APPENDIX 8.0 BIG-1

ALTERNATIVE MARKET ANALYSIS

MEMORANDUM

To: Jennifer Harry, Kimley-Horn and Associates, Inc.

From: Ken K. Hira, President, Kosmont Companies
Thomas Jirovsky, Senior Advisor, Kosmont Companies

Date: September 27, 2025

Re: Barstow International Gateway – Alternative Market Analysis

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Kosmont & Associates, Inc., doing business as Kosmont Companies (hereinafter "Kosmont"), acting as a consultant to BNSF Railway Co. ("BNSF"), is pleased to present this market assessment analysis ("Analysis") of future industrial development on the approximately 4,400-acre area proposed for the Barstow International Gateway ("BIG") Specific Plan ("BIG SP Area" or "SP Area"), located at the west edge of the City of Barstow ("City").

This Analysis is based on the proposed City General Plan Update ("proposed General Plan") under two scenarios described below. Given the size of the SP Area, the analysis further divides the SP Area into three geographic "subareas" (subarea 1, subarea 2, and subarea 3), described further below:

- Subarea 1 - Land north of the existing rail tracks, west of Lenwood Channel
- Subarea 2 - Land south of the existing rail tracks, west of Lenwood Channel
- Subarea 3 - Land east of Lenwood Channel

Lenwood Channel and the existing rail tracks were chosen as dividers due to posing infrastructure constraints on crossing these (there is significant cost to developers to extend utility infrastructure under existing rail tracks, or extend roadways over channels). Thus, Kosmont anticipates these three areas to develop at different intensities under the various scenarios analyzed herein.

This report has been prepared by Kosmont based on available economic, demographic and real estate market and the findings herein are based on these available facts and our professional experience and expert opinion. The analyses, projections, assumptions and examples presented herein are for planning purposes and are not a guarantee of future results. Actual results may differ from those expressed in this analysis, as results are difficult to predict as a function of market conditions, natural disasters, pandemics, significant economic impacts, legislation, and administrative actions.

1.0 BACKGROUND AND OBJECTIVE

The City is preparing an Environmental Impact Report ("EIR") for the proposed General Plan and BIG Specific Plan. The proposed General Plan will provide the long-term planning blueprint for the improvements needed to accommodate the City's growing population over a 25-year planning horizon to 2048. The proposed General Plan includes a proposed annexation of the currently unincorporated portion of the proposed BIG SP Area. The proposed BIG SP Area would include an integrated, closed loop, rail and transload sorting center for direct transfer of containers coming from the Ports of Los Angeles and Long Beach via the Alameda Corridor.[1]

As part of the assessment of the environmental impacts of BIG, Kosmont has prepared this analysis to evaluate the type and scale of development that would be reasonably likely to occur by 2028 and 2048 under two **Alternative scenarios** analyzed within the EIR summarized below:

1. **West Transload Warehouse Center Alternative** assumes the proposed General Plan occurs, lands within the BIG SP Area are annexed, but BIG transload warehouse facilities are only developed in Subareas 2 and 3 and no development occurs in Subarea 1.
2. **No BIG/Existing Countywide Plan and Proposed General Plan Land Use Designation Alternative ("No BIG / No Annex")** assumes BIG would not proceed or be approved; lands within the BIG Specific Plan Area that are currently within the County would not be annexed to the City but would instead remain subject to the existing CWP land use; and lands within the BIG SP Area that are currently within the City would be subject to the proposed General Plan land use.

Kosmont reviewed the SP Area and assessed historic development trends, zoning, and other relevant information. Kimley-Horn, BNSF's environmental and permitting consultant, provided the following to assist in this effort:

- List of all affected parcels by APN
- Summary of historical imagery to document development trends
- Current zoning for the affected parcels
- Proposed zoning under the proposed General Plan

Kosmont toured the areas surrounding the BIG SP Area to evaluate each subarea's adjacent development patterns and other factors that could influence future development trends as described under the Approach section below, based on opinion and factual evidence.

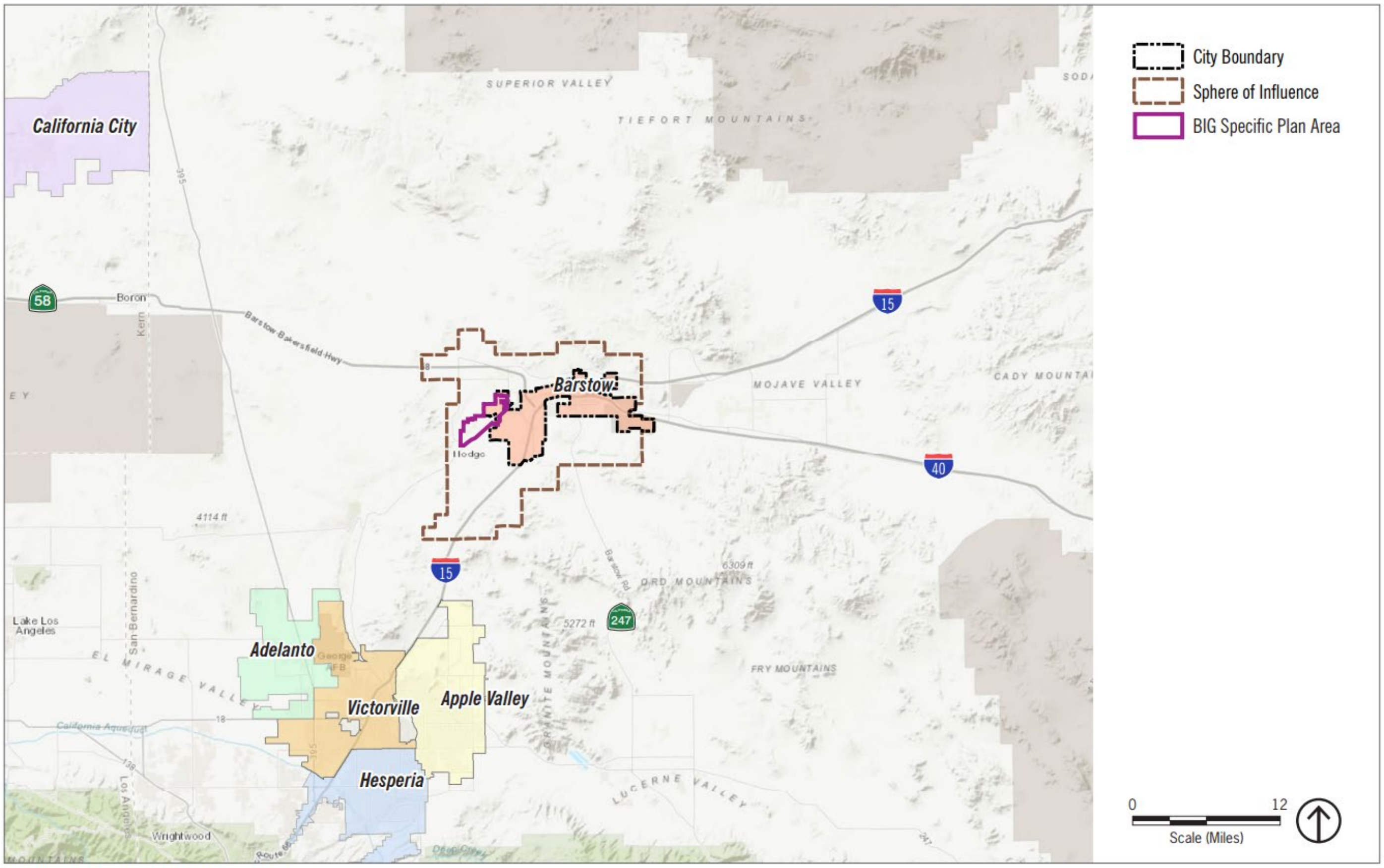
The BIG Specific Plan area is in the City's western portion and is generally bound by the Mojave River to the north, Main Street (also referred to as National Trails Highway or Route 66) to the south, Lenwood Road to the east, and Hinkley Road to the west. Based on Kosmont's site tour, the area northeast of the BIG Specific Plan area on Main Street is partially developed between Lenwood Road and SR-58 with a

[1] City of Barstow. 2024. *Notice of Preparation for Draft Environmental Impact Report and Notice of a Public Scoping Meeting*. https://www.barstowca.org/home/showpublisheddocument/8491/638434192375770000

handful of commercial and light industrial buildings (although much of the land is undeveloped or has boarded up structures).

The area near Johnstons Corner and Hinkley Road has much larger parcels, and some residential development. Hinkley Road connects Main Street to the town of Hinkley approximately 8 miles north.

Figure 1 – Barstow Aerial Map / Mojave River Valley Submarket



Source: City of Barstow, PlaceWorks, BNSF 2024.

1.1 BARSTOW HISTORY AND BIG CONTEXT

History

The Barstow area was settled in the 1800's by miners and the railroads that served the mining industry. The BNSF mainline transcontinental track that traverses the SP Area has been in operation since the 1870's. BNSF built the Barstow Classification Yard east of the SP Area to facilitate transfer of non-intermodal railroad cars coming from the Ports of LA/LB into smaller groups with diverse destinations.

U.S. Route 66 opened in 1926 and was the major east-west route from Los Angeles to Chicago. Barstow was incorporated in 1947 and grew rapidly, with population tripling by 1970. However, in the late 1960's, Interstate 15 ("I-15") Highway was built several miles to the southeast to connect Los Angeles County to Barstow and resulted in a loss of tourist business on Route 66.

Kosmont's research indicated that as traffic to Las Vegas exploded in the late 1960's, the Factory Merchants Outlet mall was opened in the 1970's on the east side of Lenwood Road and I-15. It quickly grew into a major tourist destination, with fast food and motels, while the west side of I-15 became a major truck stop area. The vast majority of commercial buildings (motels, cafes and gas stations) along former Route 66 that were built in the 1950's and earlier have long been abandoned but remain as reminders of the historic past.[2]

In the 1990's, Craig Realty opened the 40-acre Outlets at Barstow directly adjacent to I-15. As a result of commercial activity shifting to Outlets at Barstow, and many more outlet malls developed closer to the population centers of southern California, Factory Merchant Outlets closed.

Demographics[3]

The Barstow population of 24,600 has remained relatively stable for the past 30 years growing approximately 5 percent in total from the 1990 census population estimate.

The neighboring community of Lenwood had a population of 3,543 per the 2010 census, a 6 percent increase over the 2000 census estimate of 3,320, but given the reduction in tourist activity following the closure of the 170,000 SF Factory Merchants Outlet mall near the Tanger Outlets at Barstow, the area's major commercial center, Kosmont expects that further population growth and demand for new development is likely very limited.

Barstow General Plan Update

The City is considering a comprehensive proposed General Plan, which would update the existing 2015 General Plan to reflect the City's new vision and opportunities, and to define circulation/infrastructure to align with that vision.

To estimate long-term development demand under each alternative, Kosmont relied on the market projection in the draft proposed General Plan to gain an understanding of the expected growth in the City and its unincorporated sphere of influence over the next 25 years. According to the proposed General Plan, the planning area currently has approximately 13,100 dwelling units, a population of 34,600, and 11 million SF of non-residential uses employing 14,400 people.[4]

In 2048, the proposed General Plan projects that the City and unincorporated sphere of influence will add 6,600 new dwelling units, grow the population by 18,400, increase non-residential development by 6.3 million SF (excluding BIG), and add 5,400 new jobs.[5] The proposed General Plan adds nearly 3,700 acres of industrial land within the BIG boundary to the existing City inventory of ~1,100 acres, of which only 360 acres are developed.[6]

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2 Kosmont

3 U.S. Census Bureau

4 City of Barstow. 2024. *Notice of Preparation for Draft Environmental Impact Report and Notice of a Public Scoping Meeting*. https://www.barstowca.org/home/showpublisheddocument/8491/638434192375770000

5 Ibid.

6 City of Barstow. 2024. General Plan Update. https://www.barstowca.org/departments/community-development-department/planning/general-plan-update

Mojave Valley Industrial Market Trends

Barstow is located within the Mojave River Valley submarket as defined by CoStar, a leading real estate information company. The Mojave River Valley submarket extends almost to Baker to the northeast, to Edwards Airforce Base to the west, and Hesperia/Lucerne Valley to the south, and is generally most of the area shown on **Figure 1**.

As shown in **Table 1,** the Mojave River Valley submarket area added nearly 10 million SF of industrial warehouse and distribution construction in the past 8 years of available data, representing an annual growth rate of approximately five percent. Absorption rate (the time it takes for new buildings to be leased) has lagged slightly, as vacancy rates have climbed to almost 6 percent according to CoStar data.[7]

It is worth noting that the vast majority of new industrial construction is focused on +500,000 SF distribution centers in the Victorville and Hesperia communities at the southern end of the submarket, closest to the LA metro area and the Adelanto / Apple Valley communities. Thus, given the remote location of Barstow, Kosmont does not expect to see similar large-scale warehouse development in either of the two alternatives analyzed, with the exception of the already-proposed "EV Charging and Logistics Facility", which published a Notice of Preparation on May 15, 2024.[8] The only significant activity in Barstow area was the 2019 redevelopment of the former Yellow Freight warehouse on Lenwood Road that American Quartz Corp. converted to manufacturing.[9]

Table 1: Mojave River Valley Industrial Market Trends

Source: *CoStar July 2024*

[7] CoStar accessed July 2024

[8] CEQANet. May 15, 2024. https://ceqanet.opr.ca.gov/2024050651 (accessed May, 2025).

[9] Ibid.

Table 2: Barstow Industrial Market Trends

Source: *CoStar July 2024*

Table 1 and **2** show the total number of buildings in the submarket for each calendar year, the total SF of inventory, the amount of new construction reported, the net SF absorption, the year-end occupied SF and year-end vacancy rate. Red text indicates a reduction in square footage (either through demolition, conversion to another land use, or reduction in net square footage that is leased). The Costar data is pulled from Kosmont's national online subscription service and reformatted in summary fashion.

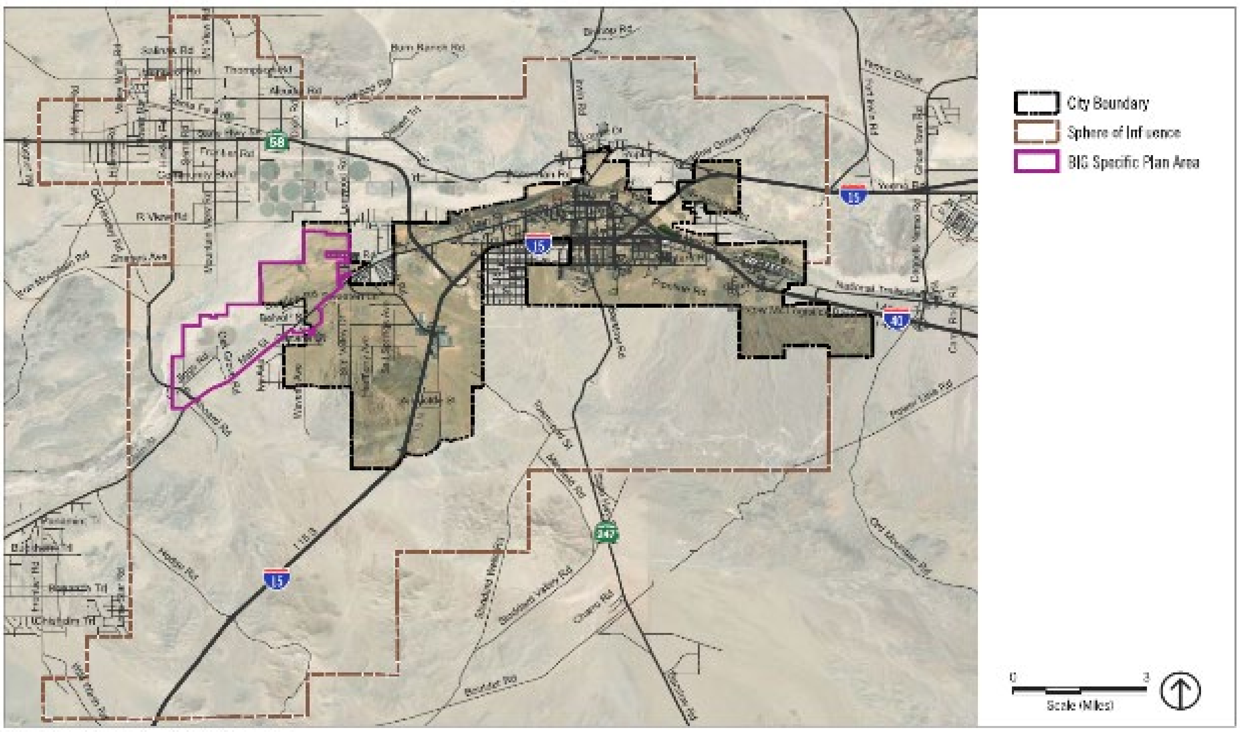
Lenwood Residential Development Trends

Kosmont relied on Kimley-Horn and San Bernardino County data sources to understand long-term housing development trends in the unincorporated County within the SP Area for the No BIG / No Annex alternative. Kimley-Horn reviewed County assessor data and information from Phase I Environmental Site Assessments conducted as part of BIG environmental analysis to determine how many dwelling units were constructed over time within the SP Area and south of Main Street to estimate market interest for residential development in this area. As shown in **Table 3** below, there have been fewer than 90 new housing units within the SP Area in the past 50 years, and 100 residences constructed south of Main Street (including the community along and adjacent to Sylvan Avenue, as well as the Country Club Drive golf course community.

Table 3: Housing Development Trends

Sources:
County of San Bernardino. (2024). Public San Bernardino County Map Viewer
Parcel Quest
Kimley-Horn Phase I ESA Repository

Figure 2 – BIG SP & Surrounding Area



Source: City of Barstow, PlaceWorks, BNSF 2024.

1.2 APPROACH

Kosmont toured the area to understand adjacent uses, and road access, reviewed APNs for the BIG SP parcels (San Bernardino County and City of Barstow), reviewed the existing infrastructure and proposed improvements under the BIG SP to help identify development potential for the three subareas.

The proposed General Plan proposes to rezone all parcels within the above subareas to the City's General Industrial zone, except for the parcels within Subarea 1, which are already zoned General Industrial.[10] Since the West Transload Warehouse Alternative only analyzes a potential change in development in Subarea 1 (since Subareas 2 and 3 are developed by BIG under this alternative), only industrial development is forecast under this alternative (no residential or commercial development would occur under the West Transload Warehouse Center alternative in Subarea 1). For the No BIG / No Annex alternative, industrial development is projected within the City boundary, and residential development is projected within the County boundary, given parcels within the County would not be annexed under this Alternative and would retain their Rural Residential zoning.

To estimate traffic volumes along the highway and freeway network, Kosmont utilized their subscription to Placer.ai and Inrix, location data providers that utilize GPS equipment on millions of vehicles to project average daily trip ("ADT") volumes over a year. ADT along the local roadway network was determined by traffic counts taken by National Data & Surveying Services (NDS) and AimTD LLC in 2021 and 2023. ADT summarizes how much a given roadway is being used, and it can provide insight into whether a business along that roadway would be feasible. In general, a 2-lane roadway can accommodate up to 7,000 ADT.[11] Roadways at or above 7,000 ADT are considered high-traffic. See Appendix for detailed hourly traffic maps produced by Inrix for freeway segments and data sheets from NDS and AimTD LLC for local roadway segments.

Kosmont relied on CoStar market research into historic growth patterns for the Mojave River Valley and Barstow/Lenwood area, to estimate new industrial development likely to occur within each subarea and timeframe. For residential development, Kosmont relied on the following:

- County of San Bernardino. (2024). Public San Bernardino County Map Viewer: Historical Imagery. *https://sbcounty.maps.arcgis.com/apps/MapSeries/index.html?appid=f5a50c44766b4c36a3ae014497aa430d*. Accessed August 4, 2024.
- ParcelQuest. (2024). *https://pqweb.parcelquest.com/#home/*. Accessed August 5, 2024.
- Kimley-Horn and Associates, Inc. (2024). *Phase I ESA Repository.* Accessed August 5, 2024.

1.3 EXISTING CONDITIONS

Economic Development Conditions

Within the Mojave River Valley submarket, industrial development is sparse to the west, north and east, with Fort Irwin being a major hub of activity. Most industrial development is concentrated around Victorville, Adelanto, and Hesperia to the south. Barstow is located within the central Mojave River Valley submarket for industrial development according to CoStar.

[10] The General Industrial designation allows for a variety of activities ranging from manufacturing, warehousing and distribution to industrial plants.

[11] San Bernardino County. 2018. *Countywide Plan: Transportation Existing Conditions Report*. Table 8: Roadway Daily Volume Thresholds. https://countywideplan.com/wp-content/uploads/sites/68/2021/02/Trans_CWP_221_77_ExCon_FinalDraft_032917.pdf

The Mojave River Valley has seen significant industrial growth in the past eight years, adding 10 million SF with the growth in e-commerce and other distribution centers; see **Table 1**. This represented an approximate 5 percent compound annual growth rate, bringing total industrial inventory to over 30 million SF.[12]

The Barstow industrial market represents less than five percent of the Mojave River Valley inventory, as there has been almost no new industrial construction within the Barstow submarket since 2008, adding only 2,500 SF of industrial development in the last 15 years (see **Table 2**). On a positive note, the industrial vacancy rate dropped to almost zero prior to the Covid pandemic, but has increased to over 5 percent at year-end 2023.[13]

Site Conditions

BIG's proposed Specific Plan area is generally bounded by the Mojave River to the north, Main Street (also referred to as National Trails Highway or Route 66) to the south, Lenwood Road to the east, and Hinkley Road to the west. Regional vehicle access to BIG is provided by Main Street from the south, I-15 from the southeast, and SR-58 from the east. Local access to BIG is primarily provided by Lenwood Road and Hinkley Road from the east and west, respectively, in addition to various unpaved roads along Main Street.

The BIG Specific Plan area is generally flat and gradually slopes north to the Mojave River. Off-site improvements are generally within existing BNSF rail and City/County street rights-of-way. The BIG Specific Plan area is primarily vacant undeveloped land, which is traversed by an existing BNSF railroad, and contains scattered residential, commercial, and industrial land uses. This area is mostly devoid of tall vegetation and trees, with structures and other elements of the built environment scattered throughout.

The majority of the SP Area is within a FEMA floodzone or adjacent to the Mojave River. Adjacent land uses to SP Area are summarized below:

- North: Vacant unimproved land. SR-58 is to the north and connects Barstow and Bakersfield with approximately 15,700 ADT.[14]
- South: Mostly vacant land with some single-family homes south of Main Street. Approximately 3-4 miles south is the TA Travel Center and Love's Travel Stop and Outlets at Barstow, fast food restaurants, and hotels at Lenwood Road and I-15. The I-15 is a major freeway between Los Angeles, Orange County and San Diego connecting to Las Vegas with approximately 63,000 ADT.[15]
- East: Some single-family and limited commercial uses located along Lenwood Road. The BNSF Barstow classification yard and the commercial core of Barstow are approximately five miles to the east.
- West: Vacant unimproved land.

[12] CoStar July 2024
[13] Ibid
[14] Placer.ai, Inrix
[15] Ibid

Main Street is a 2-lane Primary Arterial along the southern boundary of the proposed BIG SP Area,[16] though there are 4-lane portions further east. Main Street has limited vehicle traffic, primarily for local residents and for those seeking to experience Route 66 nostalgia traveling outside Victorville through to Barstow, with approximately 3,610 ADT[17] to the east of the proposed BIG SP Area and 9,650 ADT to the west of the proposed BIG SP Area.[18]

Lenwood Road is a 2-lane Industrial Arterial[19] connecting the SP Area to the Lenwood community and I-15 interchange that contains TA Travel Center and Love's Travel Stop trucking centers, Outlets at Barstow, and several hotels and restaurants. Lenwood Road has approximately 6,370 ADT[20] near the BIG SP Area. Near the I-15 interchange, Lenwood Road has approximately 10,590 ADT.[21]

Hinkley Road is a 2-lane Secondary Highway,[22] though rural road connecting Main Street with SR-58 near the community of Hinkley with approximately 360 ADT.[23] However, with the expected BIG development, it is classified as an Industrial Arterial in the City's draft General Plan Update.[24]

1.4 ANALYSIS

West Transload Warehouse Center Alternative

Kosmont was requested to evaluate the development potential for the approximately 675 acres in the West Transload Warehouse Center Alternative with industrial land available for third party development in subarea 1 at the northeast quadrant of the BIG Specific Plan area under the assumption that the BIG transload warehouse facilities are concentrated in the approximately 3,700 acres in subareas 2 & 3. See **Figure 3** below.

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[16] City of Barstow. 2024. *Working Draft Existing and Future Roadway Network*. https://www.barstowca.org/home/showpublisheddocument/8577/638473105560470000.
[17] National Data & Surveying Services, 2021
[18] AimTD LLC, 2023
[19] City of Barstow. 2024. *Working Draft Existing and Future Roadway Network*. https://www.barstowca.org/home/showpublisheddocument/8577/638473105560470000.
[20] National Data & Surveying Services, 2021
[21] AimTD LLC, 2023
[22] San Bernardino County. 2024. TM-1 Roadway Network. https://www.arcgis.com/apps/webappviewer/index.html?id=ad5b30ea11f44f6394f28a5140051bae
[23] AimTD LLC, 2021
[24] City of Barstow. 2024. *Working Draft Existing and Future Roadway Network*. https://www.barstowca.org/home/showpublisheddocument/8577/638473105560470000.

Figure 3 – West Transload Warehouse Center Alternative Industrial Area Map (subarea 1)

Based on CoStar market research into historic growth patterns for the Mojave River Valley and Barstow/ Lenwood area, Kosmont estimates the new development likely to occur within each subarea within the 2028 (i.e., BIG's Opening Year) and 2048 (i.e., BIG's Horizon Year) under the West Transload Warehouse Center Alternative as follows:

2028 Projection

Given there is available land within Victorville and other Mojave River Valley submarket areas which are closer to the Inland Empire (a primary hub for industrial development), Kosmont would expect to see developer interest in acquiring these lands earlier as compared to the land within Subarea 1. Based on the approximate five percent growth in the industrial sector within the Mojave River Valley submarket in the past eight years, Kosmont would not expect to see actual new construction within Subarea 1 under this scenario until 2030 or later.

2048 Projection

Utilizing the past 20 years of regional industrial development trends for the Mojave River Valley and the City's share of industrial development, Kosmont prepared both a low and high forecast of the regional industrial growth through 2048. This analysis projects a 3.5 percent to 4.5 percent regional growth rate, and a City capture rate at 3 percent to 3.5 percent of the regional growth, due to the indirect impacts of the BNSF transloading development on the 3,700-acres in subarea 2 and subarea 3.[25] Even though BIG's railyard and transload warehouse center would act as a "closed loop", and there would be no direct demand for industrial development associated with BIG, under this scenario, indirect development could occur by promoting Barstow as an industrial hub, generating interest from other industrial development as utility and roadway infrastructure is built out, city zoning and development regulations are updated under the proposed General Plan, and the workforce grows and is trained in industrial jobs.

The approximately 675 acres available for private development within subarea 1 has the best regional access to both the SR-58 and I-15 highways. With expected construction of the BIG transloading warehouse facilities to the west and the necessary road and utility infrastructure to serve it, there is likely to be future developer interest for warehouse, manufacturing and light industrial facilities in the City.

The above factors result in an estimated forecast of 1.1 million (low) to 1.8 million (high) SF of new 3rd party development within subarea 1. However, due to the City's significant inventory of vacant industrial land, Kosmont estimates the approximately 675-acre subarea 1 would capture approximately 50 percent of the total, or 550,000 to 900,000 SF. Please see **Figure 4's** assumptions and calculations for Kosmont's conclusions.[26]

Figure 4 – West Industrial Alternative Regional Industrial Demand

West Industrial Alternative Regional Industrial Demand	Conservative	Optimistic
Mojave River Valley Inventory	30,000,000	30,000,000
Annual Growth Rate	3.5%	4.5%
2048 Total Projected SF Growth	36,200,000	52,600,000
Barstow's Submarket Capture Rate	3.0%	3.5%
Barstow Projected SF Growth	1,100,000	1,800,000
East Area Capture Rate of City	50%	50%
East Area 2048 SF Development	550,000	900,000

Source: *CoStar; Kosmont Companies*

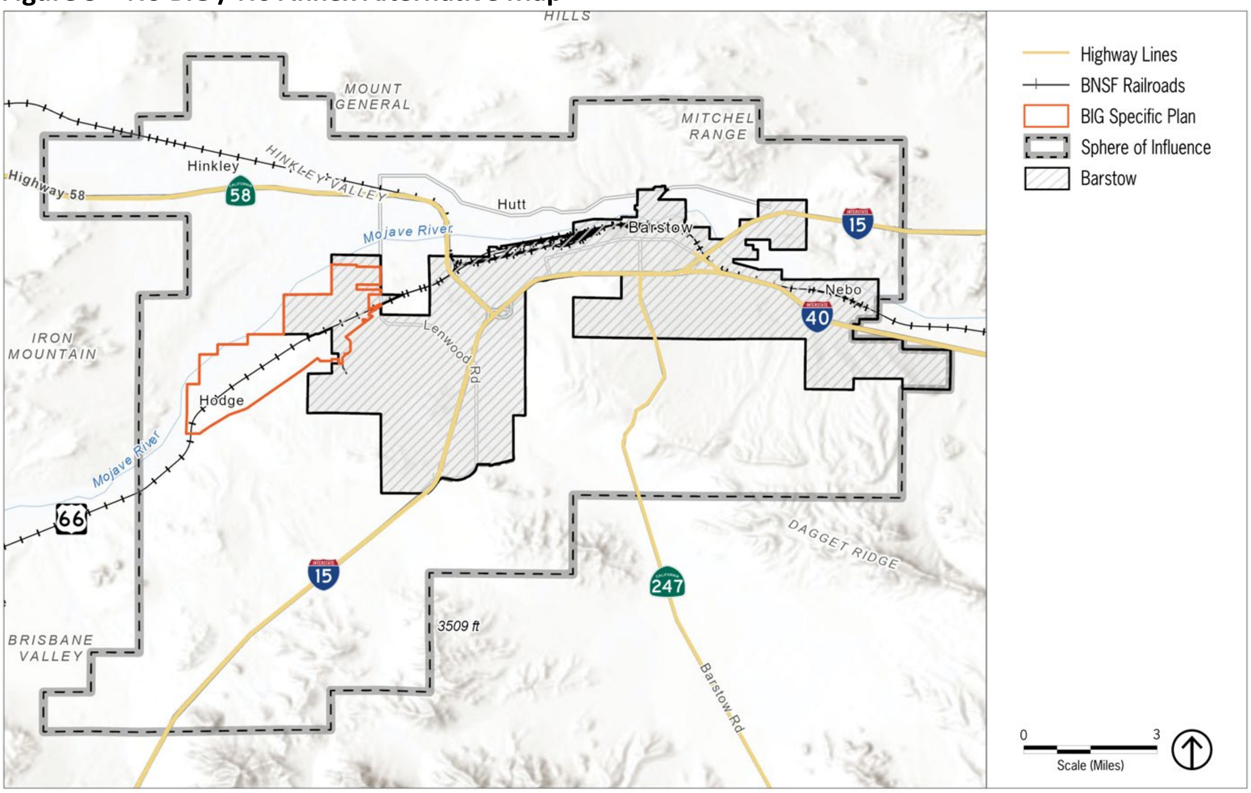
[25] CoStar July 2024; Kosmont Companies
[26] Ibid

1.5 No BIG No Annex Alternative

Kosmont was also requested to evaluate the development potential for the approximately 1,659 acres of BIG SP area within the City limits and the approximately 2,676 acres within unincorporated San Bernardino County for the No BIG / No Annex Alternative.

This Alternative only considers Subarea 1 as being available for industrial development, because land within the County would remain under its existing zoning, which is almost entirely Rural Residential. Thus, future development within the County would only be available for rural residential development. These lands are shown in **Figure 5** below.

Figure 5 – No BIG / No Annex Alternative Map



Sources:
County of San Bernardino, 2023; City of Barstow, 2024.

Based on CoStar market research into historic growth patterns for the Mojave River Valley and Barstow/ Lenwood area, Kosmont estimates the new development likely to occur by 2028 (i.e., BIG's Opening Year) and 2048 (i.e., BIG's Horizon Year) under the No BIG / No Annex Alternative as follows:

2028 Projection

Given the lack of infrastructure within the BIG Specific Plan area, and the financing challenges facing new residential development, Kosmont would not expect to see any new industrial or residential development by 2028 under the No BIG / No Annex Alternative.

2048 Projection

Utilizing 20 years of regional industrial development trends for the Mojave River Valley and the City's share of industrial development, Kosmont prepared both a low and high forecast of the regional industrial growth through 2048. This analysis projects a 3 percent to 4 percent regional growth rate, and a City capture rate at 2 percent to 3 percent of the regional growth.

However, due to the City's significant inventory of vacant industrial land, Kosmont estimates the approximately 1,659-acres of the SP Area that is already within City limits would capture approximately 50 percent of the total industrial development forecast within the City, or 300,000 to 650,000 SF of new 3rd party development as shown in **Figure 6**.

With respect to the potential residential development, Kosmont research found in past 25 years approximately 28 new housing units built on land adjacent to Main Street corridor south of Barstow City limits. Given that unincorporated BIG area represents the northern half of that market area, and that this alternative includes no drivers for economic growth or development, Kosmont expects that future development patterns would be approximately the same as past development patterns, thus would estimate 12 to 15 new housing units being built over the next 25 years.

Figure 6 – NO BIG/No Annex Alternative Regional Industrial Demand

	Conservative	Optimistic
Mojave River Valley Inventory	30,000,000	30,000,000
Annual Growth Rate	3.0%	4.0%
2048 Total Projected SF Growth	29,200,000	43,900,000
Barstow's Submarket Capture Rate	2.0%	3.0%
Barstow Projected SF Growth	600,000	1,300,000
East Area Capture Rate of City	50%	50%
East Area 2048 SF Development	300,000	650,000

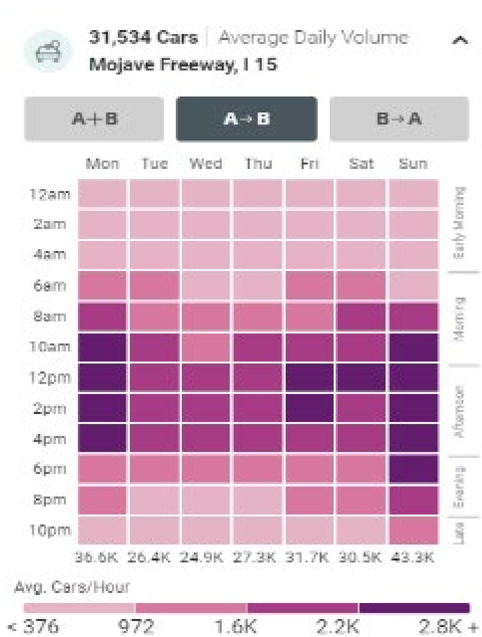
Source: *Costar, Kosmont Companies*

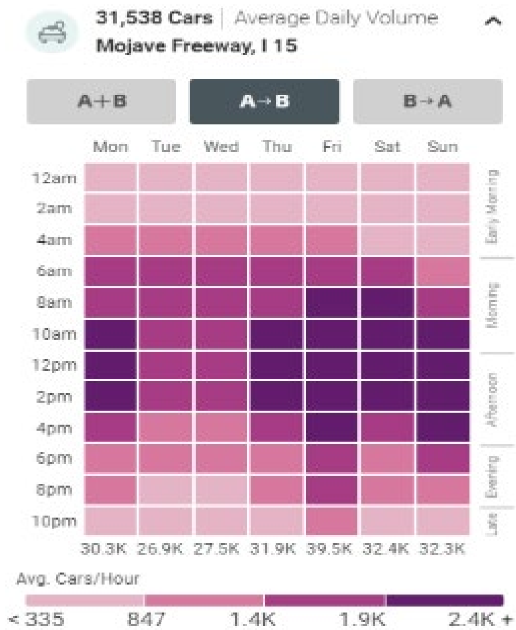
1.6 APPENDIX

Placer/Inrix Traffic Data

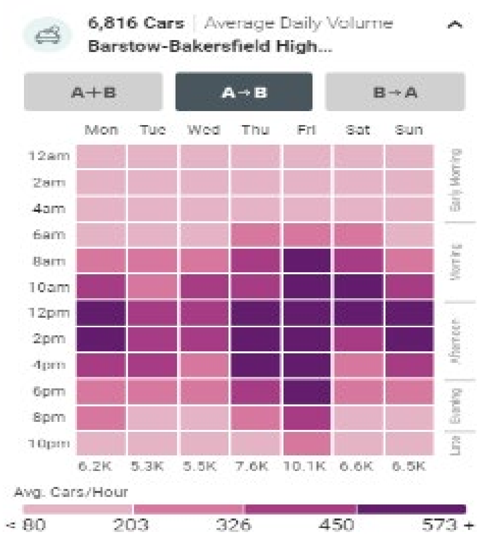
Please note that vehicle types are not broken out (i.e., passenger automobiles vs. trucks). The data used in this module is updated on an annual basis and is provided by Inrix, a location data company that provides information on car traffic in U.S. road segments. The data source is from a panel of privately owned vehicles, which has GPS equipment that sends traffic data to Inrix.

I-15 Traffic Volume (Northbound and southbound)





SR 58 Traffic Volume (Eastbound and Westbound)



Source: Placer / Inrix

Main Street West of BIG SP Area

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thursday, March 09, 2023
JOB #: SC3888
CITY: Barstow
LOCATION: CLASS3 Main St W of SR-58.

AM	COMBINED													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19
0:15	0	16	2	0	0	0	0	0	0	0	0	0	0	18
0:30	0	16	2	0	0	0	0	0	0	0	0	0	0	18
0:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18
1:00	0	5	1	0	0	0	0	0	1	0	0	0	0	7
1:15	0	15	0	0	1	0	0	0	0	0	0	0	0	16
1:30	0	8	3	0	1	0	0	0	0	0	0	0	0	12
1:45	1	11	0	0	2	0	0	0	0	0	0	0	0	14
2:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
2:15	0	8	0	0	0	0	0	0	1	0	0	0	0	9
2:30	0	7	0	0	0	0	0	0	1	0	0	0	0	8
2:45	0	5	0	0	0	0	0	0	0	0	1	0	0	6
3:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
3:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14
4:00	0	16	4	0	1	0	0	0	0	0	0	0	0	21
4:15	0	15	3	0	0	1	0	0	2	0	0	0	0	21
4:30	0	25	4	0	0	0	0	0	1	0	0	0	0	30
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5:00	0	29	4	1	4	0	0	0	0	0	0	0	0	38
5:15	0	36	6	0	2	0	0	0	1	0	0	0	0	45
5:30	1	53	20	0	3	0	0	1	1	0	0	0	0	79
5:45	3	86	7	1	3	0	0	0	2	0	0	0	0	102
6:00	0	70	6	4	3	0	0	0	1	0	0	0	0	84
6:15	0	69	7	3	4	0	0	0	2	0	0	0	0	85
6:30	0	107	19	5	5	2	0	0	2	0	2	0	0	142
6:45	0	90	18	3	3	1	0	0	0	0	7	0	0	122
7:00	0	133	14	0	6	2	0	0	1	0	3	0	1	160
7:15	0	78	10	3	4	0	0	0	3	0	1	0	0	99
7:30	0	73	12	3	7	1	0	0	3	0	0	0	0	99
7:45	0	127	6	1	5	5	0	1	3	0	7	0	0	155
8:00	0	117	20	1	12	4	0	0	0	0	3	1	0	158
8:15	1	129	19	4	9	6	0	1	0	0	1	1	1	172
8:30	0	167	13	4	7	4	3	0	1	0	0	1	1	201
8:45	1	116	5	0	3	0	0	1	1	0	3	0	0	130
9:00	1	117	9	0	6	3	0	1	1	1	4	0	0	143
9:15	0	84	16	2	6	3	0	0	3	0	4	1	1	120
9:30	0	99	13	1	7	2	0	0	2	0	1	1	0	126
9:45	0	87	14	0	2	3	0	0	0	0	4	0	0	110
10:00	1	106	14	1	6	2	0	1	1	0	1	0	0	133
10:15	3	99	7	0	9	2	0	0	1	0	2	0	0	123
10:30	6	103	17	1	13	1	0	1	1	0	4	0	0	147
10:45	5	95	17	1	10	2	0	1	2	0	2	0	0	135
11:00	4	105	12	1	7	0	0	0	0	0	0	0	0	129
11:15	1	113	16	0	8	2	1	0	2	0	0	0	0	143
11:30	1	115	21	2	7	5	0	2	0	0	0	0	0	153
11:45	2	94	18	1	10	0	0	1	1	0	0	0	1	128
TOTAL	32	2,945	388	43	181	51	4	11	41	1	50	5	5	3,757

PM	COMBINED													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	5	106	12	0	10	0	0	0	0	0	0	0	0	133
12:15	2	110	18	0	2	1	0	1	0	0	1	0	0	135
12:30	5	92	23	2	7	0	1	0	2	0	0	1	0	133
12:45	1	97	22	0	5	2	1	0	1	0	0	0	0	129
13:00	3	104	17	0	7	3	1	0	2	0	0	1	0	138
13:15	5	107	12	0	8	3	1	0	0	0	0	0	0	136
13:30	6	105	21	2	7	1	0	1	1	0	0	0	0	144
13:45	2	106	17	0	2	2	0	0	1	0	0	0	0	130
14:00	3	109	20	0	7	1	0	1	3	0	0	0	0	144
14:15	3	121	15	0	9	2	2	0	1	0	0	0	1	154
14:30	6	155	11	2	10	3	0	0	0	0	0	1	0	188
14:45	5	169	26	1	9	4	0	1	0	0	0	0	0	215
15:00	4	192	24	0	9	2	0	0	0	0	0	0	0	231
15:15	3	191	27	1	5	3	0	0	1	0	0	0	0	231
15:30	2	166	17	3	5	1	0	1	1	0	0	0	0	196
15:45	2	151	17	1	9	0	0	0	3	0	0	1	0	184
16:00	4	155	17	1	6	1	0	0	2	0	0	0	0	186
16:15	6	159	19	0	4	3	0	1	1	0	0	0	0	193
16:30	3	141	19	2	6	5	0	1	0	0	0	0	0	177
16:45	2	151	21	0	5	5	0	0	0	0	0	1	0	185
17:00	4	168	17	0	4	0	0	0	0	0	1	0	0	194
17:15	4	162	18	1	6	0	0	0	1	0	0	0	1	193
17:30	3	172	17	3	6	1	0	0	0	0	0	0	0	202
17:45	1	140	17	0	7	0	0	1	2	0	0	0	0	168
18:00	3	123	8	1	6	2	0	1	1	0	0	0	0	145
18:15	4	115	18	4	3	1	0	0	0	0	0	0	0	145
18:30	2	106	9	0	1	1	0	0	1	0	0	0	0	120
18:45	0	98	13	0	2	0	0	0	0	0	0	0	0	113
19:00	2	82	7	0	2	1	0	0	1	0	0	0	0	95
19:15	0	81	7	2	3	0	0	0	0	0	0	0	0	93
19:30	1	77	10	1	5	1	0	0	0	0	0	0	0	95
19:45	1	73	6	0	2	1	0	0	0	0	0	0	0	83
20:00	1	72	6	0	1	0	0	0	1	0	0	0	0	81
20:15	1	50	7	0	1	0	0	0	0	0	0	0	0	59
20:30	1	62	3	0	4	0	0	1	1	0	0	1	0	73
20:45	1	59	3	0	1	1	0	0	1	0	0	0	0	66
21:00	0	52	4	0	0	0	0	0	0	0	0	0	0	56
21:15	0	54	8	1	0	0	0	0	1	0	0	0	0	64
21:30	0	49	4	0	0	0	0	0	0	0	0	0	0	53
21:45	1	56	4	0	0	0	0	0	0	0	2	0	0	63
22:00	0	48	0	0	2	0	0	0	0	0	0	0	0	50
22:15	1	33	5	0	0	0	0	0	0	0	0	0	0	39
22:30	1	60	6	0	0	0	0	0	0	0	0	0	0	67
22:45	0	42	3	0	1	0	0	0	0	0	0	0	0	46
23:00	0	73	4	0	1	0	0	0	0	0	0	0	0	78
23:15	0	27	1	0	0	0	0	0	0	0	0	0	0	28
23:30	0	25	2	0	0	0	0	0	0	0	0	0	0	27
23:45	0	27	0	0	0	0	0	0	0	0	0	0	0	27
TOTAL	104	4,873	582	28	190	51	6	10	29	0	4	6	2	5,885

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	686
PM PEAK HOUR	2:45 PM
PM PEAK VOLUME	873

	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
TOTAL: AM+PM	136	7,818	970	71	371	102	10	21	70	1	54	11	7	9,642
% OF TOTAL	1.4%	81.1%	10.1%	0.7%	3.8%	1.1%	0.1%	0.2%	0.7%	0.0%	0.6%	0.1%	0.1%	100.0%

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

Source: *AimTC LLC*

Main Street East of BIG SP Area

Prepared by National Data & Surveying Services

CLASSIFICATION

National Trails Hwy W/O Viejo Ct

Day: Thursday
Date: 8/5/2021

City: Barstow
Project #: CA21_030062_005

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	25	4	0	1	0	0	2	0	0	0	0	0	**32**
01:00	0	23	6	0	0	0	0	0	0	0	0	0	0	**29**
02:00	0	9	3	0	2	0	0	2	0	0	0	0	0	**16**
03:00	0	24	7	0	0	0	0	0	0	0	0	0	0	**31**
04:00	0	35	15	0	2	0	0	0	0	0	0	0	0	**52**
05:00	0	111	26	2	12	3	0	0	0	0	1	0	0	**155**
06:00	1	138	26	2	8	2	0	1	1	0	1	0	0	**180**
07:00	0	149	44	5	10	6	0	0	0	0	0	0	0	**214**
08:00	0	114	33	3	12	2	1	0	1	0	0	0	0	**166**
09:00	0	91	37	0	4	4	0	1	2	0	2	0	0	**141**
10:00	0	115	24	2	7	2	0	1	1	0	0	0	0	**152**
11:00	1	116	48	3	6	1	1	2	1	0	0	0	0	**179**
12:00 PM	1	154	35	1	10	1	0	1	2	0	0	0	0	**205**
13:00	2	127	45	0	10	3	0	0	2	0	1	0	0	**190**
14:00	0	176	51	5	6	1	0	0	0	1	0	0	0	**240**
15:00	1	188	29	1	14	1	0	2	0	0	1	0	0	**237**
16:00	0	259	62	5	9	1	0	1	0	0	0	0	0	**337**
17:00	1	226	60	4	8	0	0	1	1	0	0	0	0	**301**
18:00	0	133	45	2	3	1	0	0	0	0	0	0	0	**184**
19:00	1	125	39	1	3	1	0	0	1	0	0	0	0	**171**
20:00	0	131	27	1	1	0	0	0	1	0	0	0	0	**161**
21:00	1	88	12	0	0	0	0	0	0	0	0	0	0	**101**
22:00	0	70	18	0	0	3	0	0	0	0	0	0	0	**91**
23:00	0	38	6	0	1	0	0	0	0	0	0	0	0	**45**
Totals	9	2665	702	37	129	32	2	14	13	1	6			3610
% of Totals	0%	74%	19%	1%	4%	1%	0%	0%	0%	0%	0%			100%

	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
AM Volumes	2	950	273	17	64	20	2	9	6	0	4	0	0	1347
% AM	0%	26%	8%	0%	2%	1%	0%	0%	0%		0%			37%
AM Peak Hour	06:00	07:00	11:00	07:00	05:00	07:00	08:00		09:00		09:00			07:00
Volume	1	149	48	5	12	6	1	2	2		2			214
PM Volumes	7	1715	429	20	65	12	0	5	7	1	2	0	0	2263
% PM	0%	48%	12%	1%	2%	0%		0%	0%	0%	0%			63%
PM Peak Hour	13:00	16:00	16:00	14:00	15:00	13:00		15:00	12:00	14:00	13:00			16:00
Volume	2	259	62	5	14	3		2	2	1	1			337

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	380 ⟷	11%	395 ⟷	11%	638 ⟷	18%	2197 ⟷	61%

Classification Definitions

1 Motorcycles	4 Buses	7 > =4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Source: *National Data & Surveying Services*

Lenwood Road near BIG SP Area

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thursday, August 26, 2021
JOB #: 1/0/1900
CITY: Barstow
LOCATION: CLASS24 Lenwood Rd - W. Main St to Jasper Rd.

AM	NORTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
0:15	0	11	1	0	1	0	0	0	0	0	0	0	0	13
0:30	0	6	1	0	1	0	0	0	0	0	0	0	0	8
0:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:15	0	2	0	0	1	0	0	1	0	0	0	0	0	4
1:30	0	4	1	0	0	0	0	0	1	0	0	0	0	6
1:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00	0	2	0	0	1	0	0	1	1	0	0	0	0	5
2:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:30	1	5	0	0	0	0	0	0	0	0	0	0	0	6
2:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5
3:00	0	4	1	1	0	0	0	0	0	0	0	0	0	6
3:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45	0	4	1	0	0	0	1	0	1	0	0	0	0	7
4:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
4:15	0	2	0	1	1	0	0	0	0	0	0	0	0	4
4:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
4:45	0	9	0	0	2	0	0	0	0	0	0	0	0	11
5:00	0	16	2	0	4	0	0	0	0	0	0	0	0	22
5:15	0	15	1	0	7	1	0	0	0	0	0	0	0	24
5:30	0	22	3	1	5	0	0	0	0	0	0	0	0	31
5:45	0	15	6	0	5	0	0	0	0	0	0	0	0	26
6:00	0	38	1	0	2	0	0	0	0	0	0	0	0	41
6:15	0	25	4	1	8	0	0	0	0	0	0	0	0	38
6:30	0	24	4	1	7	1	0	0	0	0	0	0	0	37
6:45	0	31	4	1	5	3	0	0	1	0	0	0	0	45
7:00	1	35	6	1	8	2	0	0	1	0	0	0	0	54
7:15	1	26	1	1	9	0	0	0	1	0	0	0	0	39
7:30	0	26	5	1	8	2	0	0	0	0	0	0	0	42
7:45	1	27	4	1	5	0	0	0	0	0	0	0	0	38
8:00	0	25	5	0	9	0	0	0	0	0	0	0	0	39
8:15	0	49	6	0	7	0	0	0	0	0	0	0	0	62
8:30	1	30	8	2	4	0	0	0	0	0	0	0	0	45
8:45	0	30	8	1	4	0	0	0	0	0	0	0	0	43
9:00	0	29	13	0	11	1	0	0	0	0	0	0	0	54
9:15	4	16	6	0	5	0	0	0	0	0	0	0	0	31
9:30	1	28	8	0	8	1	0	0	0	0	0	0	0	46
9:45	0	25	3	0	5	0	0	0	0	0	0	0	0	33
10:00	1	26	8	0	3	0	0	0	0	0	0	0	0	38
10:15	0	16	5	0	7	0	0	0	0	0	0	0	0	28
10:30	0	26	9	0	7	1	1	0	0	0	0	0	0	44
10:45	0	34	8	1	7	0	0	0	0	0	0	0	0	50
11:00	1	31	9	0	12	0	0	0	0	1	0	0	0	54
11:15	1	19	8	0	5	0	1	0	0	0	0	0	0	34
11:30	0	33	2	0	7	0	0	0	0	0	0	0	0	42
11:45	1	31	14	2	9	0	0	0	0	0	0	0	0	57
TOTAL	14	836	172	16	192	12	3	2	6	1	0	0	0	1,254
										AM PEAK HOUR				8:15 AM
										AM PEAK VOLUME				204

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	1	44	11	0	6	0	0	0	0	0	0	0	0	62
12:15	0	27	10	0	10	0	0	0	0	0	0	0	0	47
12:30	1	22	6	0	8	0	0	1	0	0	0	0	0	38
12:45	1	35	10	1	10	1	0	0	1	0	0	0	0	59
13:00	0	38	5	0	11	0	1	0	0	0	0	0	0	55
13:15	0	38	9	0	11	1	0	0	0	0	0	0	0	59
13:30	0	28	7	0	6	0	0	0	0	0	0	0	0	41
13:45	0	24	8	0	13	0	1	0	0	0	0	0	0	46
14:00	0	29	4	1	7	0	1	0	0	0	0	0	0	42
14:15	1	38	5	0	6	0	0	0	0	0	0	0	0	50
14:30	0	35	11	1	10	0	0	0	0	1	0	0	0	58
14:45	1	39	10	2	7	0	0	0	0	0	0	0	0	59
15:00	0	59	13	0	12	1	0	0	0	0	0	0	0	85
15:15	0	50	6	0	8	1	0	0	0	0	0	0	0	65
15:30	0	38	7	0	6	0	0	0	0	0	0	0	0	51
15:45	1	49	8	1	3	0	0	0	0	0	0	0	0	62
16:00	0	41	7	0	6	1	0	1	0	0	0	0	0	56
16:15	0	53	9	0	7	1	0	0	0	0	0	0	0	70
16:30	0	38	7	0	8	0	0	0	0	0	0	0	0	53
16:45	0	45	10	1	10	2	0	0	0	0	0	0	0	68
17:00	0	60	15	0	7	0	0	1	0	0	0	0	0	83
17:15	0	33	10	0	9	0	0	0	0	0	0	0	0	52
17:30	0	31	6	0	5	0	0	1	0	0	0	0	0	43
17:45	0	31	4	1	5	0	0	0	0	0	0	0	0	41
18:00	2	30	9	0	6	0	0	0	0	0	0	0	0	47
18:15	0	41	3	0	2	1	0	0	0	0	0	0	0	47
18:30	1	24	3	0	4	0	0	0	0	0	0	0	0	32
18:45	0	20	4	1	6	0	0	0	0	0	0	0	0	31
19:00	0	31	6	0	4	0	1	0	0	0	0	0	0	42
19:15	0	43	3	0	5	0	0	0	0	0	0	0	0	51
19:30	0	33	5	0	3	0	0	0	0	0	0	0	0	41
19:45	0	29	5	1	1	0	0	0	0	0	0	0	0	36
20:00	1	42	4	0	3	0	1	0	0	0	0	0	0	51
20:15	1	37	7	0	6	0	0	0	0	0	0	0	0	51
20:30	0	35	3	0	1	0	0	0	0	0	0	0	0	39
20:45	0	19	5	0	2	1	0	0	0	0	0	0	0	27
21:00	0	27	4	0	3	0	0	0	0	0	0	0	0	34
21:15	0	22	4	0	2	0	0	0	0	0	0	0	0	28
21:30	0	23	2	0	1	1	0	0	0	0	0	0	0	27
21:45	0	20	1	0	1	0	0	0	0	0	0	0	0	22
22:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
22:15	0	21	1	0	3	0	0	0	0	0	0	0	0	25
22:30	0	22	0	0	0	0	0	0	0	0	0	0	0	22
22:45	0	10	4	0	0	0	0	0	0	0	0	0	0	14
23:00	1	12	1	0	0	0	0	0	0	0	0	0	0	14
23:15	0	11	2	0	1	0	0	0	0	0	0	0	0	14
23:30	1	13	0	1	0	0	0	0	0	0	0	0	0	15
23:45	0	8	0	0	1	0	0	0	0	0	0	0	0	9
TOTAL	13	1,507	276	11	246	11	5	4	1	1	0	0	0	2,075
										PM PEAK HOUR				4:15 PM
										PM PEAK VOLUME				274

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
TOTAL: AM+PM	27	2,343	448	27	438	23	8	6	7	2	0	0	0	3,329
% OF TOTAL	0.8%	70.4%	13.5%	0.8%	13.2%	0.7%	0.2%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	100.0%
TOTAL: ALL	32	4,448	991	47	791	29	11	7	9	3	0	0	0	6,368
% OF TOTAL	1.0%	133.6%	29.8%	1.4%	23.8%	0.9%	0.3%	0.2%	0.3%	0.1%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thursday, August 26, 2021
JOB #: 1/0/1900

CITY: Barstow
LOCATION: CLASS24 Lenwood Rd - W. Main St to Jasper Rd.

AM	SOUTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
0:15	0	8	3	0	2	0	0	0	0	0	0	0	0	13
0:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:15	0	2	1	0	1	0	0	0	0	0	0	0	0	4
2:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5
2:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
4:15	0	3	1	0	1	0	0	0	0	0	0	0	0	5
4:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:45	0	6	3	0	2	0	0	0	0	0	0	0	0	11
5:00	0	11	3	0	2	0	0	0	0	0	0	0	0	16
5:15	0	16	3	0	3	0	0	0	0	0	0	0	0	22
5:30	0	22	8	0	2	0	0	0	0	0	0	0	0	32
5:45	0	29	14	0	1	0	0	0	0	0	0	0	0	44
6:00	1	15	4	0	3	0	0	0	0	0	0	0	0	23
6:15	0	14	5	0	1	0	0	0	0	0	0	0	0	20
6:30	0	24	6	0	3	0	0	0	0	0	0	0	0	33
6:45	0	19	3	0	1	0	0	0	0	0	0	0	0	23
7:00	0	26	5	1	2	0	0	0	0	0	0	0	0	34
7:15	0	27	8	0	3	0	0	0	0	1	0	0	0	39
7:30	0	29	8	0	5	0	1	0	0	0	0	0	0	43
7:45	0	28	5	0	4	0	0	0	1	0	0	0	0	38
8:00	0	26	9	1	4	0	0	0	0	0	0	0	0	40
8:15	1	25	8	0	4	0	0	0	0	0	0	0	0	38
8:30	0	27	8	0	6	0	0	0	0	0	0	0	0	41
8:45	0	30	10	0	5	0	0	0	0	0	0	0	0	45
9:00	0	28	7	0	7	0	0	0	0	0	0	0	0	42
9:15	0	27	10	0	8	0	0	0	0	0	0	0	0	45
9:30	0	37	13	1	10	0	0	0	0	0	0	0	0	61
9:45	0	32	8	0	7	0	0	0	0	0	0	0	0	47
10:00	0	22	9	0	5	0	0	0	0	0	0	0	0	36
10:15	0	34	5	0	9	0	0	0	0	0	0	0	0	48
10:30	0	32	7	0	11	1	0	0	0	0	0	0	0	51
10:45	0	40	9	1	3	0	0	0	0	0	0	0	0	53
11:00	0	43	4	0	8	0	0	0	0	0	0	0	0	55
11:15	0	35	9	0	6	0	0	0	0	0	0	0	0	50
11:30	0	43	4	0	3	0	0	0	0	0	0	0	0	50
11:45	0	34	4	0	3	0	0	0	0	0	0	0	0	41
TOTAL	2	844	208	4	138	1	1	0	1	1	0	0	0	1,200

AM PEAK HOUR	10:30 AM
AM PEAK VOLUME	209

PM	SOUTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	40	5	0	5	0	0	0	0	0	0	0	0	50
12:15	0	29	10	0	8	1	0	0	0	0	0	0	0	48
12:30	0	24	13	2	4	0	0	0	0	0	0	0	0	43
12:45	0	27	6	0	9	0	0	0	0	0	0	0	0	42
13:00	0	31	8	0	12	0	0	0	0	0	0	0	0	51
13:15	0	32	7	0	5	1	0	0	0	0	0	0	0	45
13:30	0	27	10	0	9	0	0	0	0	0	0	0	0	46
13:45	0	39	6	1	6	0	0	0	0	0	0	0	0	52
14:00	1	36	8	0	5	0	0	0	0	0	0	0	0	50
14:15	0	23	8	1	6	0	0	0	0	0	0	0	0	38
14:30	0	37	9	0	3	0	0	0	0	0	0	0	0	49
14:45	0	33	12	0	4	0	0	0	0	0	0	0	0	49
15:00	0	24	6	0	6	0	0	0	0	0	0	0	0	36
15:15	0	34	8	1	5	1	0	0	0	0	0	0	0	49
15:30	0	27	10	0	7	0	0	0	0	0	0	0	0	44
15:45	0	40	6	0	5	0	0	0	0	0	0	0	0	51
16:00	0	35	3	0	5	0	0	0	0	0	0	0	0	43
16:15	1	36	7	0	8	0	0	1	0	0	0	0	0	53
16:30	0	24	7	1	6	0	0	0	0	0	0	0	0	38
16:45	0	32	5	0	6	0	0	0	0	0	0	0	0	43
17:00	0	37	9	0	7	0	0	0	0	0	0	0	0	53
17:15	0	29	12	0	6	0	1	0	0	0	0	0	0	48
17:30	0	41	7	0	5	0	0	0	0	0	0	0	0	53
17:45	1	45	10	0	3	0	0	0	0	0	0	0	0	59
18:00	0	29	10	0	4	0	0	0	0	0	0	0	0	43
18:15	0	25	3	0	4	0	0	0	0	0	0	0	0	32
18:30	0	31	8	0	6	0	0	0	0	0	0	0	0	45
18:45	0	40	7	2	4	0	0	0	0	0	0	0	0	53
19:00	0	20	9	0	4	0	0	0	0	0	0	0	0	33
19:15	0	18	12	0	5	0	0	0	0	0	0	0	0	35
19:30	0	26	6	1	4	0	0	0	0	0	0	0	0	37
19:45	0	25	7	0	5	0	0	0	0	0	0	0	0	37
20:00	0	32	7	0	4	0	0	0	0	0	0	0	0	43
20:15	0	24	6	0	4	0	0	0	0	0	0	0	0	34
20:30	0	16	3	0	2	0	0	0	0	0	0	0	0	21
20:45	0	16	4	2	1	1	0	0	0	0	0	0	0	24
21:00	0	22	8	0	2	0	0	0	0	0	0	0	0	32
21:15	0	14	11	0	4	0	0	0	0	0	0	0	0	29
21:30	0	13	10	0	2	0	0	0	0	0	0	0	0	25
21:45	0	21	4	3	3	0	0	0	0	0	0	0	0	31
22:00	0	10	7	0	4	0	0	0	0	0	0	0	0	21
22:15	0	16	4	0	1	1	0	0	0	0	0	0	0	22
22:30	0	17	6	0	2	0	0	0	0	0	0	0	0	25
22:45	0	20	3	0	1	0	0	0	0	0	0	0	0	24
23:00	0	13	3	2	2	0	0	0	0	0	0	0	0	20
23:15	0	12	3	0	1	0	0	0	1	0	0	0	0	17
23:30	0	14	2	0	1	0	0	0	0	0	0	0	0	17
23:45	0	5	0	0	0	0	1	0	0	0	0	0	0	6
TOTAL	3	1,261	335	16	215	5	2	1	1	0	0	0	0	1,839

PM PEAK HOUR	5:00 PM
PM PEAK VOLUME	213

	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
TOTAL: AM+PM	5	2,105	543	20	353	6	3	1	2	1	0	0	0	3,039
% OF TOTAL	0.2%	69.3%	17.9%	0.7%	11.6%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

Source: *AimTD LLC*

Lenwood Road near I-15 Interchange

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thursday, March 09, 2023
JOB #: SC3888
CITY: Barstow
LOCATION: CLASS2 Lenwood Rd S of High Point Rd.

AM	COMBINED													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	15	2	0	3	0	0	0	0	0	0	0	0	20
0:15	0	14	2	0	3	0	0	0	1	0	1	0	0	21
0:30	0	9	0	1	2	0	0	0	1	0	0	0	0	13
0:45	0	12	1	0	1	0	0	0	0	0	0	0	0	14
1:00	1	7	1	1	1	3	0	0	0	0	0	0	0	14
1:15	0	7	0	0	1	0	0	0	2	0	0	0	0	10
1:30	0	6	2	0	0	1	0	0	1	0	0	0	0	10
1:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
2:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
2:15	0	8	1	0	0	1	0	0	3	0	0	0	0	13
2:30	1	3	1	0	1	0	0	0	0	0	0	0	0	6
2:45	0	2	0	0	0	0	0	0	1	0	0	0	0	3
3:00	0	3	0	0	4	0	0	0	1	0	0	0	0	8
3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45	0	5	1	0	3	0	0	0	0	0	0	0	0	9
4:00	1	5	1	0	0	2	0	0	1	0	0	0	0	10
4:15	0	4	1	0	0	0	0	0	2	0	0	0	0	7
4:30	0	4	0	0	1	0	0	0	0	0	0	1	0	6
4:45	0	20	3	0	3	0	0	0	4	0	0	0	0	30
5:00	0	14	3	1	5	0	1	0	2	0	0	1	1	28
5:15	1	20	10	0	9	0	0	0	4	0	0	0	0	44
5:30	0	27	9	0	7	0	0	0	0	0	0	0	0	43
5:45	0	39	12	0	7	0	0	1	0	0	0	0	0	59
6:00	0	42	6	3	10	0	0	4	0	0	0	0	0	65
6:15	0	48	9	0	14	3	0	0	3	0	0	0	0	77
6:30	2	67	15	0	9	0	0	4	2	0	1	0	0	100
6:45	1	84	19	0	17	1	0	0	3	1	0	0	0	126
7:00	0	57	10	1	11	0	0	0	1	0	0	0	0	80
7:15	0	50	10	0	12	1	0	3	4	0	0	0	0	80
7:30	1	73	12	0	12	2	0	1	4	0	0	0	1	106
7:45	1	103	8	1	5	1	1	1	1	0	0	0	0	122
8:00	1	76	15	1	14	2	0	1	3	1	0	0	0	114
8:15	1	55	13	0	8	0	0	2	3	0	1	0	0	83
8:30	3	66	13	0	8	1	0	0	1	0	0	0	0	92
8:45	2	98	10	0	7	0	0	2	2	0	0	0	0	121
9:00	0	93	8	1	17	0	0	2	0	0	0	0	0	121
9:15	1	106	7	0	12	0	0	2	3	0	0	0	0	131
9:30	2	122	5	2	10	1	0	1	1	0	0	0	0	144
9:45	3	124	11	0	17	3	1	1	2	0	0	1	0	163
10:00	0	109	13	1	12	3	0	0	1	0	0	0	0	139
10:15	0	125	14	2	12	1	0	1	1	0	0	0	0	156
10:30	5	147	16	0	17	1	0	1	6	0	0	0	0	193
10:45	5	168	21	0	13	3	1	0	2	1	1	0	0	215
11:00	4	168	12	0	17	1	1	3	3	0	0	1	0	210
11:15	2	177	19	0	16	0	0	0	2	0	1	0	1	218
11:30	1	175	15	1	18	1	1	0	6	1	1	0	1	221
11:45	3	228	16	3	18	3	0	2	4	0	0	0	1	278
TOTAL	42	2,808	349	19	358	35	6	32	81	4	6	4	5	3,749

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	927

PM	COMBINED													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	3	219	30	1	9	3	2	1	1	0	0	1	0	270
12:15	3	218	25	1	17	0	2	0	2	0	0	0	0	268
12:30	3	214	19	1	15	1	2	0	1	0	0	1	1	258
12:45	0	200	16	4	13	4	0	2	7	0	0	1	0	247
13:00	7	197	14	4	13	2	1	2	1	1	0	0	1	243
13:15	1	219	19	0	15	1	1	4	5	0	0	0	0	265
13:30	4	194	25	2	10	4	0	0	3	0	1	1	1	245
13:45	0	167	21	2	16	2	1	0	6	1	0	1	1	218
14:00	13	187	16	2	16	1	0	1	1	1	0	0	0	238
14:15	5	128	30	3	15	0	1	3	3	1	0	0	0	189
14:30	4	134	18	1	15	2	1	3	2	0	0	0	1	181
14:45	4	149	17	1	6	2	1	2	2	0	1	0	1	186
15:00	4	128	17	0	8	3	0	0	7	1	0	0	0	168
15:15	0	127	16	1	14	2	1	1	2	0	1	0	0	165
15:30	3	104	17	0	12	1	0	0	4	1	0	0	0	142
15:45	5	108	20	0	14	2	1	1	3	0	0	1	0	155
16:00	4	142	14	1	9	0	0	1	4	0	0	0	2	177
16:15	2	109	13	0	14	0	1	1	5	0	0	0	0	145
16:30	1	102	13	0	9	3	2	1	0	1	1	0	0	133
16:45	0	126	18	0	13	0	0	0	5	0	0	1	0	163
17:00	3	110	17	0	17	0	0	0	0	0	0	0	0	147
17:15	1	128	14	0	8	1	0	3	2	0	0	0	0	157
17:30	0	112	18	0	7	1	1	1	3	0	0	0	0	143
17:45	3	120	19	0	11	1	1	0	1	0	0	0	1	157
18:00	1	129	12	1	11	1	0	0	1	0	0	1	0	157
18:15	2	102	11	0	11	2	0	0	2	0	0	0	0	130
18:30	2	94	10	1	11	2	0	0	0	0	0	0	0	120
18:45	3	117	6	1	7	2	0	1	3	1	0	0	0	141
19:00	1	99	13	0	14	0	0	1	3	0	0	0	0	131
19:15	1	93	13	0	9	1	0	0	3	0	1	0	2	123
19:30	2	96	9	0	8	4	0	0	2	0	0	0	0	121
19:45	1	81	5	1	11	1	0	0	0	0	0	1	0	101
20:00	1	94	8	0	13	3	0	0	0	0	0	0	0	119
20:15	0	76	11	0	6	1	0	2	1	0	0	0	0	97
20:30	0	68	16	1	13	1	0	1	1	1	0	0	0	102
20:45	1	69	12	0	9	1	0	0	2	0	0	0	0	94
21:00	2	77	17	0	11	2	0	0	0	0	0	0	0	109
21:15	0	84	10	0	9	0	0	0	0	0	0	1	0	104
21:30	1	58	10	0	9	0	0	0	0	2	0	0	1	81
21:45	1	59	5	0	6	1	1	0	1	0	1	0	0	75
22:00	0	60	6	0	2	0	0	0	0	0	0	0	0	68
22:15	1	35	7	0	8	1	0	1	3	0	0	1	0	57
22:30	0	47	11	0	7	1	0	0	1	1	0	0	0	68
22:45	0	32	6	0	2	0	0	0	1	0	0	0	0	41
23:00	0	34	5	0	4	0	0	1	4	0	0	0	0	48
23:15	1	27	1	0	0	0	0	0	0	0	0	0	0	29
23:30	0	24	2	0	2	0	0	0	1	0	0	0	0	29
23:45	0	22	3	0	2	0	0	0	0	0	0	0	0	27
TOTAL	94	5,319	655	29	481	60	20	34	99	12	6	11	12	6,832

PM PEAK HOUR	12:00 PM
PM PEAK VOLUME	1,043

	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
TOTAL: AM+PM	136	8,127	1,004	48	839	95	26	66	180	16	12	15	17	10,581
% OF TOTAL	1.3%	76.8%	9.5%	0.5%	7.9%	0.9%	0.2%	0.6%	1.7%	0.2%	0.1%	0.1%	0.2%	100.0%

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

Source: *AimTD LLC*

Hinkley Road

Prepared by National Data & Surveying Services

CLASSIFICATION

Hinkley Rd N/O National Trails Hwy

Day: Thursday
Date: 8/5/2021

City: Barstow
Project #: CA21_030062_008

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:00	0	4	5	0	1	0	0	0	0	0	0	0	0	10
03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	8	1	0	0	1	0	1	0	0	0	0	0	11
07:00	0	11	5	0	4	1	0	1	0	0	0	0	0	22
08:00	0	5	2	1	2	0	0	0	0	0	0	0	0	10
09:00	0	9	5	1	1	0	0	0	1	0	0	0	0	17
10:00	0	13	7	3	3	0	0	1	0	0	0	0	0	27
11:00	0	5	10	0	2	0	0	0	0	0	0	0	0	17
12:00 PM	0	16	2	0	5	0	0	1	0	0	0	0	0	24
13:00	0	16	6	2	1	1	0	0	1	0	0	0	0	27
14:00	0	17	1	0	1	0	0	2	0	0	0	0	0	21
15:00	0	13	4	0	4	1	0	2	0	0	0	0	0	24
16:00	2	19	2	1	2	0	0	0	0	0	0	0	0	26
17:00	0	17	6	0	1	0	0	0	0	0	0	0	0	24
18:00	0	8	10	0	4	0	0	0	0	0	0	0	0	22
19:00	0	12	5	0	1	0	0	0	0	0	0	0	0	18
20:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
21:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
22:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Totals	2	210	87	8	32	4		8	2					353
% of Totals	1%	59%	25%	2%	9%	1%		2%	1%					100%

	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
AM Volumes	0	66	41	5	13	2	0	3	1	0	0	0	0	131
% AM		19%	12%	1%	4%	1%		1%	0%					37%
AM Peak Hour		10:00	11:00	10:00	07:00	06:00		06:00	09:00					10:00
Volume		13	10	3	4	1		1	1					27
PM Volumes	2	144	46	3	19	2	0	5	1	0	0	0	0	222
% PM	1%	41%	13%	1%	5%	1%		1%	0%					63%
PM Peak Hour	16:00	16:00	18:00	13:00	12:00	13:00		14:00	13:00					13:00
Volume	2	19	10	2	5	1		2	1					27

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	32	9%	51	14%	50	14%	220	62%

Classification Definitions

1 Motorcycles	4 Buses	7 > =4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Source: *National Data & Surveying Services*