348	146	1801	90
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	302	367	166	185	480	121	272	2028	416	174	2151	107
Added Vol:	0	60	0	20	49	57	69	11	0	0	11	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	427	166	205	529	178	341	2039	416	174	2162	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.93	0.93	0.93	0.95	0.95	0.95	0.93	0.93	0.93
PHF Volume:	398	561	218	221	569	191	360	2148	438	187	2317	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	561	218	221	569	191	360	2148	438	187	2317	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	398	561	218	221	569	191	360	2148	438	187	2317	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.86	0.86	0.90	0.89	0.83	0.93	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	2.25	0.75	2.00	3.00	1.00	1.00	2.83	0.17
Final Sat.:	3432	5083	1583	3432	3661	1229	3432	5083	1583	1769	4749	289
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.14	0.06	0.16	0.16	0.10	0.42	0.28	0.11	0.49	0.49
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.21	0.21	0.10	0.18	0.18	0.12	0.55	0.55	0.14	0.56	0.56
Volume/Cap:	0.86	0.52	0.64	0.64	0.86	0.86	0.86	0.77	0.50	0.77	0.86	0.86
Uniform Del:	59.4	48.6	50.1	60.6	55.7	55.7	60.4	24.7	19.7	58.3	25.9	25.9
IncremntDel:	15.5	0.4	4.2	4.2	8.9	8.9	16.9	1.4	0.5	14.0	3.0	3.0
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:	74.9	49.0	54.4	64.8	64.6	64.6	77.2	26.0	20.2	72.2	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:	74.9	49.0	54.4	64.8	64.6	64.6	77.2	26.0	20.2	72.2	28.9	28.9
LOS by Move:	E	D	D	E	E	E	E	C	C	E	C	C
HCM2kAvgQ:	11	8	9	6	14	14	10	27	12	9	35	35

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

Intersection #16 Sahara Avenue/Las Vegas Boulevard

Cycle (sec):	140	Critical Vol./Cap.(X):	1.120
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	84.6
Optimal Cycle:	140	Level Of Service:	F

Street Name:	Las Vegas Boulevard						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 6 Jun 2007 << 4:00 - 5:00 PM												
Base Vol:	618	831	361	274	589	107	258	1621	267	131	1752	147
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	738	992	431	327	703	128	308	1936	319	156	2092	176
Added Vol:	0	87	0	35	87	100	100	17	0	0	17	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	738	1079	431	362	790	228	408	1953	319	156	2109	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	815	1193	476	394	860	248	493	2358	385	174	2341	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	815	1193	476	394	860	248	493	2358	385	174	2341	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	815	1193	476	394	860	248	493	2358	385	174	2341	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.86	0.86	0.90	0.89	0.83	0.93	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	2.33	0.67	2.00	3.00	1.00	1.00	2.73	0.27
Final Sat.:	3432	5083	1583	3432	3812	1099	3432	5083	1583	1769	4557	455
Capacity Analysis Module:												
Vol/Sat:	0.24	0.23	0.30	0.11	0.23	0.23	0.14	0.46	0.24	0.10	0.51	0.51
Crit Moves:	****				****		****				****	
Green/Cycle:	0.21	0.30	0.30	0.11	0.20	0.20	0.13	0.48	0.48	0.10	0.46	0.46
Volume/Cap:	1.12	0.78	1.01	1.01	1.12	1.12	1.12	0.96	0.50	0.96	1.12	1.12
Uniform Del:	55.2	44.9	49.1	62.0	55.9	55.9	61.0	34.7	24.6	62.5	37.9	37.9
IncremntDel:	71.6	2.7	42.8	46.9	67.8	67.8	80.0	10.2	0.5	54.5	60.7	60.7
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:	126.8	47.7	91.8	108.9	124	123.7	141.0	44.9	25.1	117.0	98.6	98.6
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:	126.8	47.7	91.8	108.9	124	123.7	141.0	44.9	25.1	117.0	98.6	98.6
LOS by Move:	F	D	F	F	F	F	F	D	C	F	F	F
HCM2kAvgQ:	27	19	26	13	26	26	17	41	11	11	56	56

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

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Intersection #16 Sahara Avenue/Las Vegas Boulevard

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Cycle (sec):	140	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	43.3
Optimal Cycle:	140	Level Of Service:	D

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Street Name:	Las Vegas Boulevard						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 6 Jun 2007 << 7:15 - 8:15 AM												
Base Vol:	253	307	139	155	402	101	228	1698	348	146	1801	90
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	321	389	176	196	509	128	289	2151	441	185	2282	114
Added Vol:	0	65	0	20	49	57	75	11	0	0	11	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	454	176	216	558	185	364	2162	441	185	2293	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.93	0.93	0.93	0.95	0.95	0.95	0.93	0.93	0.93
PHF Volume:	422	597	232	233	601	199	383	2278	465	198	2457	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	597	232	233	601	199	383	2278	465	198	2457	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.:	422	597	232	233	601	199	383	2278	465	198	2457	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.86	0.86	0.90	0.89	0.83	0.93	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	2.25	0.75	2.00	3.00	1.00	1.00	2.83	0.17
Final Sat.:	3432	5083	1583	3432	3677	1218	3432	5083	1583	1769	4748	290
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.15	0.07	0.16	0.16	0.11	0.45	0.29	0.11	0.52	0.52
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.21	0.21	0.10	0.18	0.18	0.12	0.55	0.55	0.14	0.57	0.57
Volume/Cap:	0.92	0.55	0.69	0.69	0.92	0.92	0.92	0.82	0.53	0.82	0.92	0.92
Uniform Del:	59.8	49.0	50.7	61.0	56.5	56.5	60.7	25.7	20.1	58.6	27.4	27.4
IncremntDel:	22.9	0.6	5.7	5.7	14.1	14.1	24.5	2.0	0.6	18.8	5.2	5.2
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:	82.7	49.7	56.5	66.7	70.6	70.6	85.3	27.7	20.7	77.4	32.6	32.6
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:	82.7	49.7	56.5	66.7	70.6	70.6	85.3	27.7	20.7	77.4	32.6	32.6
LOS by Move:	F	D	E	E	E	E	F	C	C	E	C	C
HCM2kAvgQ:	12	9	10	6	16	16	12	30	13	10	40	40

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

Intersection #16 Sahara Avenue/Las Vegas Boulevard

Cycle (sec):	140	Critical Vol./Cap.(X):	1.194
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	105.2
Optimal Cycle:	140	Level Of Service:	F

Street Name:	Las Vegas Boulevard						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 2	1 0	2	0 3	0 1	1	0 2	1 0
Volume Module: >> Count Date: 6 Jun 2007 << 4:00 - 5:00 PM												
Base Vol:	618	831	361	274	589	107	258	1621	267	131	1752	147
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	783	1053	457	347	746	136	327	2053	338	166	2219	186
Added Vol:	0	96	0	40	99	114	110	19	0	0	19	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	783	1149	457	387	845	250	437	2072	338	166	2238	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	865	1269	505	421	920	272	528	2503	408	184	2484	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	865	1269	505	421	920	272	528	2503	408	184	2484	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	865	1269	505	421	920	272	528	2503	408	184	2484	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.86	0.86	0.90	0.89	0.83	0.93	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	2.32	0.68	2.00	3.00	1.00	1.00	2.73	0.27
Final Sat.:	3432	5083	1583	3432	3791	1119	3432	5083	1583	1769	4556	456
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.32	0.12	0.24	0.24	0.15	0.49	0.26	0.10	0.55	0.55
Crit Moves:	****				****		****				****	
Green/Cycle:	0.21	0.30	0.30	0.12	0.20	0.20	0.13	0.48	0.48	0.10	0.46	0.46
Volume/Cap:	1.19	0.83	1.07	1.07	1.19	1.19	1.19	1.02	0.53	1.02	1.19	1.19
Uniform Del:	55.2	45.8	49.0	61.9	55.8	55.8	61.0	36.2	25.2	62.8	38.0	38.0
IncremntDel:	100.5	4.1	60.3	64.1	97.2	97.2	107.5	23.0	0.7	71.9	91.8	91.8
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:	155.7	49.9	109.3	126.1	153	152.9	168.5	59.2	25.9	134.7	130	129.8
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:	155.7	49.9	109.3	126.1	153	152.9	168.5	59.2	25.9	134.7	130	129.8
LOS by Move:	F	D	F	F	F	F	F	E	C	F	F	F
HCM2kAvgQ:	31	21	30	15	30	30	20	47	12	12	64	64

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

Intersection #16 Sahara Avenue/Las Vegas Boulevard

Cycle (sec):	140	Critical Vol./Cap.(X):	0.992
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	52.2
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Las Vegas Boulevard						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 6 Jun 2007 << 7:15 - 8:15 AM												
Base Vol:	253	307	139	155	402	101	228	1698	348	146	1801	90
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	340	413	187	208	540	136	306	2282	468	196	2420	121
Added Vol:	0	92	0	29	72	83	106	16	0	0	16	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	340	505	187	237	612	219	412	2298	468	196	2436	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.93	0.93	0.93	0.95	0.95	0.95	0.93	0.93	0.93
PHF Volume:	447	664	246	255	659	235	435	2421	493	210	2611	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	447	664	246	255	659	235	435	2421	493	210	2611	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	447	664	246	255	659	235	435	2421	493	210	2611	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.86	0.86	0.90	0.89	0.83	0.93	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	2.21	0.79	2.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3432	5083	1583	3432	3599	1286	3432	5083	1583	1769	4731	307
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.16	0.07	0.18	0.18	0.13	0.48	0.31	0.12	0.55	0.55
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.21	0.21	0.10	0.18	0.18	0.13	0.55	0.55	0.14	0.56	0.56
Volume/Cap:	0.99	0.61	0.73	0.73	0.99	0.99	0.99	0.87	0.57	0.87	0.99	0.99
Uniform Del:	60.7	49.8	51.2	60.9	57.0	57.0	61.0	27.4	20.8	59.2	30.7	30.7
IncremntDel:	40.2	1.0	7.7	7.4	27.9	27.9	40.8	3.3	0.9	27.0	15.1	15.1
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:	100.9	50.8	59.0	68.4	84.9	84.9	101.8	30.6	21.7	86.3	45.9	45.9
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:	100.9	50.8	59.0	68.4	84.9	84.9	101.8	30.6	21.7	86.3	45.9	45.9
LOS by Move:	F	D	E	E	F	F	F	C	C	F	D	D
HCM2kAvgQ:	14	10	11	7	19	19	14	35	14	12	50	50

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

Intersection #16 Sahara Avenue/Las Vegas Boulevard

Cycle (sec):	140	Critical Vol./Cap.(X):	1.302
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	138.1
Optimal Cycle:	140	Level Of Service:	F

Street Name:	Las Vegas Boulevard						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 6 Jun 2007 << 4:00 - 5:00 PM												
Base Vol:	618	831	361	274	589	107	258	1621	267	131	1752	147
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	831	1117	485	368	792	144	347	2178	359	176	2355	198
Added Vol:	0	135	0	56	140	161	156	28	0	0	28	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	831	1252	485	424	932	305	503	2206	359	176	2383	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	918	1383	536	462	1014	332	607	2665	433	195	2644	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	918	1383	536	462	1014	332	607	2665	433	195	2644	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	918	1383	536	462	1014	332	607	2665	433	195	2644	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.86	0.86	0.90	0.89	0.83	0.93	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	2.26	0.74	2.00	3.00	1.00	1.00	2.71	0.29
Final Sat.:	3432	5083	1583	3432	3688	1207	3432	5083	1583	1769	4533	479
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.34	0.13	0.27	0.27	0.18	0.52	0.27	0.11	0.58	0.58
Crit Moves:	****				****		****				****	
Green/Cycle:	0.21	0.30	0.30	0.12	0.21	0.21	0.14	0.48	0.48	0.10	0.45	0.45
Volume/Cap:	1.30	0.91	1.14	1.14	1.30	1.30	1.30	1.09	0.57	1.09	1.30	1.30
Uniform Del:	55.6	47.4	49.1	61.7	55.2	55.2	60.5	36.3	25.9	62.9	38.7	38.7
IncremntDel:	146.3	8.8	84.6	87.4	143	143.2	151.1	47.0	1.0	92.4	139	139.5
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:	202.0	56.2	133.7	149.1	198	198.5	211.6	83.2	26.9	155.3	178	178.1
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:	202.0	56.2	133.7	149.1	198	198.5	211.6	83.2	26.9	155.3	178	178.1
LOS by Move:	F	E	F	F	F	F	F	F	C	F	F	F
HCM2kAvgQ:	36	25	34	17	37	37	24	55	13	14	77	77

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

Intersection #17 Sahara Avenue/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	31.6
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	1	1 0	1 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	307	211	161	186	272	24	47	1773	476	219	1610	200
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	356	245	187	216	315	28	54	2055	552	254	1866	232
Added Vol:	3	29	0	16	23	3	3	10	3	0	13	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	359	274	187	232	338	31	57	2065	555	254	1879	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.87	0.87	0.87	0.95	0.95	0.95	0.82	0.82	0.82
PHF Volume:	400	305	208	267	390	36	61	2176	585	309	2286	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	305	208	267	390	36	61	2176	585	309	2286	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	400	305	208	267	390	36	61	2176	585	309	2286	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.92	0.92	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	1.83	0.17	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3203	292	1769	5083	1583	3432	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.13	0.08	0.12	0.12	0.03	0.43	0.37	0.09	0.45	0.19
Crit Moves:	****				****			****			****	
Green/Cycle:	0.15	0.20	0.20	0.12	0.16	0.16	0.05	0.57	0.57	0.12	0.64	0.64
Volume/Cap:	0.76	0.44	0.66	0.66	0.76	0.76	0.71	0.76	0.65	0.76	0.71	0.30
Uniform Del:	56.7	49.3	51.9	59.2	56.1	56.1	65.6	23.1	20.9	59.7	16.8	11.5
IncremntDel:	6.2	0.4	5.3	4.2	5.8	5.8	23.6	1.2	1.7	7.9	0.7	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:	62.9	49.7	57.2	63.3	61.9	61.9	89.2	24.2	22.6	67.6	17.5	11.6
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:	62.9	49.7	57.2	63.3	61.9	61.9	89.2	24.2	22.6	67.6	17.5	11.6
LOS by Move:	E	D	E	E	E	E	F	C	C	E	B	B
HCM2kAvgQ:	10	6	9	7	11	11	4	26	17	8	24	6

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

Intersection #17 Sahara Avenue/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	42.1
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Paradise Road						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 5 Jun 2007 << 4:30 - 5:30 PM												
Base Vol:	711	520	286	233	283	29	49	1658	425	164	1582	294
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	824	603	332	270	328	34	57	1922	493	190	1834	341
Added Vol:	4	40	0	27	41	5	4	18	5	0	18	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	828	643	332	297	369	39	61	1940	498	190	1852	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.95	0.95	0.95
PHF Volume:	908	705	364	333	414	43	66	2118	543	200	1943	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	908	705	364	333	414	43	66	2118	543	200	1943	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	908	705	364	333	414	43	66	2118	543	200	1943	386
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.92	0.92	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	1.81	0.19	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3158	330	1769	5083	1583	3432	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.26	0.20	0.23	0.10	0.13	0.13	0.04	0.42	0.34	0.06	0.38	0.24
Crit Moves:	****				****			****		****		
Green/Cycle:	0.30	0.32	0.32	0.14	0.15	0.15	0.05	0.48	0.48	0.07	0.50	0.50
Volume/Cap:	0.87	0.62	0.72	0.72	0.87	0.87	0.77	0.87	0.72	0.87	0.77	0.49
Uniform Del:	46.1	40.5	42.1	58.0	58.1	58.1	65.8	32.6	29.0	64.7	28.7	23.5
IncremntDel:	8.1	1.1	5.0	5.4	14.6	14.6	33.6	3.7	3.3	28.2	1.5	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:	54.2	41.6	47.0	63.4	72.7	72.7	99.4	36.3	32.3	93.0	30.2	23.9
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:	54.2	41.6	47.0	63.4	72.7	72.7	99.4	36.3	32.3	93.0	30.2	23.9
LOS by Move:	D	D	D	E	E	E	F	D	C	F	C	C
HCM2kAvgQ:	22	14	15	8	13	13	4	32	19	7	26	11

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

Intersection #17 Sahara Avenue/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	33.2
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Paradise Road						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	1	1 0	1 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	307	211	161	186	272	24	47	1773	476	219	1610	200
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	367	252	192	222	325	29	56	2117	568	262	1923	239
Added Vol:	6	54	0	30	44	5	6	20	5	0	24	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	306	192	252	369	34	62	2137	573	262	1947	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.87	0.87	0.87	0.95	0.95	0.95	0.82	0.82	0.82
PHF Volume:	415	341	214	291	425	39	65	2252	604	318	2368	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	341	214	291	425	39	65	2252	604	318	2368	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	415	341	214	291	425	39	65	2252	604	318	2368	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.92	0.92	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	1.83	0.17	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3200	292	1769	5083	1583	3432	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.12	0.10	0.14	0.08	0.13	0.13	0.04	0.44	0.38	0.09	0.47	0.21
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.20	0.20	0.12	0.17	0.17	0.05	0.56	0.56	0.12	0.63	0.63
Volume/Cap:	0.79	0.49	0.68	0.68	0.79	0.79	0.74	0.79	0.68	0.79	0.74	0.34
Uniform Del:	57.1	49.9	52.1	58.7	55.8	55.8	65.6	24.2	21.8	60.1	18.1	12.2
IncremntDel:	7.9	0.5	6.2	4.6	7.1	7.1	28.1	1.6	2.2	10.1	1.0	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:	65.0	50.4	58.3	63.3	62.9	62.9	93.7	25.8	24.0	70.2	19.0	12.4
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:	65.0	50.4	58.3	63.3	62.9	62.9	93.7	25.8	24.0	70.2	19.0	12.4
LOS by Move:	E	D	E	E	E	E	F	C	C	E	B	B
HCM2kAvgQ:	11	7	10	7	12	12	4	29	19	9	26	7

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

Intersection #17 Sahara Avenue/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.915
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	45.5
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Paradise Road						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	0	1	2 0	1	1 0	1 0	3	0 1	2 0	3	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 4:30 - 5:30 PM												
Base Vol:	711	520	286	233	283	29	49	1658	425	164	1582	294
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	849	621	342	278	338	35	59	1980	507	196	1889	351
Added Vol:	9	78	0	52	78	9	9	35	9	0	35	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	858	699	342	330	416	44	68	2015	516	196	1924	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.95	0.95	0.95
PHF Volume:	941	766	374	371	467	49	74	2200	564	205	2019	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	941	766	374	371	467	49	74	2200	564	205	2019	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	941	766	374	371	467	49	74	2200	564	205	2019	423
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.92	0.92	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	1.81	0.19	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3157	331	1769	5083	1583	3432	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.27	0.22	0.24	0.11	0.15	0.15	0.04	0.43	0.36	0.06	0.40	0.27
Crit Moves:	****				****			****		****		
Green/Cycle:	0.30	0.32	0.32	0.14	0.16	0.16	0.05	0.47	0.47	0.07	0.49	0.49
Volume/Cap:	0.91	0.68	0.75	0.75	0.91	0.91	0.81	0.91	0.75	0.91	0.81	0.55
Uniform Del:	47.3	41.7	42.8	57.4	57.7	57.7	65.8	34.3	30.2	65.0	30.5	25.1
IncremntDel:	12.3	1.8	6.1	6.1	19.6	19.6	41.2	6.0	4.3	37.5	2.2	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:	59.6	43.5	48.9	63.6	77.3	77.3	107.0	40.2	34.5	102.5	32.7	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	43.5	48.9	63.6	77.3	77.3	107.0	40.2	34.5	102.5	32.7	25.9
LOS by Move:	E	D	D	E	E	E	F	D	C	F	C	C
HCM2kAvgQ:	24	16	16	9	15	15	5	35	21	7	28	13

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

Intersection #17 Sahara Avenue/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.1
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Paradise Road						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	2 0	1	1 0	1 0	3	0 1	2 0	3	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	307	211	161	186	272	24	47	1773	476	219	1610	200
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	389	267	204	236	345	30	60	2246	603	277	2040	253
Added Vol:	7	59	0	29	44	5	7	20	5	0	26	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	396	326	204	265	389	35	67	2266	608	277	2066	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.87	0.87	0.87	0.95	0.95	0.95	0.82	0.82	0.82
PHF Volume:	441	363	227	305	448	41	70	2388	641	338	2513	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	363	227	305	448	41	70	2388	641	338	2513	356
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	441	363	227	305	448	41	70	2388	641	338	2513	356
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.92	0.92	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	1.83	0.17	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3200	292	1769	5083	1583	3432	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.14	0.09	0.14	0.14	0.04	0.47	0.40	0.10	0.49	0.22
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.20	0.20	0.12	0.17	0.17	0.05	0.56	0.56	0.12	0.63	0.63
Volume/Cap:	0.84	0.52	0.72	0.72	0.84	0.84	0.79	0.84	0.72	0.84	0.79	0.36
Uniform Del:	57.5	50.2	52.5	59.1	56.4	56.4	65.7	25.4	22.6	60.5	19.1	12.5
IncremntDel:	11.2	0.7	8.1	6.1	10.2	10.2	35.8	2.3	2.9	14.2	1.4	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:	68.8	50.8	60.7	65.3	66.7	66.7	101.5	27.7	25.5	74.6	20.4	12.7
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:	68.8	50.8	60.7	65.3	66.7	66.7	101.5	27.7	25.5	74.6	20.4	12.7
LOS by Move:	E	D	E	E	E	E	F	C	C	E	C	B
HCM2kAvgQ:	12	8	10	8	13	13	5	32	21	10	30	7

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

Intersection #17 Sahara Avenue/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.974
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	51.6
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Paradise Road						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	1	1 0	1 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 5 Jun 2007 << 4:30 - 5:30 PM												
Base Vol:	711	520	286	233	283	29	49	1658	425	164	1582	294
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	901	659	362	295	359	37	62	2100	538	208	2004	372
Added Vol:	10	86	0	60	90	10	10	40	10	0	38	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	911	745	362	355	449	47	72	2140	548	208	2042	429
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.95	0.95	0.95
PHF Volume:	999	817	397	399	503	52	79	2337	599	218	2143	451
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	999	817	397	399	503	52	79	2337	599	218	2143	451
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	999	817	397	399	503	52	79	2337	599	218	2143	451
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.92	0.92	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	1.81	0.19	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3159	329	1769	5083	1583	3432	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.29	0.23	0.25	0.12	0.16	0.16	0.04	0.46	0.38	0.06	0.42	0.28
Crit Moves:	****				****			****			****	
Green/Cycle:	0.30	0.32	0.32	0.15	0.16	0.16	0.05	0.47	0.47	0.07	0.49	0.49
Volume/Cap:	0.97	0.73	0.79	0.79	0.97	0.97	0.87	0.97	0.80	0.97	0.87	0.59
Uniform Del:	48.5	42.5	43.7	57.7	58.2	58.2	65.9	36.1	31.4	65.3	32.0	25.8
IncremntDel:	21.8	2.5	8.5	8.5	30.9	30.9	53.7	12.8	6.2	52.4	3.5	1.2
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:	70.4	45.0	52.2	66.2	89.1	89.1	119.6	48.8	37.6	117.7	35.5	27.0
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:	70.4	45.0	52.2	66.2	89.1	89.1	119.6	48.8	37.6	117.7	35.5	27.0
LOS by Move:	E	D	D	E	F	F	F	D	D	F	D	C
HCM2kAvgQ:	27	17	17	10	17	17	6	42	23	8	32	14

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

Intersection #17 Sahara Avenue/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	39.0
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Paradise Road						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	2 0	1	1 0	1 0	3	0 1	2 0	3	0 1
Volume Module: >> Count Date: 5 Jun 2007 << 7:30 - 8:30 AM												
Base Vol:	307	211	161	186	272	24	47	1773	476	219	1610	200
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	413	284	216	250	366	32	63	2383	640	294	2164	269
Added Vol:	9	83	0	43	65	7	9	29	7	0	37	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	422	367	216	293	431	39	72	2412	647	294	2201	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.87	0.87	0.87	0.95	0.95	0.95	0.82	0.82	0.82
PHF Volume:	469	408	241	338	497	45	76	2541	681	358	2677	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	408	241	338	497	45	76	2541	681	358	2677	394
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	469	408	241	338	497	45	76	2541	681	358	2677	394
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.92	0.92	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	1.83	0.17	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3200	292	1769	5083	1583	3432	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.15	0.10	0.16	0.16	0.04	0.50	0.43	0.10	0.53	0.25
Crit Moves:	****				****			****			****	
Green/Cycle:	0.15	0.20	0.20	0.13	0.17	0.17	0.05	0.56	0.56	0.12	0.62	0.62
Volume/Cap:	0.90	0.58	0.77	0.77	0.90	0.90	0.84	0.90	0.77	0.90	0.84	0.40
Uniform Del:	58.2	50.9	53.1	59.0	56.6	56.6	65.9	27.4	24.0	61.0	21.0	13.2
IncremntDel:	17.9	1.3	11.1	8.1	16.0	16.0	48.4	4.2	4.2	22.1	2.3	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:	76.1	52.2	64.2	67.1	72.6	72.6	114.3	31.6	28.3	83.1	23.2	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:	76.1	52.2	64.2	67.1	72.6	72.6	114.3	31.6	28.3	83.1	23.2	13.5
LOS by Move:	E	D	E	E	E	E	F	C	C	F	C	B
HCM2kAvgQ:	13	9	11	9	15	15	5	38	24	11	35	8

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

Intersection #17 Sahara Avenue/Paradise Road

Cycle (sec):	140	Critical Vol./Cap.(X):	1.048
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	64.0
Optimal Cycle:	140	Level Of Service:	E

Street Name:	Paradise Road						Sahara Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 5 Jun 2007 << 4:30 - 5:30 PM												
Base Vol:	711	520	286	233	283	29	49	1658	425	164	1582	294
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	956	699	384	313	380	39	66	2228	571	220	2126	395
Added Vol:	14	122	0	84	126	14	14	56	14	0	54	81
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	970	821	384	397	506	53	80	2284	585	220	2180	476
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.95	0.95	0.95
PHF Volume:	1063	900	421	446	568	59	87	2494	639	231	2288	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1063	900	421	446	568	59	87	2494	639	231	2288	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	1063	900	421	446	568	59	87	2494	639	231	2288	500
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.92	0.92	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	1.81	0.19	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3158	330	1769	5083	1583	3432	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.31	0.25	0.27	0.13	0.18	0.18	0.05	0.49	0.40	0.07	0.45	0.32
Crit Moves:	****				****			****			****	
Green/Cycle:	0.30	0.31	0.31	0.15	0.17	0.17	0.05	0.47	0.47	0.06	0.48	0.48
Volume/Cap:	1.05	0.81	0.85	0.85	1.05	1.05	0.94	1.05	0.86	1.05	0.94	0.66
Uniform Del:	49.3	44.2	44.9	57.7	58.0	58.0	66.1	37.2	33.2	65.5	34.4	27.7
IncremntDel:	41.6	4.6	12.8	12.2	49.9	49.9	72.8	32.4	10.2	73.7	7.8	2.1
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:	90.9	48.7	57.7	69.9	108	107.8	138.9	69.7	43.4	139.2	42.2	29.8
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:	90.9	48.7	57.7	69.9	108	107.8	138.9	69.7	43.4	139.2	42.2	29.8
LOS by Move:	F	D	E	E	F	F	F	E	D	F	D	C
HCM2kAvgQ:	31	20	19	12	20	20	6	49	27	9	38	17

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

Intersection #18 Wyoming/Fairfield

Cycle (sec):	140	Critical Vol./Cap.(X):	0.309
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	10.1
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 1	0	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	25	0	25	0	0	0	0	563	25	25	659	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	29	0	29	0	0	0	0	653	29	29	764	0
Added Vol:	0	0	0	18	0	26	33	38	0	0	32	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	29	18	0	26	33	691	29	29	796	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	32	0	32	20	0	29	37	767	32	32	884	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	32	20	0	29	37	767	32	32	884	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	32	0	32	20	0	29	37	767	32	32	884	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.84	0.93	1.00	0.83	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1597	0	1597	1769	1900	1583	1769	3375	142	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.00	0.02	0.02	0.23	0.23	0.02	0.25	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.02	0.04	0.00	0.00	0.07	0.81	0.81	0.06	0.81	0.81
Volume/Cap:	0.31	0.00	0.98	0.25	0.00	xxxx	0.31	0.28	0.28	0.28	0.31	0.02
Uniform Del:	62.4	0.0	68.5	64.6	0.0	0.0	62.2	3.2	3.2	62.3	3.4	2.6
IncremntDel:	0.8	0.0	103.6	1.7	0.0	0.0	1.5	0.1	0.1	1.3	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	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.3	0.0	172.1	66.3	0.0	0.0	63.7	3.3	3.3	63.7	3.5	2.6
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:	63.3	0.0	172.1	66.3	0.0	0.0	63.7	3.3	3.3	63.7	3.5	2.6
LOS by Move:	E	A	F	E	A	A	E	A	A	E	A	A
HCM2kAvgQ:	2	0	3	1	0	6	2	4	4	2	5	0

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

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

Intersection #18 Wyoming/Fairfield

Cycle (sec):	140	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	24.8
Optimal Cycle:	140	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 1	0	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	25	0	25	0	0	0	0	951	25	25	595	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	29	0	29	0	0	0	0	1102	29	29	690	0
Added Vol:	0	0	0	32	0	45	44	53	0	0	54	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	29	32	0	45	44	1155	29	29	744	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	32	0	32	36	0	50	49	1284	32	32	826	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	32	36	0	50	49	1284	32	32	826	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.:	32	0	32	36	0	50	49	1284	32	32	826	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.84	0.93	1.00	0.83	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1597	0	1597	1769	1900	1583	1769	3437	86	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.02	0.00	0.03	0.03	0.37	0.37	0.02	0.23	0.02
Crit Moves:	****					****		****		****		
Green/Cycle:	0.05	0.00	0.00	0.06	0.00	0.01	0.09	0.84	0.84	0.04	0.79	0.79
Volume/Cap:	0.44	0.00	xxxx	0.35	0.00	2.47	0.30	0.44	0.44	0.44	0.30	0.03
Uniform Del:	65.1	0.0	0.0	63.4	0.0	69.1	59.2	2.8	2.8	65.6	4.0	3.2
IncremntDel:	2.2	0.0	0.0	2.0	0.0	787.1	1.0	0.1	0.1	4.3	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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.2	0.0	0.0	65.4	0.0	856.2	60.2	2.9	2.9	69.8	4.1	3.2
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:	67.2	0.0	0.0	65.4	0.0	856.2	60.2	2.9	2.9	69.8	4.1	3.2
LOS by Move:	E	A	A	E	A	F	E	A	A	E	A	A
HCM2kAvgQ:	2	0	6	2	0	7	2	8	8	2	5	0

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

Traffix 7.8.0715 (c) 2006 Dowling Assoc. Licensed to K-H, LAS VEGAS

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

Intersection #18 Wyoming/Fairfield

Cycle (sec):	140	Critical Vol./Cap.(X):	0.359
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	21.5
Optimal Cycle:	140	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 1	0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	25	0	25	0	0	0	0	563	25	25	659	0
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	30	0	30	0	0	0	0	672	30	30	787	0
Added Vol:	0	0	0	35	0	49	60	70	0	0	61	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	30	35	0	49	60	742	30	30	848	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	33	0	33	39	0	54	67	825	33	33	942	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	0	33	39	0	54	67	825	33	33	942	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	33	0	33	39	0	54	67	825	33	33	942	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.84	0.93	1.00	0.83	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1597	0	1597	1769	1900	1583	1769	3381	136	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.02	0.00	0.03	0.04	0.24	0.24	0.02	0.27	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.00	0.00	0.08	0.00	0.02	0.10	0.79	0.79	0.06	0.74	0.74
Volume/Cap:	0.36	0.00	xxxx	0.28	0.00	1.63	0.36	0.31	0.31	0.31	0.36	0.04
Uniform Del:	63.5	0.0	0.0	60.7	0.0	68.5	58.3	4.2	4.2	63.0	6.4	4.8
IncremntDel:	1.2	0.0	0.0	1.1	0.0	384.1	1.2	0.1	0.1	1.7	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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.7	0.0	0.0	61.8	0.0	452.6	59.5	4.3	4.3	64.6	6.5	4.8
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:	64.7	0.0	0.0	61.8	0.0	452.6	59.5	4.3	4.3	64.6	6.5	4.8
LOS by Move:	E	A	A	E	A	F	E	A	A	E	A	A
HCM2kAvgQ:	2	0	7	2	0	6	3	5	5	2	7	1

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

Traffix 7.8.0715 (c) 2006 Dowling Assoc. Licensed to K-H, LAS VEGAS

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

Intersection #18 Wyoming/Fairfield

Cycle (sec):	140	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	15.5
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 1	0	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	25	0	25	0	0	0	0	951	25	25	595	0
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	30	0	30	0	0	0	0	1136	30	30	710	0
Added Vol:	0	0	0	62	0	87	87	104	0	0	105	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	30	62	0	87	87	1240	30	30	815	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	33	0	33	69	0	97	97	1377	33	33	906	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	0	33	69	0	97	97	1377	33	33	906	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	33	0	33	69	0	97	97	1377	33	33	906	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.84	0.93	1.00	0.83	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1597	0	1597	1769	1900	1583	1769	3441	83	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.04	0.00	0.06	0.05	0.40	0.40	0.02	0.26	0.04
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.00	0.00	0.11	0.00	0.07	0.15	0.80	0.80	0.04	0.69	0.69
Volume/Cap:	0.50	0.00	xxxx	0.37	0.00	0.94	0.37	0.50	0.50	0.50	0.37	0.06
Uniform Del:	65.7	0.0	0.0	58.1	0.0	65.2	53.9	4.7	4.7	66.1	9.1	7.1
IncremntDel:	3.0	0.0	0.0	1.2	0.0	68.8	0.9	0.1	0.1	5.9	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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.7	0.0	0.0	59.3	0.0	134.0	54.8	4.9	4.9	72.0	9.2	7.1
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:	68.7	0.0	0.0	59.3	0.0	134.0	54.8	4.9	4.9	72.0	9.2	7.1
LOS by Move:	E	A	A	E	A	F	D	A	A	E	A	A
HCM2kAvgQ:	2	0	7	3	0	7	4	11	11	2	8	1

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

Traffix 7.8.0715 (c) 2006 Dowling Assoc. Licensed to K-H, LAS VEGAS

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

Intersection #18 Wyoming/Fairfield

Cycle (sec):	140	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	26.4
Optimal Cycle:	140	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 1	0	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	25	0	25	0	0	0	0	563	25	25	659	0
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	32	0	32	0	0	0	0	713	32	32	835	0
Added Vol:	0	0	0	35	0	49	65	76	0	0	61	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	0	32	35	0	49	65	789	32	32	896	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	35	0	35	39	0	54	72	877	35	35	995	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	35	39	0	54	72	877	35	35	995	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.:	35	0	35	39	0	54	72	877	35	35	995	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.84	0.93	1.00	0.83	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1597	0	1597	1769	1900	1583	1769	3381	136	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.02	0.00	0.03	0.04	0.26	0.26	0.02	0.28	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.00	0.00	0.07	0.00	0.02	0.11	0.79	0.79	0.06	0.74	0.74
Volume/Cap:	0.38	0.00	xxxx	0.30	0.00	2.12	0.38	0.33	0.33	0.33	0.38	0.04
Uniform Del:	63.5	0.0	0.0	61.3	0.0	68.9	58.1	4.2	4.2	63.0	6.4	4.8
IncremntDel:	1.3	0.0	0.0	1.3	0.0	612.0	1.3	0.1	0.1	1.8	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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.8	0.0	0.0	62.6	0.0	680.8	59.3	4.2	4.2	64.8	6.5	4.8
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:	64.8	0.0	0.0	62.6	0.0	680.8	59.3	4.2	4.2	64.8	6.5	4.8
LOS by Move:	E	A	A	E	A	F	E	A	A	E	A	A
HCM2kAvgQ:	2	0	7	2	0	7	3	6	6	2	8	1

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

Traffix 7.8.0715 (c) 2006 Dowling Assoc. Licensed to K-H, LAS VEGAS

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

Intersection #18 Wyoming/Fairfield

Cycle (sec):	140	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	16.5
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 1	0	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	25	0	25	0	0	0	0	951	25	25	595	0
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	32	0	32	0	0	0	0	1205	32	32	754	0
Added Vol:	0	0	0	71	0	99	96	115	0	0	119	68
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	0	32	71	0	99	96	1320	32	32	873	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	35	0	35	79	0	110	107	1466	35	35	970	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	35	79	0	110	107	1466	35	35	970	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.:	35	0	35	79	0	110	107	1466	35	35	970	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.84	0.93	1.00	0.83	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1597	0	1597	1769	1900	1583	1769	3445	83	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.04	0.00	0.07	0.06	0.43	0.43	0.02	0.27	0.05
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.00	0.00	0.11	0.00	0.07	0.15	0.79	0.79	0.04	0.68	0.68
Volume/Cap:	0.54	0.00	xxxx	0.39	0.00	0.95	0.40	0.54	0.54	0.54	0.40	0.07
Uniform Del:	65.8	0.0	0.0	57.5	0.0	64.6	53.9	5.2	5.2	66.2	9.9	7.5
IncremntDel:	4.4	0.0	0.0	1.3	0.0	68.3	1.0	0.2	0.2	8.6	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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.2	0.0	0.0	58.8	0.0	132.9	54.9	5.5	5.5	74.8	10.0	7.6
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:	70.2	0.0	0.0	58.8	0.0	132.9	54.9	5.5	5.5	74.8	10.0	7.6
LOS by Move:	E	A	A	E	A	F	D	A	A	E	A	A
HCM2kAvgQ:	2	0	7	3	0	8	4	12	12	2	9	1

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

Traffix 7.8.0715 (c) 2006 Dowling Assoc. Licensed to K-H, LAS VEGAS

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

Intersection #18 Wyoming/Fairfield

Cycle (sec):	140	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	18.9
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 1	0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	25	0	25	0	0	0	0	563	25	25	659	0
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	34	0	34	0	0	0	0	757	34	34	886	0
Added Vol:	0	0	0	51	0	72	92	108	0	0	90	66
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	0	34	51	0	72	92	865	34	34	976	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	37	0	37	57	0	80	102	961	37	37	1084	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	37	57	0	80	102	961	37	37	1084	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.:	37	0	37	57	0	80	102	961	37	37	1084	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.84	0.93	1.00	0.83	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1597	0	1597	1769	1900	1583	1769	3385	132	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.03	0.00	0.05	0.06	0.28	0.28	0.02	0.31	0.05
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.00	0.00	0.10	0.00	0.04	0.13	0.77	0.77	0.06	0.70	0.70
Volume/Cap:	0.44	0.00	xxxx	0.33	0.00	1.14	0.44	0.37	0.37	0.37	0.44	0.07
Uniform Del:	64.2	0.0	0.0	58.9	0.0	66.9	56.0	5.0	5.0	63.5	9.1	6.6
IncremntDel:	1.8	0.0	0.0	1.1	0.0	151.9	1.3	0.1	0.1	2.2	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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.0	0.0	0.0	60.0	0.0	218.8	57.3	5.1	5.1	65.8	9.2	6.7
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:	66.0	0.0	0.0	60.0	0.0	218.8	57.3	5.1	5.1	65.8	9.2	6.7
LOS by Move:	E	A	A	E	A	F	E	A	A	E	A	A
HCM2kAvgQ:	2	0	7	3	0	7	4	7	7	2	10	1

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

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

Intersection #18 Wyoming/Fairfield

Cycle (sec):	140	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	19.6
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 1	0	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	25	0	25	0	0	0	0	951	25	25	595	0
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	34	0	34	0	0	0	0	1278	34	34	800	0
Added Vol:	0	0	0	99	0	140	135	163	0	0	167	96
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	0	34	99	0	140	135	1441	34	34	967	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	37	0	37	110	0	156	150	1601	37	37	1074	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	37	110	0	156	150	1601	37	37	1074	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.:	37	0	37	110	0	156	150	1601	37	37	1074	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.84	0.93	1.00	0.83	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1597	0	1597	1769	1900	1583	1769	3447	80	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.06	0.00	0.10	0.08	0.46	0.46	0.02	0.30	0.07
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.00	0.00	0.15	0.00	0.11	0.17	0.76	0.76	0.03	0.63	0.63
Volume/Cap:	0.61	0.00	xxxx	0.43	0.00	0.92	0.49	0.61	0.61	0.61	0.49	0.11
Uniform Del:	66.3	0.0	0.0	54.5	0.0	61.9	52.1	7.2	7.2	66.6	14.1	10.6
IncremntDel:	8.5	0.0	0.0	1.1	0.0	45.9	1.2	0.4	0.4	16.2	0.2	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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.7	0.0	0.0	55.6	0.0	107.8	53.3	7.6	7.6	82.9	14.3	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	0.0	0.0	55.6	0.0	107.8	53.3	7.6	7.6	82.9	14.3	10.6
LOS by Move:	E	A	A	E	A	F	D	A	A	F	B	B
HCM2kAvgQ:	3	0	7	5	0	10	6	16	16	3	13	2

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

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

Intersection #19 Grand Central Parkway/Western

Cycle (sec):	140	Critical Vol./Cap.(X):	0.326
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	19.4
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	2 0	2 0	1	1 0	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	76	304	0	0	192	228	149	0	50	0	0	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	88	352	0	0	223	264	173	0	58	0	0	0
Added Vol:	9	125	0	0	150	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	477	0	0	373	264	173	0	69	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	108	530	0	0	414	294	192	0	77	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	530	0	0	414	294	192	0	77	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.:	108	530	0	0	414	294	192	0	77	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	1.00	0.97	0.93	0.83	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	2.00	2.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	3432	3538	0	3686	3538	1583	1769	1900	1583	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.00	0.00	0.12	0.19	0.11	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.10	0.67	0.00	0.00	0.57	0.57	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.33	0.22	0.00	0.00	0.21	0.33	0.33	0.00	0.15	0.00	0.00	0.00
Uniform Del:	59.0	9.1	0.0	0.0	14.7	15.9	34.9	0.0	32.7	0.0	0.0	0.0
IncremntDel:	0.6	0.0	0.0	0.0	0.1	0.2	0.3	0.0	0.1	0.0	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	59.6	9.2	0.0	0.0	14.7	16.1	35.2	0.0	32.8	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:	59.6	9.2	0.0	0.0	14.7	16.1	35.2	0.0	32.8	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	C	A	A	A
HCM2kAvgQ:	2	5	0	0	4	7	6	0	2	0	0	0

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

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

Intersection #19 Grand Central Parkway/Western

Cycle (sec):	140	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	26.8
Optimal Cycle:	140	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	2 0	2 0	1	1 0	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	38	626	0	0	265	113	430	0	143	0	0	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	44	726	0	0	307	131	498	0	166	0	0	0
Added Vol:	16	217	0	0	204	0	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	943	0	0	511	131	498	0	181	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	67	1047	0	0	568	146	554	0	201	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1047	0	0	568	146	554	0	201	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.:	67	1047	0	0	568	146	554	0	201	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	1.00	0.97	0.93	0.83	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	2.00	2.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	3432	3538	0	3686	3538	1583	1769	1900	1583	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.00	0.00	0.16	0.09	0.31	0.00	0.13	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.05	0.49	0.00	0.00	0.43	0.43	0.51	0.00	0.51	0.00	0.00	0.00
Volume/Cap:	0.37	0.61	0.00	0.00	0.37	0.21	0.61	0.00	0.25	0.00	0.00	0.00
Uniform Del:	64.1	26.3	0.0	0.0	26.8	24.7	24.1	0.0	18.9	0.0	0.0	0.0
IncremntDel:	1.3	0.6	0.0	0.0	0.2	0.2	1.2	0.0	0.2	0.0	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	65.4	26.9	0.0	0.0	26.9	24.9	25.3	0.0	19.1	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:	65.4	26.9	0.0	0.0	26.9	24.9	25.3	0.0	19.1	0.0	0.0	0.0
LOS by Move:	E	C	A	A	C	C	C	A	B	A	A	A
HCM2kAvgQ:	2	17	0	0	8	4	17	0	5	0	0	0

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

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

Intersection #19 Grand Central Parkway/Western

Cycle (sec):	140	Critical Vol./Cap.(X):	0.338
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	19.2
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	2 0	2 0	1	1 0	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	76	304	0	0	192	228	149	0	50	0	0	0
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	91	363	0	0	229	272	178	0	60	0	0	0
Added Vol:	17	236	0	0	278	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	599	0	0	507	272	178	0	81	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	120	666	0	0	564	303	198	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	666	0	0	564	303	198	0	90	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.:	120	666	0	0	564	303	198	0	90	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	1.00	0.97	0.93	0.83	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	2.00	2.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	3432	3538	0	3686	3538	1583	1769	1900	1583	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.00	0.00	0.16	0.19	0.11	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.10	0.67	0.00	0.00	0.57	0.57	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.34	0.28	0.00	0.00	0.28	0.34	0.34	0.00	0.17	0.00	0.00	0.00
Uniform Del:	58.3	9.4	0.0	0.0	15.7	16.3	35.3	0.0	33.2	0.0	0.0	0.0
IncremntDel:	0.6	0.1	0.0	0.0	0.1	0.2	0.3	0.0	0.2	0.0	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	58.9	9.5	0.0	0.0	15.8	16.5	35.6	0.0	33.4	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:	58.9	9.5	0.0	0.0	15.8	16.5	35.6	0.0	33.4	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	C	A	A	A
HCM2kAvgQ:	3	6	0	0	6	7	6	0	3	0	0	0

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

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

Intersection #19 Grand Central Parkway/Western

Cycle (sec):	140	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	27.1
Optimal Cycle:	140	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	0	0	2 0 2	0	1	1 0 1	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	38	626	0	0	265	113	430	0	143	0	0	0
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	45	748	0	0	316	135	513	0	171	0	0	0
Added Vol:	31	417	0	0	400	0	0	0	30	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	1165	0	0	716	135	513	0	201	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	85	1294	0	0	796	150	571	0	223	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1294	0	0	796	150	571	0	223	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.:	85	1294	0	0	796	150	571	0	223	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	1.00	0.97	0.93	0.83	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	2.00	2.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	3432	3538	0	3686	3538	1583	1769	1900	1583	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.00	0.00	0.23	0.09	0.32	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.05	0.53	0.00	0.00	0.48	0.48	0.47	0.00	0.47	0.00	0.00	0.00
Volume/Cap:	0.47	0.69	0.00	0.00	0.47	0.20	0.69	0.00	0.30	0.00	0.00	0.00
Uniform Del:	64.4	24.2	0.0	0.0	24.5	21.0	29.2	0.0	23.0	0.0	0.0	0.0
IncremntDel:	1.9	1.1	0.0	0.0	0.2	0.1	2.5	0.0	0.2	0.0	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	66.3	25.3	0.0	0.0	24.7	21.1	31.6	0.0	23.2	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:	66.3	25.3	0.0	0.0	24.7	21.1	31.6	0.0	23.2	0.0	0.0	0.0
LOS by Move:	E	C	A	A	C	C	C	A	C	A	A	A
HCM2kAvgQ:	2	22	0	0	12	4	19	0	6	0	0	0

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

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

Intersection #19 Grand Central Parkway/Western

Cycle (sec):	140	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	19.5
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	2 0	2 0	1	1 0	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	76	304	0	0	192	228	149	0	50	0	0	0
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	96	385	0	0	243	289	189	0	63	0	0	0
Added Vol:	17	235	0	0	301	0	0	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	620	0	0	544	289	189	0	86	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	126	689	0	0	605	321	210	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	689	0	0	605	321	210	0	96	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.:	126	689	0	0	605	321	210	0	96	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	1.00	0.97	0.93	0.83	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	2.00	2.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	3432	3538	0	3686	3538	1583	1769	1900	1583	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.00	0.00	0.17	0.20	0.12	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.10	0.67	0.00	0.00	0.57	0.57	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.36	0.29	0.00	0.00	0.30	0.36	0.36	0.00	0.18	0.00	0.00	0.00
Uniform Del:	58.5	9.5	0.0	0.0	15.9	16.5	35.5	0.0	33.3	0.0	0.0	0.0
IncremntDel:	0.6	0.1	0.0	0.0	0.1	0.2	0.4	0.0	0.2	0.0	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	59.2	9.6	0.0	0.0	16.0	16.8	35.9	0.0	33.5	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:	59.2	9.6	0.0	0.0	16.0	16.8	35.9	0.0	33.5	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	C	A	A	A
HCM2kAvgQ:	3	6	0	0	7	7	7	0	3	0	0	0

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

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

Intersection #19 Grand Central Parkway/Western

Cycle (sec):	140	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	28.1
Optimal Cycle:	140	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	2 0	2 0	1	1 0	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	38	626	0	0	265	113	430	0	143	0	0	0
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	48	793	0	0	336	143	545	0	181	0	0	0
Added Vol:	35	475	0	0	441	0	0	0	33	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1268	0	0	777	143	545	0	214	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	92	1409	0	0	863	159	605	0	238	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1409	0	0	863	159	605	0	238	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.:	92	1409	0	0	863	159	605	0	238	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	1.00	0.97	0.93	0.83	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	2.00	2.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	3432	3538	0	3686	3538	1583	1769	1900	1583	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.00	0.00	0.24	0.10	0.34	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.05	0.54	0.00	0.00	0.48	0.48	0.46	0.00	0.46	0.00	0.00	0.00
Volume/Cap:	0.50	0.74	0.00	0.00	0.50	0.21	0.74	0.00	0.33	0.00	0.00	0.00
Uniform Del:	64.5	24.8	0.0	0.0	24.6	20.7	30.8	0.0	23.8	0.0	0.0	0.0
IncremntDel:	2.2	1.6	0.0	0.0	0.2	0.1	3.6	0.0	0.3	0.0	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	66.7	26.4	0.0	0.0	24.9	20.8	34.4	0.0	24.1	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:	66.7	26.4	0.0	0.0	24.9	20.8	34.4	0.0	24.1	0.0	0.0	0.0
LOS by Move:	E	C	A	A	C	C	C	A	C	A	A	A
HCM2kAvgQ:	3	25	0	0	13	4	22	0	6	0	0	0

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

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

Intersection #19 Grand Central Parkway/Western

Cycle (sec):	140	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	19.7
Optimal Cycle:	140	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	2 0	2 0	1	1 0	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	76	304	0	0	192	228	149	0	50	0	0	0
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	102	409	0	0	258	306	200	0	67	0	0	0
Added Vol:	25	345	0	0	427	0	0	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	754	0	0	685	306	200	0	99	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	141	837	0	0	761	340	222	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	837	0	0	761	340	222	0	110	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.:	141	837	0	0	761	340	222	0	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	1.00	0.97	0.93	0.83	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	2.00	2.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	3432	3538	0	3686	3538	1583	1769	1900	1583	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.00	0.00	0.22	0.22	0.13	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.11	0.67	0.00	0.00	0.56	0.56	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.38	0.35	0.00	0.00	0.38	0.38	0.38	0.00	0.21	0.00	0.00	0.00
Uniform Del:	58.1	9.9	0.0	0.0	17.0	17.0	36.0	0.0	33.9	0.0	0.0	0.0
IncremntDel:	0.7	0.1	0.0	0.0	0.1	0.3	0.4	0.0	0.2	0.0	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	58.8	10.0	0.0	0.0	17.1	17.3	36.5	0.0	34.1	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:	58.8	10.0	0.0	0.0	17.1	17.3	36.5	0.0	34.1	0.0	0.0	0.0
LOS by Move:	E	B	A	A	B	B	D	A	C	A	A	A
HCM2kAvgQ:	3	8	0	0	9	8	7	0	3	0	0	0

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

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

Intersection #19 Grand Central Parkway/Western

Cycle (sec):	140	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle:	140	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	2 0	2 0	1	1 0	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	38	626	0	0	265	113	430	0	143	0	0	0
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	51	841	0	0	356	152	578	0	192	0	0	0
Added Vol:	49	668	0	0	626	0	0	0	47	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1509	0	0	982	152	578	0	239	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	111	1677	0	0	1091	169	642	0	266	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1677	0	0	1091	169	642	0	266	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	1677	0	0	1091	169	642	0	266	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	1.00	0.97	0.93	0.83	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	2.00	2.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	3432	3538	0	3686	3538	1583	1769	1900	1583	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.00	0.00	0.31	0.11	0.36	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.05	0.57	0.00	0.00	0.51	0.51	0.43	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	0.60	0.84	0.00	0.00	0.60	0.21	0.84	0.00	0.39	0.00	0.00	0.00
Uniform Del:	64.8	25.0	0.0	0.0	24.1	18.6	35.2	0.0	27.0	0.0	0.0	0.0
IncremntDel:	5.5	3.3	0.0	0.0	0.6	0.1	8.0	0.0	0.4	0.0	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	70.2	28.3	0.0	0.0	24.6	18.7	43.3	0.0	27.3	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:	70.2	28.3	0.0	0.0	24.6	18.7	43.3	0.0	27.3	0.0	0.0	0.0
LOS by Move:	E	C	A	A	C	B	D	A	C	A	A	A
HCM2kAvgQ:	3	33	0	0	17	4	26	0	8	0	0	0

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

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

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Intersection #20 Grand Central Parkway/Access

****

Cycle (sec):	140	Critical Vol./Cap.(X):	0.250
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	26.8
Optimal Cycle:	140	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	0	1 0	2 0	0	1 0
Volume Module:												
Base Vol:	0	380	0	0	242	0	0	10	0	0	10	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	441	0	0	281	0	0	12	0	0	12	0
Added Vol:	49	0	47	98	0	64	54	0	39	38	0	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	441	47	98	281	64	54	12	39	38	12	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	54	489	52	109	312	71	60	13	43	42	13	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	489	52	109	312	71	60	13	43	42	13	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	489	52	109	312	71	60	13	43	42	13	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.87	0.87	0.90	0.85	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	0.23	0.77	2.00	0.13	0.87
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	377	1269	3432	205	1413
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.03	0.03	0.09	0.04	0.02	0.03	0.03	0.01	0.06	0.06
Crit Moves:		****			****			****			****	
Green/Cycle:	0.10	0.55	0.55	0.13	0.58	0.58	0.07	0.24	0.24	0.08	0.25	0.25
Volume/Cap:	0.15	0.25	0.06	0.25	0.15	0.08	0.25	0.14	0.14	0.14	0.25	0.25
Uniform Del:	57.2	16.3	14.5	55.1	13.8	13.2	61.6	42.3	42.3	59.3	41.9	41.9
IncremntDel:	0.2	0.1	0.0	0.3	0.0	0.0	0.6	0.2	0.2	0.2	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:	57.4	16.3	14.5	55.4	13.9	13.2	62.2	42.5	42.5	59.6	42.2	42.2
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:	57.4	16.3	14.5	55.4	13.9	13.2	62.2	42.5	42.5	59.6	42.2	42.2
LOS by Move:	E	B	B	E	B	B	E	D	D	E	D	D
HCM2kAvgQ:	1	6	1	2	3	1	1	2	2	1	3	3

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

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

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Intersection #20 Grand Central Parkway/Access

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Cycle (sec): 140 | Critical Vol./Cap.(X): 0.426
Loss Time (sec): 0 (Y+R=6.0 sec) | Average Delay (sec/veh): 27.5
Optimal Cycle: 140 | Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Protected			Protected			Protected						Protected					
Rights:	Include			Include			Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0				0	0	0			
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 0	1 0				2	0 0	1 0			
Volume Module:																		
Base Vol:	0	664	0	0	408	0	0	20	0				0	20	0			
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16				1.16	1.16	1.16			
Initial Bse:	0	770	0	0	473	0	0	23	0				0	23	0			
Added Vol:	66	0	64	133	0	87	94	0	68				66	0	139			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	66	770	64	133	473	87	94	23	68				66	23	139			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90			
PHF Volume:	73	855	71	148	526	97	104	26	76				73	26	154			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	73	855	71	148	526	97	104	26	76				73	26	154			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	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.:	73	855	71	148	526	97	104	26	76				73	26	154			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.87	0.87				0.90	0.85	0.85			
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	0.25	0.75				2.00	0.14	0.86			
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	420	1233				3432	232	1390			
Capacity Analysis Module:																		
Vol/Sat:	0.02	0.24	0.04	0.04	0.15	0.06	0.03	0.06	0.06				0.02	0.11	0.11			
Crit Moves:		****			****			****						****				
Green/Cycle:	0.08	0.57	0.57	0.10	0.58	0.58	0.07	0.25	0.25				0.09	0.26	0.26			
Volume/Cap:	0.25	0.43	0.08	0.43	0.25	0.10	0.43	0.25	0.25				0.25	0.43	0.43			
Uniform Del:	60.0	17.3	13.7	59.1	14.2	12.9	62.3	42.4	42.4				59.8	43.1	43.1			
IncremntDel:	0.5	0.1	0.0	0.8	0.1	0.1	1.2	0.3	0.3				0.4	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:	60.5	17.5	13.8	60.0	14.3	13.0	63.5	42.7	42.7				60.2	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:	60.5	17.5	13.8	60.0	14.3	13.0	63.5	42.7	42.7				60.2	43.7	43.7			
LOS by Move:	E	B	B	E	B	B	E	D	D				E	D	D			
HCM2kAvgQ:	2	11	1	3	6	2	3	3	3				2	7	7			

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to K-H, LAS VEGAS

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

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Intersection #20 Grand Central Parkway/Access

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Cycle (sec):	140	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.6
Optimal Cycle:	140	Level Of Service:	D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 0	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	0	380	0	0	242	0	0	10	0	0	10	0
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	0	454	0	0	289	0	0	12	0	0	12	0
Added Vol:	90	0	87	180	0	118	102	0	74	71	0	151
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	454	87	180	289	118	102	12	74	71	12	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	100	504	97	200	321	131	113	13	82	79	13	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	504	97	200	321	131	113	13	82	79	13	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	100	504	97	200	321	131	113	13	82	79	13	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.85	0.85	0.90	0.84	0.84
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	0.14	0.86	2.00	0.07	0.93
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	225	1396	3432	117	1486
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.06	0.06	0.09	0.08	0.03	0.06	0.06	0.02	0.11	0.11
Crit Moves:		****			****			****			****	
Green/Cycle:	0.14	0.41	0.41	0.17	0.44	0.44	0.10	0.30	0.30	0.12	0.33	0.33
Volume/Cap:	0.21	0.35	0.15	0.35	0.21	0.19	0.35	0.19	0.19	0.19	0.35	0.35
Uniform Del:	53.2	28.3	25.9	51.4	24.3	24.1	59.3	36.2	36.2	55.7	35.9	35.9
IncremntDel:	0.2	0.1	0.1	0.4	0.1	0.1	0.6	0.2	0.2	0.2	0.4	0.4
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:	53.4	28.5	26.0	51.8	24.4	24.2	59.9	36.4	36.4	55.9	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	28.5	26.0	51.8	24.4	24.2	59.9	36.4	36.4	55.9	36.3	36.3
LOS by Move:	D	C	C	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	2	8	3	4	4	3	3	3	3	2	6	6

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

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

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Intersection #20 Grand Central Parkway/Access

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Cycle (sec):	140	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	38.3
Optimal Cycle:	140	Level Of Service:	D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	0 1	0	2 0	0 1	0
Volume Module:												
Base Vol:	0	664	0	0	408	0	0	20	0	0	20	0
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	0	793	0	0	487	0	0	24	0	0	24	0
Added Vol:	130	0	126	260	0	171	181	0	131	126	0	267
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	793	126	260	487	171	181	24	131	126	24	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	144	881	140	289	541	190	201	27	146	140	27	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	881	140	289	541	190	201	27	146	140	27	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	144	881	140	289	541	190	201	27	146	140	27	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.86	0.86	0.90	0.84	0.84
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	0.15	0.85	2.00	0.08	0.92
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	251	1375	3432	132	1473
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.09	0.08	0.15	0.12	0.06	0.11	0.11	0.04	0.20	0.20
Crit Moves:		****			****			****			****	
Green/Cycle:	0.12	0.42	0.42	0.14	0.44	0.44	0.10	0.32	0.32	0.12	0.34	0.34
Volume/Cap:	0.35	0.59	0.21	0.59	0.35	0.27	0.59	0.33	0.33	0.33	0.59	0.59
Uniform Del:	56.4	31.4	25.9	56.3	25.9	24.9	60.4	36.6	36.6	56.3	38.2	38.2
IncremntDel:	0.5	0.6	0.2	2.0	0.1	0.2	2.8	0.4	0.4	0.5	1.8	1.8
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:	56.9	32.0	26.0	58.2	26.0	25.1	63.2	37.0	37.0	56.7	40.0	40.0
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:	56.9	32.0	26.0	58.2	26.0	25.1	63.2	37.0	37.0	56.7	40.0	40.0
LOS by Move:	E	C	C	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	3	15	4	7	8	5	5	6	6	3	12	12

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

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

Intersection #20 Grand Central Parkway/Access

Cycle (sec):	140	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	35.2
Optimal Cycle:	140	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	0 1	0	2 0	0 1	0
Volume Module:												
Base Vol:	0	380	0	0	242	0	0	10	0	0	10	0
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	0	481	0	0	307	0	0	13	0	0	13	0
Added Vol:	98	0	94	195	0	128	102	0	74	71	0	150
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	481	94	195	307	128	102	13	74	71	13	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	109	535	104	217	341	142	113	14	82	79	14	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	535	104	217	341	142	113	14	82	79	14	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
Final Vol.:	109	535	104	217	341	142	113	14	82	79	14	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.85	0.85	0.90	0.84	0.84
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	0.15	0.85	2.00	0.08	0.92
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	237	1386	3432	125	1480
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.07	0.06	0.10	0.09	0.03	0.06	0.06	0.02	0.11	0.11
Crit Moves:		****			****			****			****	
Green/Cycle:	0.15	0.42	0.42	0.18	0.45	0.45	0.09	0.29	0.29	0.11	0.31	0.31
Volume/Cap:	0.21	0.36	0.16	0.36	0.21	0.20	0.36	0.20	0.20	0.20	0.36	0.36
Uniform Del:	52.5	27.7	25.2	50.8	23.6	23.4	59.7	37.3	37.3	56.4	37.2	37.2
IncremntDel:	0.2	0.1	0.1	0.4	0.1	0.1	0.7	0.2	0.2	0.3	0.4	0.4
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:	52.7	27.9	25.3	51.2	23.7	23.6	60.4	37.6	37.6	56.6	37.7	37.7
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:	52.7	27.9	25.3	51.2	23.7	23.6	60.4	37.6	37.6	56.6	37.7	37.7
LOS by Move:	D	C	C	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	2	8	3	4	5	4	3	3	3	2	6	6

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

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

Intersection #20 Grand Central Parkway/Access

Cycle (sec):	140	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	40.1
Optimal Cycle:	140	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 0	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	0	664	0	0	408	0	0	20	0	0	20	0
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	0	841	0	0	517	0	0	25	0	0	25	0
Added Vol:	143	0	138	287	0	188	206	0	149	144	0	304
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	841	138	287	517	188	206	25	149	144	25	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	159	935	153	319	574	209	229	28	166	160	28	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	935	153	319	574	209	229	28	166	160	28	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.:	159	935	153	319	574	209	229	28	166	160	28	338
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.85	0.85	0.90	0.84	0.84
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	0.15	0.85	2.00	0.08	0.92
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	236	1388	3432	123	1482
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.10	0.09	0.16	0.13	0.07	0.12	0.12	0.05	0.23	0.23
Crit Moves:		****			****			****				****
Green/Cycle:	0.12	0.41	0.41	0.14	0.43	0.43	0.10	0.33	0.33	0.13	0.35	0.35
Volume/Cap:	0.38	0.65	0.24	0.65	0.38	0.31	0.65	0.37	0.37	0.37	0.65	0.65
Uniform Del:	56.6	33.6	27.4	56.7	27.5	26.5	60.4	36.2	36.2	56.0	38.3	38.3
IncremntDel:	0.6	1.1	0.2	3.1	0.2	0.3	4.3	0.4	0.4	0.5	2.7	2.7
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:	57.2	34.7	27.6	59.9	27.7	26.8	64.8	36.6	36.6	56.5	41.1	41.1
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:	57.2	34.7	27.6	59.9	27.7	26.8	64.8	36.6	36.6	56.5	41.1	41.1
LOS by Move:	E	C	C	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	4	17	4	8	9	6	6	6	6	3	14	14

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

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

Intersection #20 Grand Central Parkway/Access

Cycle (sec):	140	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	39.5
Optimal Cycle:	140	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	0 1	0	2 0	0 1	0
Volume Module:												
Base Vol:	0	380	0	0	242	0	0	10	0	0	10	0
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	0	511	0	0	325	0	0	13	0	0	13	0
Added Vol:	139	0	134	277	0	182	149	0	108	105	0	221
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	511	134	277	325	182	149	13	108	105	13	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	154	567	149	308	361	202	166	15	120	117	15	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	567	149	308	361	202	166	15	120	117	15	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	154	567	149	308	361	202	166	15	120	117	15	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.85	0.85	0.90	0.84	0.84
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	0.11	0.89	2.00	0.06	0.94
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	179	1436	3432	92	1508
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.09	0.09	0.10	0.13	0.05	0.08	0.08	0.03	0.16	0.16
Crit Moves:		****			****			****				****
Green/Cycle:	0.14	0.35	0.35	0.19	0.40	0.40	0.10	0.33	0.33	0.13	0.35	0.35
Volume/Cap:	0.32	0.46	0.27	0.46	0.25	0.32	0.46	0.26	0.26	0.26	0.46	0.46
Uniform Del:	54.1	35.5	32.9	49.9	28.0	28.8	59.0	34.8	34.8	54.6	35.0	35.0
IncremntDel:	0.4	0.3	0.3	0.5	0.1	0.3	0.9	0.3	0.3	0.3	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:	54.4	35.7	33.1	50.4	28.1	29.1	59.9	35.0	35.0	54.9	35.6	35.6
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:	54.4	35.7	33.1	50.4	28.1	29.1	59.9	35.0	35.0	54.9	35.6	35.6
LOS by Move:	D	D	C	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	3	10	5	6	5	6	4	4	4	2	9	9

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

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

Intersection #20 Grand Central Parkway/Access

Cycle (sec):	140	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	0 (Y+R=6.0 sec)	Average Delay (sec/veh):	48.0
Optimal Cycle:	140	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	0 1	0	2 0	0 1	0
Volume Module:												
Base Vol:	0	664	0	0	408	0	0	20	0	0	20	0
Growth Adj:	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Initial Bse:	0	892	0	0	548	0	0	27	0	0	27	0
Added Vol:	203	0	196	406	0	267	289	0	210	203	0	427
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	892	196	406	548	267	289	27	210	203	27	427
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	226	991	218	451	609	297	321	30	233	226	30	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	991	218	451	609	297	321	30	233	226	30	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	226	991	218	451	609	297	321	30	233	226	30	474
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.85	0.85	0.90	0.84	0.84
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	0.11	0.89	2.00	0.06	0.94
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	183	1431	3432	95	1505
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.14	0.13	0.17	0.19	0.09	0.16	0.16	0.07	0.32	0.32
Crit Moves:		****			****			****			****	
Green/Cycle:	0.13	0.34	0.34	0.16	0.37	0.37	0.11	0.36	0.36	0.14	0.38	0.38
Volume/Cap:	0.50	0.82	0.40	0.82	0.46	0.50	0.82	0.46	0.46	0.46	0.82	0.82
Uniform Del:	56.7	42.2	35.2	56.8	33.4	34.0	60.6	34.8	34.8	55.0	38.8	38.8
IncremntDel:	0.9	4.6	0.5	9.5	0.3	0.7	12.9	0.6	0.6	0.7	8.6	8.6
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:	57.6	46.8	35.7	66.4	33.7	34.7	73.5	35.4	35.4	55.7	47.4	47.4
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:	57.6	46.8	35.7	66.4	33.7	34.7	73.5	35.4	35.4	55.7	47.4	47.4
LOS by Move:	E	D	D	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	5	22	7	12	10	10	9	9	9	5	21	21

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

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APPENDIX F

Left Turn Storage Calculations

Kimley-Horn
and Associates, Inc.

STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Charleston Blvd/Grand Central Pkwy

1

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V =	vehicles per hour	(Shown on table)
C =	140	seconds
z=	1.645	
N=	V (C/3600)	

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		2		2		2		1	
Available Storage (ft/lane)		300'		140'/Shared		175'		100'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	199	424	165	236	369	769	19	20
	Storage (ft/lane)	154	290	133	178	258	487	54	56
Phase A, B, & C	Vehicles per Hour	263	542	172	247	408	792	23	26
	Storage (ft/lane)	194	358	137	184	281	500	62	67
Phase A, B, C, & D	Vehicles per Hour	271	593	183	262	433	840	23	27
	Storage (ft/lane)	199	388	144	193	295	526	62	69
Phase A, B, C, D, & E	Vehicles per Hour	340	718	196	281	460	891	27	32
	Storage (ft/lane)	241	458	153	205	311	555	69	77

Kimley-Horn
and Associates, Inc.

STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Charleston Blvd/Commerce St

2

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		2							
Available Storage (ft/lane)		Continuous							
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	54	93						
	Storage (ft/lane)	57	85						
Phase A, B, & C	Vehicles per Hour	102	180						
	Storage (ft/lane)	91	142						
Phase A, B, C, & D	Vehicles per Hour	101	205						
	Storage (ft/lane)	90	158						
Phase A, B, C, D, & E	Vehicles per Hour	149	288						
	Storage (ft/lane)	122	209						

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Kimley-Horn
and Associates, Inc.

STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Charleston Blvd/Main St
3

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1		1		1		1	
Available Storage (ft/lane)		TWLTL		75'		300'		125'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	53	101	64	87	261	261	194	209
	Storage (ft/lane)	111	180	128	161	385	385	302	321
Phase A, B, & C	Vehicles per Hour	82	154	66	90	277	283	245	285
	Storage (ft/lane)	154	251	131	165	405	412	366	414
Phase A, B, C, & D	Vehicles per Hour	83	171	70	95	293	303	262	308
	Storage (ft/lane)	155	273	136	172	424	436	386	442
Phase A, B, C, D, & E	Vehicles per Hour	113	224	74	101	318	334	317	385
	Storage (ft/lane)	197	340	142	180	454	473	453	534

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Kimley-Horn
and Associates, Inc.

STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Charleston Blvd/Casino Center Blvd
4

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1		1		1		1	
Available Storage (ft/lane)		75'		Shared		75'		150'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	6	10	14	34	102	47	22	31
	Storage (ft/lane)	26	36	44	81	182	102	60	76
Phase A, B, & C	Vehicles per Hour	6	11	14	35	110	56	23	32
	Storage (ft/lane)	26	38	44	83	193	116	62	77
Phase A, B, C, & D	Vehicles per Hour	6	11	15	37	116	62	24	34
	Storage (ft/lane)	26	38	46	86	201	125	64	81
Phase A, B, C, D, & E	Vehicles per Hour	7	12	16	39	127	72	26	36
	Storage (ft/lane)	29	40	48	89	215	139	67	84

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Kimley-Horn
and Associates, Inc.

STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Charleston Blvd/4th St

5

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1				1			
Available Storage (ft/lane)		150'				75'			
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	52	117			278	117		
	Storage (ft/lane)	110	202			406	202		
Phase A, B, & C	Vehicles per Hour	54	121			287	122		
	Storage (ft/lane)	113	207			417	209		
Phase A, B, C, & D	Vehicles per Hour	57	128			304	130		
	Storage (ft/lane)	117	217			437	219		
Phase A, B, C, D, & E	Vehicles per Hour	60	136			324	140		
	Storage (ft/lane)	122	227			461	233		

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Kimley-Horn
and Associates, Inc.

STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Charleston Blvd/Las Vegas Blvd
6

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1		1		1		1	
Available Storage (ft/lane)		275'		200'		200'		275'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	107	121	71	130	169	134	196	163
	Storage (ft/lane)	188	207	138	219	270	225	305	263
Phase A, B, & C	Vehicles per Hour	110	124	73	134	180	149	202	168
	Storage (ft/lane)	193	211	141	225	284	244	312	269
Phase A, B, C, & D	Vehicles per Hour	117	132	77	142	190	160	214	179
	Storage (ft/lane)	202	222	147	235	297	259	327	283
Phase A, B, C, D, & E	Vehicles per Hour	124	140	82	151	207	179	227	189
	Storage (ft/lane)	211	233	154	247	318	283	343	296

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Colorado Ave/Main St
7

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1		1		1		1	
Available Storage (ft/lane)		TWLTL		TWLTL		Continuous		Shared	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	53	62	5	5	51	88	6	9
	Storage (ft/lane)	111	125	23	23	108	162	26	34
Phase A, B, & C	Vehicles per Hour	91	121	5	5	96	170	6	10
	Storage (ft/lane)	166	207	23	23	173	272	26	36
Phase A, B, C, & D	Vehicles per Hour	99	134	5	5	96	194	6	10
	Storage (ft/lane)	177	225	23	23	173	302	26	36
Phase A, B, C, D, & E	Vehicles per Hour	137	190	5	5	141	272	7	11
	Storage (ft/lane)	229	297	23	23	234	399	29	38

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UNSIGNALIZED LEFT-TURN BAY STORAGE LENGTH

(Clark County, Las Vegas, North Las Vegas)

Location: Colorado Ave/4th St

8

Equation = [(number of vehicles/60 minutes)*3 minutes]*25 feet per vehicle

N= Number of vehicles

N= Vehicles per Hour

Storage Length =((Vehicles per hour/60)*3)*25

Movement		NBL		SBL		EBL		WBL	
Available Storage (ft/lane)		60'				Continuous			
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	10	26			21	50		
	Storage (ft/lane)	13	33			26	63		
Phase A, B, & C	Vehicles per Hour	11	26			33	71		
	Storage (ft/lane)	14	33			41	89		
Phase A, B, C, & D	Vehicles per Hour	11	28			34	80		
	Storage (ft/lane)	14	35			43	100		
Phase A, B, C, D, & E	Vehicles per Hour	12	30			46	103		
	Storage (ft/lane)	15	38			58	129		

Kimley-Horn
and Associates, Inc.

STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Oakey Blvd/Western Ave
9

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1		1		1		1	
Available Storage (ft/lane)		175' to TWLTL		125'		50'		125' to TWLTL	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	72	351	136	78	49	67	168	88
	Storage (ft/lane)	139	494	227	148	105	132	269	162
Phase A, B, & C	Vehicles per Hour	74	362	140	80	60	84	173	91
	Storage (ft/lane)	142	507	233	151	122	156	275	166
Phase A, B, C, & D	Vehicles per Hour	79	384	148	85	65	90	184	96
	Storage (ft/lane)	149	533	243	158	129	165	289	173
Phase A, B, C, D, & E	Vehicles per Hour	83	407	157	90	76	107	195	102
	Storage (ft/lane)	155	560	255	165	145	188	303	182

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Wyoming Ave/Industrial Rd
10

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		2		1		1		2	
Available Storage (ft/lane)		hared/100' to TWLT		Continuous		75'		300'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	169	650	4	7	10	13	437	353
	Storage (ft/lane)	135	420	21	29	36	42	298	248
Phase A, B, & C	Vehicles per Hour	174	670	7	13	18	26	489	432
	Storage (ft/lane)	139	431	29	42	52	67	328	295
Phase A, B, C, & D	Vehicles per Hour	185	711	7	15	20	29	513	470
	Storage (ft/lane)	146	454	29	46	56	72	342	317
Phase A, B, C, D, & E	Vehicles per Hour	196	754	11	21	28	41	579	557
	Storage (ft/lane)	153	478	38	58	71	92	380	367

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Wyoming Ave/Main St - Grand Central
11

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		2		2		2		2	
Available Storage (ft/lane)		325'		300'		225'		200'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	389	252	28	30	225	563	196	204
	Storage (ft/lane)	270	187	36	37	171	370	153	158
Phase A, B, & C	Vehicles per Hour	422	295	29	31	256	617	230	261
	Storage (ft/lane)	289	214	36	38	190	401	174	193
Phase A, B, C, & D	Vehicles per Hour	449	315	30	33	273	657	240	285
	Storage (ft/lane)	305	226	37	40	200	424	180	207
Phase A, B, C, D, & E	Vehicles per Hour	497	364	32	35	310	728	279	346
	Storage (ft/lane)	332	255	39	42	223	464	204	244

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location St. Louis Ave/Main St/Las Vegas Blvd

12

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		2		2				1	
Available Storage (ft/lane)		175'		175'				125'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	185	378	141	159			50	114
	Storage (ft/lane)	146	263	117	129			106	198
Phase A, B, & C	Vehicles per Hour	258	494	146	164			51	117
	Storage (ft/lane)	191	331	120	132			108	202
Phase A, B, C, & D	Vehicles per Hour	277	534	155	174			54	124
	Storage (ft/lane)	203	354	126	139			113	211
Phase A, B, C, D, & E	Vehicles per Hour	354	653	164	184			58	132
	Storage (ft/lane)	249	422	132	145			119	222

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location St. Louis Ave/Weldon Place/Paradise Rd
13

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		2				1		1	
Available Storage (ft/lane)		Shared/Continuous				Shared		Shared	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	464	902			7	8	59	56
	Storage (ft/lane)	313	561			29	31	120	116
Phase A, B, & C	Vehicles per Hour	520	995			7	8	61	57
	Storage (ft/lane)	346	612			29	31	123	117
Phase A, B, C, & D	Vehicles per Hour	554	1061			8	9	65	61
	Storage (ft/lane)	365	648			31	34	129	123
Phase A, B, C, D, & E	Vehicles per Hour	625	1181			8	9	69	65
	Storage (ft/lane)	406	714			31	34	135	129

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Northbridge Ln/Industrial Rd
14

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes				1				1	
Available Storage (ft/lane)				Shared/125'				Continuous	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour			100	161			404	269
	Storage (ft/lane)			179	260			556	395
Phase A, B, & C	Vehicles per Hour			163	273			418	281
	Storage (ft/lane)			263	400			573	410
Phase A, B, C, & D	Vehicles per Hour			164	308			443	299
	Storage (ft/lane)			264	442			602	431
Phase A, B, C, D, & E	Vehicles per Hour			227	417			472	320
	Storage (ft/lane)			343	572			636	457

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Southbridge Ln/Industrial Rd
15

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes				1				2	
Available Storage (ft/lane)				Shared				Continuous	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour			19	29			327	231
	Storage (ft/lane)			54	72			233	174
Phase A, B, & C	Vehicles per Hour			22	34			337	238
	Storage (ft/lane)			60	81			239	179
Phase A, B, C, & D	Vehicles per Hour			23	37			357	252
	Storage (ft/lane)			62	86			251	187
Phase A, B, C, D, & E	Vehicles per Hour			26	42			379	267
	Storage (ft/lane)			67	94			264	197

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Sahara Ave/Las Vegas Blvd
16

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		2		2		2		1	
Available Storage (ft/lane)		650'		275'		400'		375'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	293	716	190	336	301	350	169	152
	Storage (ft/lane)	212	457	149	238	217	247	270	248
Phase A, B, & C	Vehicles per Hour	302	738	205	362	341	408	174	156
	Storage (ft/lane)	218	469	158	254	241	281	277	253
Phase A, B, C, & D	Vehicles per Hour	321	783	216	387	364	437	185	166
	Storage (ft/lane)	229	495	165	268	255	298	291	266
Phase A, B, C, D, & E	Vehicles per Hour	340	831	237	424	412	503	196	176
	Storage (ft/lane)	241	521	178	290	283	336	305	279

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Sahara Ave/Paradise Rd
17

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		2		2		1		2	
Available Storage (ft/lane)		550'		175' to TWLTL		200'		350'	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	359	828	232	297	57	61	254	190
	Storage (ft/lane)	252	520	175	215	117	123	189	149
Phase A, B, & C	Vehicles per Hour	373	858	252	330	62	68	262	196
	Storage (ft/lane)	260	536	187	235	125	133	193	153
Phase A, B, C, & D	Vehicles per Hour	396	911	265	355	67	72	277	208
	Storage (ft/lane)	274	566	195	249	132	139	203	160
Phase A, B, C, D, & E	Vehicles per Hour	422	970	293	397	72	80	294	220
	Storage (ft/lane)	289	598	212	274	139	151	213	168

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Wyoming Ave/Fairfield Ave
18

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		1		1		1		1	
Available Storage (ft/lane)		Shared		Continuous		Continuous		Continuous	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	29	29	18	32	33	44	29	29
	Storage (ft/lane)	72	72	52	77	79	97	72	72
Phase A, B, & C	Vehicles per Hour	30	30	35	62	60	87	30	30
	Storage (ft/lane)	74	74	83	125	122	161	74	74
Phase A, B, C, & D	Vehicles per Hour	32	32	35	71	65	96	32	32
	Storage (ft/lane)	77	77	83	138	129	173	77	77
Phase A, B, C, D, & E	Vehicles per Hour	34	34	51	99	92	135	34	34
	Storage (ft/lane)	81	81	108	177	168	226	81	81

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Western Ave/Grand Central Pkwy
19

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		2		2		2			
Available Storage (ft/lane)		275'		275'		Shared/275'			
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	97	60			173	498		
	Storage (ft/lane)	88	61			138	333		
Phase A, B, & C	Vehicles per Hour	108	76			178	513		
	Storage (ft/lane)	95	73			141	342		
Phase A, B, C, & D	Vehicles per Hour	113	83			189	545		
	Storage (ft/lane)	99	78			148	360		
Phase A, B, C, D, & E	Vehicles per Hour	127	100			200	578		
	Storage (ft/lane)	108	90			155	379		

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STORAGE BAY LENGTH WORKSHEET

Poisson Method

Location Pulse/Grand Central Pkwy
20

Storage = [(veh/interval) + z(sqrt(veh/interval))] x 25 ft/veh

N = (veh/interval)
N = [(V) x (C/3600)]

Where:

z=1.282 for 90% confidence level
z=1.645 for 95% confidence level

Where:

V = vehicles per hour
C = cycle length in seconds (140 seconds)
25 ft/veh = Average Length of Vehicle

V = vehicles per hour (Shown on table)
C = 140 seconds
z= 1.645
N= V (C/3600)

S = Desirable Storage = {N + (z x [sqrt N])} x 25 ft/veh

Movement		NBL		SBL		EBL		WBL	
Number of Lanes		2		2		2		2	
Available Storage (ft/lane)		325'		325'		Continuous		Continuous	
Time Period		AM	PM	AM	PM	AM	PM	AM	PM
Phase A & B	Vehicles per Hour	49	66	98	133	54	94	38	66
	Storage (ft/lane)	53	66	88	112	57	86	44	66
Phase A, B, & C	Vehicles per Hour	90	130	180	260	102	181	71	126
	Storage (ft/lane)	83	110	142	192	91	143	69	107
Phase A, B, C, & D	Vehicles per Hour	98	143	195	287	102	206	71	144
	Storage (ft/lane)	88	119	152	209	91	159	69	119
Phase A, B, C, D, & E	Vehicles per Hour	139	203	277	406	149	289	105	203
	Storage (ft/lane)	116	157	203	280	122	210	93	157

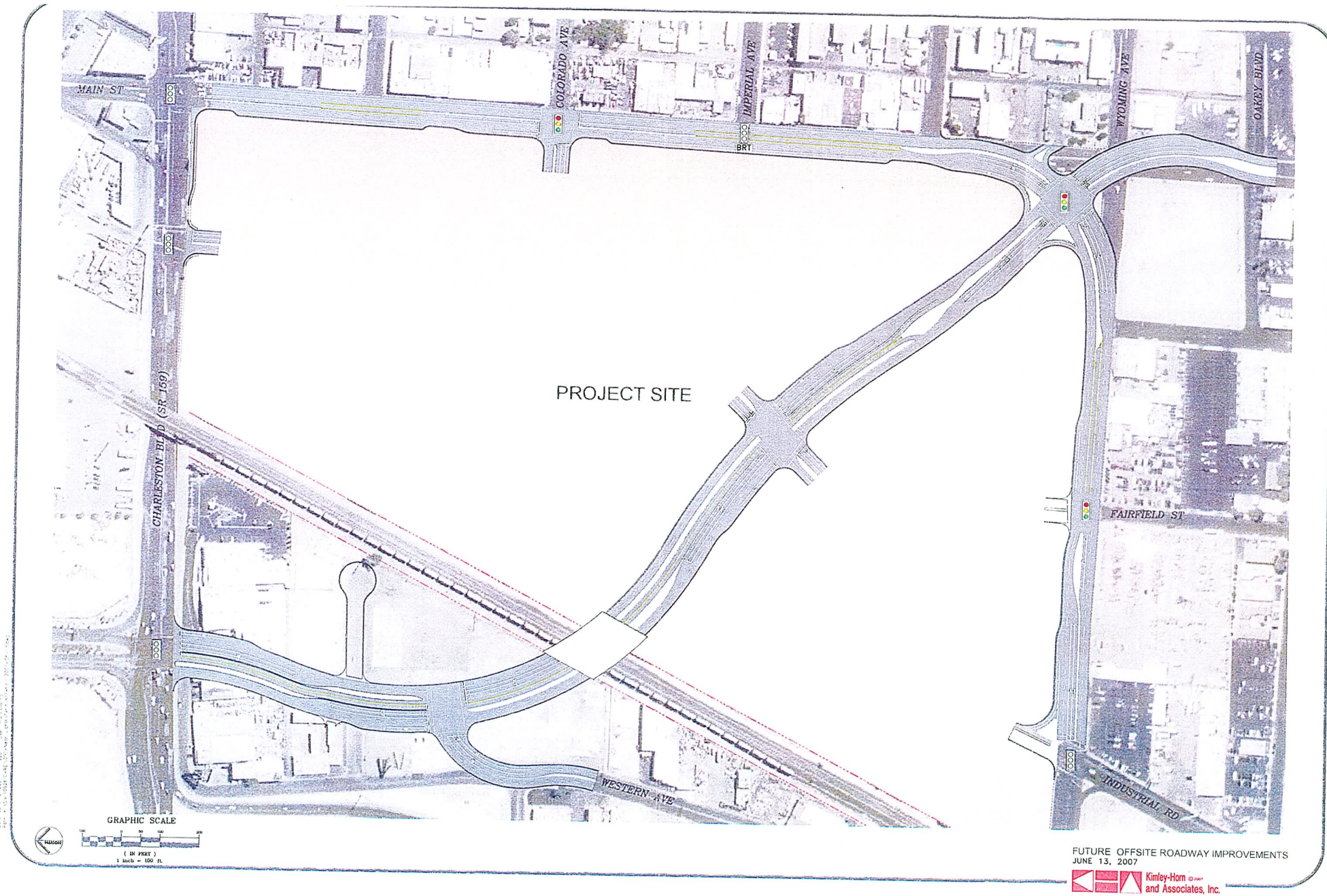
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APPENDIX G

Roadway Site Plan

City Council Meeting of June 20, 2007

OVERSIZED MAP/ DIAGRAM SUBMITTED AS BACKUP FOR ITEMS 149-157 – FILED WITHIN MINUTE BINDER



FUTURE OFFSITE ROADWAY IMPROVEMENTS
JUNE 13, 2007

Kimley-Horn © 2007
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Shared Parking Analysis

Pulse

Prepared for:
Real Estate Interests Group, Inc.

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Kimley-Horn
and Associates, Inc.

Submitted at City Council
Date 6/20/07 Item 149-157

SHARED PARKING ANALYSIS

FOR

PULSE

Prepared for:

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Appendix C - Seasonal Variation Calculations for Hotel
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1.0 EXECUTIVE SUMMARY

The purpose of this shared parking analysis is to evaluate and provide justification for entitlement purposes of the current number of parking spaces recommended to satisfy the parking demands of the Pulse development. Parking observations of multiple-use developments have indicated that combinations of land uses have a lower parking demand than the same land uses in freestanding locations. This shared parking phenomenon among multiple-use developments is not a new concept. It has long been observed in central business districts, suburban communities, and other areas where land uses are combined. The Urban Land Institute (ULI) has developed procedures for evaluating and analyzing the parking demands of mixed-use developments. The ULI shared use parking analysis procedures are outlined in "Shared Parking", ULI, 2005. The ULI council recognized that if in fact shared parking is a widespread phenomenon, then most of the existing zoning regulations based on single-use parking demand would be inappropriate for mixed-use or multi-use developments and would therefore result in excessive parking requirements for such projects. In other words, community code parking requirements may overstate the actual number of parking spaces required to satisfy peak parking demands when parking requirements are accumulated on an individual land use basis. Realistically, the accumulated peak parking demands for individual land uses in mixed land use developments can occur at different times. It usually occurs by hour of day but it is also significant by day of week or season. Although shared parking has been analyzed for many multi-use developments for many years; a shared parking analysis for the hotel/casino industry has only been recognized and accepted within the last few years. The ULI evaluation procedures have been easily adapted and applied to hotel resort and casino resort developments.

The proposed Pulse redevelopment is located on approximately 70 acres within the City of Las Vegas, Nevada. The proposed project site is generally located south of Charleston Boulevard (SR-159), west of Main Street, north of Wyoming Avenue, and east of the Union Pacific Railroad Tracks. A list of APNs is located in **Appendix A**. Build out of the Pulse development is anticipated to be comprised of the following land uses:

- 6,000 Hotel Rooms

- 1,500 Condominium Units
- 1,600 Resort Condominium - Timeshare Units
- 300,000 SF Gaming Floor Area
- 22,000 Seat Arena
- 785,000 SF Retail
    - 85,000 SF Night Club
    - 120,000 SF Restaurant
    - 580,000 Shopping
- 450,000 SF Office/BOH
- 3,850,000 SF Convention Facilities
    - 350,000 SF Meeting Rooms-Banquet Hall with 60 Employees
    - 3,500,000 SF Sports Mart

This shared parking report has been prepared to support the zoning application for the Pulse development, to be submitted on April 10, 2007.

2.0 SHARED PARKING ANALYSIS

A shared use parking analysis was performed for the proposed development to determine the anticipated full build out parking space demands of the Pulse facilities. Based on discussions with the City of Las Vegas, parking recommendations for within the Centennial Plan for hotel rooms, multifamily residential, timeshare, gaming establishments, commercial (night clubs, retail, and restaurant), arenas, office/BOH, and convention were used to compute individual land use. These parking recommendations were applied as appropriate per the meeting held at the City of Las Vegas on April 9, 2007. This study evaluated the shared parking concept demands for the multi-use facilities of the proposed facilities. Shared parking is defined as a parking space that can be used to serve two or more individual land uses without conflict or encroachment. The opportunity to implement shared parking is the result of two conditions:

- Variations in the peak accumulation of parked vehicles as the result of different activity patterns of multi-use developments (by hour, by day, by season) and

- Relationships among land use activities that result in peoples' attraction to two or more land uses on a single auto trip to a given development.

Shared parking demands have been found to exist in mixed-use developments that exhibit the following characteristics:

- Three (3) or more significant revenue-producing land uses

- Significant functional and physical integration of project components (including continuous pedestrian connections)

- A coherent development plan specifying project phasing, scheduling, land use densities and other characteristics.

All of the above characteristics are anticipated to exist in the captive market multi-use development of the Pulse development. The ULI Share Parking Study documents the impact of the shared parking phenomenon, which ULI refers to as the effects of the captive market. The ULI study notes that the effect of the captive market is a reduced demand for parking spaces per unit of land use as the result of land uses within walking distance of each other. These conditions allow individuals to patronize more than one destination on a single trip. The ULI study also recognizes that estimating the overall parking demand for a mixed-use/multiple-use development simply by adding the peak parking demand for individual land uses produces an estimate that is too high as compared to the actual parking demands. To account for this phenomenon, primary destination percentages were calculated to determine the percent of a land use's attraction to the external public.

In order to understand the results of the following shared parking analysis, it is necessary to understand the procedure used to develop the results. The procedure used in this study is outlined and described below:

2.1 Determination of Peak Parking Factors for Single Land Uses

The parking spaces required by code per individual land use were based on the size of each proposed usage within the development at full build out using the City of Las Vegas recommended individual land use recommendations for parking. The Pulse developments usages are listed in **Table 1** with the City of Las Vegas recommendations for individual land use for the Pulse development.

Table 1 - City of Las Vegas Required Parking

Development	Size/Quantity	City of Las Vegas Required Parking per Centennial Recommendations *	Parking Required
Hotel	6,000 Rooms	1:3 Guestrooms	2,000
Condo (assume all 2 bedroom units)	1,500 Units	1:Unit	1,500
Resort/Condo - Timeshare *	1,600 Units	1: Unit	1,600
Gaming	300,000 SF GFA	1:90 SF GFA	3,334
Arena	22,000 Seats	1:4 Seats	5,500
Retail	785,000 SF	3:1,000 SF of GFA	2,355
Office/BOH	450,000 SF	1:300 SF	1,500
Convention	3,850,000	1:1,000 SF	3,850
NON-SHARED TOTAL			**21,639**

** Per meeting with the City of Las Vegas on April 9, 2007.*

2.2 Relation of Individual Land Uses to Combined Development Uses

Once the base level parking demand was established, as determined in **Section 2.1** for each individual land use, the combined multi-use developments could be examined. This includes examining the percentage of vehicle parking demand per attraction as the primary destination. The hotel rooms, resort condos, and office are considered to be primary destination locations. The casino and arena have been estimated to have 75% of their demand from the outside public with the remainder of patrons from another primary destination purpose (i.e. staying at the hotel and gambling at the casino or staying at the hotel and going to an event at the arena). The retail, restaurant and night club land uses were estimated to have 65% of their demand from the outside public with the remainder from patrons who are already at the Pulse facilities for another primary destination purpose. An example of the sharing of uses is someone staying in a hotel room whose primary destination purpose is the room, but he/she may purchase something in the store and/or eat at a restaurant. The hotel meeting rooms/convention and Sports Mart were considered to have 50% of their demand be a primary destination. An example could be someone going to a convention then eating at one of the restaurants, or someone going to a convention and then eating at a restaurant.

2.3 Hourly Variation Considerations

This step produces an estimate of hourly parking accumulations for each land use during a typical weekday or weekend (Saturday). The ULI study was used as a reference to determine the hourly percentages for all land uses other than the residential condominiums and resort condominiums (as these land uses are not considered to be a shared land use). The parking demand represented in **Table 1** (**Section 2.1**), multiplied by percent of primary destination of land use (**Section 2.2**) produces an estimate of resulting peak parking demand. This value multiplied by each hourly percentage produces an estimate of resulting peak parking demand. This value multiplied by each hourly percentage produces an estimate of parking demand for every land use component by hour of day.

2.4 Estimate of Shared Parking

The hourly parking demand for each land use is accumulated to estimate an overall shared parking demand for the Pulse facilities. This step is simply the hour-by-hour addition of parking demand for each land use to estimate the aggregate accumulation. The method described above was used for weekday and weekend (Saturday) conditions to test for the controlling parking demand value.

2.5 Seasonal Variation Conditions

Seasonal variations for retail and restaurant uses are significant as reported in the ULI Shared Parking Study. These seasonal parking demands present another type of opportunity for shared parking. Just as differences in the hourly peaking characteristics have been observed to vary among different land uses, so too do the seasonal peaking characteristics. December has been found to be the peak month for retail sales and therefore the month of peak retail parking demand. The restaurant parking is more consistent than retail sales with the summer months having been found to have the higher demand. The 2005 Marketing Bulletin on Occupancy Trends of the Las Vegas Hotel Industry as presented by the Las Vegas Convention and Visitors Authority was used to determine seasonal variation in hotel parking demands. The values obtained from this study were rounded up to the closest 5% to obtain a conservative analysis. The hotel parking demands have been observed to vary from a high in the spring and summer

to the lowest demand occurring during the winter. Excerpts from the 2005 Marketing Bulletin are located in **Appendix B**. Seasonal variation calculations for the hotel are located in **Appendix C**.

The 2005 Marketing Bulletin on Occupancy Trends of the Las Vegas Casino Industry as presented by the Las Vegas Convention and Visitors Authority was used to determine seasonal variation in casino parking demands. The values obtained from this study were rounded up to the closest 5% to obtain a conservative analysis. The casino parking demands have been observed to be relatively steady during all seasons of the year. Excerpts from the 2005 Marketing Bulletin are located in **Appendix D**. Seasonal variation calculations for the casino parking are located in **Appendix E**.

3.0 RESULTS AND RECOMMENDATIONS

Following the procedure previously outlined and presented in the ULI Shared Parking Study, **Table F1 (weekday)** and **Table F2 (weekend)** were prepared for the specific land uses of the proposed Pulse developments. **Table F1** and **Table F2** are located in **Appendix F**. Upon examining spreadsheet results of **Table F1** and **Table F2,** the peak parking demand for the proposed multi-use facilities is expected to occur at 8:00 PM on a weekday in the month of March. At this peak demand period, a minimum of 13,814 parking spaces should be provided (1,500 spaces for residential condos, 1,600 spaces for resort condos/timeshares units, 803 spaces for office/back of house, 1,800 spaces for the hotel rooms, 2,376 spaces for the casino, 962 retail/commercial spaces, 4,125 spaces for the arena, and 648 spaces for convention facilities.) This equates to a parking reduction of approximately 36% from the non-shared City of Las Vegas recommended parking calculation of 21,639 spaces. The Pulse development site is anticipating to provide 14,500 parking spaces. Therefore, the proposed plan (anticipated to be submitted April 10, 2007) is expected to provide adequate parking for the proposed development within the Centennial Plan area of Downtown Las Vegas.

Table 2 – Shared Parking Recommendations

Development	Size/Quantity	City of Las Vegas Required Parking per Centennial Recommendations	Non-Shared Parking Required	Shared Parking Requirement *
Hotel	6,000 Rooms	1:3 Guestrooms	2,000	1,800
Condo (assume all 2 bedroom units)	1,500 Units	1:Unit	1,500	1,500
Resort/Condo – Timeshare *	1,600 Units	1: Unit	1,600	1,600
Gaming	300,000 SF GFA	1:90 SF GFA	3,334	2,376
Arena	22,000 Seats	1:4 Seats	5,500	4,125
Retail	785,000 SF	3:1,000 SF of GFA	2,355	962
Office/BOH	450,000 SF	1:300 SF	1,500	803
Convention	3,850,000	1:1,000 SF	3,850	648
TOTAL			**21,639**	**13,814**

** Peak is anticipated to occur at 8:00 PM on a Weekday in March.*

APPENDIX A

APN Listing

Kimley-Horn
and Associates, Inc.

Project Name: Neon Lights
Date: 3/19/2007
Created By: MED

APN	Acres
16203110108	0.3
16203110109	0.16
16203110110	0.08
16203105001	0.4
16203110107	0.32
16203110106	0.19
16203110105	0.3
16203110115	0.28
16203110114	0.17
16203110113	0.23
16203110112	0.17
16203110132	0.33
16203110102	0.16
16203110101	0.15
16203110100	0.08
16203110099	0.08
16203110098	0.16
16203110097	0.16
16203110096	0.12
16203110095	0.05
16203110122	0.18
16203110121	0.18
16203110120	0.37
16203110119	0.18
16203110118	0.18
16203110117	0.17
16203110116	0.19
16203110094	0.32
16203110093	0.17
16203110092	0.16
16203110091	0.17
16203110090	0.16
16203110089	0.34
16203110130	0.4
16203110128	0.11
16203110129	0.09
16203110127	0.18
16203110126	0.19
16203110125	0.19
16203110124	0.19
16203110123	0.19
16203210021	0.34
16203210020	0.16
16203210019	0.17

Kimley-Horn
and Associates, Inc.

Project Name: Neon Lights
Date: 3/19/2007
Created By: MED

APN	Acres
16203210018	0.16
16203210017	0.38
16203210016	0.12
16203210006	0.09
16203210005	0.11
16203210004	0.41
16203210003	0.21
16203210002	0.39
16203210001	0.4
16203210015	0.35
16203210014	0.48
16203210013	0.48
16203210011	0.24
16203210010	0.39
16203210009	0.22
16203210008	0.21
16203210007	0.66
16204608017	0.46
16204608016	0.35
16204608010	0.11
16204608004	0.92
16204608003	0.85
16204608009	0.39
16204608008	0.46
16204608015	0.53
16204608007	0.7
16204608002	1.08
16204608001	0.29
16204608005	0.37
16204608006	0.51
16204608014	0.15
16204608013	0.15
16204608012	0.19
16204608011	0.18
16204606005	1.53
16204606004	0.36
16204606003	1.38
16204606002	1.74
16204606001	1.73
16204607018	0.4
16204607014	0.12
16204607013	0.43
16204607012	0.18
16204607011	0.32

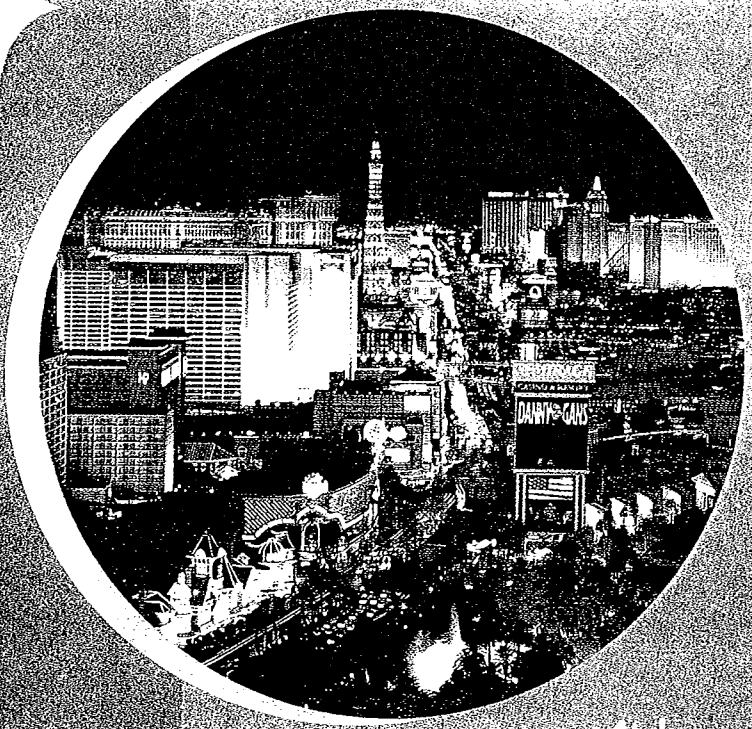
Kimley-Horn
and Associates, Inc.

Project Name: Neon Lights
Date: 3/19/2007
Created By: MED

APN	Acres
16204607010	0.32
16204607021	1.08
16204607017	0.31
16204607008	0.63
16204607007	0.74
16204607016	0.4
16204607015	0.23
16204607006	0.64
16204607019	0.59
16204607004	0.14
16204607002	0.13
16204607001	0.12
16204607003	0.99
16204507011	2.28
16204507010	2.5
16204507008	1.21
16204507002	0.5
16204507003	0.25
16204507004	0.49
16204507005	0.96
16204507003	6.36
16204506005	0.25
16204506007	3.48
16204506008	1.47

APPENDIX B

2005 Marketing Bulletin Hotel Occupancy Excerpts



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volume 35, 1 number 166

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LAS VEGAS MARKETING BULLETIN

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The staff of the Las Vegas Convention and Visitors Authority takes this opportunity to thank all of the people who have assisted us in compiling our marketing information and conducting our research projects. The LVCVA staff also welcomes any suggestions and/or editorial contributions.

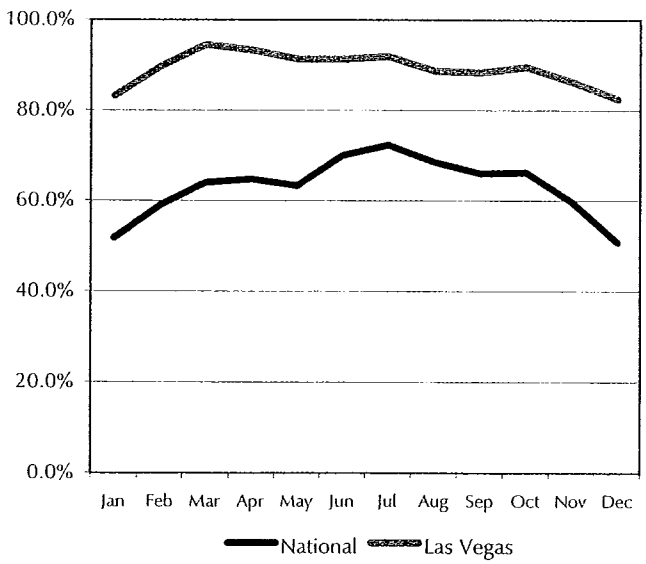
LAS VEGAS OCCUPANCY VS. NATIONAL AVERAGE

Comparing Las Vegas with national occupancy percentages demonstrates the strength of the Las Vegas market and economy. In order to construct a comprehensive analysis, a report published by the national firm of Smith Travel Research, "Lodging Review," was utilized for the comparative study.

Month	National Occupancy	Las Vegas Occupancy	Net Difference
Jan	51.8%	83.2%	31.4
Feb	59.0%	89.7%	30.7
Mar	64.0%	94.5%	30.5
Apr	64.7%	93.3%	28.6
May	63.3%	91.3%	28.0
Jun	70.0%	91.2%	21.2
Jul	72.3%	91.9%	19.6
Aug	68.5%	88.7%	20.2
S	66.0%	88.3%	22.3
Oct	66.2%	89.5%	23.3
Nov	59.8%	86.3%	26.5
Dec	50.8%	82.5%	31.7
Year-to-Date	63.1%	89.2%	26.1

SOURCES: Smith Travel Research; Las Vegas Convention and Visitors Authority

Las Vegas vs. National Occupancy



2005 CITYWIDE WEEKEND OCCUPANCY RANKING

Rank	Date	Citywide	Hotel	Motel
1	Mar 18-19	99.0%	99.0%	99.1%
2	Apr 22-23	99.0%	99.3%	97.2%
3	Apr 15-16	98.9%	99.2%	97.3%
4	Apr 1-2	98.9%	99.2%	96.9%
5	Feb 25-26	98.4%	98.4%	98.5%
6	Nov 4-5	98.3%	98.7%	95.5%
7	Nov 11-12	98.2%	98.4%	96.8%
8	May 20-21	98.1%	98.4%	96.4%
9	Mar 25-26	98.0%	98.4%	95.2%
10	Jun 10-11	98.0%	98.4%	95.1%
11	Oct 28-29	97.8%	98.1%	96.1%
12	Jun 3-4	97.7%	98.0%	95.7%
13	Jul 22-23	97.7%	98.4%	92.7%
14	Sep 16-17	97.6%	97.7%	96.9%
15	Jul 29-30	97.5%	98.1%	93.1%
16	May 13-14	97.4%	97.9%	93.9%
17	Apr 29-30	97.3%	97.4%	96.5%
18	Oct 21-22	97.3%	98.6%	88.4%
19	Sep 23-24	97.3%	98.1%	91.7%
20	Oct 7-8	97.2%	97.9%	92.1%
21	Feb 18-20	96.7%	97.2%	93.4%
22	Apr 8-9	96.7%	97.5%	92.1%
23	May 6-7	96.7%	97.2%	93.7%
24	Feb 11-12	96.6%	96.9%	94.9%
25	Mar 11-12	96.5%	96.9%	93.8%
26	Jan 28-29	96.3%	97.2%	90.7%
27	Jan 7-8	96.2%	96.2%	96.1%
28	Aug 5-6	96.1%	96.8%	91.1%
29	Jun 24-25	96.1%	97.6%	85.9%
30	Aug 19-20	95.9%	97.7%	83.8%
31	Oct 14-15	95.7%	97.1%	86.4%
32	Mar 4-5	95.7%	97.2%	86.8%
33	Dec 2-3	95.7%	97.2%	85.0%
34	May 27-29	95.6%	97.0%	86.5%
35	Aug 12-13	95.5%	96.8%	86.8%
36	Feb 4-5	95.0%	95.0%	95.0%
37	Jun 17-18	94.8%	96.2%	85.2%
38	Dec 30,'05-Jan 1	94.3%	96.3%	80.4%
39	Jul 15-16	94.2%	96.6%	78.0%
40	Nov 18-19	94.2%	96.3%	80.1%
41	Jul 1-3	94.0%	95.5%	84.0%
42	Dec 9-10	93.0%	96.2%	71.0%
43	Aug 27-28	92.8%	95.3%	75.8%
44	Nov 24-26	92.8%	94.9%	78.8%
45	Dec 31,'04-Jan 1	92.8%	93.2%	90.5%
46	Jul 8-9	92.6%	95.4%	74.0%
47	Sep 30 - Oct 1	92.0%	93.9%	78.7%
48	Sep 9-10	90.9%	97.5%	70.9%
49	Sep 2-4	90.7%	93.0%	75.4%
50	Jan 14-16	88.6%	92.1%	66.9%
51	Jan 21-22	84.4%	88.8%	57.6%
52	Dec 23-25	80.6%	84.5%	53.8%
53	Dec 16-17	79.0%	84.2%	43.1%

SOURCE: Las Vegas Convention and Visitors Authority

APPENDIX C

Seasonal Variation Calculations for Hotels

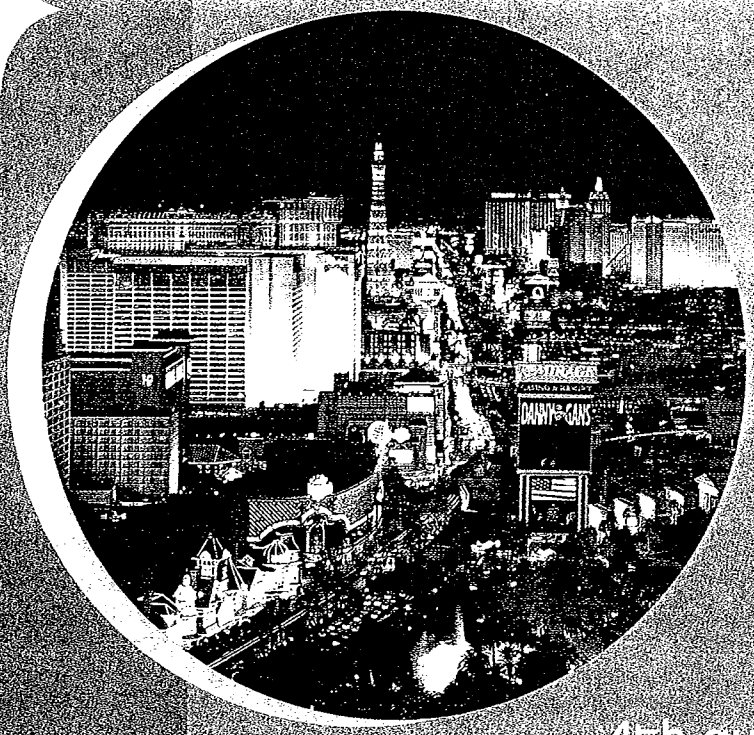
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Clark County Las Vegas Hotel/Motel Occupancy
From: Marketing Bulletin, 4th Quarter 2005 Summary, LVCVA

Month	Percentage of Las Vegas Hotel/Motel Occupancy	Percentage of Maximum Las Vegas Hotel/Motel Occupancy	Percentage Rounded up to Closest 5%
January	83.2%	88.0%	90%
February	89.7%	94.9%	95%
March	94.5%	100.0%	100%
April	93.3%	98.7%	100%
May	91.3%	96.6%	100%
June	91.2%	96.5%	100%
July	91.9%	97.2%	100%
August	88.7%	93.9%	95%
September	88.3%	93.4%	95%
October	89.5%	94.7%	95%
November	86.3%	91.3%	95%
December	82.5%	87.3%	90%
Maximum	94.5%		

APPENDIX D

2005 Marketing Bulletin Gaming Revenue Excerpts



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4TH QUARTER 2005: Volume 34, Number 136

CLARK COUNTY GROSS GAMING REVENUE

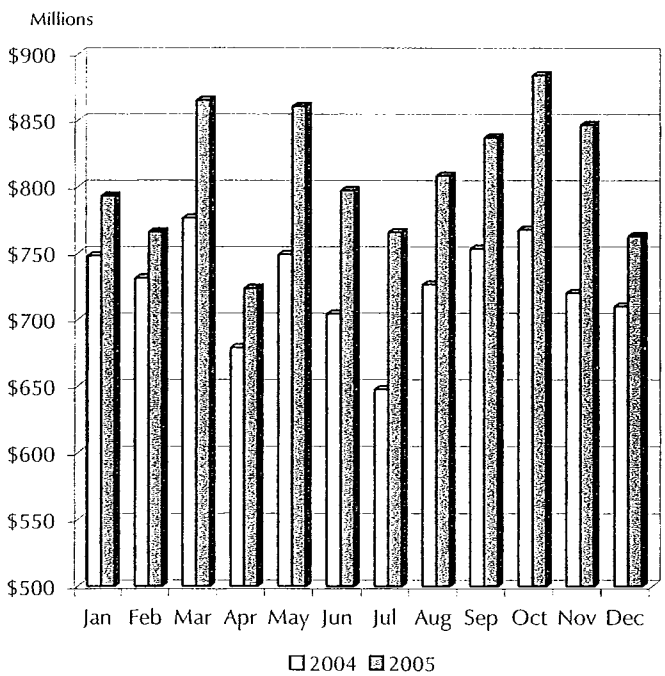
Clark County's gross gaming revenue in 2005 increased 11.5%. As of December 31, 2005, there were 192 casinos in Clark County with non-restricted gaming licenses, of which 163 had gaming revenues of over $1 million.

Month	2004		2005	Percent Change
Jan	$747,927,000	r	$793,104,000	6.0%
Feb	731,176,000		765,801,000	4.7%
Mar	776,290,000		864,988,000	11.4%
Apr	678,719,000		723,516,000	6.6%
May	748,976,000		860,380,000	14.9%
Jun	704,289,000	r	797,153,000	13.2%
Jul	647,448,000	r	765,630,000	18.3%
Aug	726,318,000		808,361,000	11.3%
Sep	753,145,000	r	837,103,000	11.1%
Oct	767,475,000	r	884,083,000	15.2%
Nov	719,905,000	r	846,688,000	17.6%
Dec	709,758,000		762,601,000	7.4%
Total	$8,711,426,000		$9,709,408,000	11.5%

r = Revised

SOURCE: Nevada Gaming Control Board

Clark County Gross Gaming Revenue



HISTORICAL CLARK COUNTY GROSS GAMING REVENUE

Year	Clark County Gross Gaming Revenue		Percent Change
1971	$399,411,000		--
1972	476,127,000		19.2%
1973	588,222,000		23.5%
1974	684,715,000		16.4%
1975	770,337,000		12.5%
1976	845,976,000		9.8%
1977	1,015,463,000		20.0%
1978	1,236,235,000		21.7%
1979	1,423,620,000		15.2%
1980	1,617,195,000		13.6%
1981	1,676,149,000		3.6%
1982	1,751,421,000		4.5%
1983	1,887,452,000		7.8%
1984	2,008,155,000		6.4%
1985	2,256,763,000		12.4%
1986	2,431,237,000		7.7%
1987	2,789,336,000		14.7%
1988	3,136,901,000		12.5%
1989	3,430,851,000		9.4%
1990	4,104,001,000		19.6%
1991	4,152,407,000		1.2%
1992	4,381,710,000		5.5%
1993	4,727,424,000		7.9%
1994	5,430,651,000		14.9%
1995	5,717,567,000		5.3%
1996	5,783,735,000		1.2%
1997	6,152,415,000		6.4%
1998	6,346,958,000		3.2%
1999	7,210,700,000		13.6%
2000	7,671,252,000		6.4%
2001	7,636,547,000		(0.5%)
2002	7,630,562,000		(0.1%)
2003	7,830,856,000		2.6%
2004	8,711,426,000	r	11.2%
2005	9,709,408,000		11.5%

SOURCE: Nevada Gaming Control Board

APPENDIX E

Seasonal Variation Calculations for Casinos

Kimley-Horn
and Associates, Inc.

Clark County Gross Gaming Revenue
From: Marketing Bulletin, 4th Quarter 2005 Summary, LVCVA

Month	2005	Percentage of Maximum Month Gross Gaming Revenue	Percentage Rounded up to Closest 5%
January	$793,104,000	90%	90%
February	$765,801,000	87%	90%
March	$864,988,000	98%	100%
April	$723,516,000	82%	85%
May	$860,380,000	97%	100%
June	$797,153,000	90%	90%
July	$765,630,000	87%	90%
August	$808,361,000	91%	95%
September	$837,103,000	95%	95%
October	$884,083,000	100%	100%
November	$846,688,000	96%	100%
December	$762,601,000	86%	90%

Max Monthly Gross Gaming Revenue	$884,083,000

APPENDIX F

Shared Parking Analysis

Kimley-Horn and Associates, Inc.

TABLE F1

Pulse
SHARED PARKING ANALYSIS

PER ULI SHARED PARKING MANUAL
FOR WEEKDAY DEMAND

	CONDOS***	Back of House KITCHEN	HOTEL	CASINO	OFFICE	RETAIL	RESTAURANT	NIGHT CLUB	STADIUM ARENA	MEETING BANQUET	CONVENTION CENTER	TOTAL	
Land Use >	1,500	225,000	6,000	300,000	225,000	580,000	120,000	85,000	22,000	350,000	3,500,000	5,414,600	
Quantity (SF) >	3,100	750	2,000	3,334	750	1,740	360	255	5,500	350	3,500	21,639	< Agency Requirements
Peak Demand >	100%	100%	100%	75%	100%	65%	65%	65%	75%	50%	50%		
% Primary Destination >	3,100	750	2,000	2,501	750	1,131	234	166	4,125	175	1,750	16,682	
Resulting Demand >													

PERCENTAGE OF PEAK DEMAND BY HOUR OF DAY

TIME OF DAY	CONDOS ***	Back of House KITCHEN	HOTEL	CASINO	OFFICE	RETAIL	RESTAURANT	NIGHT CLUB	STADIUM ARENA	MEETING BANQUET	CONVENTION CENTER
6:00 AM	100%	0%	100%	45%	3%	3%	0%	0%	0%	0%	0%
7:00 AM	100%	20%	85%	45%	30%	7%	3%	0%	1%	0%	0%
8:00 AM	100%	50%	65%	45%	75%	20%	8%	0%	1%	30%	50%
9:00 AM	100%	75%	55%	50%	95%	43%	11%	0%	3%	60%	100%
10:00 AM	100%	90%	45%	50%	100%	69%	26%	0%	3%	60%	100%
11:00 AM	100%	90%	35%	60%	100%	87%	48%	0%	3%	60%	100%
12:00 N	100%	90%	30%	65%	90%	96%	77%	0%	8%	65%	100%
1:00 PM	100%	90%	30%	65%	90%	100%	77%	1%	8%	65%	100%
2:00 PM	100%	90%	35%	65%	100%	96%	69%	1%	8%	65%	100%
3:00 PM	100%	75%	35%	65%	100%	92%	45%	1%	8%	65%	100%
4:00 PM	100%	75%	45%	65%	90%	92%	54%	2%	8%	65%	100%
5:00 PM	100%	100%	60%	80%	50%	95%	79%	3%	8%	100%	100%
6:00 PM	100%	100%	70%	95%	25%	95%	96%	28%	19%	100%	50%
7:00 PM	100%	100%	75%	100%	10%	95%	100%	54%	55%	100%	30%
8:00 PM	100%	100%	90%	95%	7%	82%	100%	77%	100%	100%	30%
9:00 PM	100%	100%	95%	80%	3%	55%	100%	100%	100%	100%	10%
10:00 PM	100%	100%	100%	65%	1%	32%	96%	100%	87%	50%	0%
11:00 PM	100%	85%	100%	50%	0%	11%	77%	100%	25%	0%	0%
12:00 PM	100%	35%	100%	50%	0%	0%	27%	100%	1%	0%	0%

PROJECTED DEMAND BY HOUR

TIME OF DAY	RESORT CONDOS	Back of House KITCHEN	HOTEL	CASINO	OFFICE	RETAIL	RESTAURANT	NIGHT CLUB	STADIUM ARENA	MEETING BANQUET	CONVENTION CENTER	TOTAL
6:00 AM	3100	0	2000	1125	23	34	0	0	0	0	0	6282
7:00 AM	3100	150	1700	1125	225	79	7	0	41	0	0	6428
8:00 AM	3100	375	1300	1125	563	226	19	0	41	53	875	7677
9:00 AM	3100	563	1100	1251	713	486	26	0	124	105	1750	9216
10:00 AM	3100	675	900	1251	750	780	61	0	124	105	1750	9495
11:00 AM	3100	675	700	1501	750	984	112	0	124	105	1750	9801
12:00 N	3100	675	600	1626	675	1086	180	0	330	114	1750	10135
1:00 PM	3100	675	600	1626	675	1131	180	2	330	114	1750	10182
2:00 PM	3100	675	700	1626	750	1086	161	2	330	114	1750	10293
3:00 PM	3100	563	700	1626	750	1041	105	2	330	114	1750	10079
4:00 PM	3100	563	900	1626	675	1041	126	3	330	114	1750	10227
5:00 PM	3100	750	1200	2001	375	1074	185	5	330	175	1750	10945
6:00 PM	3100	750	1400	2376	188	1074	225	46	784	175	875	10993
7:00 PM	3100	750	1500	2501	75	1074	234	90	2269	175	525	12293
8:00 PM	3100	750	1800	2376	53	927	234	128	4125	175	525	14193
9:00 PM	3100	750	1900	2001	23	622	234	166	4125	175	175	13270
10:00 PM	3100	750	2000	1626	8	362	225	166	3589	88	0	11912
11:00 PM	3100	638	2000	1251	0	124	180	166	1031	0	0	8490
12:00 PM	3100	263	2000	1251	0	0	63	166	41	0	0	6883

* Peak Hour

PERCENTAGE OF PEAK DEMAND BY MONTH OF YEAR

MONTH	CONDOS ***	Back of House KITCHEN	HOTEL	CASINO	OFFICE	RETAIL	RESTAURANT	NIGHT CLUB	STADIUM ARENA	MEETING BANQUET	CONVENTION CENTER
JANUARY	100%	100%	90%	90%	100%	58%	86%	85%	91%	100%	75%
FEBRUARY	100%	100%	95%	90%	100%	59%	87%	86%	100%	100%	100%
MARCH	100%	100%	100%	100%	100%	66%	95%	98%	100%	100%	90%
APRIL	100%	100%	100%	85%	100%	65%	93%	91%	100%	100%	55%
MAY	100%	100%	100%	100%	100%	67%	96%	91%	100%	100%	60%
JUNE	100%	100%	100%	95%	100%	68%	95%	92%	95%	100%	50%
JULY	100%	100%	100%	90%	100%	66%	98%	95%	1%	100%	45%
AUGUST	100%	100%	95%	95%	100%	70%	99%	96%	1%	100%	75%
SEPTEMBER	100%	100%	95%	95%	100%	66%	92%	93%	61%	100%	80%
OCTOBER	100%	100%	95%	100%	100%	67%	96%	98%	66%	100%	85%
NOVEMBER	100%	100%	95%	100%	100%	74%	94%	96%	91%	100%	100%
DECEMBER	100%	100%	90%	90%	100%	100%	100%	100%	95%	100%	60%

PROJECTED DEMAND BY MONTH

MONTH	RESORT CONDOS	Back of House KITCHEN	HOTEL	CASINO	OFFICE	RETAIL	RESTAURANT	NIGHT CLUB	STADIUM ARENA	MEETING BANQUET	CONVENTION CENTER	TOTAL
JANUARY	3100	750	1800	2376	53	927	234	128	4125	175	525	14193
FEBRUARY	3100	750	1620	2139	53	538	202	109	3754	175	394	12834
MARCH	3100	750	1710	2139	53	548	204	110	4125	175	525	13439
APRIL	3100	750	1800	2376	53	613	223	126	4125	175	473	13814
MAY	3100	750	1800	2020	53	603	218	117	4125	175	289	13250
JUNE	3100	750	1800	2376	53	622	225	117	4125	175	315	13658
JULY	3100	750	1800	2258	53	631	223	118	3919	175	263	13290
AUGUST	3100	750	1800	2139	53	613	230	122	42	175	237	9261
SEPTEMBER	3100	750	1710	2258	53	650	232	123	42	175	394	9487
OCTOBER	3100	750	1710	2258	53	613	216	119	2517	175	420	11931
NOVEMBER	3100	750	1710	2376	53	622	225	126	2723	175	447	12307
DECEMBER	3100	750	1620	2139	53	687	220	123	3754	175	525	13473

** Peak Month - Resulting Peak Parking Demand

04/09/07

*** Resort Condos/Timeshares/Residential Condominiums - not considered to share spaces

Percent of Code Requirements = 64%

Kimley-Horn and Associates, Inc.

TABLE F2

Pulse
SHARED PARKING ANALYSIS

PER ULI SHARED PARKING MANUAL
FOR WEEKEND DEMAND

	CONDOS***	Back of House	HOTEL (Rooms)	CASINO	OFFICE	RETAIL	RESTAURANT	NIGHT CLUB	STADIUM ARENA	MEETING BANQUET	CONVENTION CENTER	TOTAL	
Land Use >	1,500	225,000	6,000	300,000	225,000	580,000	120,000	85,000	22,000	350,000	3,500,000	5,414,600	
Quantity (SF) >	1,600	750	2,000	3,334	750	1,740	360	255	5,500	350	3,500	21,639	< Agency Requirements
Peak Demand >	3,100	750	2,000	3,334	750	1,740	360	255	5,500	350	3,500		
% Primary Destination >	100%	100%	100%	75%	100%	65%	65%	65%	75%	50%	50%		
Resulting Demand >	3,100	750	2,000	2,501	750	1,131	234	166	4,125	175	1,750	16,682	

PERCENTAGE OF PEAK DEMAND BY HOUR OF DAY

TIME OF DAY	CONDOS***	Back of House KITCHEN	HOTEL	CASINO	OFFICE	RETAIL	RESTAURANT	NIGHT CLUB	STADIUM ARENA	MEETING BANQUET	CONVENTION CENTER
6:00 AM	100%	0%	90%	20%	0%	3%	0%	0%	0%	0%	0%
7:00 AM	100%	20%	70%	20%	20%	7%	3%	0%	0%	0%	0%
8:00 AM	100%	30%	60%	20%	60%	16%	5%	0%	2%	30%	50%
9:00 AM	100%	60%	50%	25%	80%	39%	9%	0%	3%	60%	100%
10:00 AM	100%	75%	40%	30%	90%	57%	11%	0%	7%	60%	100%
11:00 AM	100%	75%	35%	40%	100%	71%	24%	0%	7%	60%	100%
12:00 N	100%	75%	30%	45%	90%	84%	54%	0%	55%	65%	100%
1:00 PM	100%	75%	30%	55%	80%	92%	58%	1%	100%	65%	100%
2:00 PM	100%	75%	35%	55%	60%	100%	50%	1%	100%	65%	100%
3:00 PM	100%	75%	40%	65%	40%	100%	50%	1%	86%	65%	100%
4:00 PM	100%	75%	50%	70%	20%	96%	50%	2%	25%	65%	100%
5:00 PM	100%	100%	60%	85%	10%	91%	66%	4%	1%	100%	100%
6:00 PM	100%	100%	70%	90%	5%	81%	92%	29%	0%	100%	100%
7:00 PM	100%	100%	80%	100%	0%	76%	96%	54%	0%	100%	50%
8:00 PM	100%	100%	90%	95%	0%	67%	100%	77%	0%	100%	30%
9:00 PM	100%	100%	95%	85%	0%	53%	92%	100%	0%	100%	30%
10:00 PM	100%	100%	100%	85%	0%	37%	92%	100%	0%	50%	10%
11:00 PM	100%	85%	100%	80%	0%	15%	89%	100%	0%	0%	0%
12:00 PM	100%	50%	100%	80%	0%	0%	50%	100%	0%	0%	0%

PROJECTED DEMAND BY HOUR

TIME OF DAY	RESORT CONDOS	Back of House KITCHEN	HOTEL	CASINO	OFFICE	RETAIL	RESTAURANT	NIGHT CLUB	STADIUM ARENA	MEETING BANQUET	CONVENTION CENTER	TOTAL
6:00 AM	3100	0	1800	500	0	34	0	0	0	0	0	5434
7:00 AM	3100	150	1400	500	150	79	7	0	0	0	0	5386
8:00 AM	3100	225	1200	500	450	181	12	0	83	53	875	6678
9:00 AM	3100	450	1000	625	600	441	21	0	124	105	1750	8216
10:00 AM	3100	563	800	750	675	645	26	0	289	105	1750	8702
11:00 AM	3100	563	700	1000	750	803	56	0	289	105	1750	9116
12:00 N	3100	563	600	1125	675	950	126	0	2269	114	1750	11272
1:00 PM	3100	563	600	1376	600	1041	136	2	4125	114	1750	13405
2:00 PM	3100	563	700	1376	450	1131	117	2	4125	114	1750	13426
3:00 PM	3100	563	800	1626	300	1131	117	2	3548	114	1750	13049
4:00 PM	3100	563	1000	1751	150	1086	117	3	1031	114	1750	10664
5:00 PM	3100	750	1200	2126	75	1029	154	7	41	175	1750	10407
6:00 PM	3100	750	1400	2251	38	916	215	48	0	175	1750	10643
7:00 PM	3100	750	1600	2501	0	860	225	90	0	175	875	10175
8:00 PM	3100	750	1800	2376	0	758	234	128	0	175	525	9846
9:00 PM	3100	750	1900	2126	0	599	215	166	0	175	525	9557
10:00 PM	3100	750	2000	2126	0	418	215	166	0	88	175	9038
11:00 PM	3100	638	2000	2001	0	170	208	166	0	0	0	8282
12:00 PM	3100	375	2000	2001	0	0	117	166	0	0	0	7759

* Peak Hour

PERCENTAGE OF PEAK DEMAND BY MONTH OF YEAR

MONTH	CONDOS ***	Back of House KITCHEN	HOTEL	CASINO	OFFICE	RETAIL	RESTAURANT	NIGHT CLUB	STADIUM ARENA	MEETING BANQUET	CONVENTION CENTER
JANUARY	100%	100%	90%	90%	100%	58%	86%	85%	91%	100%	75%
FEBRUARY	100%	100%	95%	90%	100%	59%	87%	86%	100%	100%	100%
MARCH	100%	100%	100%	100%	100%	66%	95%	98%	100%	100%	90%
APRIL	100%	100%	100%	85%	100%	65%	93%	91%	100%	100%	55%
MAY	100%	100%	100%	100%	100%	67%	96%	91%	100%	100%	60%
JUNE	100%	100%	100%	95%	100%	68%	95%	92%	95%	100%	50%
JULY	100%	100%	100%	90%	100%	66%	98%	95%	1%	100%	45%
AUGUST	100%	100%	95%	95%	100%	70%	99%	96%	1%	100%	75%
SEPTEMBER	100%	100%	95%	95%	100%	66%	92%	93%	61%	100%	80%
OCTOBER	100%	100%	95%	100%	100%	67%	96%	98%	66%	100%	85%
NOVEMBER	100%	100%	95%	100%	100%	74%	94%	96%	91%	100%	100%
DECEMBER	100%	100%	90%	90%	100%	100%	100%	100%	95%	100%	60%

PROJECTED DEMAND BY MONTH

MONTH	RESORT CONDOS	Back of House KITCHEN	HOTEL	CASINO	OFFICE	RETAIL	RESTAURANT	NIGHT CLUB	STADIUM ARENA	MEETING BANQUET	CONVENTION CENTER	TOTAL
JANUARY	3100	563	700	1376	450	1131	117	2	4125	114	1750	13426
FEBRUARY	3100	563	630	1238	450	656	101	2	3754	114	1313	11921
MARCH	3100	563	665	1238	450	668	102	2	4125	114	1750	12777
APRIL	3100	563	700	1376	450	747	112	2	4125	114	1575	12864
MAY	3100	563	700	1170	450	736	109	2	4125	114	963	12032
JUNE	3100	563	700	1376	450	758	113	2	4125	114	1050	12351
JULY	3100	563	700	1307	450	770	112	2	3919	114	875	11912
AUGUST	3100	563	700	1238	450	747	115	2	42	114	788	7859
SEPTEMBER	3100	563	665	1307	450	792	116	2	42	114	1313	8464
OCTOBER	3100	563	665	1307	450	747	108	2	2517	114	1400	10973
NOVEMBER	3100	563	665	1376	450	758	113	2	2723	114	1488	11352
DECEMBER	3100	563	665	1376	450	837	110	2	3754	114	1750	12721
	3100	563	630	1238	450	1131	117	2	3919	114	1050	12314

** Peak Month - Resulting Peak Parking Demand

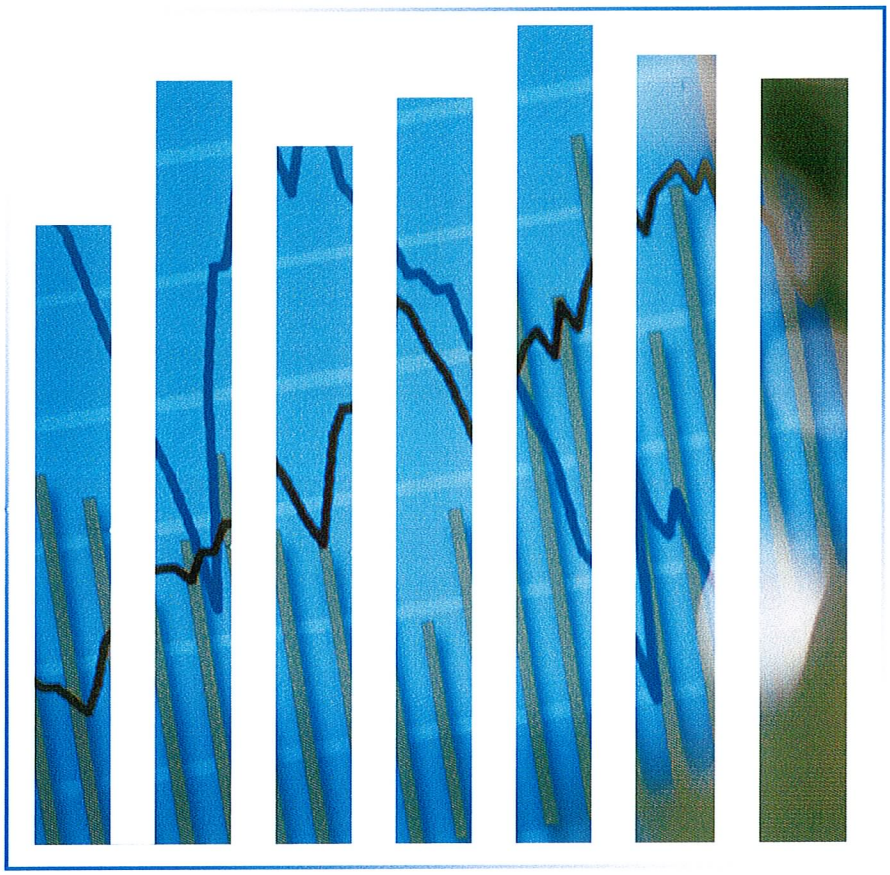
04/09/07

*** Resort Condos/Timeshares/Residential Condominiums - not considered to share spaces

Percent of Code Requirements = 59%

ECONOMIC & FISCAL IMPACT ANALYSIS

A MIXED-USE DEVELOPMENT



Prepared for:

REI NEON, LLC

&

REAL ESTATE INTERESTS GROUP, INC.

Prepared by:

APPLIED ANALYSIS

APRIL 5, 2007

Submitted at City Council
Date 6/20/07 Item 149-157

APPLIED ANALYSIS

10100 W. Charleston Blvd.
Suite 200
Las Vegas, Nevada 89135

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f: 702.314.1439

www.appliedanalysis.com

April 5, 2007

REI Neon, LLC
and
Real Estate Interests Group, Inc.
40900 Woodward Avenue; Suite 130
Bloomfield Hills, Michigan 48304

RE: Summary Report | Gaming Enterprise District Economic and Fiscal Analysis

In accordance with your request, Applied Analysis ("AA") is pleased to present this *Economic and Fiscal Impact Analysis* to REI Neon, LLC and Real Estate Interests Group, Inc. ("the Company"). AA was retained by the Company to estimate the economic and fiscal impacts associated with placing all, or a portion, of a ±57.3-acre site (before vacation of any rights-of-way) into a gaming enterprise district and developing a mixed-use resort complex thereon. This letter report summarizes our approach, the limitations of our research and our salient findings.

This report was designed by AA in response to your request and is intended to be submitted to the City of Las Vegas as part of the Company's entitlement application. We make no representations as to the adequacy of these procedures for all your purposes. Our findings and estimates are as of February 2007 (the most recent available dataset) and are dated as of the last day of our fieldwork (April 5, 2007).

Thank you again for allowing us to assist you with this important project. We welcome the opportunity to discuss this report with you at any time. Should you have any questions, please contact Jeremy Aguero or Brian Gordon at (702) 967-3333.

Sincerely,

Applied Analysis

Applied Analysis

Attachment

Urban Economics
Market Analysis
Financial Advisory Services
Public Policy
Hospitality & Gaming Industry
Information Technology

APPLIED ANALYSIS

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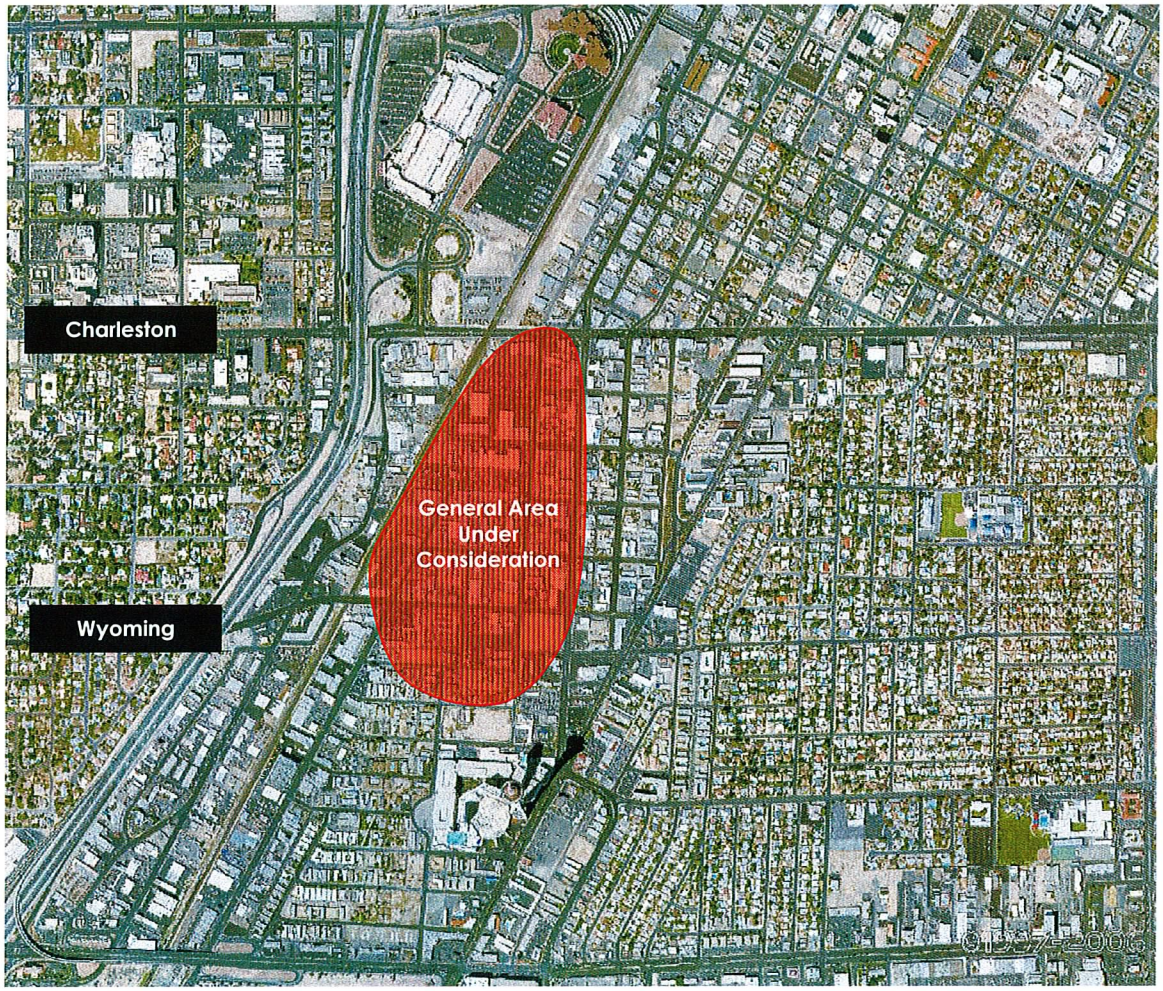
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APPLIED ANALYSIS

INTRODUCTION

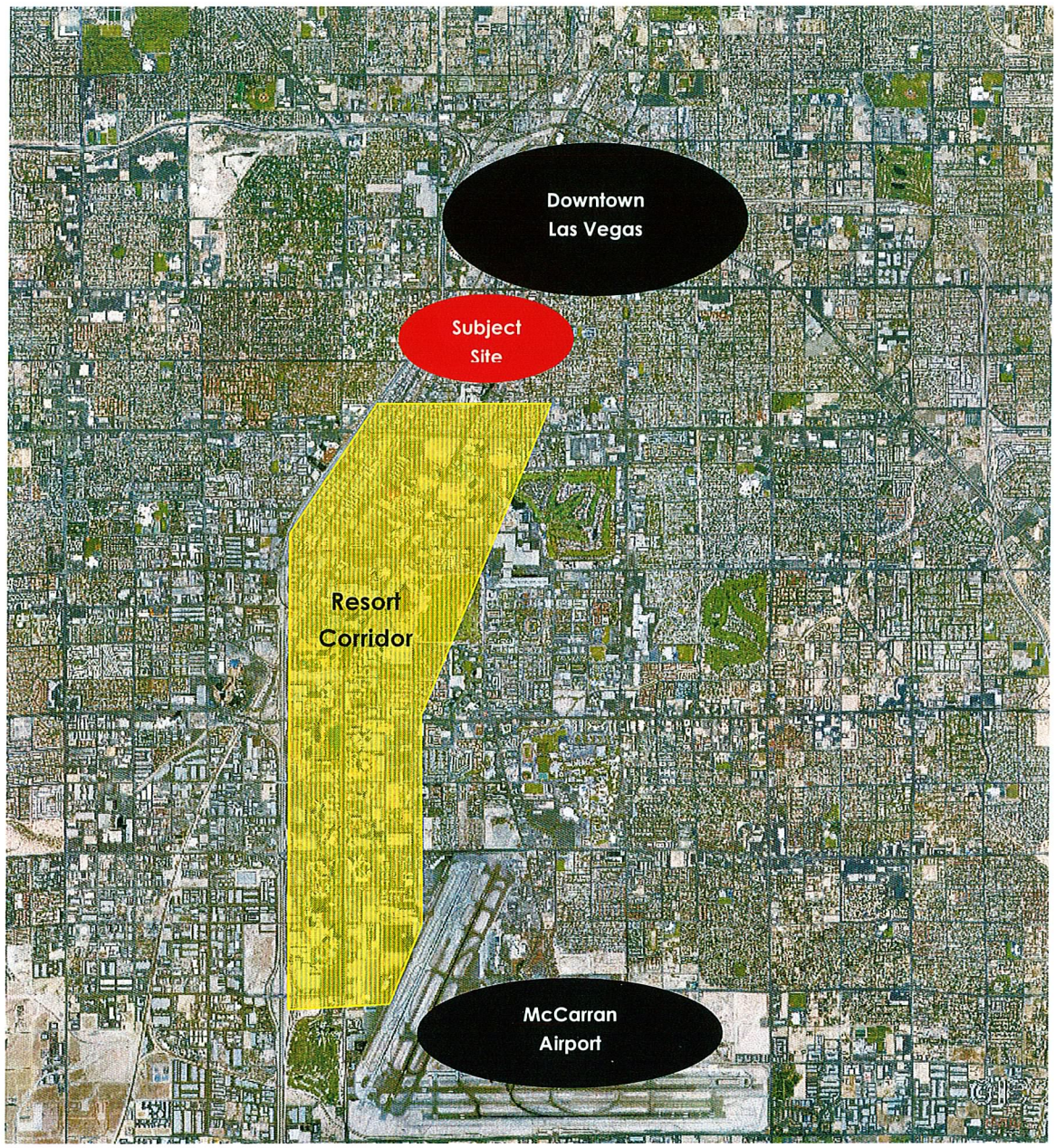
Applied Analysis ("AA") was retained by Real Estate Interests Group, Inc. (the "Company") to review and analyze the potential economic and fiscal impacts associated with the development of a proposed mixed-use resort complex generally located south of Charleston Boulevard, north of Wyoming Avenue, West of Main Street and east of Interstate 15 in Las Vegas, Nevada (the "Subject Site"). The exhibits that follow generally illustrate the location of the Subject Site, and its proximity to the region's central business/gaming district.

EXHIBIT 1
PROJECT LOCATION MAP



APPLIED ANALYSIS

EXHIBIT 2
PROJECT PROXIMITY MAP



APPLIED ANALYSIS

PROJECT OVERVIEW

The proposed development is comprised of multiple uses with varying degrees of density and design. Programming for the site includes a broad range of uses, including traditional hotel-casino amenities, residential, exhibition and meeting space and a state-of-the-art arena complex. A general schedule of programming is provided in Exhibit 3. As with many projects in the pre-development stages, design elements are only summarily identified and will continue to refine over time.

Exhibit 3
Project Site Programming

Programming	Scope	Units
Resort Hotel-Casino:		
Hotel	6,000	Rooms
Gaming	300,000	SF
Retail	150,000	SF
Meeting Conference Space	350,000	SF
Administrative (Back of House)	450,000	SF
Residential/Hotel-Condominium:		
Hotel-Condominium	1,500	Units
Residential Condominiums	1,600	Units
Other:		
Arena	22,000	Seats
Commercial - Sports Mart/Exhibition Space/Office	3,500,000	SF
Commercial – Retail	550,000	SF

As noted above, at the time this report was drafted, incomplete information was available regarding the development's ultimate form and anticipated operating performance. As such, several assumptions were derived from publicly-available datasets to supplement our analysis. A summary of these assumptions are provided in Appendix A immediately following this text overview.

This development is referred to herein as the "Project." In addition to the analysis of the overall Project, AA also considered the impacts based on the elements likely to be physically located within the Company's proposed Gaming Enterprise District ("GED" or "GED Area").

APPLIED ANALYSIS

KEY FINDINGS

- The Project will have a material economic and fiscal impact on both the state and local government, adding significantly to the employment base, increasing the productivity of under-utilized property, expanding the region's core industry and generating millions of dollars in state and local tax revenues.

- The Project's acquisition, design, development and construction are anticipated to cost $9.3 billion (exclusive of land). Development costs within the proposed GED Area are expected to be $6.4 billion. While the investment associated with this development is substantial, it is important to note that the scope associated with newly-constructed projects within the resort corridor requires new density thresholds. Examples include the $7.0-billion-plus CityCenter by MGM MIRAGE (producing less units and improved space than the Project) and the nearly $4.5-billion Echelon Place by Boyd Gaming (a smaller scale development than the Project).

- The Project's development and construction phase will require an estimated 50,100 person-years of employment,[1] disbursing more than $2.1 billion in wages and salaries to Clark County workers. The proposed GED Area will require 34,500 person-years of employment, representing 69 percent, or $1.5 billion, of wages.

- Including indirect and induced impacts of the Project's development and construction, a total of 89,100 person-years of employment is anticipated to be created, increasing aggregate personal incomes within Clark County by $3.2 billion. The proposed GED Area is expected to generate 61,300 person-years of employment with aggregate personal incomes of $2.2 billion.

- As currently planned, the Project's on-going operations are anticipated to directly employ approximately 17,400 people who will earn approximately $783 million in wage and salary payments each year. Approximately 8,300 employees will be sourced to the GED Area, earning $341 million annually.

- Including direct, indirect and induced impacts, the Project is projected to stimulate a total 21,900 employees within Clark County. Combined, these employees will earn $1.0 billion annually in wage and salary payments. Approximately 10,600 employees will be sourced to the GED Area, representing $476 million of annual wage and salary payments.

[1] A person year of employment is defined as one person employed for one year.

APPLIED ANALYSIS

- Total economic output sourced to the Project is projected to total just over $4.9 billion annually, including gaming and non-gaming activities. The portion of the property designated by the Proposed GED is projected to have total economic output of $2.1 billion. For every $1 spent at the Project, a total of $1.88 in aggregate economic activity is expected to occur within Clark County.

- The Project will result in substantial public revenues inuring to units of state and local government, including the State of Nevada, Clark County and special districts such as the Clark County School District. Considering only the three largest sources of revenue, *ad valorem* (property) *taxes*, *gaming percentage fees* and *taxable retail sales*, the Project is anticipated to generate nearly $195.6 million in tax and fee payments annually.

- On a per acre basis, the project will generate property tax payments of $1.7 million per acre per year, ranking at or near the top of any taxpayer in the State of Nevada on a per acre basis.

- It is noteworthy, while gaming uses pay all taxes levied on businesses generally (e.g., modified business tax is estimated at $5.5 million); they also generate a significant amount of revenue which is sourced to industry-specific levies. Some industry-specific taxes imposed on hotel/hotel-casino operations and which will be borne by the Project, include, without limitation, state and local lodging taxes (estimated at $35 million), quarterly and annual fees on games, county gaming fees, slot machine excise tax, and slot machine license fees will also be generated. In addition to the modified business tax and lodging taxes, other various fees and charges are estimated to contribute in excess of a million dollars to state and local jurisdictions.

Intended Use of this Study

The objective of this analysis is to identify and quantify the economic and revenue impacts associated with the Project. This report's purpose is to assist the Company (and ultimately the City of Las Vegas through its entitlement applications) in better understanding how the Project might impact the local community and to address economic and fiscal issues anticipated to arise during the entitlement process.

Pertinent Dates

Preparation of this written summary was completed on April 5, 2007. Generally speaking, the data referred to herein are as of February 2007, the most recent data available at the time this report was drafted. We have no responsibility to update this report for the events and circumstances that may occur after this date.

APPLIED ANALYSIS

EXTENT OF THE DATA COLLECTION PROCESS, MARKET RESEARCH, AND UNDERLYING ANALYSES

Included in this report is an overview and analysis of the potential economic and revenue impacts associated with the development of a mixed-use, resort complex in Clark County, Nevada. This report contains demographic, employment, economic, fiscal, gaming, hotel and residential market data. Data used in this analysis were obtained from the Company and third-party data providers, including state and local governments and agencies. While we have no reason to doubt the accuracy of the information referenced herein, we have neither audited these data nor performed thorough review and assurance procedures, and as such, AA can make no representations or assurances as their completeness or usefulness for all purposes.

AA utilized the Company's programming assumptions as the basis for this impact analysis. The analysis contained herein assumes that the construction and operation of the Project is feasible, that sufficient demand exists to support the Project as planned and management will be both competent and effective. Operational impacts assume stabilized performance in hypothetical future years. Unless stated otherwise all figures are expressed in constant 2007 dollars.

Economic and fiscal benefits resulting from the Project's development include the one-time construction impacts and on-going (annual) impacts from facility operations -- both are considered in this analysis.

There is often confusion about the terms *economic impact* and *fiscal impact*. For the purposes of this report, economic impacts refer to jobs, wages and business activity (or output) generated throughout Clark County as a result of the Project's development and on-going operations. By comparison, fiscal impacts refer to the balance between revenues inuring to state and/or local governments and the cost of providing services. It is assumed herein that the cost of providing public services to employed persons and businesses is generally uniform among industries; and thus, from a fiscal perspective, the focus of this report is on public revenues generated.

To identify and model the interrelationships in the Southern Nevada economy, IMPLAN (Impact Analysis for Planning) software and databases were used. IMPLAN is an input-output model (or econometric system). It utilizes complex economic equations to explain how the "outputs" of one industry become the "inputs" of others, and vice versa. This relationship is sometimes referred to as the "multiplier effect," illustrating how changes in one sector of the economy can affect other sectors.

The notion of multipliers rests upon the difference between an "initial effect" and the "total effects" of that change or stimulus. Generally speaking, these effects are

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segmented into direct impacts, indirect impacts and induced impacts. Each is described below.

1. ***Direct impacts*** measure the effects of the specific impacting force being considered. In this case, for example, hotel-casino jobs generated by the Project are considered direct jobs and the wages and salaries they are paid are considered direct personal income.

2. ***Indirect impacts*** consider how other businesses respond to the impacting condition. Employees of food or equipment suppliers, for example, are considered indirect employees to the extent their jobs are dependent, in full or in part, on the suppliers' income generated by the Project-related purchases.

3. ***Induced impacts*** measures the effects of increased (or decreased) consumer expenditures resulting from wage and salary payments sourced to an impacting condition. In the present case, for example, if a new person were to be employed by the Project, she might be expected to spend a portion of her monthly salary at the supermarket, the local movie theater or on a family vacation. Induced effects capture the impacts of this spending as it "ripples" through the local economy.

4. ***Total effects*** are the sum of direct, indirect and induced effects.

Input-output models, as is the case with all econometric models, are not without their limitations. The statistical model used in this analysis, IMPLAN, for example, assumes that capital and labor are used in fixed proportions. This means that for every job created or lost, a fixed change in investment, income and employment results. In reality, developers, consumers and governments respond to stimuli in complex ways, including changing the mix of capital or labor as well as the types and frequencies of investment. Importantly, each impacting force has its own unique characteristics, affecting how consumers and businesses respond to the given change.

Fiscal estimates were developed by AA based on information available from public state and local sources, including, without limitation, the Nevada Department of Taxation, the Nevada State Gaming Control Board, the Clark County Assessor's Office, the Nevada Department of Employment, Training and Rehabilitation and Clark County. We have focused on the largest sources of revenue due to the volume and *de minimis* nature of minor sources.

APPLIED ANALYSIS

ECONOMIC IMPACT ANALYSIS

CONSTRUCTION PHASE

Exhibit 4
Construction Phase Impact Summary
(One-Time Impacts; $ in Millions)

	Employment	Wage & Salary Payments	Economic Output
Resort Hotel-Casino			
Direct	34,459	$1,471	$6,375
Indirect	13,088	$397	$1,594
Induced	13,784	$353	$1,498
Total	**61,331**	**$2,221**	**$9,467**
Condominiums/Hotel-Condominiums			
Direct	7,365	$314	$1,363
Indirect	2,797	$85	$341
Induced	2,946	$75	$320
Total	**13,108**	**$475**	**$2,023**
Arena, Commercial and Other Uses			
Direct	8,244	$352	$1,525
Indirect	3,131	$95	$381
Induced	3,298	$84	$358
Total	**14,673**	**$531**	**$2,265**
Total Project			
Direct	50,069	$2,137	$9,263
Indirect	19,016	$577	$2,316
Induced	20,027	$513	$2,177
Total	**89,112**	**$3,228**	**$13,755**

APPLIED ANALYSIS

Exhibit 5: Construction Employment Impacts

Total Clark County Impact = 89,112 Person Years of Employment
(61,331 Person Years of Employment within the GED Area)

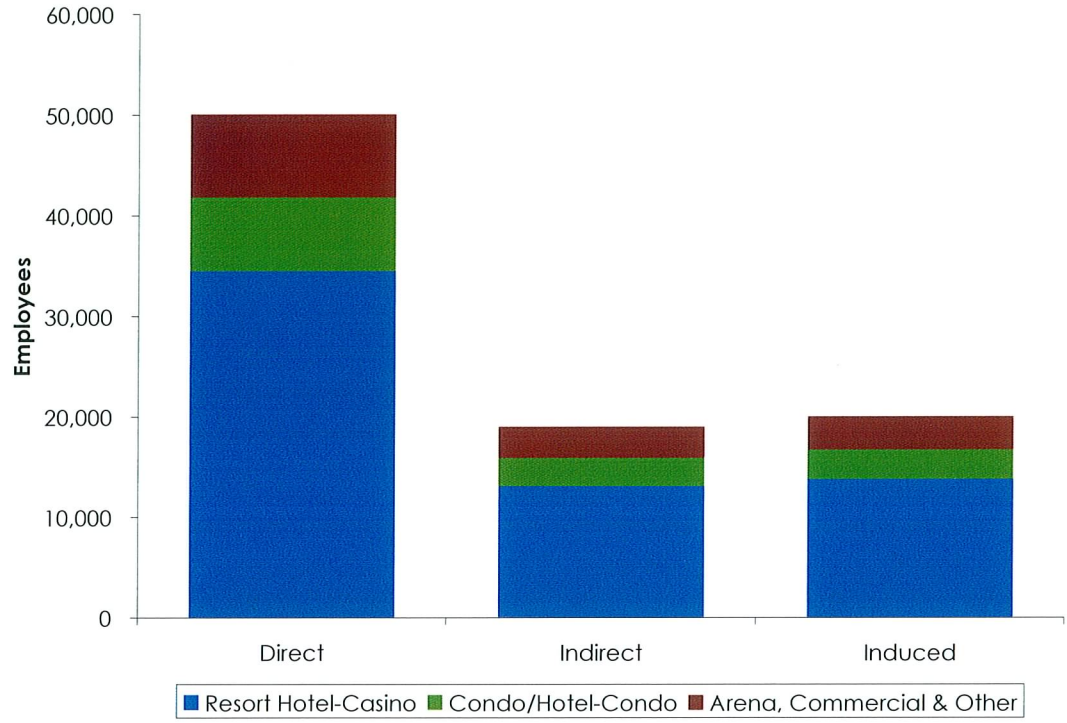
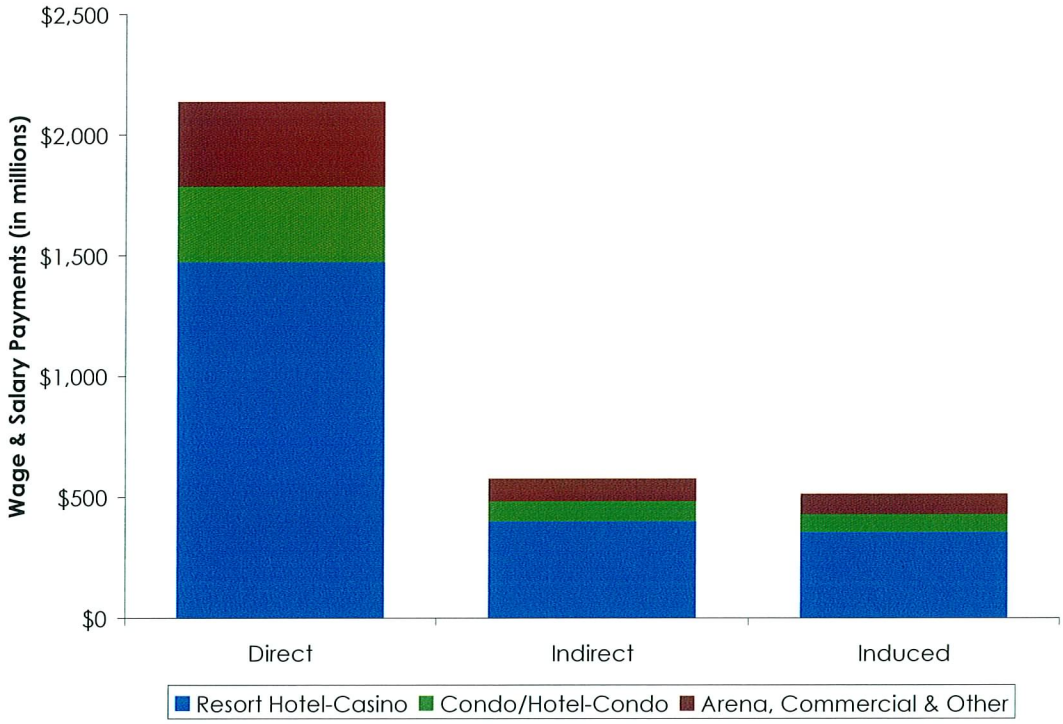


Exhibit 6: Construction Wage & Salary Impacts

Total Clark County Impact = $3.2 billion ($2.2 billion within the GED Area)
Average Annual Direct Salary = $42,690



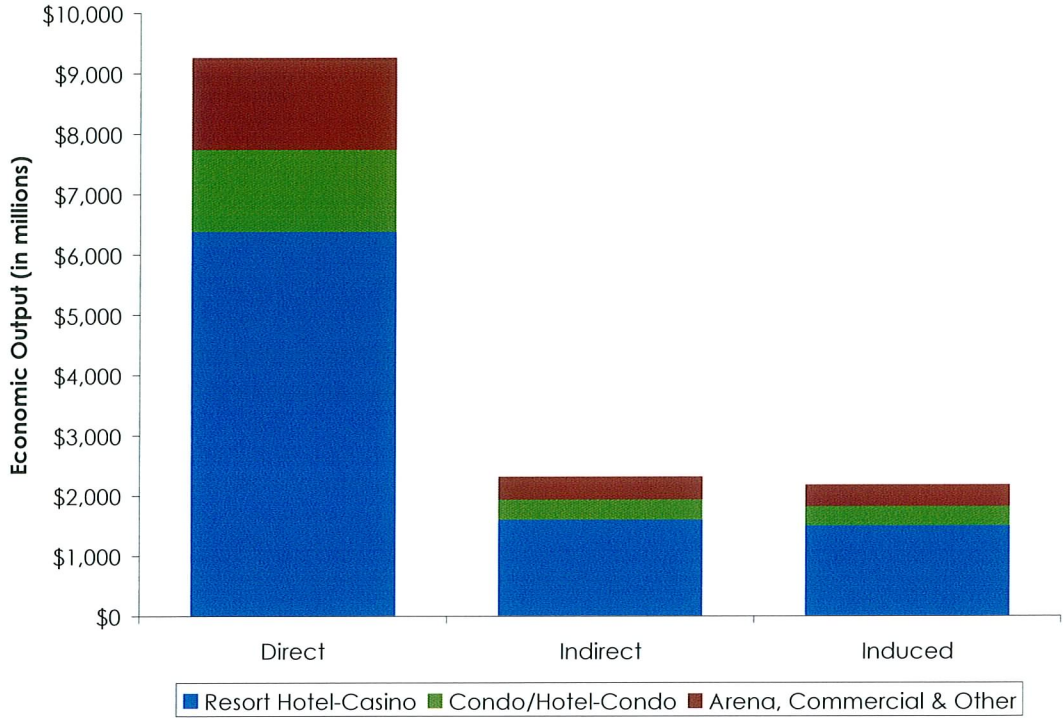
APPLIED ANALYSIS

Exhibit 7: Construction Economic Output Impacts

Total Project Construction Costs = $9.3 billion ($6.4 billion within the GED Area)

Aggregate Spending in Clark County = $13.8 billion ($9.5 billion within the GED Area)

For Every $1.00 Spent on the Project a Total of $1.49 Is Spent Throughout Clark County



OPERATIONS PHASE

Exhibit 8
Operations Phase Impact Summary
(Annual Impacts; $ in Millions)

	Employment	Wage & Salary Payments	Economic Output
Resort Hotel-Casino			
Direct			
Rooms	1,520	$63	$282
Casino	1,997	$78	$443
Food	2,226	$83	$157
Beverage	497	$17	$60
Other	2,036	$100	$152
Total	**8,276**	**$341**	**$1,095**
Indirect			
Rooms	363	$14	$136
Casino	244	$15	$291
Food	212	$18	$71
Beverage	44	$4	$27
Other	133	$11	$79
Total	**996**	**$62**	**$605**
Induced			

APPLIED ANALYSIS

Exhibit 8
Operations Phase Impact Summary
(Annual Impacts; $ in Millions)

	Employment	Wage & Salary Payments	Economic Output
Rooms	386	$14	$79
Casino	338	$15	$182
Food	270	$19	$77
Beverage	61	$4	$7
Other	290	$21	$52
Total	**1,344**	**$73**	**$397**
Total			
Rooms	2,269	$92	$497
Casino	2,579	$109	$916
Food	2,708	$120	$306
Beverage	601	$24	$95
Other	2,459	$132	$283
Total	**10,616**	**$476**	**$2,097**
Condominiums/Hotel-Condominiums			
Direct	963	$40	$179
Indirect	230	$9	$86
Induced	244	$9	$50
Total	**1,437**	**$58**	**$315**
Arena, Commercial and Other Uses			
Direct	8,175	$402	$1,320
Indirect	535	$26	$687
Induced	1,163	$57	$449
Total	**9,873**	**$485**	**$2,456**
Total Project			
Direct	**17,414**	**$783**	**$2,594**
Indirect	**1,760**	**$98**	**$1,378**
Induced	**2,752**	**$139**	**$896**
Total	**21,926**	**$1,020**	**$4,867**

APPLIED ANALYSIS

Exhibit 9: Operations Employment Impacts

Total Clark County Impact = 21,926 Persons Employed Annually
(10,616 Persons Employed Annually within the GED Area)

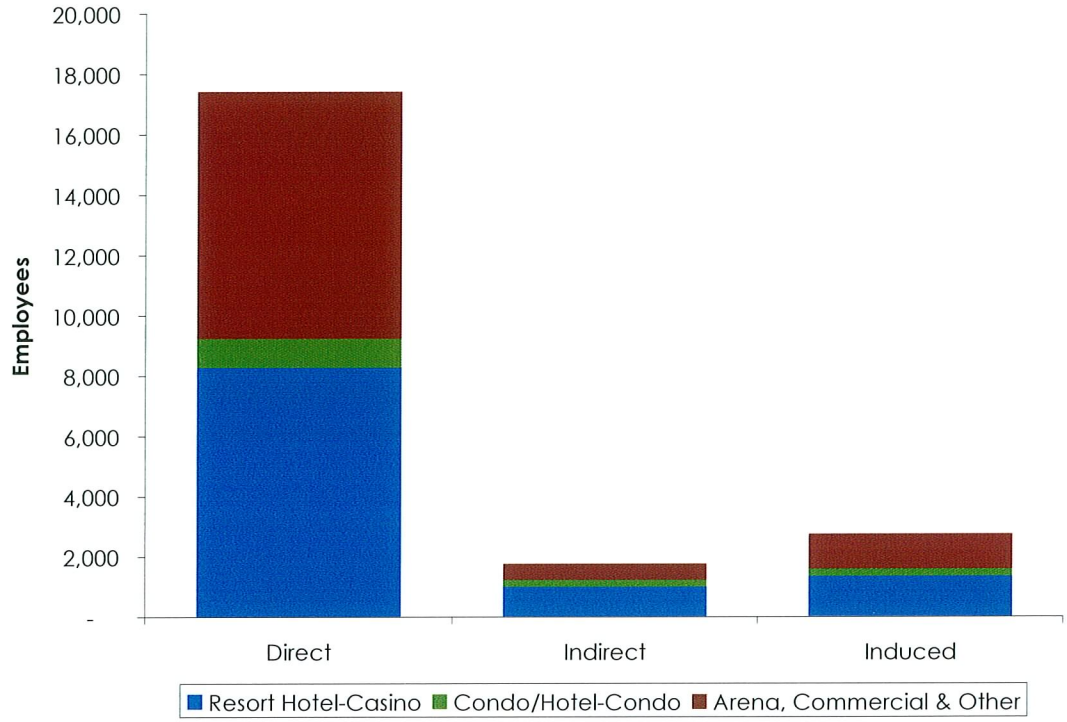
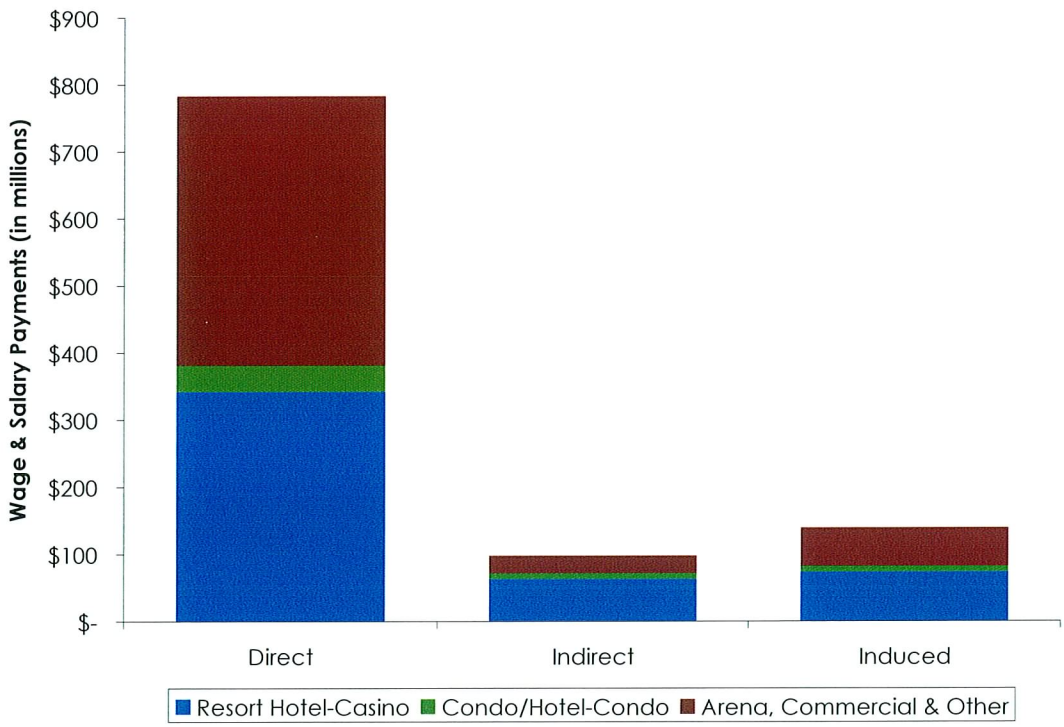


Exhibit 10: Operations Personal Income Impacts

Total Wages & Salaries Paid = $1.0 billion ($476 million within the GED Area)
Average Wage per Employee = $46,500 per year



APPLIED ANALYSIS

Exhibit 11: Economic Output Impacts

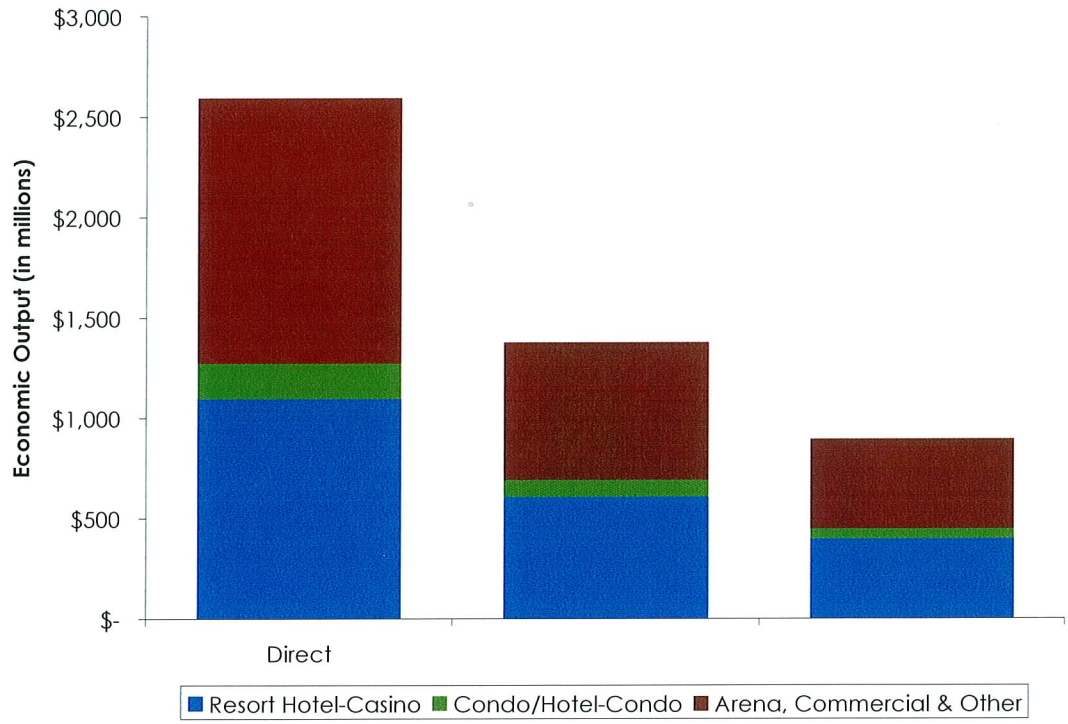
Annual Project Revenue Estimate = $2.6 billion

($1.1 billion within the GED Area)

Total Clark County Economic Output Resulting = $4.9 billion

($2.1 billion within GED Area)

For Every $1.00 Spent at the Project a Total of $1.88 Will Be Spent Throughout the Economy



APPLIED ANALYSIS

REVENUE IMPACT ANALYSIS

Nevada has several hundred taxes, fees, exactions and charges that are levied on businesses, residents and visitors. The vast majority of collections, however, can be sourced to three primary levies: 1) *ad valorem (property) tax*, 2) *gaming tax* and 3) *retail sales and use tax*. Combined, these sources account for nearly 70 percent of all state and local own-source revenues. In this section, we consider these primary sources as well as several other less robust public revenue generators. Taxes inuring to the federal government, while significant, are omitted from this analysis as our scope of work is specific to state and local impacts.

By contrast to the economic impacts analyzed in the preceding sections, fiscal impacts reflect only the direct consequence the Project. This approach is a function of the "near impossibility" of accurately predicting the secondary fiscal consequences of growth as well as the potential for double counting.[2] As such, the impacts cited herein should be considered conservative estimates.

MAJOR SOURCES

AD VALOREM (PROPERTY) TAXES

The first fiscal impact element is property taxes. Generally speaking, each year county assessors are required to "[a]scertain by diligent inquiry and examination all real and secured personal property that is in [their respective counties on] July 1 which is subject to taxation . . ."[3] Each assessor is required to note the "[n]ames of all persons, corporations, associations, companies or firms owning the property. . ." and "[d]etermine the taxable value of all such property. . ." [4] for the ultimate purpose of levying ad valorem taxes. NRS § 361.260 requires that all real property is reappraised at least every five years; in Clark County, real property is appraised annually.[5] The assessments analyzed herein are for FY 2006-07.

Real property value assessments are bifurcated into land and improvement elements.[6] The taxable value assigned to vacant land is its full cash, or market value, taking into consideration factors such as its location, character, and potential use. Taxable value of improved land is to be consistent with its improved use (e.g., as a single family residence, a hotel-casino, or an office building). The taxable value of

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[2] *See* Burchell, R.W. and Listokin, D., *The Fiscal Impact Handbook: Estimating Local Costs and Revenues of Land Development*. Center for Urban Policy Research. New Jersey (6th ed. 1988).

[3] Nev. Rev. Stat. § 361.260 (1).

[4] *Id.*

[5] Nev. Rev. Stat. § 361.260.

[6] Nev. Rev. Stat. § 361.227 (1).

APPLIED ANALYSIS

improvements, in most cases buildings, is based on estimated replacement cost less depreciation.[7] Depreciation is calculated at 1.5 percent of the replacement cost each year, up to a maximum of 50 years; and thus, the residual value of any given improvement is 25 percent of its replacement cost. Property taxes are computed by multiplying taxable value by 35 percent to obtain assessed value.[8] Assessed value is then divided by $100 and then multiplied by the tax rate to determine tax liability.

Basing taxable value on 90 percent of the Project's development and construction cost (estimated at $8.9 billion), which includes the market value of the underlying real property, results in a per acre value of $156 million. A review of other Class 1 Resort properties subject to Clark County's *ad valorem* levy suggests this figure ranks well above the region's taxable value average. This apparent inconsistency is attributable to two key factors. This higher relative value is primarily attributed to development density. The Project's density is appreciably greater than the comparative subset resulting in higher per-acre improvement multipliers. It is also worth noting that, Clark County property values have witnessed unprecedented escalations during the past 24 months; a condition not reflected in the latest tax collection figures because of the limitations imposed by AB 489 (2005 Nevada State Legislature). AB 489 limits tax bill escalations to 3 percent for existing owner-occupied residential properties and 8 percent for all other properties (including casino-hotels). This limitation does not apply to newly constructed properties or properties with a change in use. Thus, it would follow that the Subject Site would generate substantially more taxable value per acre that would comparable properties in the same tax district. Having reviewed these factors with the Company, we have assumed a taxable value figure of $8.3 billion for analysis purposes.

The Subject Site is located in the Las Vegas City Redevelopment Tax District 203.[9] This district has a combined tax rate of $3.2812 per $100 of assessed value.[10] The proceeds of this levy inure to several public entities; they are summarized in the table below. It is worth noting this analysis does not assume any funds being redirected toward to the Project's benefit.

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[7] Nev. Rev. Stat. § 361.227 (1)(b); *see also* Nevada Taxpayers Association, *Understanding Nevada's Property Tax System*. 2000 edition. Page 7.

[8] Nev. Rev. Stat. § 361.225.

[9] *See* *http://gisgate.co.clark.nv.us/openweb/asp/SelectProperty.asp?DBServer=ccgis2&Parcel=16204507005 as an example.*

[10] *See* http://trweb.co.clark.nv.us/county/TaxRate-DistrictBreakdown2005-6.htm#203.

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Exhibit 12
Estimated Property Tax Payments
Status Quo, With Project and Net Difference
(Annual Payments)

Entity	Rate Per $100 of Value	Status Quo	With Project	Positive Tax Impact
State, County and School	1.2384	$224,674	$36,133,422	$35,908,748
Las Vegas City	0.3279	$59,488	$9,567,304	$9,507,815
Las Vegas City Debt	0.0029	$526	$84,615	$84,089
Las Vegas City Fire Safety	0.0950	$17,235	$2,771,863	$2,754,628
Las Vegas/Clark County Library District	0.0360	$6,531	$1,050,390	$1,043,859
Las Vegas/Clark County Library Dist. Debt	0.0060	$1,089	$175,065	$173,976
Las Vegas Artesian Basin	0.0006	$109	$17,507	$17,398
LVMPD Emergency 9-1-1	0.0024	$435	$70,026	$69,591
Las Vegas Redevelopment Area	1.3332	$241,873	$38,899,450	$38,657,577
LVMPD Manpower Supplement – City	0.2388	$43,324	$6,967,588	$6,924,264
TOTAL	**3.2812**	**$595,284**	**$95,737,229**	**$95,141,945**

GAMING PERCENTAGE FEES

Gross gaming revenues of non-restricted gaming licensees are subject to a percentage fee.[11] The levy is based on gaming operation winnings less the total paid out as losses, annuities purchased to fund losses to pay out over several years, and the cost of personal property won by a player.[12] It also excludes foreign coins collected, entry fees, counterfeit bills, and any adverse impacts associated with fraudulent acts. The tax rates imposed are 3.5 percent of the first $50,000 in net winnings per month, 4.5 of the net winnings greater than $50,000 but not greater than $134,000 per month, and 6.75 percent of net winnings greater than $134,000 per month.[13] The vast majority of these revenues inure to the State's General Fund. A calculation of percentage fee revenues is provided below based on projected gaming revenues and the industry's seasonality during 2006.

[11] Nev. Rev. Stat. § 463.370.

[12] *Id.*

[13] *Id.*

APPLIED ANALYSIS

Exhibit 13
Estimated Gaming Percentage Fee Tax Payments
(Annual Impact)

Month	Total Gaming Revenues	Estimated Tax Payments			
		Tier 1 (3.5%)	Tier 2 (4.5%)	Tier 3 (6.75%)	Total
January	$41,537,996	$1,750	$3,780	$2,794,770	$2,800,300
February	$36,477,454	$1,750	$3,780	$2,453,183	$2,458,713
March	$36,163,696	$1,750	$3,780	$2,432,004	$2,437,534
April	$34,195,467	$1,750	$3,780	$2,299,149	$2,304,679
May	$39,966,831	$1,750	$3,780	$2,688,716	$2,694,246
June	$30,106,222	$1,750	$3,780	$2,023,125	$2,028,655
July	$35,193,148	$1,750	$3,780	$2,366,493	$2,372,023
August	$36,824,020	$1,750	$3,780	$2,476,576	$2,482,106
September	$34,180,220	$1,750	$3,780	$2,298,120	$2,303,650
October	$35,228,966	$1,750	$3,780	$2,368,910	$2,374,440
November	$42,526,225	$1,750	$3,780	$2,861,475	$2,867,005
December	$40,377,898	$1,750	$3,780	$2,716,463	$2,721,993
Total	**$442,778,145**	**$21,000**	**$45,360**	**$29,778,985**	**$29,845,345**

RETAIL SALES AND USE TAXES

In Nevada, retail sales and use taxes are imposed on the sale of tangible personal property not specifically exempted by statute.[14] A companion "use" tax is levied on property purchased outside the state and brought into the state for use. The combined total rate in Clark County is 7.75 percent. A breakdown of this levy and its distributions are provided in the table that follows.

[14] *See* Nev. Rev. Stat. §§ 372, 377, 377A, and 543.600 et seq.

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Exhibit 14
Nevada Retail Sales and Use Taxes

Tax	Rate	Distribution
State Sales & Use Tax	2.00%	State General Fund
Local School Support Tax	2.25%	To the school district in the county of origin
Basic City-County Relief Tax	0.25%	Deposited in the "local government tax distribution fund;" redistribution is based on a formula
Supplemental City-County Relief Tax	1.75%	Deposited in the "local government tax distribution fund;" redistribution is based on a formula
County Options – Water & Wastewater Infrastructure	0.25%	Clark County – Water Operations
County Options – Regional Transportation	0.25%	Clark County – Regional Transportation
County Options – Flood Control	0.25%	Clark County – Flood Control
County Option – Police Protection	0.25%	Clark County – Metropolitan Police Department
County Options – Mass Transit	0.25%	Clark County – Mass Transit
Total	**7.75%**	--

The question that is often posed relating to the fiscal impact of retail sales and use tax collections is tied to its measurement. The question is: *Should the fiscal impact be measured as the amount of retail sales and use tax that is collected from the patrons of a business, or should the fiscal impact be measured as a function of the taxes paid by the business itself as it purchases and consumes taxable goods*. We would tend to argue that the former is the more proper approach, respecting the point of sale. While the purchase of goods by businesses are extremely important in some industries (e.g., mining, construction and manufacturing), it is the sale of goods to consumers, many of which are non-residents, that generates a very significant share of Clark County's and Nevada's taxable sales volume.

APPLIED ANALYSIS

Exhibit 15
Retail Sales and Use Tax Collection Comparison
(Taxes Attributable to Business Direct Spending)

	Direct Employment	Taxable Consumption Per Employee[15]	Total Taxable Sales	Combined Tax Rate	Retail Sales & Use Tax Collections
Resort Hotel-Casino	8,276	$2,515	$20,813,664	7.75%	$1,613,059
Condominiums/Hotel-Condos	963	$2,515	$2,421,253	7.75%	$187,647
Arena, Commercial & Other Uses	8,175	$2,515	$20,560,125	7.75%	$1,593,410
Total	17,414	$2,515	$43,795,041	7.75%	$3,394,116

Exhibit 16
Retail Sales and Use Tax Collection Comparison
(Taxes Attributable to Patron Purchases)

	Estimated Sales Activity (in millions)	Share of Revenue Subject to Sales Tax	Taxable Retail Sales (in millions)	Combined Tax Rate	Retail Sales & Use Tax Collections
Resort Hotel-Casino					
Rooms	$282	0%	$0	7.75%	$0
Casino	$443	0%	$0	7.75%	$0
Food	$157	90%	$142	7.75%	$10,968,709
Beverage	$60	90%	$54	7.75%	$4,205,969
Other	$152	25%	$38	7.75%	$2,951,957
Total	**$1,095**	**21%**	**$234**	**7.75%**	**$18,126,635**
Condos/Hotel-Condos	$179	**5%**	$9	**7.75%**	$692,400
Arena, Commercial & Other Uses	$1,320	50%	$660	**7.75%**	$51,163,136
TOTAL	**$2,594**	**35%**	**$903**	**7.75%**	**$69,982,171**

SECONDARY REVENUE SOURCES

Retail sales and use taxes, gaming percentage fees and *ad valorem* property taxed are anticipated to account for roughly 70 percent of the Project's aggregate tax liability. This having been said, there are a myriad of smaller state and local levies that also have material fiscal impacts. The table on the following page briefly summarizes some of the more substantial secondary revenue generators.

[15] Estimate based on IMPLAN industry-to-industry purchase matrix. Analysis omits impacts during construction.

APPLIED ANALYSIS

Exhibit 17

Various Secondary Source Tax Collection Estimates

	Statutory Reference	Basis of The Tax	Tax Rate	Distribution	Revenue Estimates Proposed Development	Estimates Notes
Modified Business Tax	NRS 363A	Tax is based on gross payrolls defined in NRS 612190, paid in each calendar quarter, less any cost for providing employer paid healthcare coverage	0.63%	State General Fund	$ 5,459,838	Estimates based on personal income calculations, times an employer offered healthcare coverage factor of .85, times 0.65 percent.
Secretary of State Fees	NRS 78, 78A, 80, 81, 88A86, 87, 600, and 104.	Various fees based on each business form	Various	State General Fund	Not estimated due to data limitations.	Estimate would depend on the organizational formation of the operating entities.
Cigarette & Tobacco Taxes	NRS 370	Tax is imposed on the wholesale cost of cigarette and tobacco produces, and then passed through to consumers	$0.80 per pack of cigarettes, or 30% of other tobacco products costs	State General Fund; Local Government Distribution Fund	Not estimated due to data limitations.	Very little, if any, of this tax would be borne by the Project directly. This having been said, visitor consumption of cigarettes and other tobacco products is material.
Intoxicating Liquor Taxes	NRS 369	Tax is imposed on the importation, processing, storing or selling of all liquor	$0.16 to $3.60 per gallon, depending on alcohol content	State General Fund; Local Government Distribution Fund	Not estimated due to data limitations.	This tax would be borne by the Project directly, but the amount is not estimatable given limited data availability.
Motor Vehicle Fuel Tax	NRS 365.170, 365.180, 365.190, and 365.192	Tax imposed on motor vehicle fuel sold, distributed or used	Varies	State Highway Fund; City and County Road Funds	Not estimated due to data limitations.	--

APPLIED ANALYSIS

Exhibit 17

Various Secondary Source Tax Collection Estimates

	Statutory Reference	Basis of The Tax	Tax Rate	Distribution	Revenue Estimates Proposed Development	Estimates Notes
Live Entertainment Tax	NRS 463.401	Tax imposed on facility where entertainment is provided Tax is imposed on admission, cover, food, beverage, and/or merchandise depending on size of venue	10% of admission charge, food, beverage and merchandise if seating is more than 300 and less than 7,500; 5% on admission charge only if seating is 7,500 or more	State General Fund	Not estimated due to data limitations.	As we understand it, the Project's programming would include live entertainment, which will make all food, beverage, merchandise and admissions fees subject to the state's Live entertainment tax while the live entertainment is being performed.
County Gaming Fees	NRS 463.390	Unit-based tax imposed on casino games, slot machines or any game of chance	$25 per month for each table game of poker, bridge, whist, solo and panguingui, $50 per month for all other table games, and $10 per month for each slot unit	Clark County General Fund	Not estimated due to data limitations.	--
Slot License Fee - Non-Restricted	NRS 463.375	Unit based tax imposed on each slot machine	$20 for each slot machine each calendar quarter	State General Fund	Not estimated due to data limitations.	--

APPLIED ANALYSIS

Exhibit 17

Various Secondary Source Tax Collection Estimates

	Statutory Reference	Basis of The Tax	Tax Rate	Distribution	Revenue Estimates Proposed Development	Estimates Notes
Slot Machine Excise Tax	NRS 463.385	Unit based tax imposed on each slot machine	$250 for each slot machine each year	Higher Education Fund; Higher Education Special Capital Construction Fund; State Distributive School Account	Not estimated due to data limitations.	--
State Games License - Annual Fees	NRS 463.380; NRS 463.320	Unit-based tax imposed on each table game	Graduated rate; top tier is $16,000 plus $200 for each game in excess of 16	County governments	Not estimated due to data limitations.	--
State Games License - Quarterly Fee	NRS 463.383	Unit-based tax imposed on all games operated in any calendar quarter	Graduated rate; top tier is $20,300 plus $25 for each game is access of 35	State General Fund	Not estimated due to data limitations.	--
Insurance Premium Tax	NRS 680B	Tax based on net insurance premiums	3.5 percent of net direct premiums, passed on in the cost of premiums	State General Fund	Not estimated due to data limitations.	--

APPLIED ANALYSIS

Exhibit 17

Various Secondary Source Tax Collection Estimates

	Statutory Reference	Basis of The Tax	Tax Rate	Distribution	Revenue Estimates Proposed Development	Estimates Notes
State Transient Lodging Tax	NRS 244.3352; NRS 268.096	Tax imposed on the rental of transient lodging	1 percent	Nevada Commission on Tourism; County Fair Boards; School Construction Accounts	$ 2,821,324	Note that condo-hotel units have not been included in this calculation as the taxability of their revenues will depend on the structure of the development.
Local Transient Lodging Tax	NRS 244.335; NRS 268.095	Tax imposed on the rental of transient lodging	Rates vary; applicable rate at the subject site is 11 percent	Local Government	$ 31,034,566	Estimate based on an assumed average daily rate of $125.38, and average occupancy percentage of 93 percent, and a total of 2,400 hotel rooms. Note that condo-hotel units have not been included in this calculation as the taxability of their revenues will depend on the structure of the development.
Local Franchise Fees	NRS 354.598811	Rate imposed on utility fees and charges	Up to 5% of the utilities gross revenue from the jurisdiction	Local Government	Tax would be paid under both development scenarios. Information necessary to estimate yield was not readily available.	--

APPLIED ANALYSIS

APPENDIX A

Economic and Fiscal Impact Key Assumption Summary

Issue	Description /Estimate	Source
Project Summary/Scope	REI Group	Prepared by the Company and Submitted to Applied Analysis
Parcel Number(s)	Various	The Company and Clark County Assessor's Office
Proposed Total Acres	±57.3	The Company and Clark County Assessor's Office
Project Construction Cost	$9.3 billion	Total project construction costs based on estimated available for other resort development in Southern Nevada. See other variables below.
Number of Resort Hotel Rooms	6,000	Data provided by the Company
Resort Hotel Construction Cost Per Room	$1.1 million	Applied Analysis, based on data obtained from the Las Vegas Convention and Visitors Authority construction reports, CityCenter and Echelon Place.
Number of Luxury Condominium and Hotel-Condominium Units	3,100	Data provided by the Company
Price Per Square Foot to Construct Condominium and Hotel-Condominium Units	$500	Applied Analysis, based on discussions with local developers and a review of the luxury condominium market.
Average Size of Condo and Hotel-Condo Units	750 sf Condo-Hotel 1,000 sf Residences	Applied Analysis, based on discussions with local developers and a review of the luxury condominium market.
Average Annual Wage – Construction Employment	$42,690	Nevada Department of Employment, Training and Rehabilitation and Applied Analysis
Arena Size	22,000 seats	Data provided by the Company
Arena Construction Cost	$404 million	Based on "Analysis of Las Vegas Events Center" by CSL (draft)
Other Commercial Uses (space)	4.1 million sf	Data provided by the Company
Average Cost Per Square Foot to Construct Other Commercial Space	Exhibition - $250 psf Retail - $300 psf	Applied Analysis, based on discussions with local developers and a review of the meeting/convention, office and retail market. See Las Vegas Retail Market Summary, Q4 2006; Las Vegas Office Market Summary, Q4 2006; LVCVA Enhancement Program Business Plan, 2006.
Revenue Per Available Room (RevPAR)	$128.83	Nevada Gaming Abstract, 2006
Estimated Hotel Revenue	$282 million	Nevada Gaming Abstract, 2006 Applied Analysis
Estimated Casino Revenue	$443 million	Nevada Gaming Abstract, 2006 Applied Analysis

APPLIED ANALYSIS

Issue	Description /Estimate	Source
Estimated Food Revenue	$157 million	Nevada Gaming Abstract, 2006 Applied Analysis
Estimated Beverage Revenue	$60 million	Nevada Gaming Abstract, 2006 Applied Analysis
Estimated Other Revenue	$152 million	Nevada Gaming Abstract, 2006 Applied Analysis
Number of Hotel Employees	1,520	Nevada Gaming Abstract, 2006 Applied Analysis
Casino Employees	1,997	Nevada Gaming Abstract, 2006 Applied Analysis
Food Employees	2,226	Nevada Gaming Abstract, 2006 Applied Analysis
Beverage Employees	497	Nevada Gaming Abstract, 2006 Applied Analysis
Administrative and Other Employees	2,036	Nevada Gaming Abstract, 2006 Applied Analysis
Average Hotel-Gaming Employee Annual Wage Payment	$41,228	Nevada Department of Employment Training and Rehabilitation, Nevada Gaming Abstract, 2006 and Applied Analysis
Condo/Hotel-Condo Employees	963	Assumes that condo/condo-hotel employment maintains similar revenue-to-employment ratio as hotel operations (after accounting for reduced service levels, occupancy and turnover)
Condo/Hotel-Condo Revenue	$179 million	Based on hotel operations and adjusted rates for larger size on hotel-condo while a minor share of revenue allocated from the rental of residences
Square Feet Per Commercial Space Employee	500 – Retail Space 125 - Exhibition Space	IREM; ICSC; Applied Analysis; Clark County Assessor's Office and the Las Vegas Convention and Visitors Authority.
Sales Per Commercial Square Foot	$800 – Retail Space $160 – Exhibition Space	Applied Analysis based on discussions with industry representatives and data public reported on the performance of similarly situated space space.
Sales Generated from Arena	$320 million	Based on "Analysis of Las Vegas Events Center" by CSL (draft)

CITY OF LAS VEGAS
PLANNING AND DEVELOPMENT DEPARTMENT

ENVIRONMENTAL IMPACT ASSESSMENT

Pursuant to Las Vegas Municipal Code (LVMC) Section 19.18.010(E) and Ordinance No. 5477 (May 1, 2002), the City of Las Vegas has determined that your project is subject to a Development Impact Notice and Assessment (DINA) and/or meets the criteria for a Project of Regional Significance as established by the Southern Nevada Regional Policy Plan.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. The Environmental Impact Assessment forms attached herein must be prepared for each factor* and submitted for evaluation.

√	**1**	**Project Description**
√	**2**	**Transportation and Traffic**
√	**3**	**Schools**
√	**4**	**Emergency Services**
√	**5**	**Housing**
√	**6**	**Mass Transit**
√	**7**	**Open Space and Recreation**
√	**8**	**Hydrology**
√	**9**	**Water Quality**
√	**10**	**Utilities and Service System**

* Bold question numbers denote minimum NRS requirements

Submitted at City Council
Date 6/20/07 Item 149-157

Applicant Information

The following Environmental Impact Assessment is being submitted for consideration for the proposed project known as Pulse, located at southwest corner of Main Street and Charleston Avenue, City of Las Vegas, Nevada..

This document is being prepared by:

Company Name: Kimley-Horn and Associates, Inc.
Address: 2080 E. Flamingo Road, Suite 210
Las Vegas, Nevada 89119

Contact Person:
Name: David Wilson
Title: Civil Engineer
Telephone: 702-862-3631
Fax: 702-735-4949
E-mail: david.wilson@kimley-horn.com

I certify that the statements made by me on this Environmental Impact Assessment represent my best professional judgment and are, to the best of my knowledge, true and complete and correct.

I understand that any misrepresentation or material omission of fact on this document may be considered as constituting grounds for an incomplete application and may uphold processing of the application until complete information is provided.

Signature: _____ Date: _____

Name: David Wilson
Title: Civil Engineer

1 Project Description

1.a	Project title:	Pulse
1.b	Application #:	
1.c	Project location:	Southwest corner of Main and Charleston, Las Vegas, Nevada
1.d	Project sponsor	
	Name:	REI Neon, LLC
	Address:	40900 Woodward, Suite 130, Bloomfield Hills, MI 48304
	Telephone:	248-554-4228
1.e	G. P. designation:	Light Industrial / Research / General Tourist Commercial
1.f	Zoning:	C-M (Commercial Industrial) / M (Industrial) / C-2 (General Commercial)
1.g	Project description:	
	Total site acreage:	70 acres, +/-
	i) Residential	
	Total units:	1600 Condo Units
	FAR per Lot:	The FAR per lot and lot coverage per lot are not easily determined as the condo units are not at ground level but elevated above other uses.
	Lot Coverage per Lot:	see above
	ii) Hospitality	
	Total rooms:	7500 Units
	Total entertainment:	2,350,000 s.f. plus 22,000 seat arena
	iii) Commercial	
	Total S.F.:	4,050,000
	Total FAR:	The FAR per lot and lot coverage per lot are not easily determined as the commercial areas are absorbed within the casino use and within the exhibition space.
	Total Lot Coverage:	see above

1.h Briefly describe the project's surrounding land use and setting:

North:	Planned Development (PD) (Shopping Mall, World Market) M-Industrial (Service / Repair Shot) C-M Commercial Industrial (Bars, Retail Stores)
East:	C-M - Commercial Industrial (Restaurants, Retail Stores
South:	M-Industrial (Equipment Shops, Service)

West: M-Industrail (Equipment/Service, Repair)

1.i Project narrative (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach exhibits if necessary):

Narrative: Pulse is a 70 acre +/- mixed use development bound by Main Street, Charleston Boulevard, Union Pacific Railroad, and Wyoming Avenue. The project intends to remove the existing structures and roadways internal to the project's area to create a clean palate to place the new development upon. Pulse is expected to include an arena, an exhibition hall, gaming with associated retail, entertainment and conference uses, hotels, condominiums, structured parking and privately owned open space elements throughout the development.

The project proposes a new internal roadway network, circulation patterns for vehicles and pedestrians and use of the mass transit routes. With these new improvements, the external roads are adequate for development of the project. The project area is currently served by all the five major utilities; water, sewer, power, gas and telephone. Preliminary discussions indicate that the power and gas utilities may have infrastructure limitations in serving the new development but will be able to service the development with infrastructure improvements. The project will be built in several construction phases that will be defined later as the development solidifies.

The current project area contains commercial and industrial uses. The new planned development does not have a large number of residential units planned so there will be minimal impact to the adjacent schools and emergency services. In addition, the gaming properties will provide their own level of emergency services.

2 Transportation and Traffic

2.a Would the project include adequate emergency access pursuant to LVMC Fire and emergency response requirements?

Explain: The project will provide adequate emergency access pursuant to LVMC fire and emergency response requirements. During the Site Improvement and Building plan processes, the LV Fire will review, comment, and require necessary fire and emergency response requirements.

2.b Would the project provide adequate parking pursuant to LVMC parking requirements?

Explain: The project lies within the Centennial Plan area and therefore the parking requirement is non-standard compared to areas outside the Centennial Plan area. A parking analysis has been completed representing that the project will provide adequate parking pursuant to the Centennial Plan.

2.c Would the project potentially increase hazards due to a design feature (e.g., sharp curves, dangerous intersection) or incompatible uses (e.g., commercial heavy equipment)?

Explain: The project site improvements will not increase hazards due to a design feature. The site improvements will be prepared using the current guidelines and procedures.

2.d Would the site have sufficient access to streets and highways, adequate in width and pavement type to carry the quantity and quality of traffic generated by the proposed project?

Explain: The site plans are still very preliminary but the project intends to provide sufficient access to streets and highways that are adequate in width and pavement type to carry the traffic generated by the project. The traffic study will address the proposed circulation network and improvements necessary to provide sufficient access to adjacent streets and highways.

2.e Insert a Table (attach additional sheets if necessary), indicating the number of vehicle trips that the proposal will generate, estimated by applying to the proposal the average trip rates for the peak days and hours established by the Institute of Transportation Engineers (or its successor).

Table: Attached are excerpts from the project's traffic study representing the number of vehicle trips that the project will generate and the method by which the vehicle trips were determined. The below table represents the net project generated trips after adjusting for Internal Capture. See Table 6 (attached).

Excerpt from "Pulse Traffic Study"

5.3 Project Trip Generation

For purposes of estimating the number of new trips that would be generated by the proposed Pulse development, the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition and the Las Vegas Strip Casino Trip Generation Equation from the March 2000 study entitled, "Recalibration of Trip Generation Model for Las Vegas Hotel/Casinos" was used. The ITE manual is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies performed at numerous locations in areas of various populations.

Daily peak hour trip generation (excluding special events at the Sports Mart and arena) for the Pulse redevelopment project was based on Residential Townhouse/Condominium (ITE Land Use Code 230), Resort Hotel (ITE Land Use Code 330), Shopping Center (ITE Land Use Code 820), and Las Vegas Strip Casino land use. **Table 4** summarizes estimated project trips for the proposed Pulse development prior to adjusting for internal capture.

Table 4 - Project Generated Traffic Prior to Internal Capture

Land Use	Daily	Trips					
		AM Peak Hour			PM Peak Hour		
		Entering	Exiting	Total	Entering	Exiting	Total
Residential Condo (ITE 230) - 1,600 DU	9,376	120	584	704	557	275	832
Resort Hotel (ITE 330) - 1,500 Rooms	7,875	335	130	465	271	359	630
Shopping Center (ITE 820) - 550, 000 SF	23,618	346	221	567	990	1,073	2,063
Resort Corridor Hotel Casino (6,000 Rooms, 100,000 SF Gaming Area)	33,976	929	645	1,574	1,332	1,386	2,718
All Resort Casino Amenities	*	*	*	*	*	*	*
Sports Mart - 3,500,000 SF (Not During an Event)**	2,500	200	minimal	200	minimal	200	200
Arena - 22,000+/- Seats (Special Event Facility)	Minimal	minimal	minimal	minimal	minimal	minimal	minimal
TOTAL	77,345	1,930	1,580	3,510	3,150	3,293	6,443

Source: Trip Generation, *7th Edition, Institute of Transportation Engineers*
"Recalibration of Trip Generation Model for Las Vegas Casinos", March 2003
** Included in the Casino Trip Generation Equations*
*** Estimated 200 employees on a regular basis.*

5.3.1 Internal Capture

The trip generation shown in **Table 4** is calculated based on observed trip generation rates for single-use free standing sites. The Pulse development is anticipated to contain a mixture of land uses that are anticipated to interact with each other. For example, guests staying in the non-gaming hotels are anticipated to go to the casino and shop at the retail while staying at the Pulse development. The various attractions within the site are anticipated to cause a reduction in the actual vehicular trips entering and exiting the site. ITE has outlined the phenomenon of internal capture in multi-use developments in the Trip Generation Handbook, 2nd Edition, June 2004.

As defined by ITE, a multi-use development is a single real-estate project that consists of two (2) or more ITE land use classifications between which trips can be made without

using the off-site road system. The capture of trips internal to the site causes the external trips to the site to be reduced.

The ITE daily internal capture rates were applied to the daily traffic volumes. The ITE PM peak hour methodology was applied to the development during both the AM and PM peak hours since Las Vegas is a city that operates around the clock. Additionally, the residential condominiums and non-gaming resort hotels are anticipated to interact with other onsite uses like residential land uses. The shopping center and hotel/casino and amenities are anticipated to interact with other on-site uses like retail. In order to provide a conservative analysis, the general daily Sports Mart traffic was not considered for internal capture.

Table 5 outlines the project generated traffic after adjusting for internal capture based on the criteria set forth in the ITE Trip Generation Handbook, 2nd Edition, Chapter 7.

Table 5 - Project Generated Traffic After Internal Capture

Land Use	Daily	Trips					
		AM Peak Hour			PM Peak Hour		
		Entering	Exiting	Total	Entering	Exiting	Total
Residential Condo (ITE 230) - 1,600 DU	3,938	56	469	525	262	66	328
Resort Hotel (ITE 330) - 1,500 Rooms	2,718	268	41	309	76	145	221
Shopping Center (ITE 820) - 550, 000 SF	12,044	215	123	338	614	645	1,259
Resort Corridor Hotel Casino (6,000 Rooms, 100,000 SF Gaming Area and all Amenities)	21,255	743	499	1,242	872	911	1,783
All Resort Casino Amenities	*	*	*	*	*	*	*
Sports Mart - 3,500,000 SF (Not During an Event)**	2,500	200	minimal	200	minimal	200	200
Arena - 22,000+/- Seats (Special Event Facility)	minimal	minimal	minimal	minimal	minimal	minimal	minimal
TOTAL EXTERNAL TRIPS	**42,455**	**1,482**	**1,132**	**2,614**	**1,824**	**1,967**	**3,791**

Source: Trip Generation, 7th Edition, Institute of Transportation Engineers
"Recalibration of Trip Generation Model for Las Vegas Casinos", March 2003
** Included in the Casino Trip Generation Equations*
*** Estimated 200 employees on a regular basis.*

After taking into account internal capture, the proposed Pulse development is expected to generate 42,455 daily trips, of which 2,614 are expected to occur during the AM peak hour and 3,791 are expected to occur during the PM peak hour.

5.3.2 Net Project Trip Generation After Internal Capture

The Pulse redevelopment project is expected to replace existing commercial, retail, and light industrial developments. These developments are currently generating trips to the network. As such, the expected net external trip generation for the Pulse redevelopment project is located in **Table 6**.

Table 6 - Net Project Generated Traffic After Adjusting for Internal Capture

Land Use	Daily	Trips					
		AM Peak Hour			PM Peak Hour		
		Entering	Exiting	Total	Entering	Exiting	Total
Residential Condo (ITE 230) - 1,600 DU	3,938	56	469	525	262	66	328
Resort Hotel (ITE 330) - 1,500 Rooms	2,718	268	41	309	76	145	221
Shopping Center (ITE 820) - 550, 000 SF	12,044	215	123	338	614	645	1,259
Resort Corridor Hotel Casino (6,000 Rooms, 100,000 SF Gaming Area)	21,255	743	499	1,242	872	911	1,783
All Resort Casino Amenities	*	*	*	*	*	*	*
Sports Mart - 3,500,000 SF (Not During an Event)**	2,500	200	minimal	200	minimal	200	200
Arena - 22,000+/- Seats (Not During an Event)	minimal	minimal	minimal	minimal	minimal	minimal	minimal
TOTAL	**42,455**	**1,482**	**1,132**	**2,614**	**1,824**	**1,967**	**3,791**
Existing Site Generated Traffic	3,626	437	89	526	112	396	508
TOTAL NET	**38,829**	**1,045**	**1,043**	**2,088**	**1,712**	**1,571**	**3,283**

Source: Trip Generation, 7th Edition, Institute of Transportation Engineers
"Recalibration of Trip Generation Model for Las Vegas Casinos", March 2003
** Included in the Casino Trip Generation Equations*
*** Estimated 200 employees on a regular basis.*

After adjusting for internal capture and existing land uses located on the development site, the Pulse redevelopment project is expected to generate approximately 38,800 daily trips, of which 2,088 are expected to occur during the AM peak hour and 3,283 are anticipated to occur during the PM peak hour.

5.3.3 Net Project Trip Generation After Transit Adjustment

This proposed development is recommended to embrace the BRT public transit system through the construction of exclusive BRT lanes down the center of the recommended Grand Central Parkway South extension from Charleston Boulevard to Main Street, providing continuity of the BRT from Union Park (61 Acres) and downtown Las Vegas to The Strip. In order to provide a conservative analysis, a vehicle trip reduction for

transit was not taken into account for the proposed project. After adjusting for internal capture and existing land uses located on site, the Pulse redevelopment project is expected to generate 38,829 daily trips, of which 2,088 are expected to occur during the AM peak hour and 3,283 are expected to occur during the PM peak hour. It is important to recognize that the estimated trip generation does not take into account any reductions in the trip generation due to the BRT servicing the site.

Kimley-Horn and Associates, Inc.

Project	Neon Lights	EXISTING			
Subject	Trip Generation				
Designed by	MMO	*Date*	March 30, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate

Land Use Code - Light Industrial (110)

Independant Variable - Acres (X)

X = 70.000
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 109)

Daily Weekday
T = 7.51(X)
T = 7.51 * 70

Directional Distribution: 83% ent. 17% exit.
T = 526 Average Vehicle Trip Ends
437 entering 89 exiting

437 + 89 = 526

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 110)

Daily Weekday
T = 7.26 (X)
T = 7.26 * (70.0)

Directional Distribution: 22% ent. 78% exit.
T = 508 Average Vehicle Trip Ends
112 entering 396 exiting

112 + 396 = 508

Weekday (page 108)

Daily Weekday
T = 51.8(X)
T = 51.8 * 70.00

Directional Distribution: 50% entering, 50% exiting
T = 3626 Average Vehicle Trip Ends
1813 entering 1813 exiting

1813 + 1813 = 3626

Kimley-Horn and Associates, Inc.

Project	Neon Lights				
Subject	Trip Generation				
Designed by	MMO	*Date*	March 30, 2007	*Job No.*	
Checked by				*Sheet No.*	1 of 2

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate Equations

Land Use Code - Residential Condominium/Townhouse (230)

Independant Variable - Dwelling Units (X)

X = 1,600
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 368)

Daily Weekday
T = (X) x 0.44
T = 1,600 x 0.44

Directional Distribution: 17% ent. 83% exit.
T = 704 Average Vehicle Trip Ends
120 entering 584 exiting

120 + 584 = 704

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 369)

Daily Weekday
T = (X) x 0.52
T = 1,600 x 0.52

Directional Distribution: 67% ent. 33% exit.
T = 832 Average Vehicle Trip Ends
557 entering 275 exiting

557 + 275 = 832

Weekday (page 367)

Daily Weekday
T = (X) x 5.86
T = 1,600 x 5.86

Directional Distribution: 50% entering, 50% exiting
T = 9376 Average Vehicle Trip Ends
4688 entering 4688 exiting

4688 + 4688 = 9376

Kimley-Horn and Associates, Inc.

Project	Neon Lights				
Subject	Trip Generation				
Designed by	MMO	*Date*	March 30, 2007	*Job No.*	
Checked by				*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate

Land Use Code -Resort Hotel (330)

Independant Variable - Rooms (X)

X = 1,500
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page 625)

Daily Weekday
T = 0.31(X)
T = 0.31 * (1500.0)

Directional Distribution: 72% ent. 28% exit.
T = 465 Average Vehicle Trip Ends
335 entering 130 exiting

335 + 130 = 465

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 626)

Daily Weekday
T = 0.42 (X)
T = 0.42 * 1500

Directional Distribution: 43% ent. 57% exit.
T = 630 Average Vehicle Trip Ends
271 entering 359 exiting

271 + 359 = 630

Weekday (Not Available)

Assume 8% PM Peak Hour

$\frac{630}{X} = 0.08$

7,875 Daily Trips

)92610000 Neon Lights\Trip Generation\Proposed\[330 RESORT HOTEL (Average Rate).Xl

Kimley-Horn and Associates, Inc.

Project	Neon Lights				
Subject	Trip Generation				
Designed by	MMO	*Date*	March 30, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 7th Edition, Average Rate Equations

Land Use Code - Shopping Center (820)

Independant Variable - 1000 Square Feet Gross Leasable Area (X)

Gross Leasable Area = 550,000 Square Feet
X = 550.000
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Page 1452)

Daily Weekday
T = 1.03 * (X)
T = 1.03 * 550.00

Directional Distribution: 61% ent. 39% exit.
T = 567 Average Vehicle Trip Ends
346 entering 221 exiting

346 + 221 = 567

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 1453)

Daily Weekday
T = 3.75 * (X)
T = 3.75 * 550.00

Directional Distribution: 48% ent. 52% exit.
T = 2063 Average Vehicle Trip Ends
990 entering 1073 exiting

990 + 1073 = 2063

Weekday (page 1451)

Daily Weekday
T = 42.94 * (X)
T = 42.94 * 550.00

Directional Distribution: 50% entering, 50% exiting
T = 23618 Average Vehicle Trip Ends
11809 entering 11809 exiting

11809 + 11809 = 23618

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 2nd Edition, June 2004, page 34)

Average Pass-By Trip Percentage: 0 AM 34.0 PM

	IN	Out	Total		IN	Out	Total	
AM Peak	346	221	567	PM Peak	653	708	1361	NON PASS-BY
AM Peak	0	0	0		337	365	702	PASS-BY

K:\TPTO\092610000 Neon Lights\Trip Generation\Proposed\[820 Shopping Center (AVG with new PASS-BY).XLS]S

Kimley-Horn and Associates, Inc.

Project	Neon Lights				
Subject	Trip Generation				
Designed by	MMO	*Date*	March 30, 2007	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

Recalibration of Trip Generation Model for Las Vegas Hotel/Casinos, University of Nevada-Las Vegas, March 2000.

Resort Corridor Hotel/Casino

Independant Variables - Rooms (X1)
- 1,000 square feet Casino Area (X2)

X1 = 6,000 Rooms X2 = 100 1,000 square feet Casino Area
T = Average Vehicle Trip Ends

AM Peak Hour

Daily Weekday
T = 0.168 * (X1) + 4.583 * (X2) + 107.789
T = 0.168 * 6000 + 4.583 * 100 + 107.789

Directional Dist.: 59% ent. 41% exit.
T = 1574 Average Vehicle Trip Ends
929 entering 645 exiting

929 + 645 = 1574

PM Peak Hour

Daily Weekday
T = 0.290 * (X1) + 9.780 * (X2)
T = 0.290 * 6000 9.780 * 100

Directional Dist.: 49% ent. 51% exit.
T = 2718 Average Vehicle Trip Ends
1332 entering 1386 exiting

1332 + 1386 = 2718

Weekday

Daily Weekday
8% PM PEAK HOUR PERCENTAGE

Directional Distribution: 50% entering, 50% exiting
T = 33976 Average Vehicle Trip Ends
16988 entering 16988 exiting

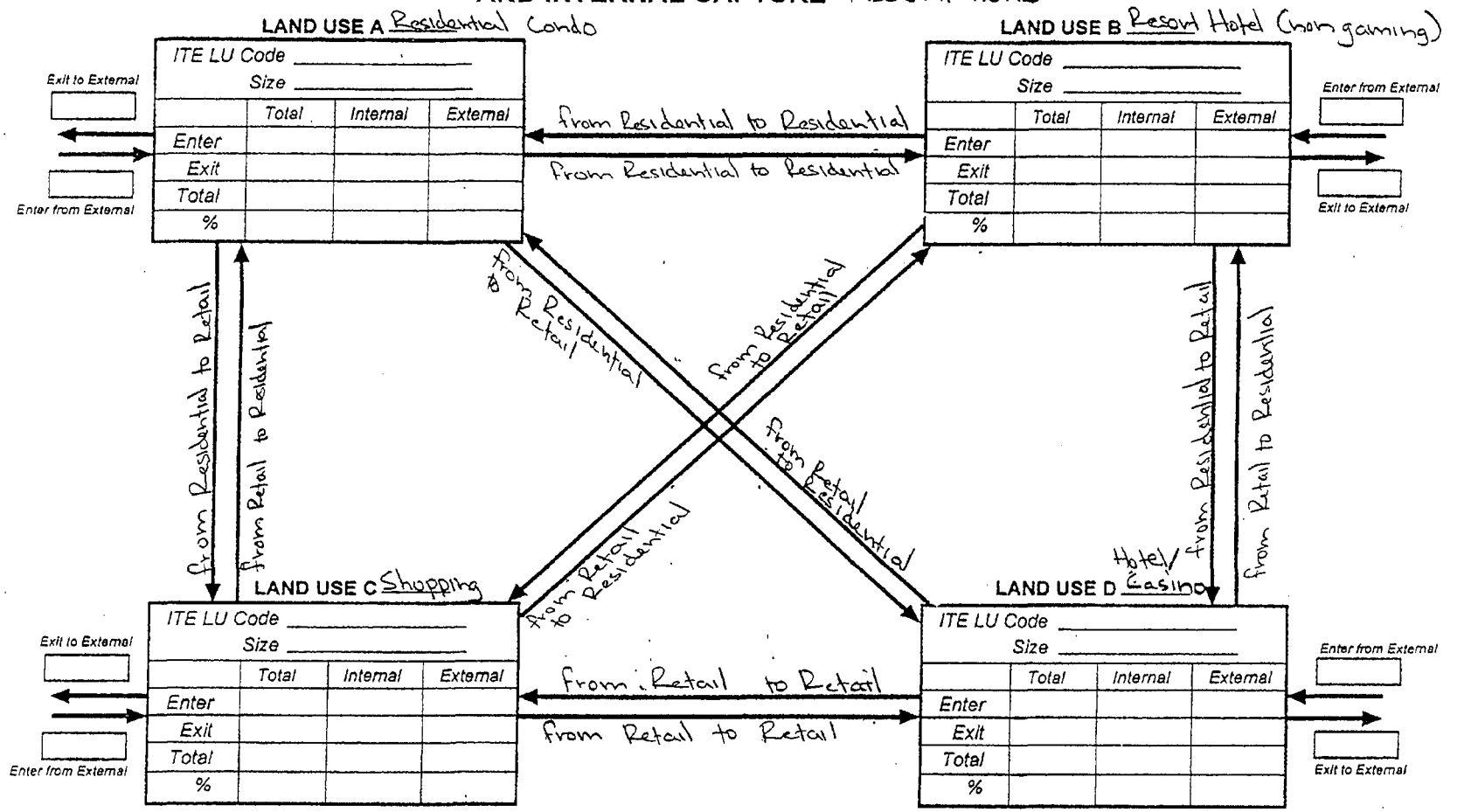
16988 + 16988 = 33976

K:\TPTO\092610000 Neon Lights\Trip Generation\Proposed\[CDR Strip Casino(rooms-casino area).XLS]CASINO FLOOR AREA

Analyst _____
Date _____

MULTI- USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE ASSUMPTIONS

Name of Dvlpt _____
Time Period _____



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter					
Exit					
Total					
Single-Use Trip Gen. Est.					

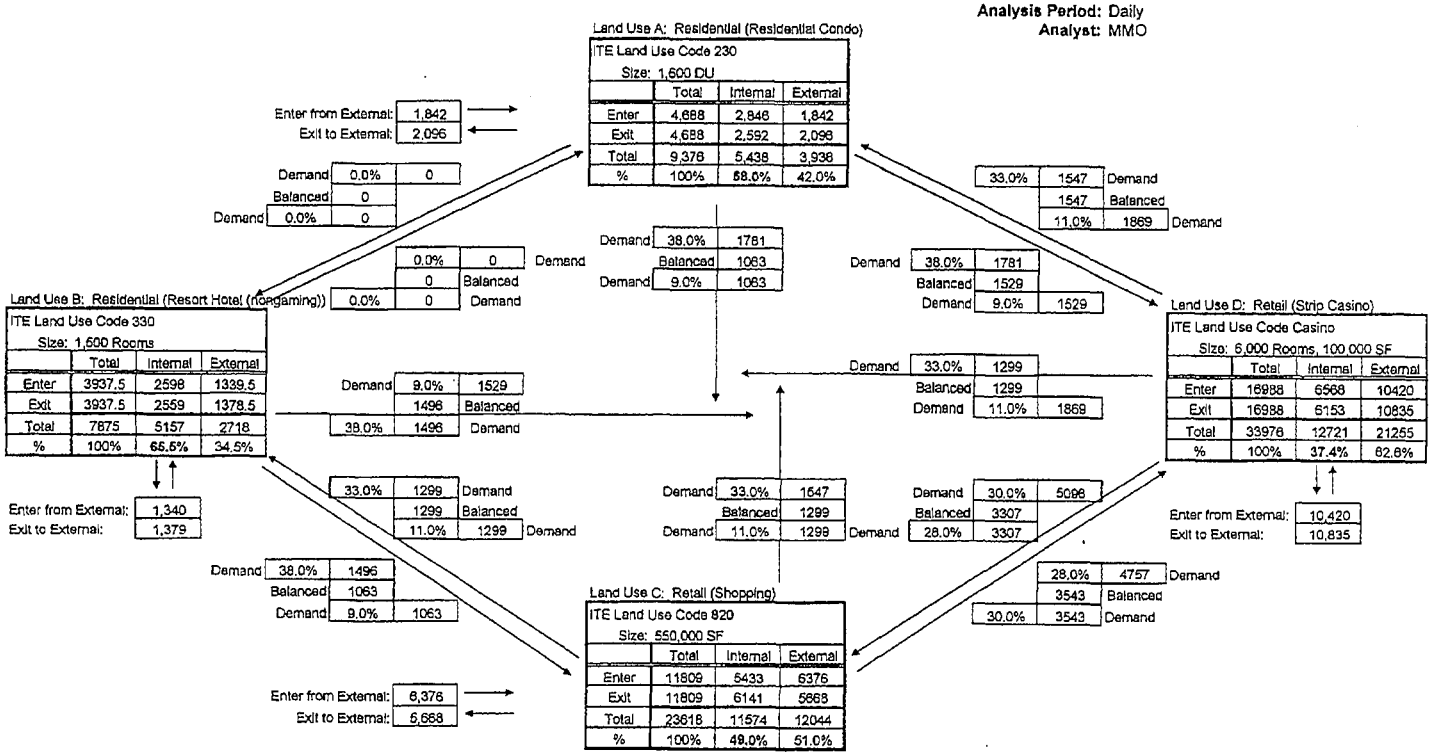
Source: Kaku Associates, Inc.

INTERNAL CAPTURE

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, March 2001)

Project Number:
Project Name: Neon Lights
Scenario: Build Out Daily
Analysis Period: Daily
Analyst: MMO



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

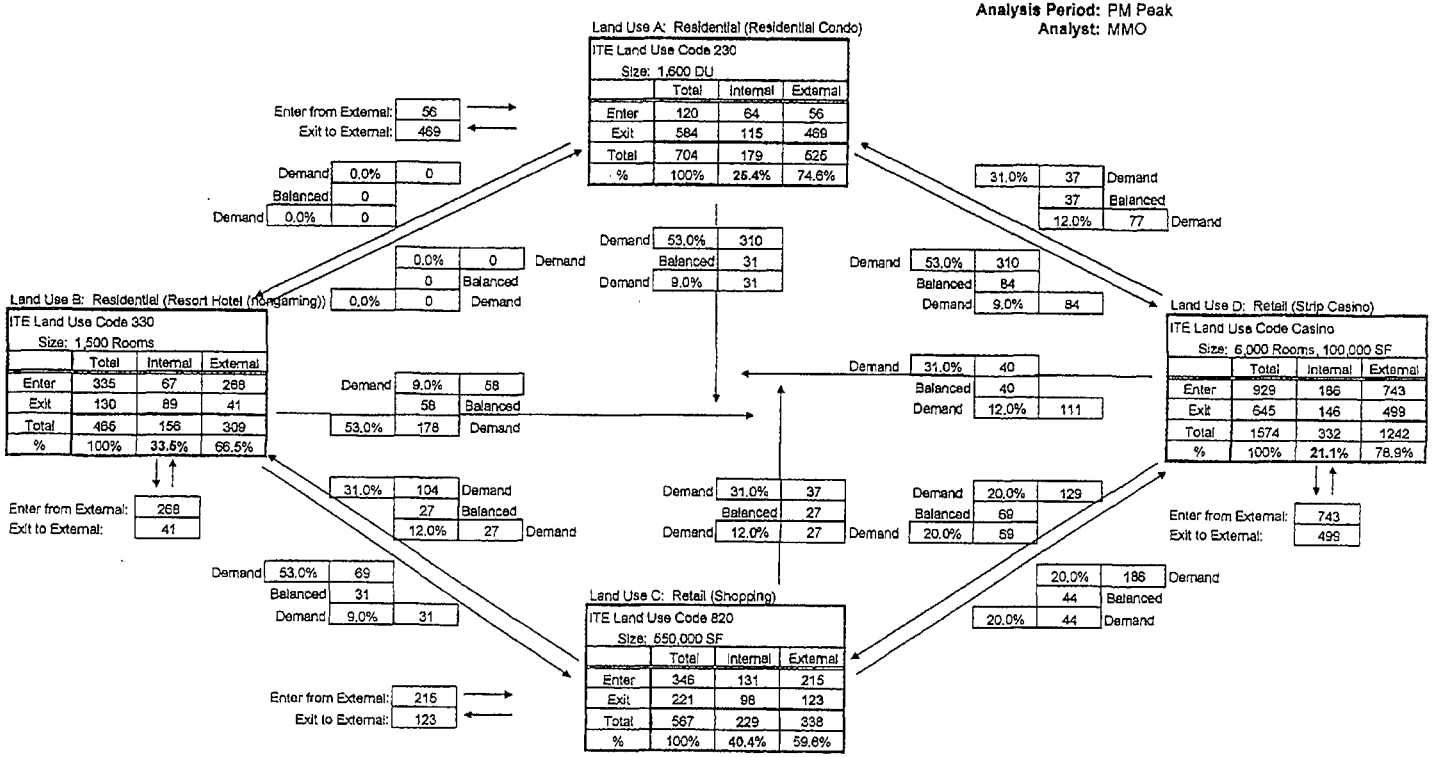
Category	Land Use A	B	C	D	Total
Enter	1,842	1,340	6,376	10,420	19,978
Exit	2,096	1,379	5,668	10,835	19,978
Total	3,938	2,718	12,044	21,255	39,955
Single Use Trip Gen Estimate	9,376	7,875	23,618	33,976	74,845

Overall Internal Capture = **46.62%**

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, March 2001)

Project Number:
Project Name: Neon Lights
Scenario: Build Out AM
Analysis Period: PM Peak
Analyst: MMO



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

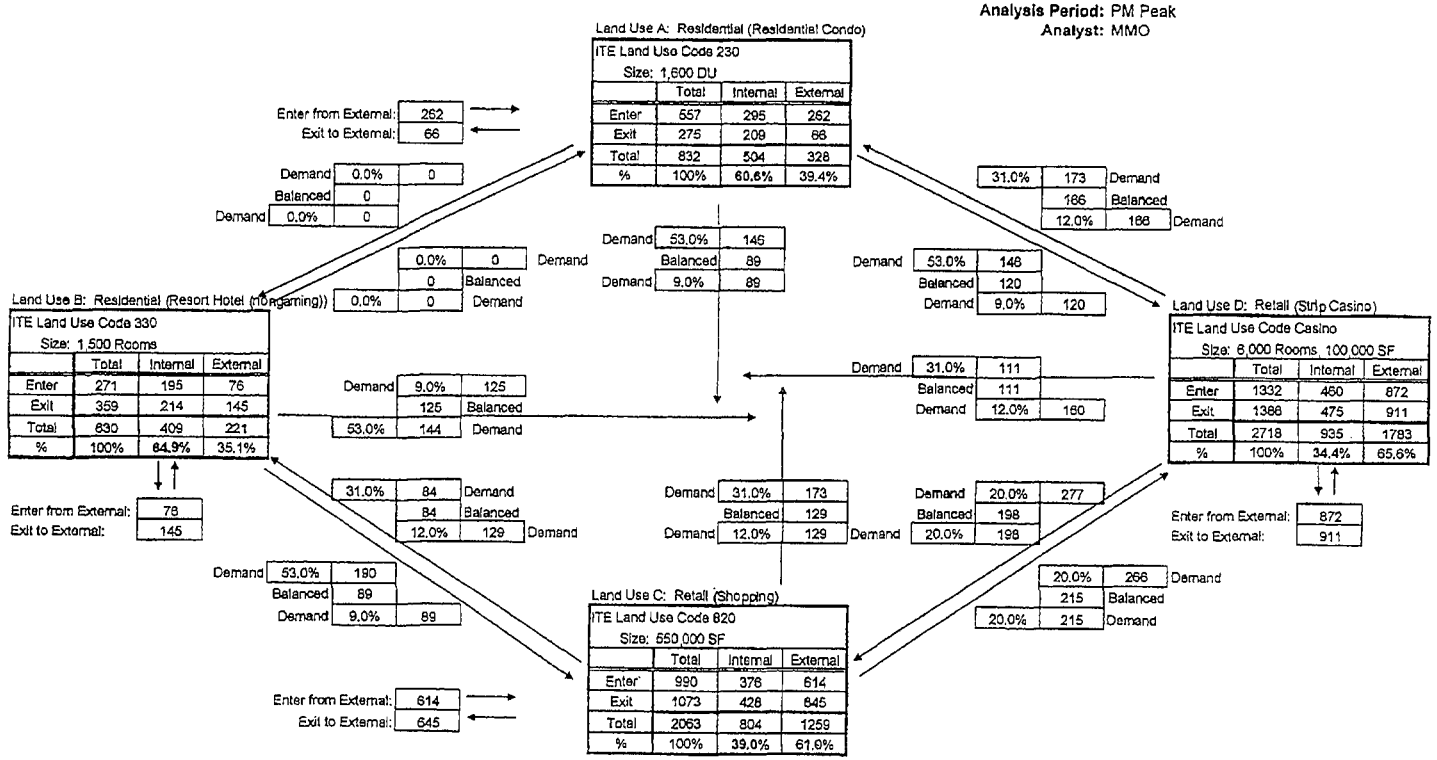
Category	Land Use A	B	C	D	Total
Enter	56	268	215	743	1,282
Exit	469	41	123	499	1,132
Total	525	309	338	1,242	2,414
Single Use Trip Gen Estimate	704	465	567	1,674	3,310

Overall Internal Capture = 27.07%

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, March 2001)

Project Number:
Project Name: Neon Lights
Scenario: Build Out PM
Analysis Period: PM Peak
Analyst: MMO



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	Land Use B	Land Use C	Land Use D	Total
Enter	262	76	614	872	1,824
Exit	66	145	645	911	1,767
Total	328	221	1,259	1,783	3,591
Single Use Trip Gen Estimate	832	630	2,063	2,718	6,243

Overall Internal Capture = **42.48%**

3 Schools

3.a What is the total number of proposed residential units?

Conventional units: 1600 Residential Condominiums

Age-restricted units: None

3.b Based upon the student generation factors utilized by Clark County School District[1] what is the estimated number of pupils generated by the proposal which will be added to the enrollment of each of the following:

Elementary School

School name: John S. Park - Edison Elementary School

Distance from site[2]: 1.1 Miles

Number of pupils: 261

Junior High/Middle School

School name: John C. Fremont Middle School

Distance from site[2]: 1.2 Miles

Number of pupils: 106

High School

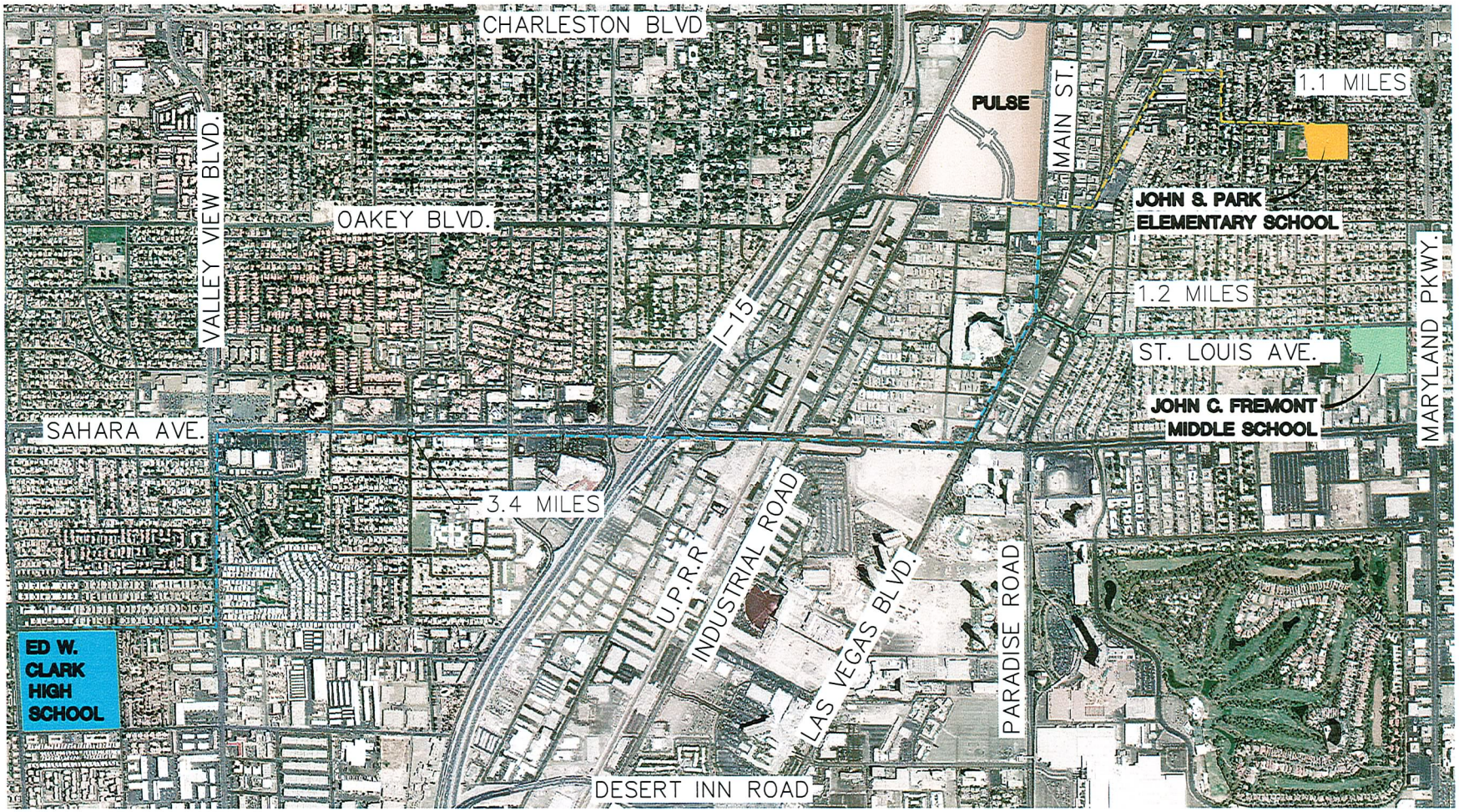
School name: Ed W. Clark High School

Distance from site[2]: 3.4 Miles

Number of pupils: 100

1 See Exhibit 1

2 Attach a map indicating the primary route/distance from the proposed project main entry point to the school main access point.



GRAPHIC SCALE

0 0 0 0 0

(IN FEET)
1 inch = 2000 ft.

LEGEND:

PATH TO SCHOOL

SCHOOL

ENVIRONMENTAL IMPACT ASSESSMENT
SCHOOL EXHIBIT
April 9, 2007

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Date: April 09, 2007 - 6:09pm / User: anthony.delean
Path: K:\Civil\092610-REI\000-Neon Lights\Exhibits\2007-04-06-schools.dwg

4 Emergency Services

4.a Provide the distance from the site of the proposal to the nearest facilities from which firefighting, police and emergency services will be provided, including without limitation, facilities of a local government that are planned but not yet constructed, and facilities that have been included in a local government's plan for capital improvements prepared pursuant to NRS 278.0226.

Fire	
Name of the facility:	Las Vegas Station #10
Existing/proposed:	Existing
Distance from site[3]:	0.7 Miles

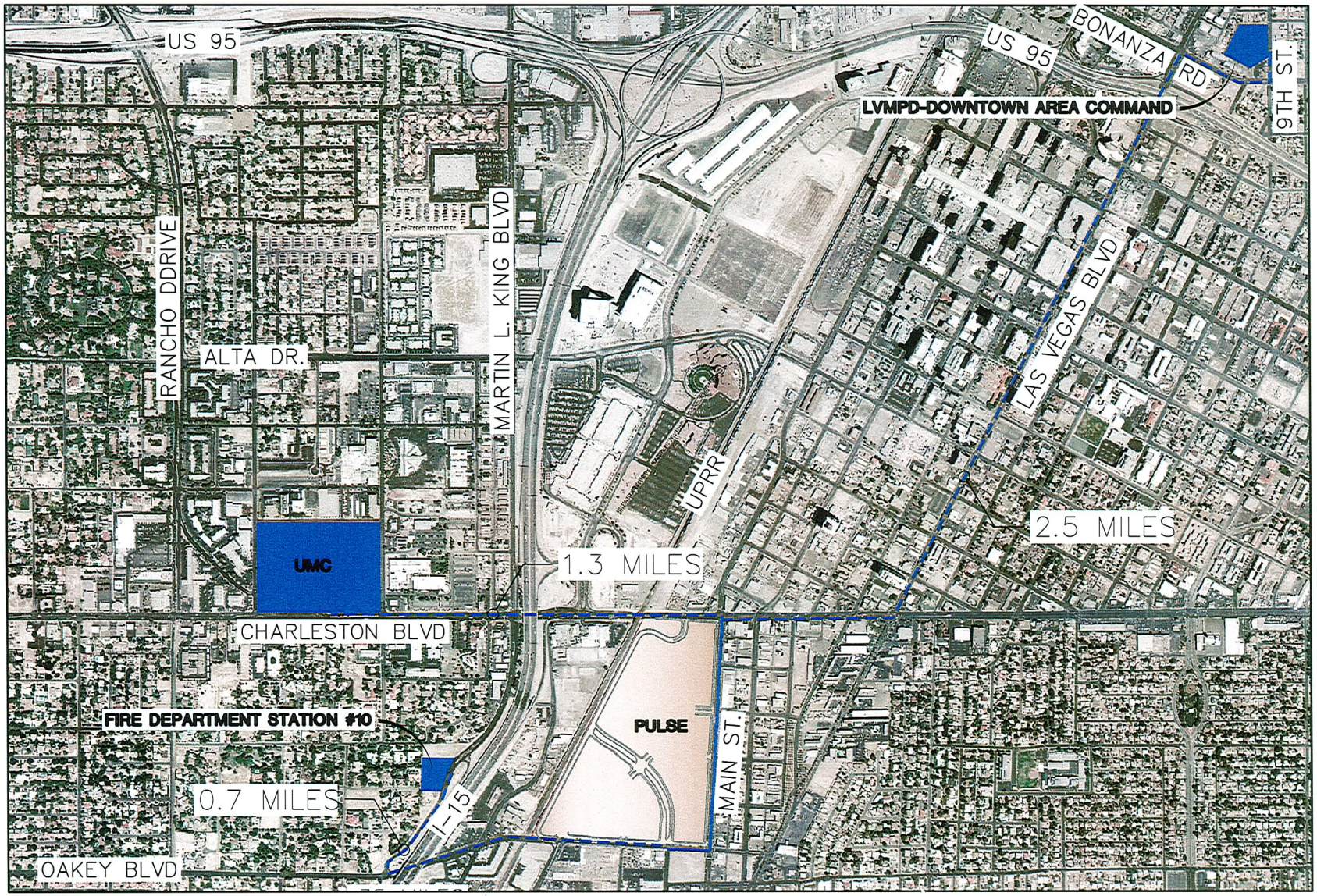
Police	
Name of the facility:	Las Vegas Metropolitan Police Department - Downtown Area Command
Existing/proposed:	Existing
Distance from site[3]:	2.5 Miles

Emergency Services	
Name of the facility:	University Medical Center
Existing/proposed:	Existing
Distance from site[3]:	1.3 Miles

4.b Would the project result in increase for emergency services in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Explain: The gaming properties will provide its own security for their property. The remaining buildings will present a need for emergency services. Close proximity to the above emergency services prevent long response times that may affect public safety. Note that the current uses requiring emergency services will be removed with this project. Therefore, the net increase of services will be minimized.

3 Attach a map indicating the primary route/distance from the proposed project main entry point to the firefighting, police, and emergency services main access point.



GRAPHIC SCALE

1500 375 0 750 1500

(IN FEET)

1 inch = 1500 ft.

N

ENVIRONMENTAL IMPACT ASSESSMENT
EMERGENCY SERVICES EXHIBIT

April 9, 2007

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5 Housing

5.a Would the proposed project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, rural preservation area, or zoning ordinance)?

Explain: Currently the site land use does not allow for this mixed use project, therefore, applications are being submitted to the City for zone change, general plan amendment, gaming overlay, vacation and special use permits. The current policies and regulations of the agency with jurisdiction should remain.

5.b Would the project displace or eliminate existing housing?

Explain: There are not any residential units on this site to be affected.

5.c What are the project characteristics, in terms of:

Density: 23 residential (condo) units per acre. (1600 units/70 acres)

Height: To be determined through coordination of FAA and surrounding airports.

Gated community: Residential condominium buildings will provide private parking for residents through gated entry points.

Housing Type: Residential Condominiums - High Rise

Home ownership: Condo units to be individually owned.

5.d Provide a brief statement setting forth the anticipated effects of the proposal on housing.

Explain: Due to the fact that there are not any existing housing units on the land, there are not any anticipated effects. Upon development, the site shall provide condo units to the public looking for this amenity.

6 Mass Transit

6.a Provide the distance from the site of the proposal to the nearest mass transit loading point.

Line number/name: 206/Charleston, 108/Paradise

Location: Charleston/Main,

Distance from site[4]: Adjacent

6.b Would the project result in change to the existing mass transit route, creation of a new line, or new loading points?

Explain: No. There are transit loading points along the project's border that allow commuters to access transit heading in any direction.

6.c Provide a brief statement setting forth the anticipated effects of the proposal on mass transit.

Explain: This project anticipates that more commuters will use the public transit system both to and from the project site.

4 Attach a map indicating the primary pedestrian route/distance from the proposed project main entry point to the nearest mass transit.



GRAPHIC SCALE

500 125 0 250 500

(IN FEET)
1 inch = 500 ft.

N

ENVIRONMENTAL IMPACT ASSESSMENT
MASS TRANSIT EXHIBIT
April 9, 2007

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7 Open Space and Recreation

7.a Provide the distance from the site of the proposal to the nearest existing[5] or planned[6] (as identified by the City of Las Vegas Master Plan – Parks Element, 2000) recreation area as follows:

Neighborhood Park

Park name:	Chester A. Stupak Park
Location:	250 West Baltimore Avenue (Baltimore/Fairfield)
Distance from site[7]:	0.35 miles

Community Park

Park name:	Lorenzi Park
Location:	720 Twin Lakes Drive (Twin Lakes/Wahington)
Distance from site[7]:	1.9 miles

Regional Park

Park name:	Lorenzi Park
Location:	720 Twin Lakes Drive (Twin Lakes/Wahington)
Distance from site[7]:	1.9 miles

7.b Based upon 1990 US Census population table[8], what would be the total population generated by the proposed project?

Explain: 2,160 people (1600 condominium units * 1.35)

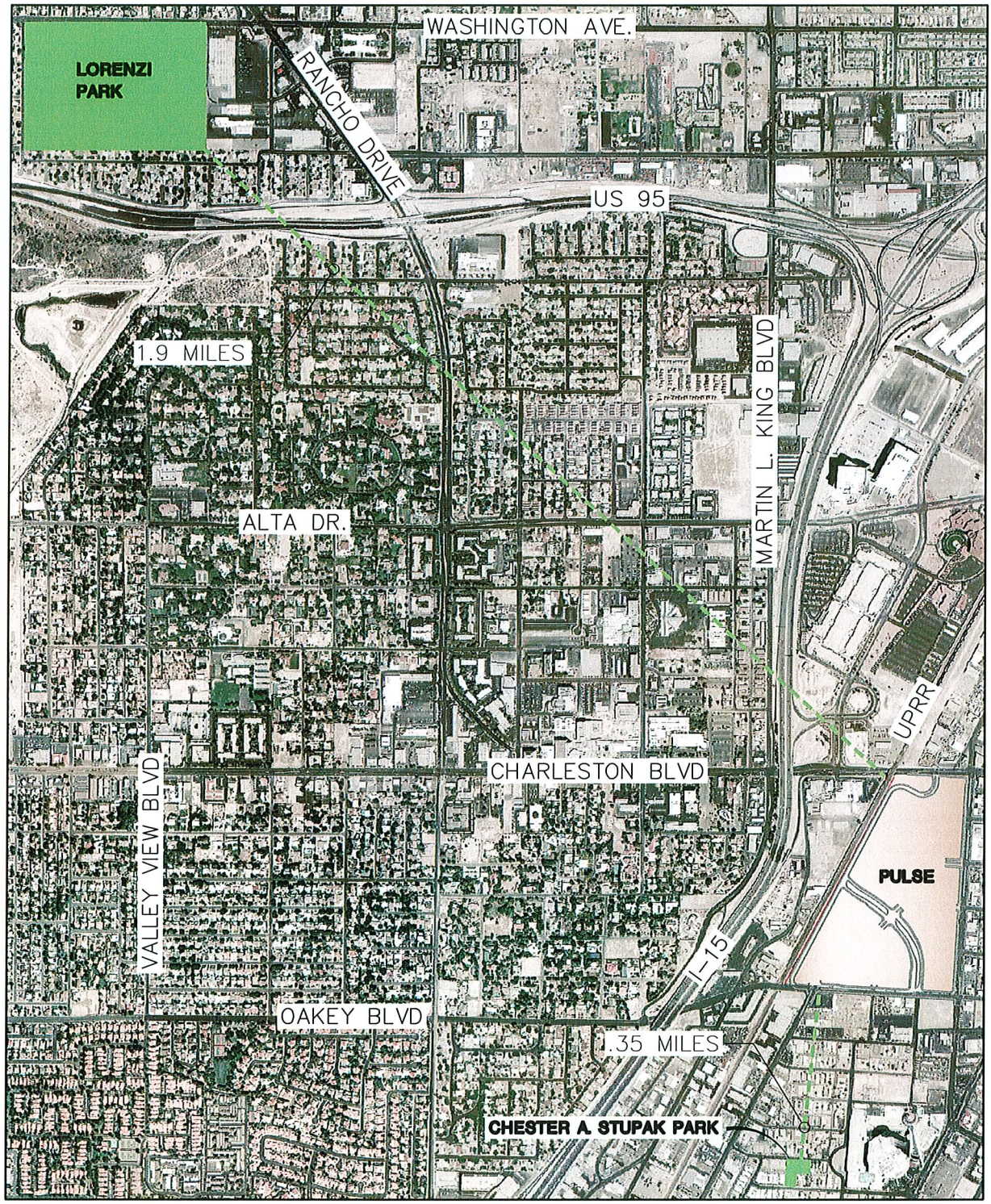
7.c How much public parkland would be included in the proposed project?

Explain: The project does not include any public parkland, but there will be private open space within the projects limits.

7.d Provide a brief statement setting forth the anticipated effects of the proposal on open space and recreation.

Explain: There are no public parks within the project limits, but private open space is anticipated. This private open space will be created between project land uses and the development blocks as a buffer for the mixed uses within the development.

5 See Exhibit 2
6 See Exhibit 3
7 Attach a map indicating the straight distance from the project property line to the park property line.
8 See Exhibit 4



GRAPHIC SCALE

1600 400 0 800 1600

(IN FEET)
1 inch = 1600 ft.

N

ENVIRONMENTAL IMPACT ASSESSMENT
PARKS EXHIBIT
April 9, 2007

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Date: April 09, 2007 - 6:09pm / User: anthony.deleon
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8 Hydrology

8.a Would the proposed project alter the existing drainage pattern of the site area?

Explain: No. The site generally flows above ground from west to east into Charleston Boulevard and Main Street. There are two existing storm drain facilities located next to the project: the Commerce Street system that collects water from Commerce Street and discharges into the Charleston Boulevard local facility, and the Main Street system that collects flows south of the project site and discharges into the Las Vegas Boulevard local facility.

8.b What is the quantity of the increase in storm water runoff generated by the proposed project, estimated by using standards hydrologic method?

Explain: In the existing condition, a majority of the site is fully developed, while approximately 10% of the project site is unpaved. Based on this information, the existing flows onsite equate to roughly 65/130 cfs in the 10yr/100yr storm events, compared to the flows of 76/140 cfs caused by the project. This results in an approximate increase of 10 cfs (7%) for the 10yr/100yr events due to development.

8.c Would the total quantity of water runoff after construction exceed the capacity of existing or planned storm water drainage system?

Explain: A majority of the water that is conveyed onsite is currently above ground; therefore, it is not anticipated that the additional 10 cfs of flow generated by the development of this project will significantly impact the existing storm water system.

8.d Would the proposed project result in the construction of a new storm water drainage facility or the expansion of existing facilities? Is the storm water facility identified in the Neighborhood, City Wide or the Regional Master Plans?

Explain: No. Most water will be conveyed above ground. If necessary, storm drainage mitigation can be installed (i.e. onsite storage) to ensure the capacity of the existing storm system and roadways are not exceeded.

8.e Would the proposed project place housing within a 100-year special flood hazard area as mapped on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM)?

Explain: No. According to the FIRM Panel 2170 revised September 27, 2002, this site is outside the 100 year flood hazard area.

8.f Would the proposed project require drainage mitigation to protect the development from interim flows?

Explain: No. The project is bordered to the west by the Union Pacific Railroad, which does not allow flow to cross due to its raised railway; therefore, the only flows crossing the site are those that are generated by the site.

8.g Would the proposed project development meet the Clark County Regional Flood Control District – Hydrologic Criteria and Drainage Design Manual requirements for street flow and dry lane criteria for both the existing and the ultimate flow conditions?

Explain: Yes. The proposed drainage patterns will be conveyed in such a manner that will ensure the street dry-lane criteria and flow capacities are adhered to.

9 Water Quality

9.a Would water service provided to the proposed project by an existing or planned facility?

Explain: Water will be provided by Las Vegas Valley Water District. Currently the District has a 16" transmission water line adjacent to the project site in Charleston and a 36" transmission water line adjacent to the project in Wyoming. In addition, there is a 12" water line in Commerce. The project area lies in the upper portion of the 2168 pressure zone.

9.b Would the proposed project result in the construction of a new water treatment facility or expansion of existing facilities?

Explain: The estimated water demand is 4840 gpm for max. day. It is not anticipated that the project will result in a new water treatment facility or expansion of our water treatment facility.

9.c What is the quantity of water that the project will demand during and after completion of the project, estimated by applying a demand factor established by the provider of water service or an equivalent calculation to the number of units that will be created by and the gross acreage that will be occupied by the project?

Explain: The estimated water demand is 4840 gpm max. day. This calculation was based on the current program uses and application of standard demand factors established by the Las Vegas Valley Water District.

10 Utilities and Service System

10.a Would the proposed project connect to an existing or planned sewer system?

Explain: The project intends to connect to the City of Las Vegas public sanitary sewer system. Currently the City has an existing sanitary sewer system within and adjacent to the project area. In conversations with City of Las Vegas staff, it was determined that the 54" sewer main in Wyoming will be able to service the project.

10.b What is the quantity of sewage affluent generated by the proposed project, estimated by applying a sewage generation factor established by the provider of sewer service or an equivalent calculation to the number of units or area of indoor floor space that would be created by the project?

Explain: The sanitary sewer affluent generated by the project is estimated to be 13.55 mgd. This demand was calculated using the project program values and applying established sewage generation factors.

10.c Would the total quantity of sewage effluent generated by the proposed project exceed the capacity of existing or planned sewer system and wastewater treatment facility?

Explain: In discussion with City of Las Vegas, it was determined that this project does not exceed the existing or planned capacity of the City's wastewater treatment facility.

10.d Would the proposed project generate any industrial waste?

Explain: The projected project uses will not generate any industrial waste.

EXHIBIT 1

Clark County School District
April 9, 2002

2001-2001 Valley-wide Student Yields

Grade	Student Yield	
	Single-Family	Multi-Family
K-5	0.245	0.163
6-8	0.123	0.066
9-12	0.137	0.062
P & 13	0.004	0.002

Single-Family units include mobile homes and townhouse.
Multi-Family units include a combination of apartments, plexes, and condominiums.
P & 13: Pre-school and Sunset School.

EXHIBIT 2

City of Las Vegas
Master Plan – Parks Element
March 15, 2000

Existing City Parks
(Map 1, pp. 11)

Parks Name	Classification			Acres
	N	C	R	
Aloha Shores Park	X			4.03
Angel Park	X			6.11
AnSan Sister City Park	X			7.83
Baker Park	X			6.78
Bob Baskin Park	X			6.18
Bruce Trent Park	X			10.00
Buckskin Basin	X	X		39.17
Charleston Heights Park	X			3.90
Charleston Heights	X			7.12
Chester A. Stupak Park	X			1.23
Children's Mem. Park	X	X		29.82
Coleman Park	X			4.00
Cragin Park	X			3.27
Dexter Park	X			4.70
Doolittle Park	X			15.28
Ed Fountain Park	X	X		29.82
Ethel Pearson Park	X			2.59
Fitzgerald Tot Lot	X			0.70
Freedom Park	X	X	X	68.08
Hadland Park	X			13.64

Parks Name	Classification			Acres
	N	C	R	
Heers Park	X			7.07
Hills Park	X			13.50
Huntridge Circle Park	X			3.14
James Gay III Park	X			7.18
Jaycee Park	X			18.40
Lorenzi Park	X	X	X	59.37
Lubertha Johnson Park	X			1.60
Mary Dutton Park	X			0.20
Mirabelli Park	X			1.41
Pueblo Park(s)	X			5.09
Rafael Rivera Park	X			9.28
Rainbow Family Park	X	X		26.48
Elkhorn/Durango Fields	X	X		
Rotary Park	X			3.34
Stewart Place Park	X			3.45
Wayne Bunker Family Pk	X			13.75
W. Charleston Lions Park	X			4.50
Wildwood Park	X			1.24
Woofter Family Park	X			9.22
Clarence Ray Park	X			0.10

N: Neighborhood Park **C**: Community Park **R**: Regional Park

EXHIBIT 3

City of Las Vegas
Master Plan – Parks Element
March 15, 2000

Planned City Parks
(Map 12, pp. 49)

Parks Name	Classification			Acres
	N	C	R	
Fort Apache/Log Cabin Park	X			TBD
Jones/Iron Mountain Park	X	X	X	TBD
Grand Canyon/Bardley Park	X	X		40.0/34.0
Fort Apache/Elkhorn Park	X			TBD
Elkhorn/Durango Ballfields	X	X		TBD
Deer Springs Park	X	X		110.0/40.0
Deer Springs/Thom Park	X	X		TBD
Regional Sports Park	X	X		60.00
Ann/Cimmaron Park	X			2.50
Cheyenne/Jensen	X	X		20.00
Metro Park	X			17.00
Alexander/Diamond Ridge Park	X			TBD
Cheyenne/Durango Park	X	X	X	5.0/61.5
Northwest Soccer Park	X	X		TBD
Summerlin Sports Park	X			TBD
Pioneer/Silver Ridge Park	X			TBD
AnSan Sister City Park	X			TBD
Buffalo/Oakey Park	X	X		42.5/30.0
Pioneer/O'Bannon Park	X			TBD
Oakey/Redwood Park	X	X		28.00
Heritage Park	X			TBD
Dog Fanciers Park	X			0.5/6.0
Bonanza/Honolulu Park	X			TBD

N: Neighborhood Park **C**: Community Park **R**: Regional Park

EXHIBIT 4

US Census Bureau
1990

Persons per Units by Units in Structure by Owner and Renter Occupied
(City of Las Vegas, US Census Bureau, 1990 STF-1)

Owner Occupied	**Persons per Unit**
Single Family Detached	2.82
Single Family Attached (Townhouse)	2.14
Condominiums	
2 to 19 units	1.92
20 to 49 units	1.86
50 or more units	1.35
Mobile Home or Trailer	2.05

Renter Occupied	**Persons per Unit**
Single Family Detached	3.33
Single Family Attached (Townhouse)	2.79
Apartments	
2 to 19 units	2.23
20 to 49 units	1.82
50 or more units	1.76
Mobile Home or Trailer	1.87

Robert Forbuss

Robert Forbuss is the President of Strategic Alliances, a consulting company working in the areas of government relations, business development, strategic planning and issues management. He represents a wide range of clients in diverse industries throughout the State of Nevada on both the state and federal levels.

A native Nevadan, Forbuss has served the Southern Nevada community for the past 38 years as an educator, elected official, businessman and community advocate. After graduating from High School in Las Vegas, he earned a degree in Public Administration and Political Science from Long Beach State University in California.

Upon graduation, Forbuss returned to his hometown and began his professional career as a teacher at Bishop Gorman High School where he taught from 1972-1979. During his tenure at Gorman, Forbuss became an EMT and worked during his summer breaks for Mercy Medical Services. Recognizing his entrepreneurial spirit and skills as a leader, he quickly worked his way through the managerial ranks of Mercy and eventually became an owner of the company. Mercy soon became a flagship and model operation in the United States for Paramedic services and Forbuss became a recognized leader in EMS Services, winning numerous awards and becoming a popular speaker at national conferences. He was a founder and President of American Ambulance Association and Commission on Accreditation of Ambulance Services.

While his career shifted after leaving the classroom, Forbuss remained dedicated to developing and enhancing public education in Southern Nevada. As a member of the Las Vegas Chamber of Commerce Board of Directors and as its past Chairman, Forbuss has encouraged business leaders to support education initiatives and programs to emphasize the important role that education plays in the development of an educated workforce. In addition he has served on several educational boards and committees including his current role as Vice Chairman of the Clark County Public Education Foundation. He is also the founder of Commercial Bank of Nevada now called Colonial Bank.

In addition to his strong support of education, Forbuss has made numerous contributions to the State of Nevada through his service to organizations and committees dedicated to improving the business environment, encouraging and fostering the arts community and enhancing the quality of life for all residents of the state. Among some of Forbuss' most notable contributions include serving on the Clark County Board of School Trustees from 1979-1986, serving as a Chairman of the board of the Las Vegas Chamber of Commerce and as it in 1999and 2000, serving on the founding Board of Directors of The Smith Center for the Performing Arts and as the Vice Chairman and Board Member of the Las Vegas Convention and Visitors Authority for 6 years. Additionally, Forbuss was a member of the Clark County Master Transportation Plan Funding Committee, the Mayor's Committee for a Better Community, Chairman of the Las Vegas Housing Authority and the Governor's 2007 Transition Team.

The Clark County Board of School Trustees honored him in 2006 by naming an elementary school The Robert L Forbuss Elementary School.

Submitted at City Council
Date 6/20/07 Item 149
159

April 10, 2007
Drawn by: R. Moore
Checked by: E. Phan

Exhibit 'A'

EXPLANATION

THIS LEGAL DESCRIBES AN AREA FOR ZONING APPLICATION PURPOSES, GENERALLY LOCATED SOUTHEAST OF THE UNION PACIFIC RAILROAD, SOUTH OF CHARLESTON BOULEVARD, WEST OF MAIN STREET AND NORTH OF WYOMING AVENUE.

LEGAL DESCRIPTION

A PORTION OF THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 21 SOUTH, RANGE 61 EAST, M.D.M., CLARK COUNTY, NEVADA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF MAIN STREET AND WYOMING AVENUE, LAS VEGAS, CLARK COUNTY, NEVADA, SAME BEING A POINT ON THE CENTERLINE OF WYOMING AVENUE; THENCE ALONG SAID CENTERLINE, NORTH 86°44'39" WEST, 472.93 FEET; THENCE NORTH 03°15'39" EAST, 39.55 FEET TO THE **POINT OF BEGINNING**; THENCE NORTH 86°47'37" WEST, 200.42 FEET; THENCE NORTH 04°26'42" EAST, 96.80 FEET; THENCE NORTH 04°21'07" EAST, 79.01 FEET; THENCE NORTH 03°56'16" EAST, 21.72 FEET; THENCE NORTH 86°55'10" WEST, 20.12 FEET; THENCE NORTH 86°40'38" WEST, 87.60 FEET; THENCE NORTH 86°20'55" WEST, 97.50 FEET; THENCE NORTH 85°35'47" WEST, 60.11 FEET; THENCE SOUTH 04°24'13" WEST, 111.60 FEET; THENCE NORTH 86°31'31" WEST, 252.18 FEET; THENCE NORTH 06°07'05" EAST, 14.26 FEET; THENCE NORTH 86°41'13" WEST, 62.74 FEET; THENCE NORTH 86°53'50" WEST, 59.96 FEET; THENCE NORTH 86°49'37" WEST, 71.80 FEET; THENCE NORTH 86°31'18" WEST, 59.99 FEET; THENCE NORTH 27°33'06" EAST, 124.24 FEET; THENCE NORTH 27°34'49" EAST, 97.10 FEET; THENCE NORTH 27°35'08" EAST, 88.64 FEET; THENCE NORTH 63°09'57" EAST, 10.57 FEET; THENCE NORTH 64°42'45" EAST, 6.52 FEET; THENCE NORTH 79°05'55" EAST, 6.41 FEET; THENCE NORTH 89°42'52" EAST, 3.94 FEET; THENCE NORTH 19°28'42" EAST, 84.46 FEET; THENCE NORTH 27°11'41" EAST, 300.79 FEET; THENCE NORTH 27°34'33" EAST, 92.22 FEET; THENCE NORTH 25°25'38" EAST, 130.85 FEET; THENCE SOUTH 87°35'06" EAST, 125.37 FEET; THENCE SOUTH 86°46'50" EAST, 34.72 FEET; THENCE NORTH 04°17'32" EAST, 225.39 FEET; THENCE SOUTH 87°14'31" EAST, 25.24 FEET; THENCE NORTH 03°07'14" EAST, 181.47 FEET; THENCE SOUTH 86°52'46" EAST, 65.13 FEET; THENCE SOUTH 86°31'18" EAST, 119.97 FEET; THENCE SOUTH 86°31'41" EAST, 235.63 FEET; THENCE SOUTH 04°16'32" WEST, 180.89 FEET; THENCE SOUTH 04°17'00" WEST, 50.16 FEET; THENCE SOUTH 04°23'23" WEST, 156.82 FEET; THENCE SOUTH 03°35'41" WEST, 17.76 FEET; THENCE SOUTH 04°16'32" WEST, 90.44 FEET; THENCE SOUTH 04°29'18" WEST, 67.16 FEET; THENCE SOUTH 04°07'45" WEST, 72.67 FEET; THENCE SOUTH 04°17'14" WEST, 125.22 FEET; THENCE SOUTH 04°28'03" WEST, 101.15 FEET; THENCE SOUTH 04°30'22" WEST, 105.11 FEET; THENCE SOUTH 04°22'13" WEST, 196.74 FEET; THENCE SOUTH 00° 13'20" EAST, 2.76 FEET; THENCE SOUTH 04°21'07" WEST, 29.63 FEET; THENCE SOUTH 04°13'31" WEST, 71.10 FEET; THENCE SOUTH 04°11'40" WEST, 97.16 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 19.38 ACRES, MORE OR LESS.

Horizon Surveys
9901 Covington Cross Dr. • Suite 190 • Las Vegas, NV 89144 • (702)228-5066 • (702)228-0677 • www.horizonsurveys.com

Submitted at City Council
Date 6/20/07 Item 149
- 157

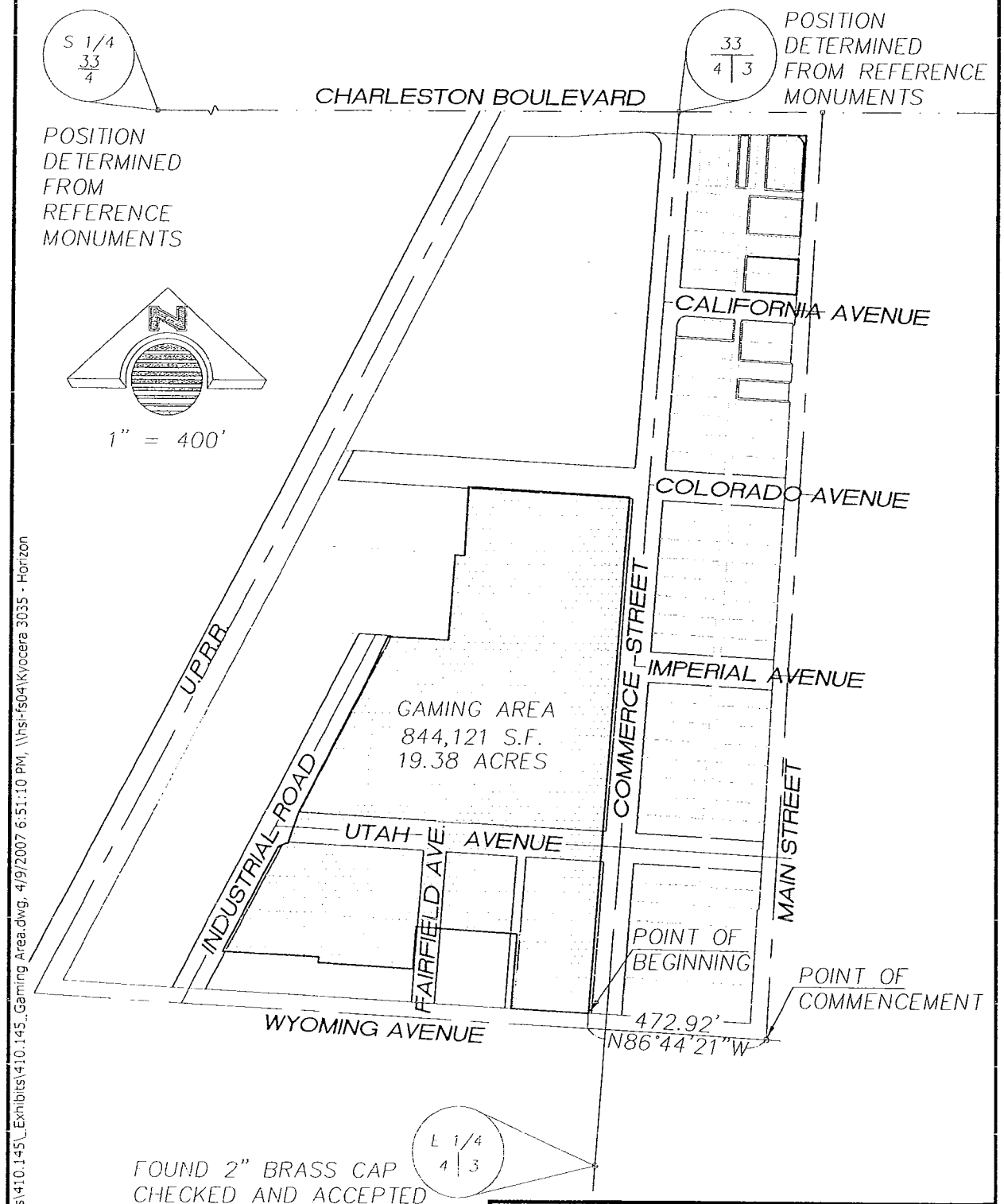
NOTE

THIS LEGAL IS FOR ZONING APPLICATION PURPOSES ONLY; ALL INFORMATION GATHERED IS THROUGH GEOGRAPHIC INFORMATION SYSTEM DATA AND NO FIELD WORK HAS BEEN PERFORMED BY HORIZON SURVEYS.

END OF DESCRIPTION.

Horizon Surveys
9901 Covington Cross Dr. • Suite 190 • Las Vegas, NV 89144 • (702)228-5066 • (702)228-0677 • www.horizonsurveys.com

EXHIBIT 'B' TO ACCOMPANY LEGAL DESCRIPTION

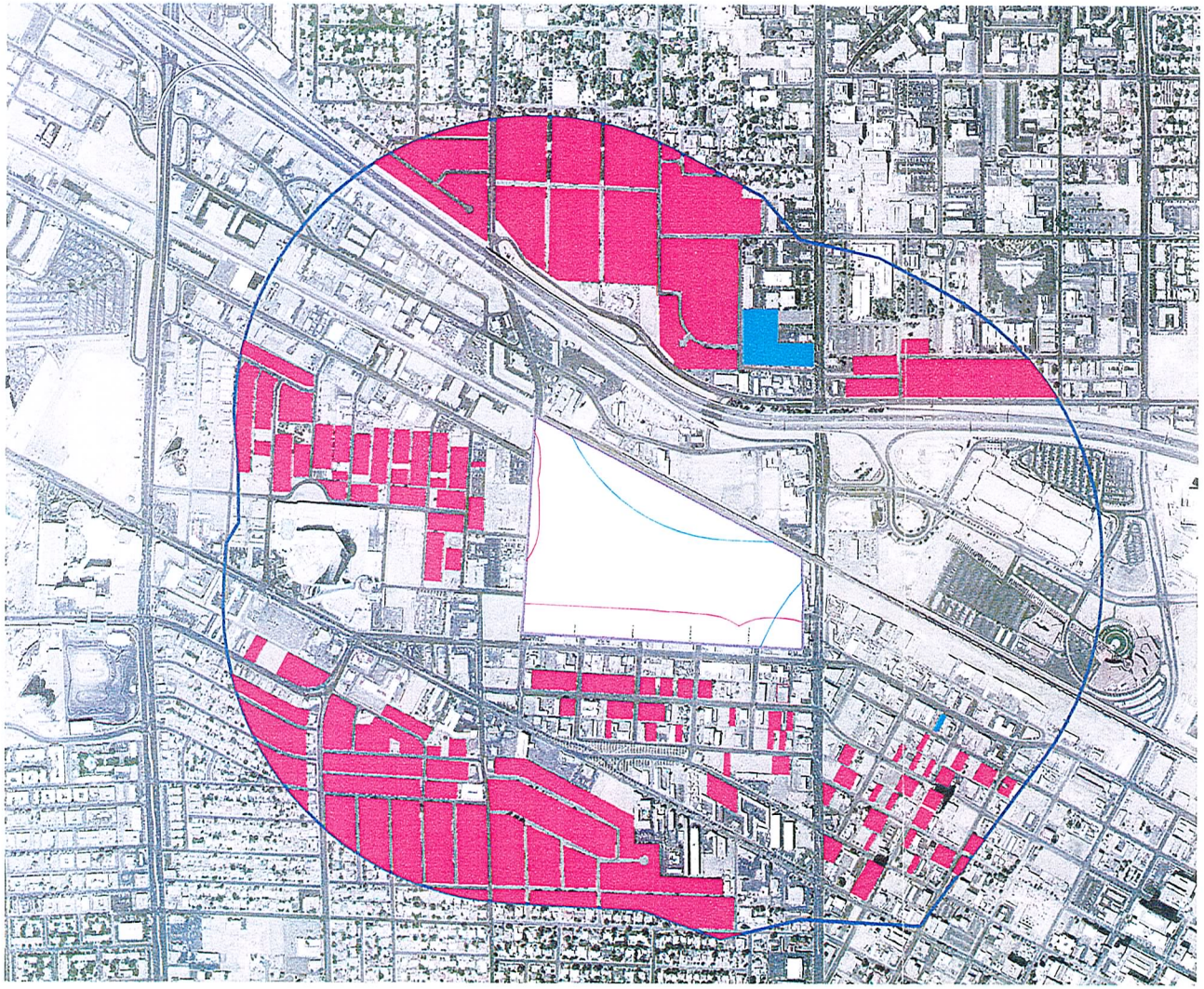


P:\Active Projects\410.145_Exhibits\410.145_Gaming Area.dwg, 4/9/2007 6:51:10 PM, \\hsi-fs04\Kyocera 3035 - Horizon

SHEET 3 OF 3

HORIZON SURVEYS

9901 COVINGTON CROSS DRIVE, SUITE 120
LAS VEGAS, NEVADA 89144
PHONE (702)228-5066 FAX (702)228-0677
WWW.HORIZONSURVEYS.COM





PROJECT VINCINITY MAP

NTS

LEGEND:

- PROJECT BOUNDARY
- 500' BUFFER OF RESIDENTIAL PARCELS
- 1500' BUFFER OF RELIGIOUS PARCELS
- 2500' ZONE
- RESIDENTIAL PARCELS
- RELIGIOUS PARCELS

GRAPHIC SCALE

500 0 250 500 1000

(IN FEET)

1 inch = 1000 ft.

Submitted at City Council

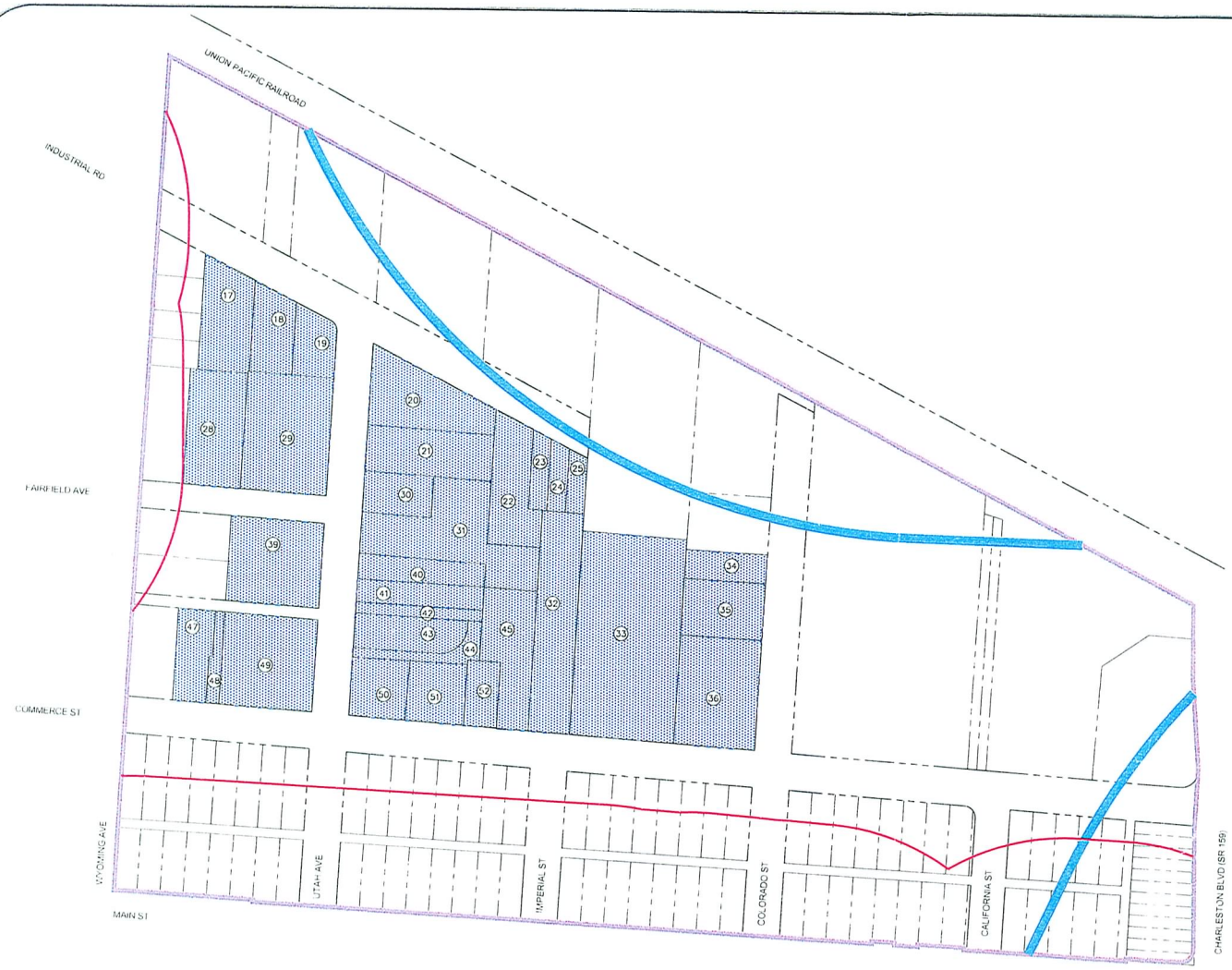
Date: 6/20/07 Item: 149

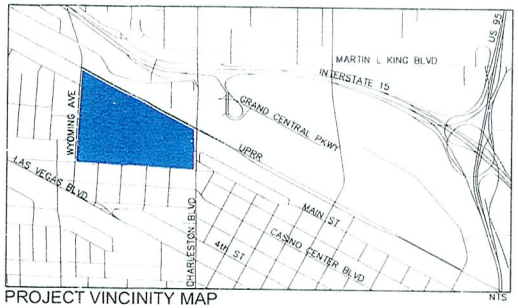
2,500' GED ZONE
RADIUS MAP EXHIBIT

April 7, 2007

Kimley-Horn and Associates, Inc.

Path: K:\Civil\092610-REN\000-Neon Lights\Exhibits\Exhibits.dwg (April 09, 2007)





PROJECT VINCINITY MAP NTS

APN TABLE

(1)	~~162-04-606-005~~	(41)	162-04-607-011	(81)	~~162-03-110-112~~
(2)	~~162-04-606-004~~	(42)	162-04-607-012	(82)	~~162-03-105-001~~
(3)	~~162-04-606-003~~	(43)	162-04-607-013	(83)	~~162-03-210-013~~
(4)	~~162-04-606-002~~	(44)	162-04-607-014	(84)	~~162-03-210-014~~
(5)	~~162-04-606-001~~	(45)	162-04-607-006	(85)	~~162-03-210-015~~
(6)	~~162-04-507-010~~	(46)	~~162-04-608-017~~	(86)	~~162-03-210-016~~
(7)	~~162-04-507-008~~	(47)	162-04-608-016	(87)	~~162-03-210-017~~
(8)	~~162-04-506-003~~	(48)	162-04-608-010	(88)	~~162-03-210-018~~
(9)	~~162-04-506-005~~	(49)	162-04-608-004	(89)	~~162-03-210-019~~
(10)	~~162-03-210-009~~	(50)	162-04-607-018	(90)	~~162-03-210-020~~
(11)	~~162-04-506-007~~	(51)	162-04-607-016	(91)	~~162-03-210-021~~
(12)	~~162-04-506-008~~	(52)	162-04-607-015	(92)	~~162-03-110-089~~
(13)	~~162-04-608-011~~	(53)	~~162-03-210-010~~	(93)	~~162-03-110-090~~
(14)	~~162-04-608-012~~	(54)	~~162-03-210-011~~	(94)	~~162-03-110-091~~
(15)	~~162-04-608-013~~	(55)	~~162-03-210-008~~	(95)	~~162-03-110-092~~
(16)	~~162-04-608-014~~	(56)	~~162-03-210-007~~	(96)	~~162-03-110-093~~
(17)	162-04-608-006	(57)	~~162-03-210-005~~	(97)	~~162-03-110-094~~
(18)	162-04-608-005	(58)	~~162-03-210-006~~	(98)	~~162-03-110-095~~
(19)	162-04-608-001	(59)	~~162-03-210-004~~	(99)	~~162-03-110-096~~
(20)	162-04-607-007	(60)	~~162-03-210-003~~	(100)	~~162-03-110-097~~
(21)	162-04-607-008	(61)	~~162-03-210-002~~	(101)	~~162-03-110-098~~
(22)	162-04-607-019	(62)	~~162-03-210-001~~	(102)	~~162-03-110-099~~
(23)	162-04-607-004	(63)	~~162-03-110-130~~	(103)	~~162-03-110-100~~
(24)	162-04-607-002	(64)	~~162-03-110-129~~	(104)	~~162-03-110-101~~
(25)	162-04-607-001	(65)	~~162-03-110-128~~	(105)	~~162-03-110-102~~
(26)	~~162-04-507-002~~	(66)	~~162-03-110-127~~	(106)	~~162-03-110-132~~
(27)	~~162-04-608-015~~	(67)	~~162-03-110-126~~	(107)	~~162-03-110-105~~
(28)	162-04-608-007	(68)	~~162-03-110-125~~	(108)	~~162-03-110-106~~
(29)	162-04-608-002	(69)	~~162-03-110-124~~	(109)	~~162-03-110-107~~
(30)	162-04-607-017	(70)	~~162-03-110-123~~	(110)	~~162-03-110-110~~
(31)	162-04-607-021	(71)	~~162-03-110-122~~	(111)	~~162-03-110-109~~
(32)	162-04-607-003	(72)	~~162-03-110-121~~	(112)	~~162-03-110-108~~
(33)	162-04-507-011	(73)	~~162-03-110-120~~		
(34)	162-04-507-003	(74)	~~162-03-110-119~~		
(35)	162-04-507-004	(75)	~~162-03-110-118~~		
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(37)	~~162-04-608-008~~	(77)	~~162-03-110-116~~		
(38)	~~162-04-608-009~~	(78)	~~162-03-110-115~~		
(39)	162-04-608-003	(79)	~~162-03-110-114~~		
(40)	162-04-607-010	(80)	~~162-03-110-113~~		

~~PARCELS NOT ELIGIBLE FOR GED~~

GRAPHIC SCALE

120 0 60.0 120 300

(IN FEET)

1 inch = 200 ft.

LEGEND:

- PROJECT BOUNDARY
- 500' BUFFER OF RESIDENTIAL PARCELS
- 1500' BUFFER OF RELIGIOUS PARCELS
- ELIGIBLE GAMING ENTERPRISE DISTRICT

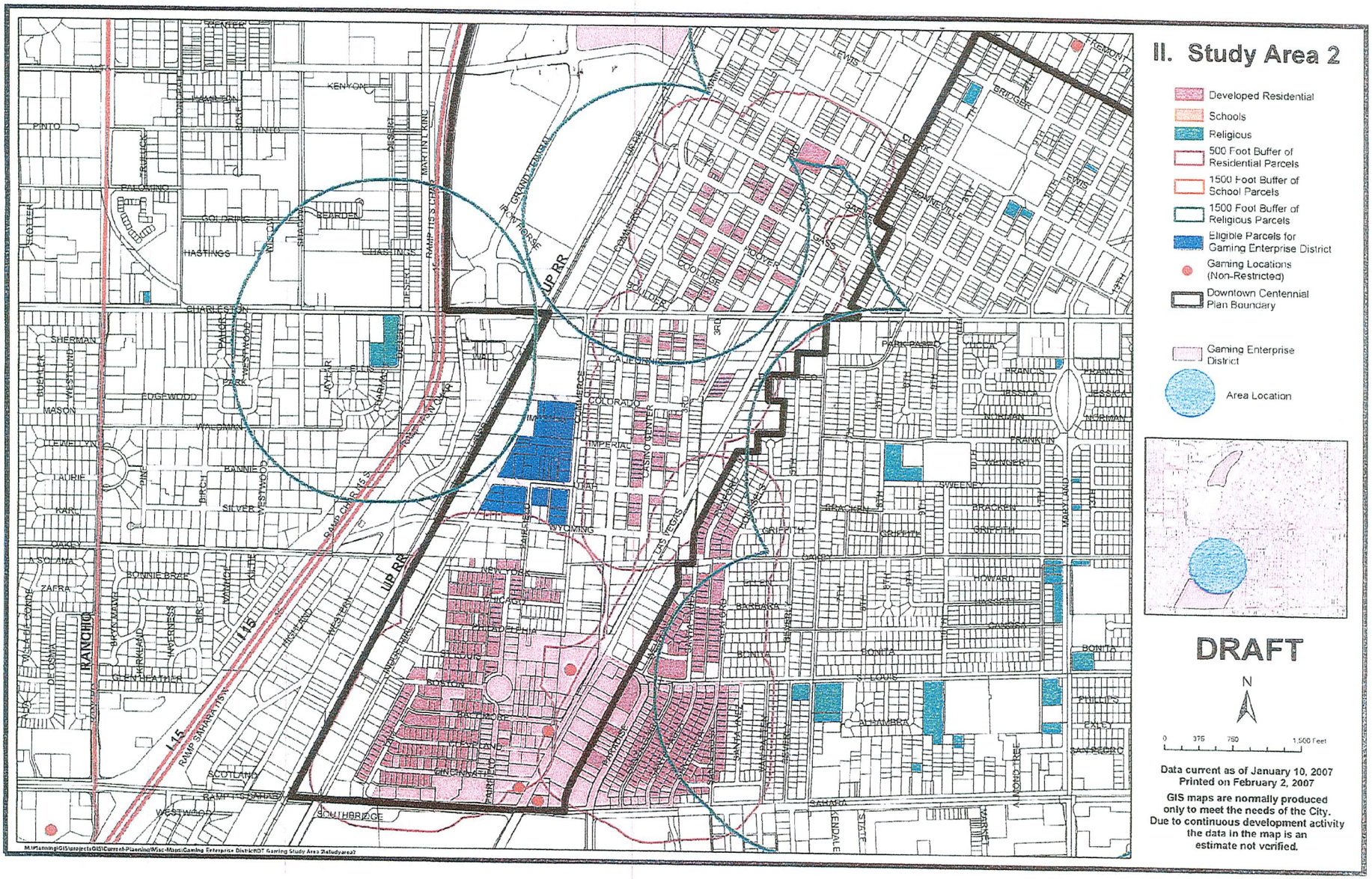
GAMING ENTERPRISE DISTRICT RADII MAP EXHIBIT

April 7, 2007

Kimley-Horn and Associates, Inc.

Date: 6/20/07

Path: X:\Grad\069610 RET\000 Neon Lights\Exhibits\Exhibits.dwg (June 19, 2007)



Submitted at City Council

Date 6/20/2007 Item 149-157

DOWNTOWN BUSINESS OPERATORS COUNCIL

June 20, 2007

Mayor Oscar B. Goodman
City Of Las Vegas
400 Stewart Avenue
Las Vegas, NV 89101

Honorable Mayor Oscar B. Goodman

The members of the Downtown Business Operators Council support the "Neon Lights" Project. We believe this will benefit not only downtown and the Arts District but also Las Vegas as a whole.

Sincerely,

Earl White
President

Doug Demasi
Vice President

Pastor S. Smith
Member

702-241-5085
121 N. 15th Street, Las Vegas, Nevada 89101

Submitted at City Council
Date 6/20/07 Item 149-159

FYI . . .

ATTENTION: MAYOR OSCAR GOODMAN

TO: LAS VEGAS CITY COUNCIL MEMBERS
FROM: MARLENE ADRIAN
RE: WEDNESDAY'S AGENDA ITEM --- REI-NEON PROJECT
DATE: JUNE 18, 2007

As a resident of the City of Las Vegas I am requesting that you consider the following facts and opinions concerning the request for zoning and other variances by the REI-NEON PROJECT group, which was approved at the City Planning Commission meeting last month.

Because I have been a participant of the evolution of First Friday and have completed a documentary on its first four years, I attended a meeting at which the REI group explained their project to interested members of the community on April 24th. At that meeting they were very vague about the project. Everything that seemed of interest to Las Vegans was listed as being in the project --- three casinos, mixed residential and retail shops, parking and a Stadium. It was as if they placed everything they thought the city leaders might want into this project on approximately 62 acres. They were inconsistent in where the various entities were as they explained their charts. They indicated they had options on ALL the land contained in the area. After querying them with respect to the CASA DON JUAN restaurant on the east side of Main Street and being told that establishment was included in their options, they admitted that this was not the case. Subsequently, at the city planning commission meeting the owner of the restaurant pleaded not to approve the REI-NEON PROJECT. She did not want to sell; I believe she was receiving much pressure to sell. Her property includes a parking area fronting on California Street east of Main Street. Other statements made by the REI group cause me to believe this company is not the one capable of developing the land in question.

According to the ENCORE Presentation of the BLUEPRINT FOR LAS VEGAS presented by the Las Vegas Chapter of the American Institute of Architects at the UNLV Student Union Theatre on June 16,2007, the Art and Culture Team Presentation recommended that we do something to alleviate the shortage of affordable space for production of arts. The REI group will eliminate industrial zoned space that could be used by artists who work in glass, ceramics, metal etc. They have no plans for affordable live-work space. First Friday has been lauded for bringing people to downtown for socializing, buying, enjoying the arts of all types and rethinking their views of downtown. Developers have invested in high rises and mixed-use spaces because of First Friday. Suburbanites are moving downtown. Are we willing to destroy all this by approving the REI group?

We have cash flow problems with our downtown casinos. Why would we want to build 3 more casinos on land proposed in the REI-NEON PROJECT? We need this land to be developed by a company that knows what Las Vegas needs and will work with the people of vision in Las Vegas, such as those team members from the Las Vegas Chapter of the American Institute of Architects. I do not believe the REI group can or will do this.

Investigating the Detroit Company via the Internet, it was evident that the integrity and quality of their work was suspect. I was reminded of GP Productions and its parent company that had bought land on Casino Center Dr. north of the Arts Factory. They promised much in the way of development, but also promised a second event each month to complement First Friday. It was

Submitted at City Council
Date 6/20/07 Item 149-157

called ART ABOUT and was to be held every third Saturday. The Arts District Neighborhood Association and Councilman Gary Reese were in support of this event and spoke highly of the professionalism and enhancement of the Arts District as a result of such promises. The ART ABOUT was held only two times, November and December of 2006.The events were complete failures and the company is no longer playing a role in the development of downtown Las Vegas. We dare not be bamboozled again, with an illusion of gold.

I encourage a thorough investigation of REI-NEON so that we do not give access to a company that may be similar to GP Productions merely because it promises to improve downtown Las Vegas. The REI-NEON Project does not respect the artists or the Arts District. The plans will not integrate art into the development.

The plans are ill conceived primarily because of what I, and others, heard the REI group state: I paraphrase a few as follows:

> The stadium will be at the corner of Charleston and Main and people can walk to the stadium. There will be no problem with traffic flow.
> If the stadium is not approved for a franchise it will be an event center, which will not compete with the approved Smith Performing Arts Center.
> No streets will be closed that are not part of their ownership.
> There will be no detriment to the arts community.

It is my belief that the land will be leveled if variances are granted for the REI-NEON PROJECT and the land will then sit for several years until another developer will come forth to promise to develop. How does the council prevent such an occurrence if they grant the mixed use to this company? How can we afford to compromise the gains made in the past four years? Have we no consideration to the planned GATEWAY to the Arts District, the Sculpture Garden and other artistic plans just west of Charleston and Main? How can a stadium sit at that intersection and not ruin the future of the ARTS DISTRICT? I ask you to look at cities where other stadiums are located in urban centers and to investigate the run-down areas, which seem to come with the territory of stadiums in high-density areas.

I urge you to cast a NO VOTE. Wait for another developer with a sound plan. In the mean time evaluate what is needed in that area and how the present gains may be enhanced by such development. Each councilman and councilwoman needs to cast an independent vote recognizing the many persons who spoke at the City Planning Commission meeting against this project and were ignored. I was one of those persons. This reflects on all residents of Las Vegas, not only those who live and work in the Arts District area. Please do not allow narrow and short-term vision affect what is best for the long-term future of Las Vegas.

Marlene Adrian

7920 AVIANO PINES AVENUE 89129
TELEPHONE 655.2146 E-MAIL adrianmj@cox.net

Gateway DISTRICT association

NO U-TURNS

June 19, 2007

City of Las Vegas
Honorable Mayor and Las Vegas City Council Members
400 East Stewart Avenue
Las Vegas, NV 89104

Dear Mayor and Members of Council:

The GATEWAY DISTRICT ASSOCIATION of Las Vegas at the meeting held on May 16, 2007, passed a motion to support the Neon Lights development which is to be the proposed project "Pulse".

Our association evaluated this subject and is determined to support issues that enhance the city of Las Vegas and the downtown redevelopment area. We feel that this project will add another element to encourage locals and tourism downtown.

In conclusion, please place in the record that the GATEWAY DISTRICT ASSOCIATION supports this endeavor.

Yours,

Debbie Rose
President- Gateway District Association

Submitted at City Council
Date 6/20/07 Item 149-157

OEG

Orosz Engineering Group, Inc.

June 18, 2007

Maya Holmes
Culinary Workers Union
1630 S. Commerce Street
Las Vegas, NV 89102

Subject: The Pulse Traffic Data OEG Ref 07-60107

Dear Ms. Holmes:

At your request, Orosz Engineering Group, Inc. (OEG) has begun to review the various applications, conditions and supporting documents for the subject project in Las Vegas. The following memorandum summarizes our initial findings.

The traffic and parking reports prepared by Kimley-Horn and Associates followed standard traffic engineering principals and procedures.

The biggest and most troublesome issue found is in the project description. The project description in the application, parking study and traffic study all use different descriptions of the same project. As shown in Table 1, the total square footage of the project varies by over 1 million square feet. Unfortunately, the traffic study that has been prepared as a condition of approval for the project, underestimates the traffic impact of the project by roughly 10,000 trips per day and 1,000 peak hour trips.

Due to the significant shortage of trips evaluated, the findings of the traffic analysis cannot be evaluated as the traffic volumes are 20-25% less than what the actual project would generate.

The phased development analysis has not been provided, so there is no technical way to assess the short term impacts associated with the first phase of development. Further, the overall project relies on significant internal capture rates to reduce project traffic trips due to the mix of uses. In the phased project, the short term traffic volumes will be higher until the mix of uses is achieved. Similarly, the parking analysis relies on a shared parking program that may have the same issues as the traffic volumes. The parking structures are sized to provide parking for a mix of uses that may not exist until the ultimate project is completed.

In the roadway capacity analysis section of the report (Sections 5.5 and 6.0), the analysis seems to address existing roadway traffic volumes plus project traffic volumes. There is no mention of the redirected existing traffic on the roadways being vacated. The existing streets being vacated have traffic volumes on them today and will have an impact on the post development traffic conditions. The traffic volumes being generated by the existing site land uses are deducted from the proposed project traffic

1627 Calzada Avenue . Santa Ynez . CA . 93460 . 805-688-7814 . oeg@quixnet.net

Submitted at City Council
Date 6/20/07 Item 149-157

volumes, however, there is traffic that flows through on these roadways being vacated that is not destined for the project site area. This traffic does not appear to be addressed anywhere in the traffic report. This impact could be significant when the intersection turning movements around the periphery of the site is considered.

In the recommendation section of the traffic report (Sections 8 and 13), the recommendations refer to a final traffic report with final intersection and roadway improvements being identified later. This version of the traffic report is therefore a draft report and does not meet the conditions of approval for the project that require a final traffic report to clearly identify all project impacts and mitigation measures.

Should you have any additional questions or concerns, please contact me.

Sincerely,

Stephen A. Orosz, PE, PTOE
Orosz Engineering Group, Inc

Professional Traffic Operations Engineer ITE
California Registered Traffic Engineer



Table 1
Project Description Comparison

Use	Traffic Study	Parking Study	Application
Condo	1600 Unit	1500 Units	1500 Units
Resort Condo/Timeshare		1600 Units	1600 Units
Resort Hotel	1500 Unit		
Casiino Hotel	6000 Unit	6000 Units	6000 Units
Arena	22,000 Seats	22,000 Seats	22,000 Seats
Gaming	100,000 SF	300,000 SF	300,000 SF
Retail			
Night Club		85,000 SF	
Restaurant		120,000 SF	
Shopping	550,000 SF	580,000 SF	785,000 SF
Office		450,000 SF	450,000 SF
Meeting Rooms/Banquet Hall		350,000 SF	
Sports Mart	3,500,000 SF	3,500,000 SF	3,500,000 SF
Total SF	4,150,000 SF	5,385,000 SF	5,035,000 SF
Total Units	9100 Units	9100 Units	9100 Units
Arena	22,000 Seats	22,000 Seats	22,000 Seats

TM / LAS CNCL. MTG. 1PM WED. 20 JUNE, '07 (CNCL. CHMB.) (CH: MAY 016)

- PUBLIC COMMENT:- (1½ min)

AGENDA ITEM #149. TOM MC GOWAN, ARTIST AND LAS VEGAS RESIDENT OF THE ARTS DISTRICT & WARD 3. ~ THE LAS VEGAS CHAPTER OF THE AMERICAN INSTITUTE OF GRAPHIC ARTS FORMULATED THE PLAN FOR THE BRANDING OF "18B, THE LAS VEGAS ARTS DISTRICT". HERE'S A DIRECT QUOTE FROM THE PLAN:- ~ "THE LAS VEGAS ARTS DISTRICT IS AN APPROXIMATE 18-BLOCK NEIGHBORHOOD LOCATED IN THE AREA SOUTH OF DOWNTOWN LAS VEGAS, ROUGHLY BOUNDED BY COMMERCE ST., HOOVER AVE., 4TH ST., LAS VEGAS BLVD. AND COLORADO AVENUE. ~ ... "18B IS A SHARED VISION, FOR WHICH NO BOUNDARIES APPLY!" ~ BASED ON THOSE ASSERTIONS, THE 'ARTS DISTRICT' HAS NO VALID CLAIM OF EXCLUSIVE OWNERSHIP OR CONTROL OF THE HEREIN SUBJECT PARCELS EAST of COMMERCE TO THE SOUTH SIDE of COLORADO! ~ THE FOLLOWING QUESTIONS APPLY:-

~ WHEN AND WHERE WAS AN OPEN PUBLIC MEETING AND HEARING PREVIOUSLY HELD, PURSUANT TO IN-DEPTH DISCUSSION of THE PROPOSED MIXED-USE DEVELOPMENT AND SITING of THE EVENTS CENTER? — IF ANY MEETINGS DID TAKE PLACE, PROVIDE PUBLIC DISCLOSURE of THE MEETING AGENDA AND THE MINUTES, BEFORE TAKING ACTION ON THE ITEM. ~ IF THERE WERE NO SUCH PREVIOUSLY HELD OPEN PUBLIC MEETINGS AND HEARINGS, HOWEVER, ~~ABOVE~~ THE ITEM, PENDING COMPLIANCE WITH NRS 241, THE NEVADA OPEN MEETING LAW.

IN RELEVANT SIDENOTE: ~ BOTH THE ARTS DISTRICT TASK FORCE, WHOSE CHAIRMAN IS CITY EMPLOYEE YORGO KAGAFAS, AND THE ARTS DISTRICT NEIGHBORHOOD ASSOCIATION, ~ AKA: "18B", ~ WHOSE PRESIDENT IS RICHARD GEPPER, ~ DO NOT CONDUCT OPEN PUBLIC MEETINGS AND HEARINGS.

THEREFORE, APPROVE ALL NINE (9) ITEMS, WITHOUT FURTHER DISCUSSION, AND WITHOUT REQUIRING THE APPLICANT TO BE THE UNWITTING VICTIM of 'EXTORTION'.

THANK YOU.

(TEXT SUBMITTED AND REQUESTED INCLUSION IN THE MEETING MINUTES).

(4.)

Submitted at City Council
Date 6/20/07 Item 149-157