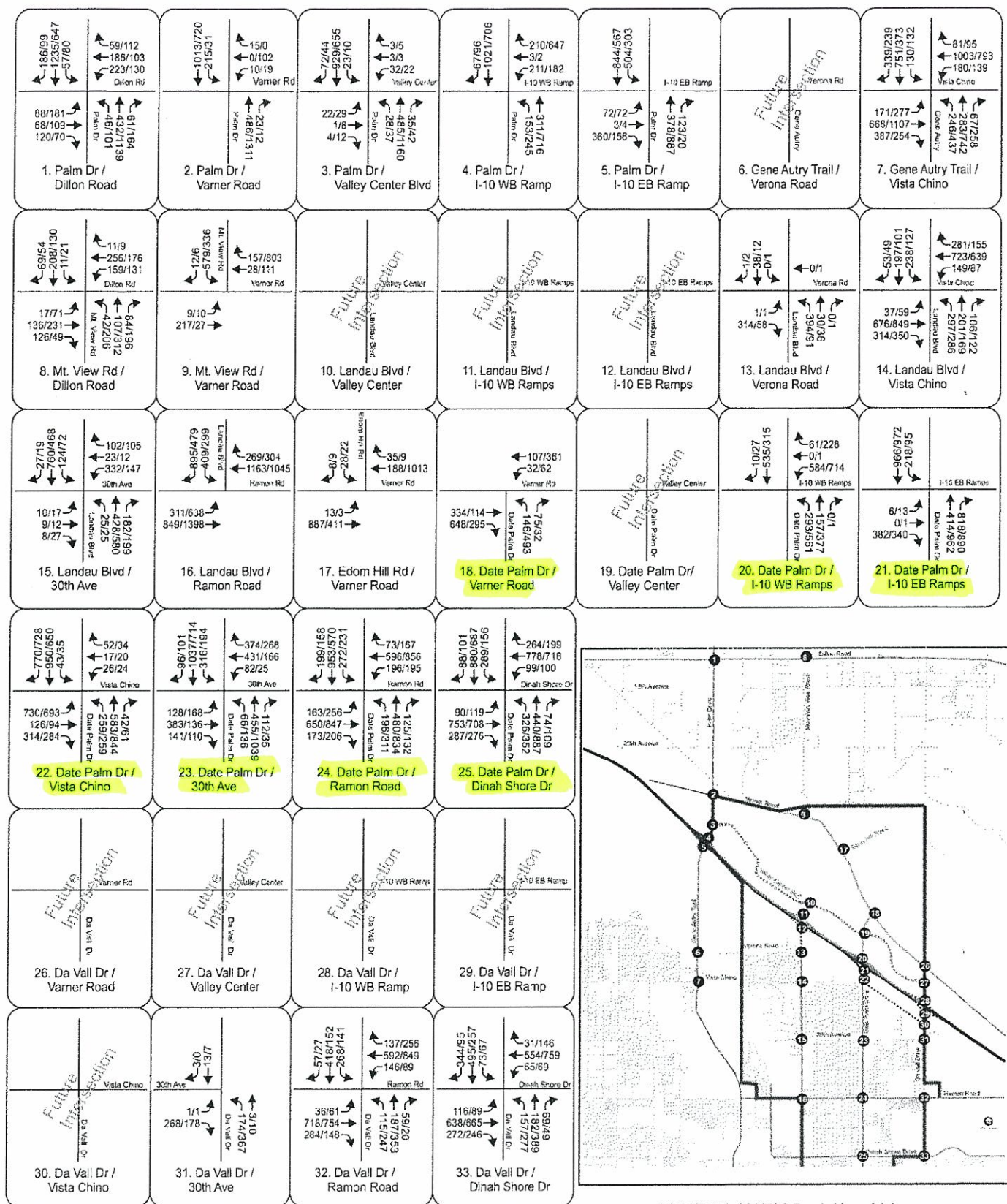


APPENDIX V

TRAFFIC COUNT DATA

Traffic Count Data



XXX/YYY AM/PM Peak Hour Volumes

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 1030.05.DATE PALM DR.E PALM CANYON DR
Site Code : 00000000
Start Date : 4/8/2010
Page No : 1

Groups Printed- Vehicles

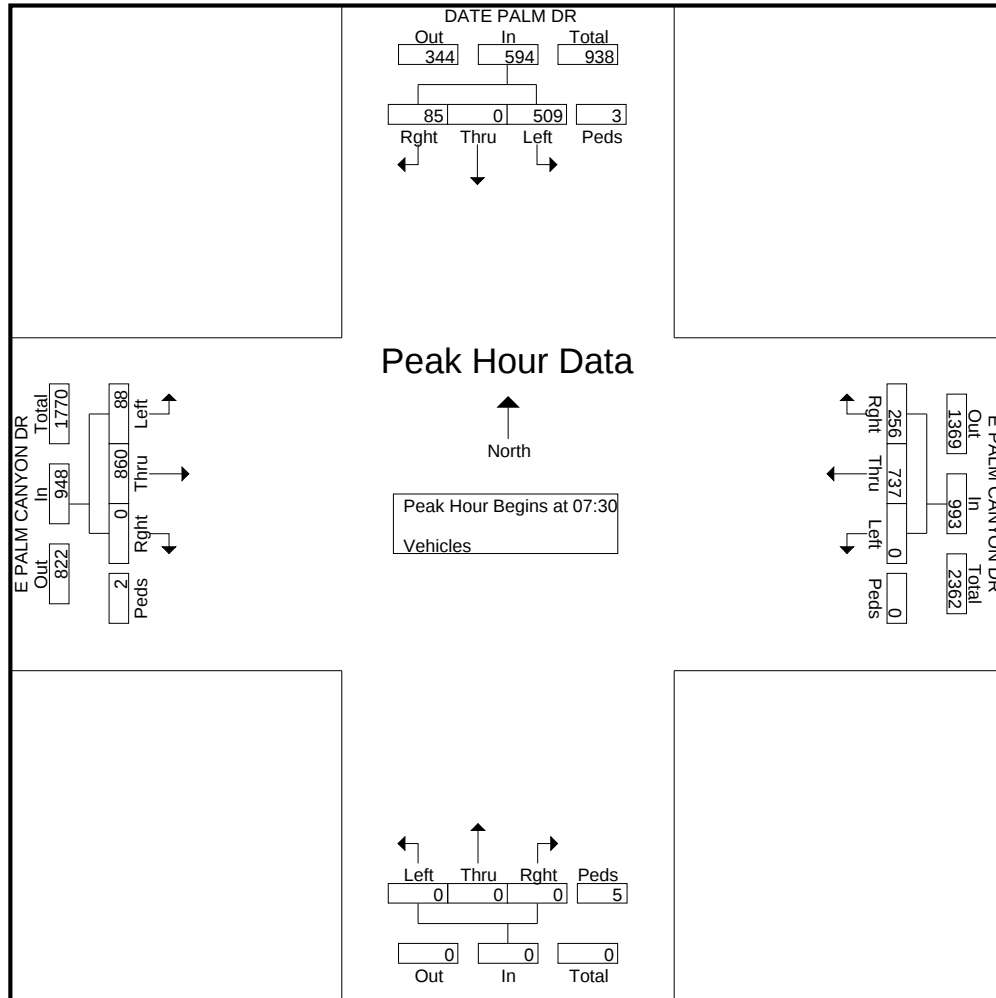
Start Time	DATE PALM DR Southbound				E PALM CANYON DR Westbound				Northbound				E PALM CANYON DR Eastbound				Int. Total
	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	
07:00	94	0	20	2	0	150	44	0	0	0	0	4	26	180	0	2	522
07:15	139	0	23	0	0	170	50	0	0	0	0	0	26	245	0	0	653
07:30	124	0	27	0	0	179	64	0	0	0	0	2	25	210	0	1	632
07:45	136	0	17	2	0	172	56	0	0	0	0	3	23	215	0	1	625
Total	493	0	87	4	0	671	214	0	0	0	0	9	100	850	0	4	2432
08:00	130	0	17	1	0	170	62	0	0	0	0	0	18	212	0	0	610
08:15	119	0	24	0	0	216	74	0	0	0	0	0	22	223	0	0	678
08:30	95	0	14	1	0	181	87	0	0	0	0	0	23	195	0	1	597
08:45	102	0	31	4	0	189	66	0	0	0	0	0	21	195	0	0	608
Total	446	0	86	6	0	756	289	0	0	0	0	0	84	825	0	1	2493
*** BREAK ***																	
16:00	110	0	28	1	0	342	149	0	0	0	0	0	36	259	0	1	926
16:15	91	0	38	0	0	301	152	0	0	0	0	1	38	226	0	2	849
16:30	125	0	51	0	0	302	122	0	0	0	0	1	33	268	0	0	902
16:45	100	0	33	1	0	372	126	0	0	0	0	4	35	292	0	3	966
Total	426	0	150	2	0	1317	549	0	0	0	0	6	142	1045	0	6	3643
17:00	102	0	48	1	0	331	143	0	0	0	0	1	39	274	0	2	941
17:15	95	0	36	1	0	340	136	0	0	0	0	3	35	285	0	2	933
17:30	114	0	43	0	0	283	122	0	0	0	0	0	37	257	0	0	856
17:45	98	0	42	0	0	287	81	0	0	0	0	3	38	274	0	2	825
Total	409	0	169	2	0	1241	482	0	0	0	0	7	149	1090	0	6	3555
Grand Total	1774	0	492	14	0	3985	1534	0	0	0	0	22	475	3810	0	17	12123
Apprch %	77.8	0	21.6	0.6	0	72.2	27.8	0	0	0	0	100	11	88.6	0	0.4	
Total %	14.6	0	4.1	0.1	0	32.9	12.7	0	0	0	0	0.2	3.9	31.4	0	0.1	

True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 1030.05.DATE PALM DR.E PALM CANYON DR
Site Code : 00000000
Start Date : 4/8/2010
Page No : 2

	DATE PALM DR Southbound					E PALM CANYON DR Westbound					Northbound					E PALM CANYON DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	124	0	27	0	151	0	179	64	0	243	0	0	0	2	2	25	210	0	1	236	632
07:45	136	0	17	2	155	0	172	56	0	228	0	0	0	3	3	23	215	0	1	239	625
08:00	130	0	17	1	148	0	170	62	0	232	0	0	0	0	0	18	212	0	0	230	610
08:15	119	0	24	0	143	0	216	74	0	290	0	0	0	0	0	22	223	0	0	245	678
Total Volume	509	0	85	3	597	0	737	256	0	993	0	0	0	5	5	88	860	0	2	950	2545
% App. Total	85.3	0	14.2	0.5		0	74.2	25.8	0		0	0	0	100		9.3	90.5	0	0.2		
PHF	.936	.000	.787	.375	.963	.000	.853	.865	.000	.856	.000	.000	.000	.417	.417	.880	.964	.000	.500	.969	.938

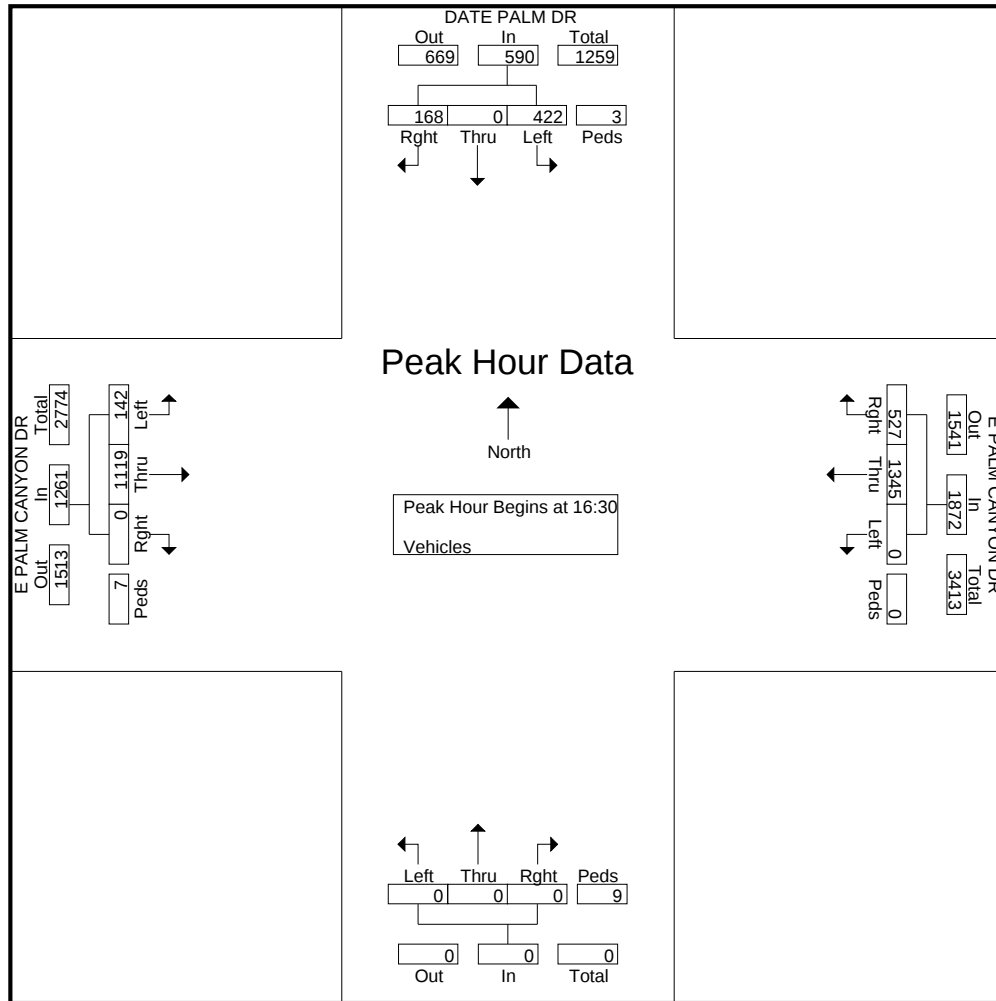


True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 1030.05.DATE PALM DR.E PALM CANYON DR
Site Code : 00000000
Start Date : 4/8/2010
Page No : 3

	DATE PALM DR Southbound					E PALM CANYON DR Westbound					Northbound					E PALM CANYON DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	125	0	51	0	176	0	302	122	0	424	0	0	0	1	1	33	268	0	0	301	902
16:45	100	0	33	1	134	0	372	126	0	498	0	0	0	4	4	35	292	0	3	330	966
17:00	102	0	48	1	151	0	331	143	0	474	0	0	0	1	1	39	274	0	2	315	941
17:15	95	0	36	1	132	0	340	136	0	476	0	0	0	3	3	35	285	0	2	322	933
Total Volume	422	0	168	3	593	0	1345	527	0	1872	0	0	0	9	9	142	1119	0	7	1268	3742
% App. Total	71.2	0	28.3	0.5		0	71.8	28.2	0		0	0	0	100		11.2	88.2	0	0.6		
PHF	.844	.000	.824	.750	.842	.000	.904	.921	.000	.940	.000	.000	.000	.563	.563	.910	.958	.000	.583	.961	.968



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 1030.01.DATE PALM DR.MCCALLUM WY
Site Code : 00000000
Start Date : 4/8/2010
Page No : 1

Groups Printed- Vehicles

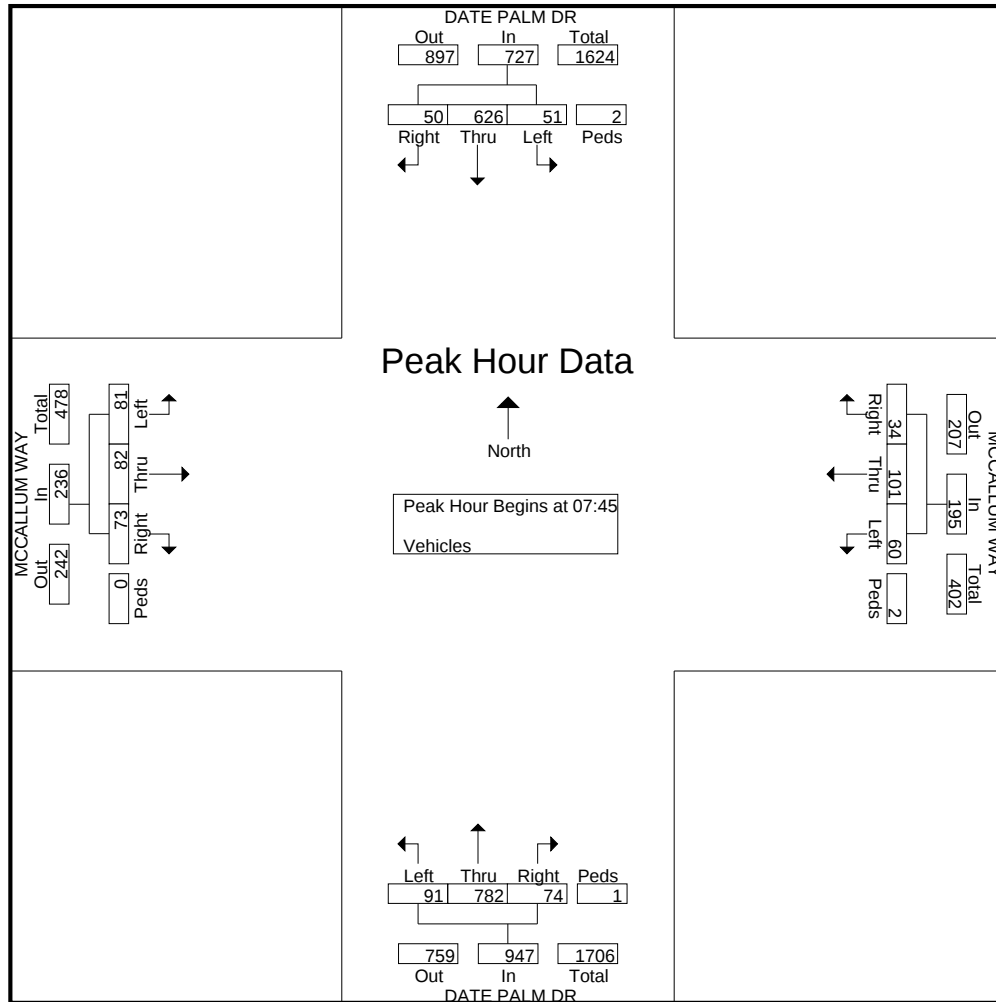
Start Time	DATE PALM DR Southbound				MCCALLUM WAY Westbound				DATE PALM DR Northbound				MCCALLUM WAY Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	7	156	2	0	11	21	8	0	14	201	9	2	14	25	18	0	488
07:15	16	143	5	0	14	21	12	0	24	176	18	1	13	15	13	1	472
07:30	6	141	10	0	12	23	14	0	17	206	14	0	19	14	11	1	488
07:45	6	159	11	0	12	24	7	0	21	183	21	0	16	17	24	0	501
Total	35	599	28	0	49	89	41	0	76	766	62	3	62	71	66	2	1949
08:00	12	146	6	0	17	20	10	0	26	195	11	0	28	23	11	0	505
08:15	15	167	19	2	9	30	9	2	20	205	20	0	19	17	23	0	557
08:30	18	154	14	0	22	27	8	0	24	199	22	1	18	25	15	0	547
08:45	9	135	4	0	9	8	9	0	16	148	15	2	21	27	15	0	418
Total	54	602	43	2	57	85	36	2	86	747	68	3	86	92	64	0	2027
*** BREAK ***																	
16:00	11	148	10	0	6	15	6	0	9	67	10	3	17	27	20	0	349
16:15	18	218	5	1	12	49	6	0	9	110	12	1	26	77	36	0	580
16:30	12	318	17	1	23	66	29	0	19	126	11	2	28	43	62	0	757
16:45	18	232	15	0	19	26	6	2	15	145	13	2	7	30	24	1	555
Total	59	916	47	2	60	156	47	2	52	448	46	8	78	177	142	1	2241
17:00	12	165	5	0	13	32	7	0	15	99	15	4	7	54	15	0	443
17:15	12	154	4	0	12	67	11	0	4	89	10	4	10	75	11	0	463
17:30	5	163	7	0	23	67	5	0	13	81	16	1	7	50	15	0	453
17:45	4	180	5	2	10	26	6	0	11	97	7	0	8	28	22	0	406
Total	33	662	21	2	58	192	29	0	43	366	48	9	32	207	63	0	1765
Grand Total	181	2779	139	6	224	522	153	4	257	2327	224	23	258	547	335	3	7982
Apprch %	5.8	89.5	4.5	0.2	24.8	57.8	16.9	0.4	9.1	82.2	7.9	0.8	22.6	47.9	29.3	0.3	
Total %	2.3	34.8	1.7	0.1	2.8	6.5	1.9	0.1	3.2	29.2	2.8	0.3	3.2	6.9	4.2	0	

True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 1030.01.DATE PALM DR.MCCALLUM WY
Site Code : 00000000
Start Date : 4/8/2010
Page No : 2

	DATE PALM DR Southbound					MCCALLUM WAY Westbound					DATE PALM DR Northbound					MCCALLUM WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	6	159	11	0	176	12	24	7	0	43	21	183	21	0	225	16	17	24	0	57	501
08:00	12	146	6	0	164	17	20	10	0	47	26	195	11	0	232	28	23	11	0	62	505
08:15	15	167	19	2	203	9	30	9	2	50	20	205	20	0	245	19	17	23	0	59	557
08:30	18	154	14	0	186	22	27	8	0	57	24	199	22	1	246	18	25	15	0	58	547
Total Volume	51	626	50	2	729	60	101	34	2	197	91	782	74	1	948	81	82	73	0	236	2110
% App. Total	7	85.9	6.9	0.3		30.5	51.3	17.3	1		9.6	82.5	7.8	0.1		34.3	34.7	30.9	0		
PHF	.708	.937	.658	.250	.898	.682	.842	.850	.250	.864	.875	.954	.841	.250	.963	.723	.820	.760	.000	.952	.947

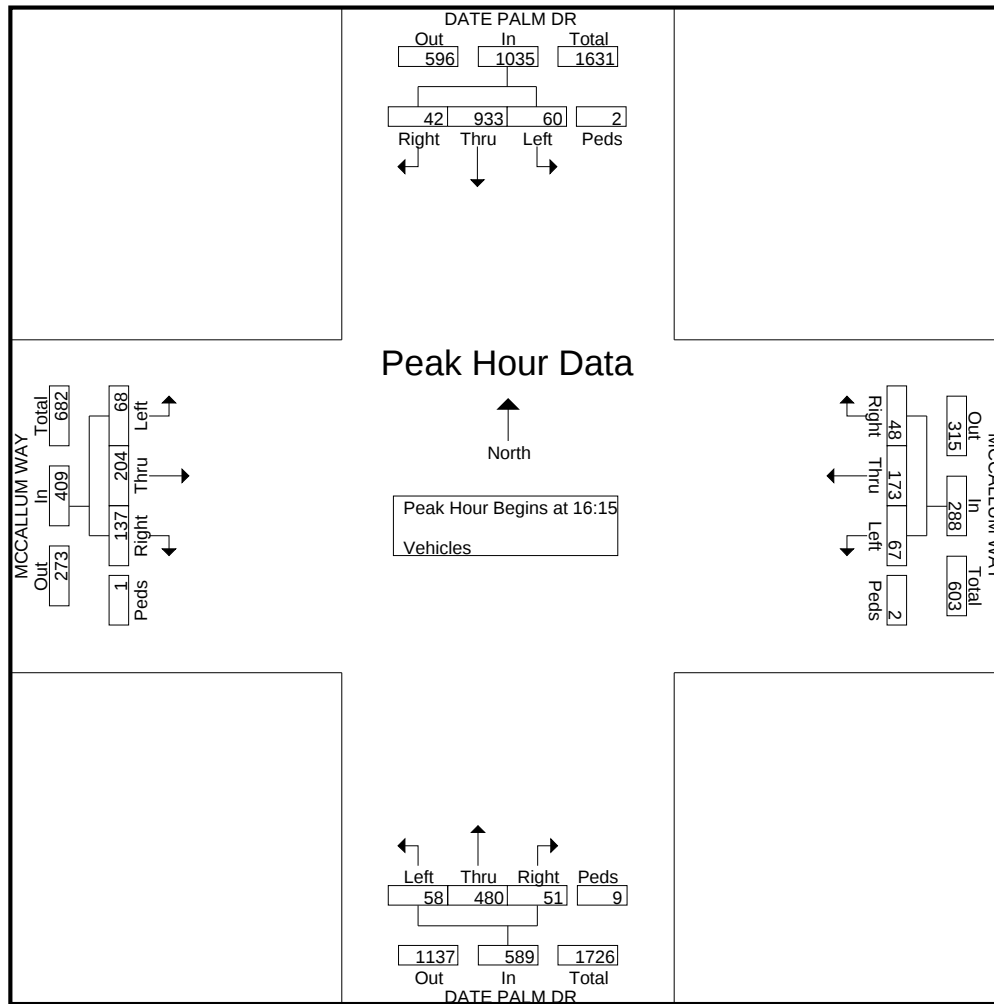


True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 1030.01.DATE PALM DR.MCCALLUM WY
Site Code : 00000000
Start Date : 4/8/2010
Page No : 3

	DATE PALM DR Southbound					MCCALLUM WAY Westbound					DATE PALM DR Northbound					MCCALLUM WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	18	218	5	1	242	12	49	6	0	67	9	110	12	1	132	26	77	36	0	139	580
16:30	12	318	17	1	348	23	66	29	0	118	19	126	11	2	158	28	43	62	0	133	757
16:45	18	232	15	0	265	19	26	6	2	53	15	145	13	2	175	7	30	24	1	62	555
17:00	12	165	5	0	182	13	32	7	0	52	15	99	15	4	133	7	54	15	0	76	443
Total Volume	60	933	42	2	1037	67	173	48	2	290	58	480	51	9	598	68	204	137	1	410	2335
% App. Total	5.8	90	4.1	0.2		23.1	59.7	16.6	0.7		9.7	80.3	8.5	1.5		16.6	49.8	33.4	0.2		
PHF	.833	.733	.618	.500	.745	.728	.655	.414	.250	.614	.763	.828	.850	.563	.854	.607	.662	.552	.250	.737	.771



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 1030.02.DATE PALM DR.VICTORIA DR
Site Code : 00000000
Start Date : 4/8/2010
Page No : 1

Groups Printed- Vehicles

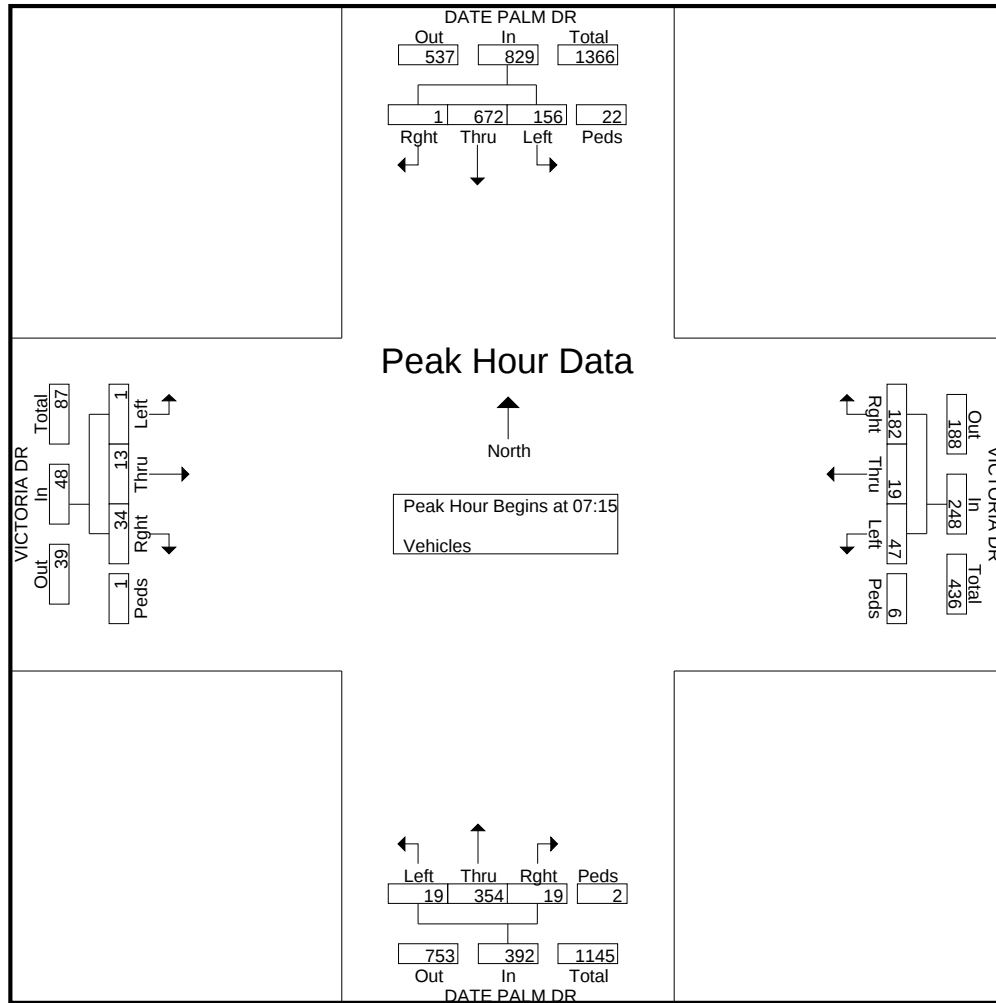
	DATE PALM DR Southbound				VICTORIA DR Westbound				DATE PALM DR Northbound				VICTORIA DR Eastbound				
Start Time	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Int. Total
07:00	27	116	0	10	13	5	19	5	6	61	10	0	0	2	7	0	281
07:15	71	121	0	15	14	5	69	0	3	66	7	0	0	4	6	0	381
07:30	74	172	0	2	15	3	79	4	2	94	3	0	0	1	8	1	458
07:45	7	202	0	2	13	7	24	0	7	98	4	1	1	4	3	0	373
Total	179	611	0	29	55	20	191	9	18	319	24	1	1	11	24	1	1493
08:00	4	177	1	3	5	4	10	2	7	96	5	1	0	4	17	0	336
08:15	8	166	0	1	2	3	7	1	4	79	0	0	2	4	7	1	285
08:30	6	180	2	2	6	4	15	7	6	105	4	0	0	2	14	1	354
08:45	11	149	2	1	13	4	7	0	9	113	2	0	1	3	8	1	324
Total	29	672	5	7	26	15	39	10	26	393	11	1	3	13	46	3	1299
*** BREAK ***																	
16:00	6	161	2	3	5	3	18	2	14	210	8	0	4	4	12	0	452
16:15	10	165	2	3	7	5	13	0	19	205	13	1	5	10	15	0	473
16:30	12	160	1	6	2	6	19	5	10	217	2	1	2	3	17	0	463
16:45	12	165	1	0	2	7	18	1	17	208	14	3	2	8	15	1	474
Total	40	651	6	12	16	21	68	8	60	840	37	5	13	25	59	1	1862
17:00	14	196	4	4	4	7	11	1	14	229	10	0	4	6	9	1	514
17:15	17	165	6	1	8	2	11	0	12	214	7	2	2	4	15	3	469
17:30	14	155	7	6	9	10	10	0	17	200	6	0	3	7	22	0	466
17:45	6	151	4	8	5	6	9	0	17	170	6	0	3	6	13	1	405
Total	51	667	21	19	26	25	41	1	60	813	29	2	12	23	59	5	1854
Grand Total	299	2601	32	67	123	81	339	28	164	2365	101	9	29	72	188	10	6508
Apprch %	10	86.7	1.1	2.2	21.5	14.2	59.4	4.9	6.2	89.6	3.8	0.3	9.7	24.1	62.9	3.3	
Total %	4.6	40	0.5	1	1.9	1.2	5.2	0.4	2.5	36.3	1.6	0.1	0.4	1.1	2.9	0.2	

True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 1030.02.DATE PALM DR.VICTORIA DR
Site Code : 00000000
Start Date : 4/8/2010
Page No : 2

	DATE PALM DR Southbound					VICTORIA DR Westbound					DATE PALM DR Northbound					VICTORIA DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	71	121	0	15	207	14	5	69	0	88	3	66	7	0	76	0	4	6	0	10	381
07:30	74	172	0	2	248	15	3	79	4	101	2	94	3	0	99	0	1	8	1	10	458
07:45	7	202	0	2	211	13	7	24	0	44	7	98	4	1	110	1	4	3	0	8	373
08:00	4	177	1	3	185	5	4	10	2	21	7	96	5	1	109	0	4	17	0	21	336
Total Volume	156	672	1	22	851	47	19	182	6	254	19	354	19	2	394	1	13	34	1	49	1548
% App. Total	18.3	79	0.1	2.6		18.5	7.5	71.7	2.4		4.8	89.8	4.8	0.5		2	26.5	69.4	2		
PHF	.527	.832	.250	.367	.858	.783	.679	.576	.375	.629	.679	.903	.679	.500	.895	.250	.813	.500	.250	.583	.845

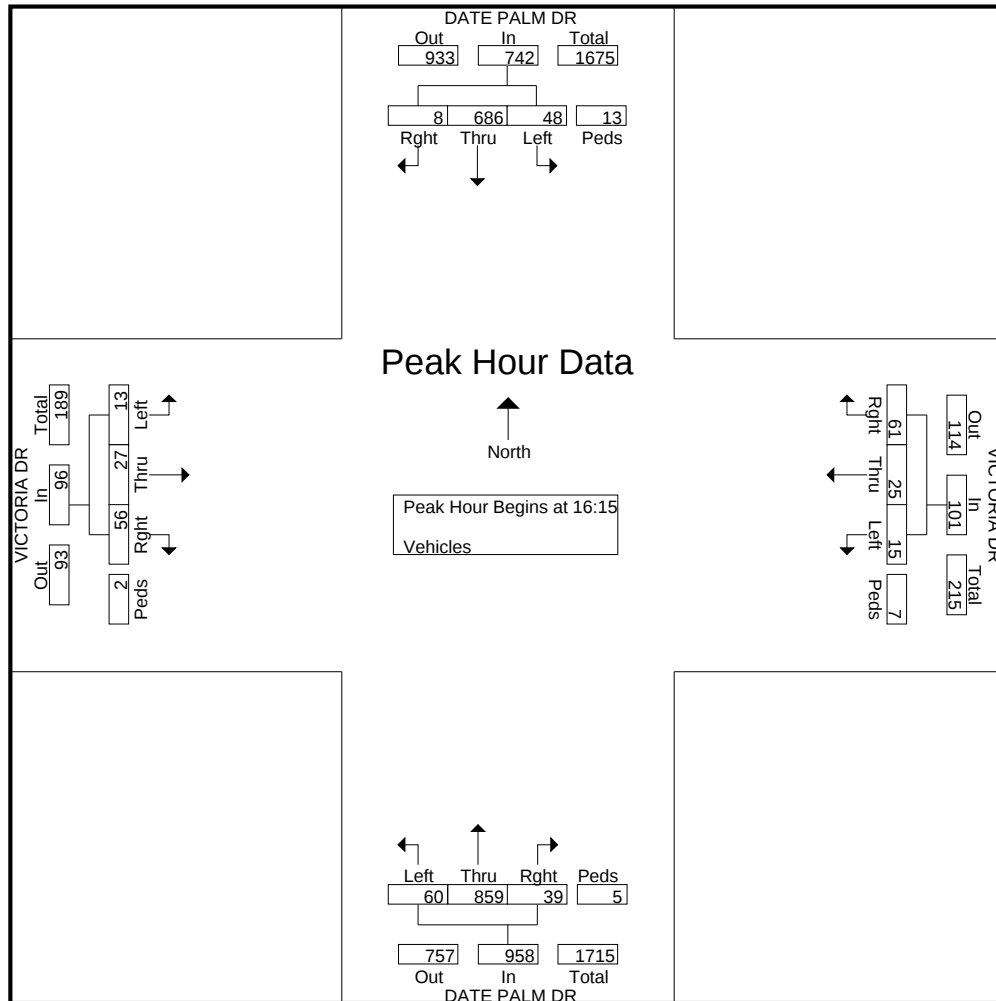


True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 1030.02.DATE PALM DR.VICTORIA DR
Site Code : 00000000
Start Date : 4/8/2010
Page No : 3

	DATE PALM DR Southbound					VICTORIA DR Westbound					DATE PALM DR Northbound					VICTORIA DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	10	165	2	3	180	7	5	13	0	25	19	205	13	1	238	5	10	15	0	30	473
16:30	12	160	1	6	179	2	6	19	5	32	10	217	2	1	230	2	3	17	0	22	463
16:45	12	165	1	0	178	2	7	18	1	28	17	208	14	3	242	2	8	15	1	26	474
17:00	14	196	4	4	218	4	7	11	1	23	14	229	10	0	253	4	6	9	1	20	514
Total Volume	48	686	8	13	755	15	25	61	7	108	60	859	39	5	963	13	27	56	2	98	1924
% App. Total	6.4	90.9	1.1	1.7		13.9	23.1	56.5	6.5		6.2	89.2	4	0.5		13.3	27.6	57.1	2		
PHF	.857	.875	.500	.542	.866	.536	.893	.803	.350	.844	.789	.938	.696	.417	.952	.650	.675	.824	.500	.817	.936



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 1030.03.DATE PALM DR.GERALD FORD DR
Site Code : 00000000
Start Date : 4/8/2010
Page No : 1

Groups Printed- Vehicles

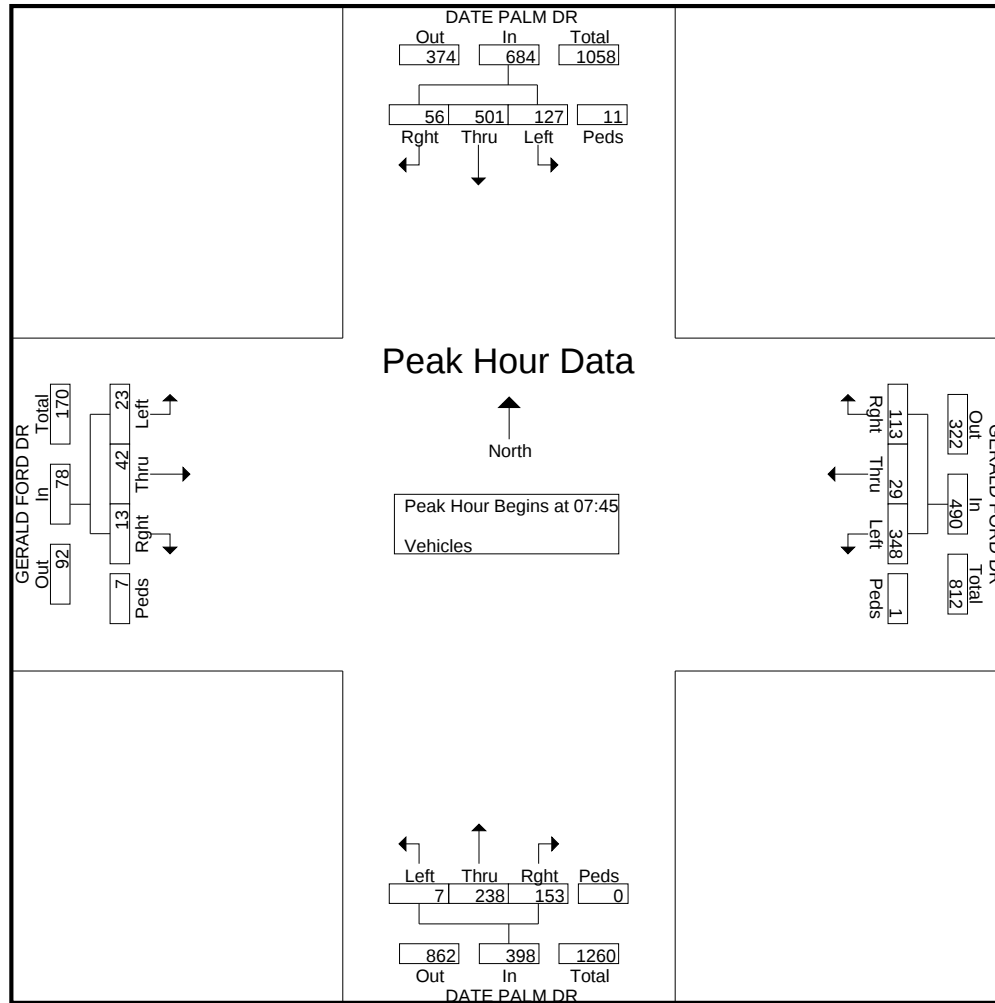
	DATE PALM DR Southbound				GERALD FORD DR Westbound				DATE PALM DR Northbound				GERALD FORD DR Eastbound				
Start Time	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Int. Total
07:00	29	86	17	0	56	4	6	0	0	48	24	1	5	8	2	0	286
07:15	23	82	20	2	71	6	18	0	1	46	32	0	7	3	4	2	317
07:30	23	100	15	3	85	5	23	1	1	56	45	1	9	13	2	1	383
07:45	45	141	20	1	132	9	34	0	0	43	39	0	5	10	3	0	482
Total	120	409	72	6	344	24	81	1	2	193	140	2	26	34	11	3	1468
08:00	33	128	12	4	84	10	26	0	3	60	39	0	7	13	3	2	424
08:15	28	121	12	2	59	5	23	1	3	57	35	0	6	10	2	0	364
08:30	21	111	12	4	73	5	30	0	1	78	40	0	5	9	5	5	399
08:45	34	126	12	2	56	7	25	0	4	75	38	0	12	8	3	2	404
Total	116	486	48	12	272	27	104	1	11	270	152	0	30	40	13	9	1591
*** BREAK ***																	
16:00	30	126	4	1	51	6	31	0	4	135	83	0	6	10	6	1	494
16:15	32	111	9	0	77	6	41	1	5	172	73	0	9	8	3	0	547
16:30	20	122	6	3	58	3	34	1	4	153	83	0	14	7	4	2	514
16:45	28	114	12	2	55	3	37	0	6	148	79	0	11	7	2	1	505
Total	110	473	31	6	241	18	143	2	19	608	318	0	40	32	15	4	2060
17:00	43	121	15	2	46	4	36	1	2	189	85	1	14	8	7	1	575
17:15	36	110	12	1	58	13	31	0	3	148	68	0	18	8	4	2	512
17:30	14	106	13	2	60	8	31	4	6	172	66	0	11	6	5	4	508
17:45	18	114	12	3	51	8	38	0	1	116	59	0	14	5	6	0	445
Total	111	451	52	8	215	33	136	5	12	625	278	1	57	27	22	7	2040
Grand Total	457	1819	203	32	1072	102	464	9	44	1696	888	3	153	133	61	23	7159
Apprch %	18.2	72.4	8.1	1.3	65.1	6.2	28.2	0.5	1.7	64.5	33.8	0.1	41.4	35.9	16.5	6.2	
Total %	6.4	25.4	2.8	0.4	15	1.4	6.5	0.1	0.6	23.7	12.4	0	2.1	1.9	0.9	0.3	

True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 1030.03.DATE PALM DR.GERALD FORD DR
Site Code : 00000000
Start Date : 4/8/2010
Page No : 2

	DATE PALM DR Southbound					GERALD FORD DR Westbound					DATE PALM DR Northbound					GERALD FORD DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	45	141	20	1	207	132	9	34	0	175	0	43	39	0	82	5	10	3	0	18	482
08:00	33	128	12	4	177	84	10	26	0	120	3	60	39	0	102	7	13	3	2	25	424
08:15	28	121	12	2	163	59	5	23	1	88	3	57	35	0	95	6	10	2	0	18	364
08:30	21	111	12	4	148	73	5	30	0	108	1	78	40	0	119	5	9	5	5	24	399
Total Volume	127	501	56	11	695	348	29	113	1	491	7	238	153	0	398	23	42	13	7	85	1669
% App. Total	18.3	72.1	8.1	1.6		70.9	5.9	23	0.2		1.8	59.8	38.4	0		27.1	49.4	15.3	8.2		
PHF	.706	.888	.700	.688	.839	.659	.725	.831	.250	.701	.583	.763	.956	.000	.836	.821	.808	.650	.350	.850	.866

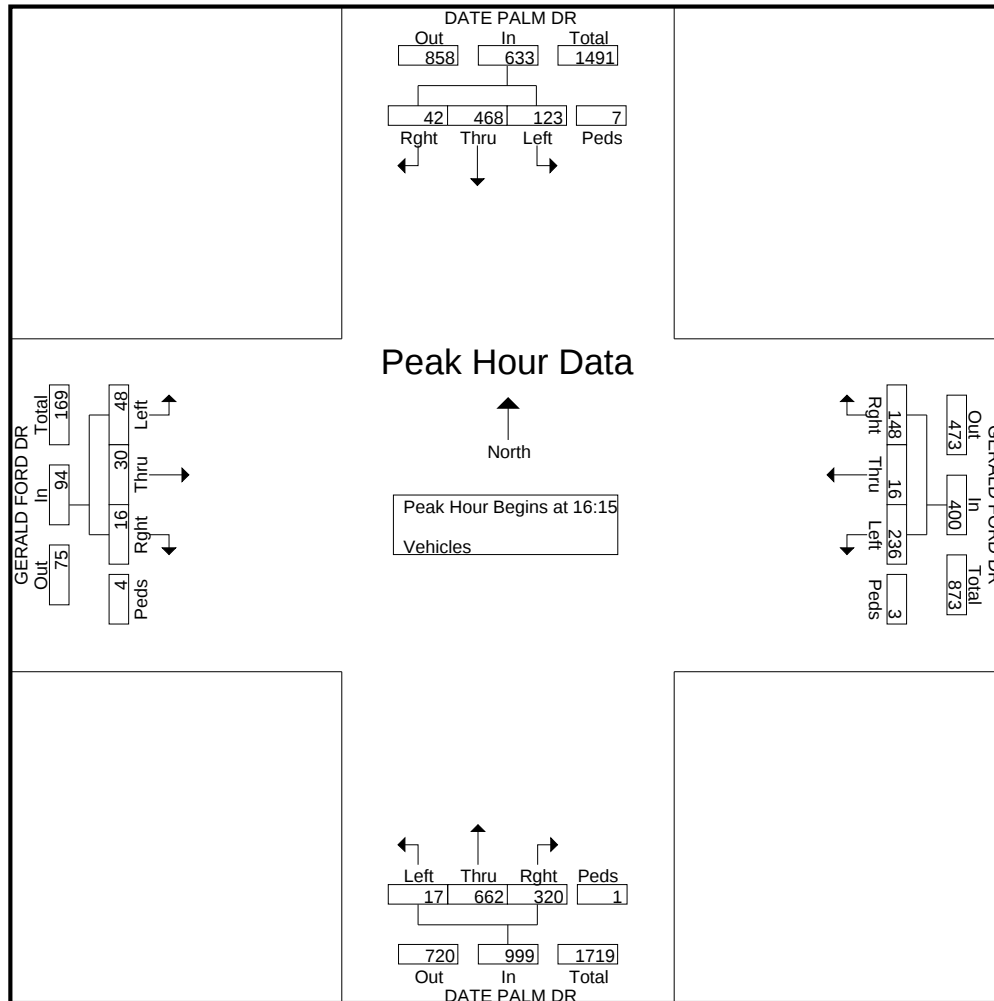


True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 1030.03.DATE PALM DR.GERALD FORD DR
Site Code : 00000000
Start Date : 4/8/2010
Page No : 3

	DATE PALM DR Southbound					GERALD FORD DR Westbound					DATE PALM DR Northbound					GERALD FORD DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	32	111	9	0	152	77	6	41	1	125	5	172	73	0	250	9	8	3	0	20	547
16:30	20	122	6	3	151	58	3	34	1	96	4	153	83	0	240	14	7	4	2	27	514
16:45	28	114	12	2	156	55	3	37	0	95	6	148	79	0	233	11	7	2	1	21	505
17:00	43	121	15	2	181	46	4	36	1	87	2	189	85	1	277	14	8	7	1	30	575
Total Volume	123	468	42	7	640	236	16	148	3	403	17	662	320	1	1000	48	30	16	4	98	2141
% App. Total	19.2	73.1	6.6	1.1		58.6	4	36.7	0.7		1.7	66.2	32	0.1		49	30.6	16.3	4.1		
PHF	.715	.959	.700	.583	.884	.766	.667	.902	.750	.806	.708	.876	.941	.250	.903	.857	.938	.571	.500	.817	.931



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 1030.04.DATE PALM DR.PEREZ RD
Site Code : 00000000
Start Date : 3/8/2010
Page No : 1

Groups Printed- Vehicles

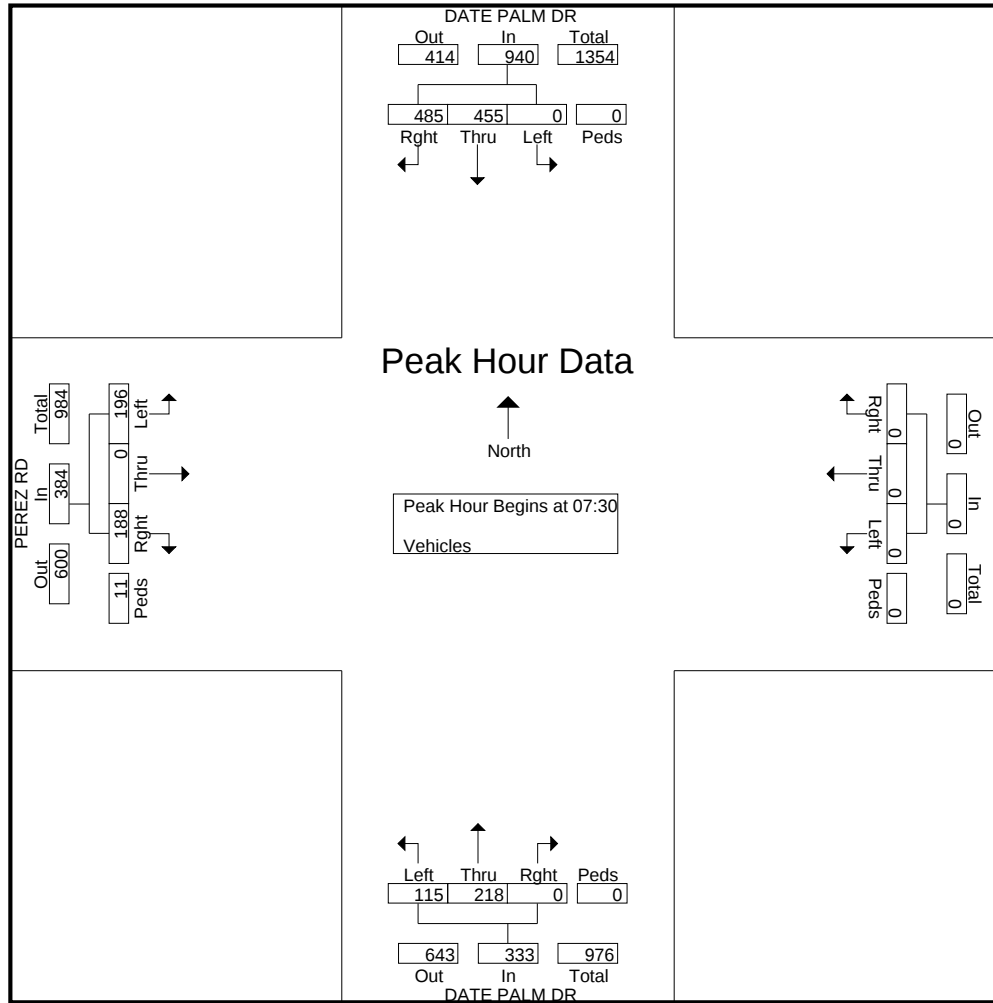
Start Time	DATE PALM DR Southbound				Westbound				DATE PALM DR Northbound				PEREZ RD Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	72	82	0	0	0	0	0	22	50	0	0	44	0	33	2	305
07:15	0	118	110	0	0	0	0	0	31	64	0	0	47	0	35	0	405
07:30	0	129	177	0	0	0	0	0	36	34	0	0	42	0	45	1	464
07:45	0	104	119	0	0	0	0	0	27	54	0	0	50	0	41	9	404
Total	0	423	488	0	0	0	0	0	116	202	0	0	183	0	154	12	1578
08:00	0	118	87	0	0	0	0	0	26	56	0	0	49	0	43	1	380
08:15	0	104	102	0	0	0	0	0	26	74	0	0	55	0	59	0	420
08:30	0	90	94	0	0	0	0	0	43	63	0	0	59	0	45	1	395
08:45	0	78	84	0	0	0	0	0	23	46	0	0	25	0	25	1	282
Total	0	390	367	0	0	0	0	0	118	239	0	0	188	0	172	3	1477
*** BREAK ***																	
16:00	0	105	61	0	0	0	0	0	48	131	0	0	123	0	45	1	514
16:15	0	106	95	0	0	0	0	0	46	148	0	0	103	0	38	1	537
16:30	0	110	78	0	0	0	0	1	34	125	0	0	114	0	40	2	504
16:45	0	118	61	0	0	0	0	1	39	129	0	0	118	0	49	2	517
Total	0	439	295	0	0	0	0	2	167	533	0	0	458	0	172	6	2072
17:00	0	110	72	0	0	0	0	0	28	158	0	0	107	0	57	4	536
17:15	0	106	76	0	0	0	0	0	46	139	0	0	92	0	43	3	505
17:30	0	117	50	0	0	0	0	1	24	153	0	1	110	0	56	1	513
17:45	0	126	53	0	0	0	0	0	21	108	0	0	70	0	31	0	409
Total	0	459	251	0	0	0	0	1	119	558	0	1	379	0	187	8	1963
Grand Total	0	1711	1401	0	0	0	0	3	520	1532	0	1	1208	0	685	29	7090
Apprch %	0	55	45	0	0	0	0	100	25.3	74.6	0	0	62.9	0	35.6	1.5	
Total %	0	24.1	19.8	0	0	0	0	0	7.3	21.6	0	0	17	0	9.7	0.4	

True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 1030.04.DATE PALM DR.PEREZ RD
Site Code : 00000000
Start Date : 3/8/2010
Page No : 2

	DATE PALM DR Southbound					Westbound					DATE PALM DR Northbound					PEREZ RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	129	177	0	306	0	0	0	0	0	36	34	0	0	70	42	0	45	1	88	464
07:45	0	104	119	0	223	0	0	0	0	0	27	54	0	0	81	50	0	41	9	100	404
08:00	0	118	87	0	205	0	0	0	0	0	26	56	0	0	82	49	0	43	1	93	380
08:15	0	104	102	0	206	0	0	0	0	0	26	74	0	0	100	55	0	59	0	114	420
Total Volume	0	455	485	0	940	0	0	0	0	0	115	218	0	0	333	196	0	188	11	395	1668
% App. Total	0	48.4	51.6	0		0	0	0	0		34.5	65.5	0	0		49.6	0	47.6	2.8		
PHF	.000	.882	.685	.000	.768	.000	.000	.000	.000	.000	.799	.736	.000	.000	.833	.891	.000	.797	.306	.866	.899

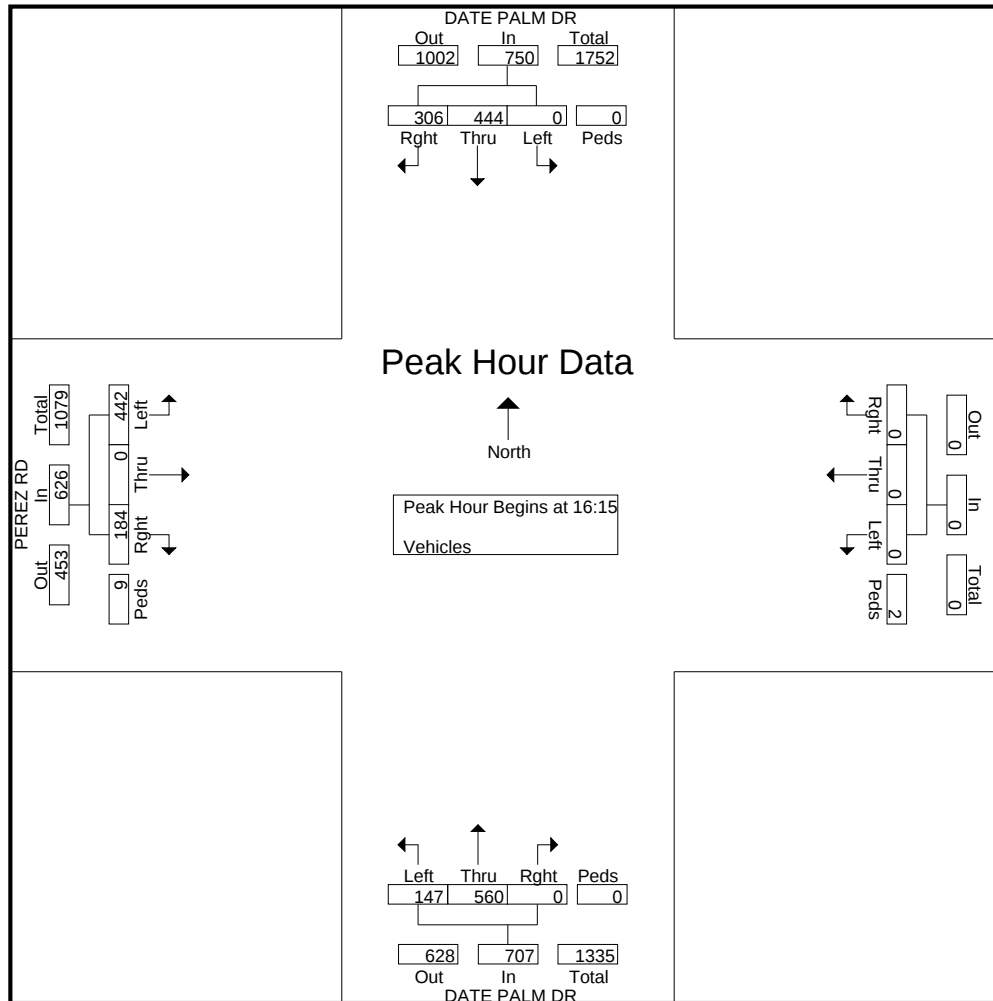


True Count

3401 First Ave #123
San Diego, CA 92103

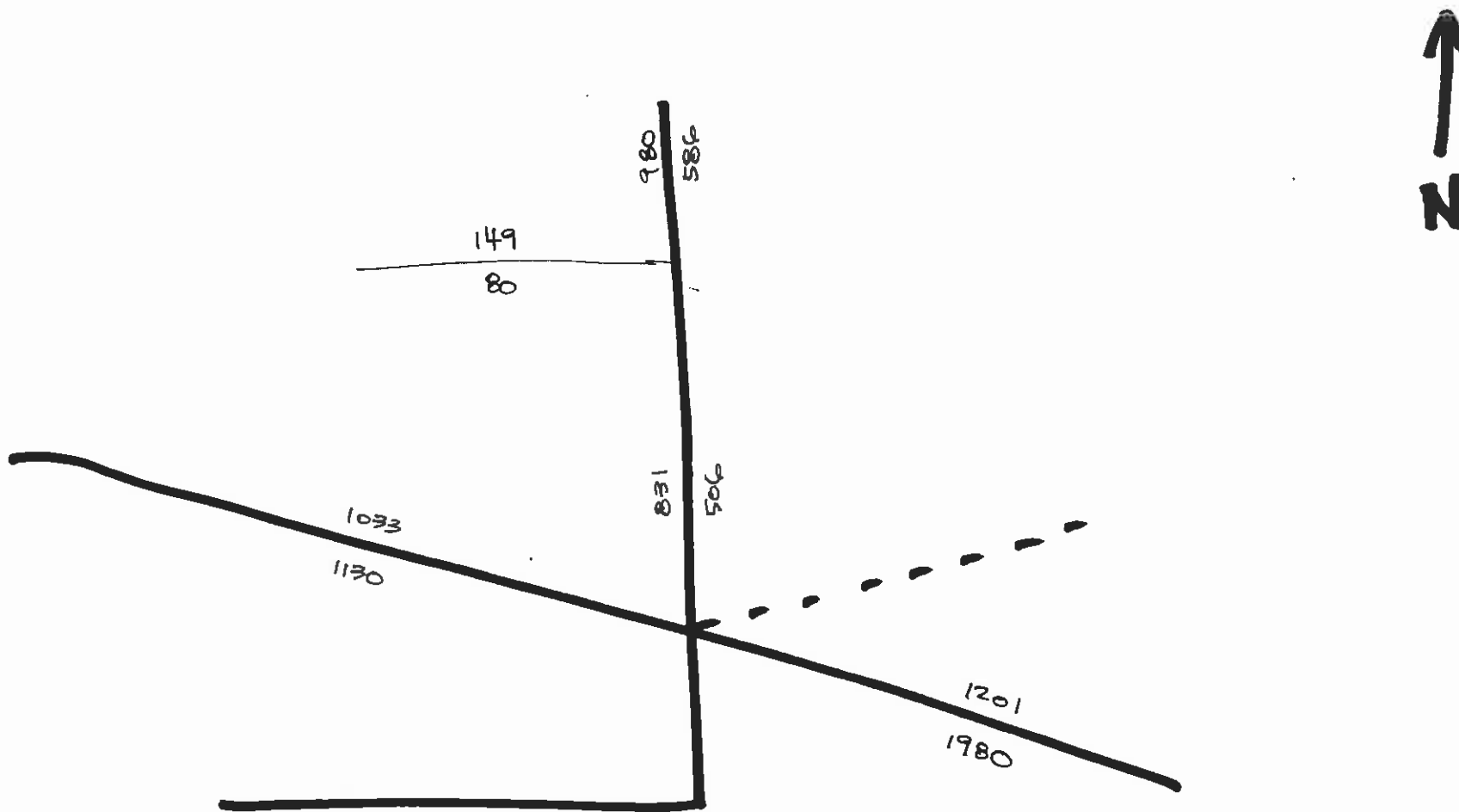
File Name : 1030.04.DATE PALM DR.PEREZ RD
Site Code : 00000000
Start Date : 3/8/2010
Page No : 3

	DATE PALM DR Southbound					Westbound					DATE PALM DR Northbound					PEREZ RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	106	95	0	201	0	0	0	0	0	46	148	0	0	194	103	0	38	1	142	537
16:30	0	110	78	0	188	0	0	0	1	1	34	125	0	0	159	114	0	40	2	156	504
16:45	0	118	61	0	179	0	0	0	1	1	39	129	0	0	168	118	0	49	2	169	517
17:00	0	110	72	0	182	0	0	0	0	0	28	158	0	0	186	107	0	57	4	168	536
Total Volume	0	444	306	0	750	0	0	0	2	2	147	560	0	0	707	442	0	184	9	635	2094
% App. Total	0	59.2	40.8	0		0	0	0	100		20.8	79.2	0	0		69.6	0	29	1.4		
PHF	.000	.941	.805	.000	.933	.000	.000	.000	.500	.500	.799	.886	.000	.000	.911	.936	.000	.807	.563	.939	.975



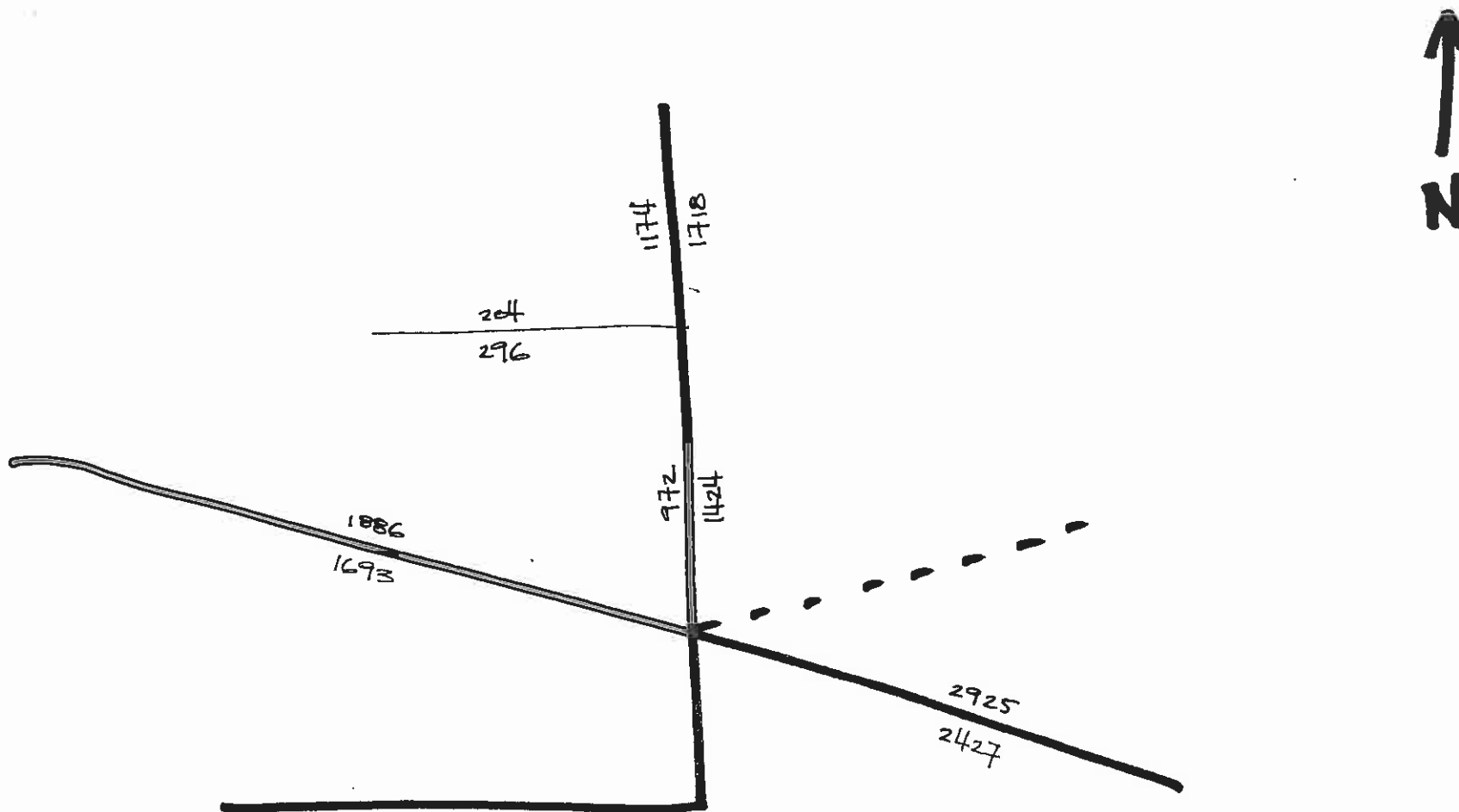
APPENDIX B
Modeling Information

AM



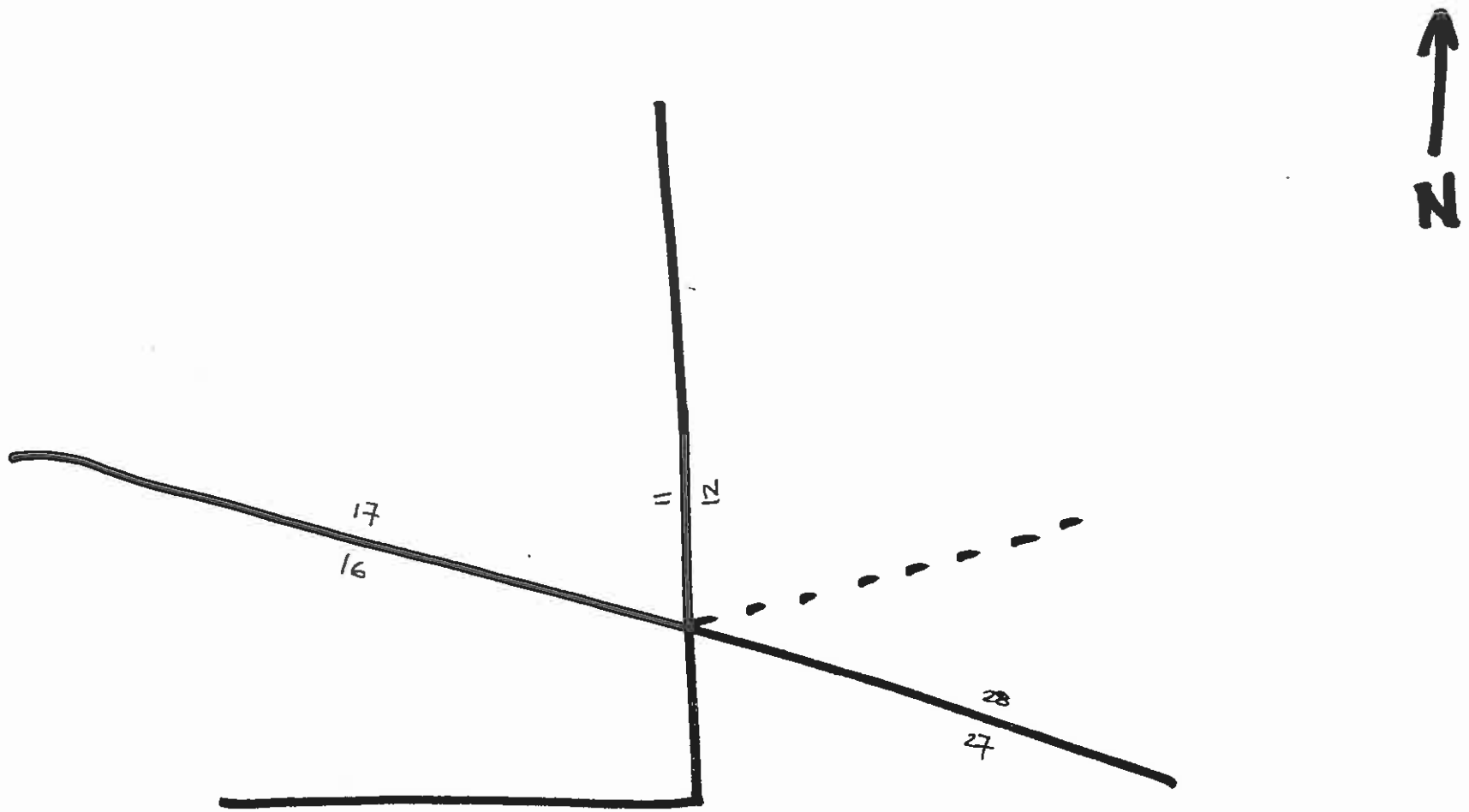
2007 RIVTAM

PM

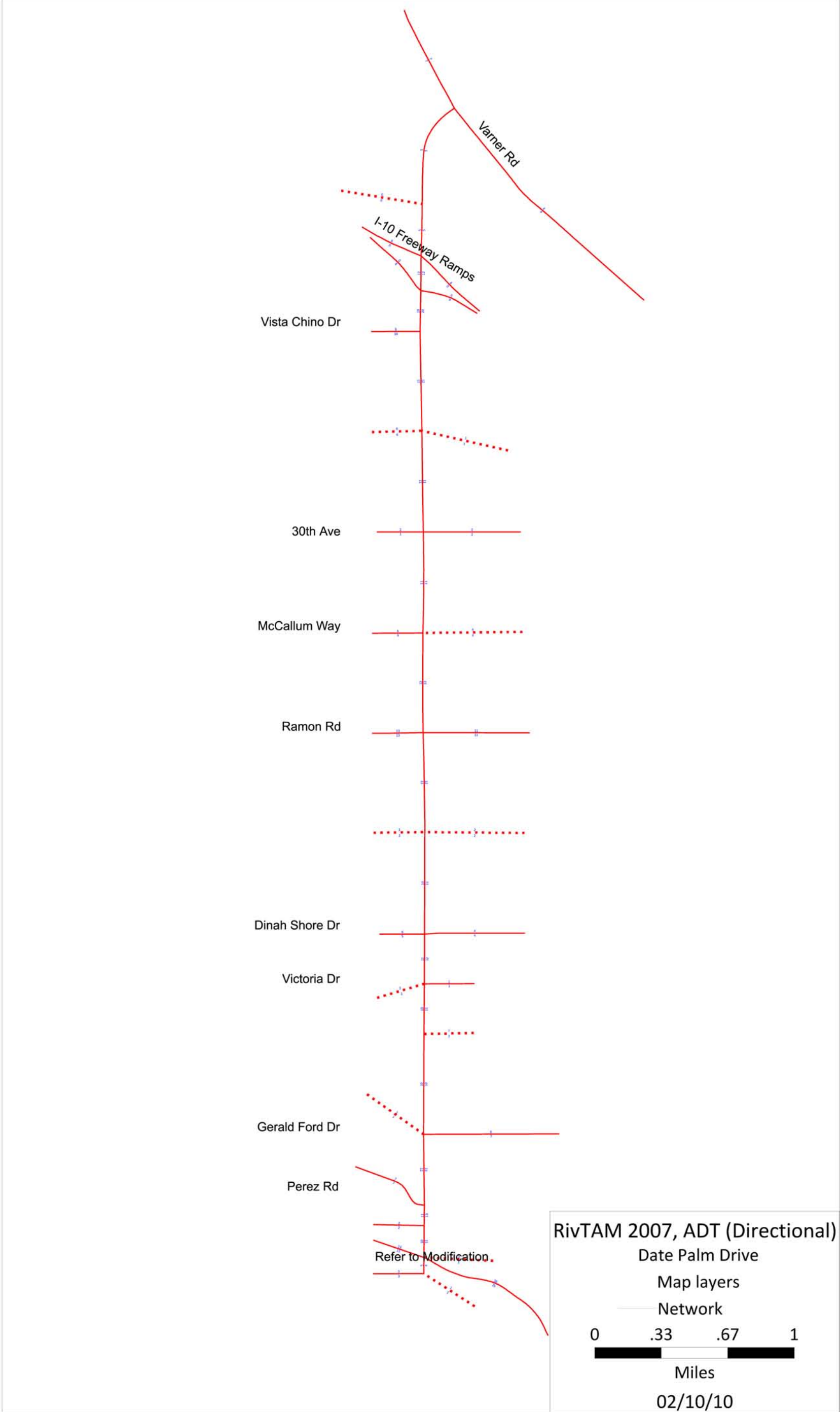


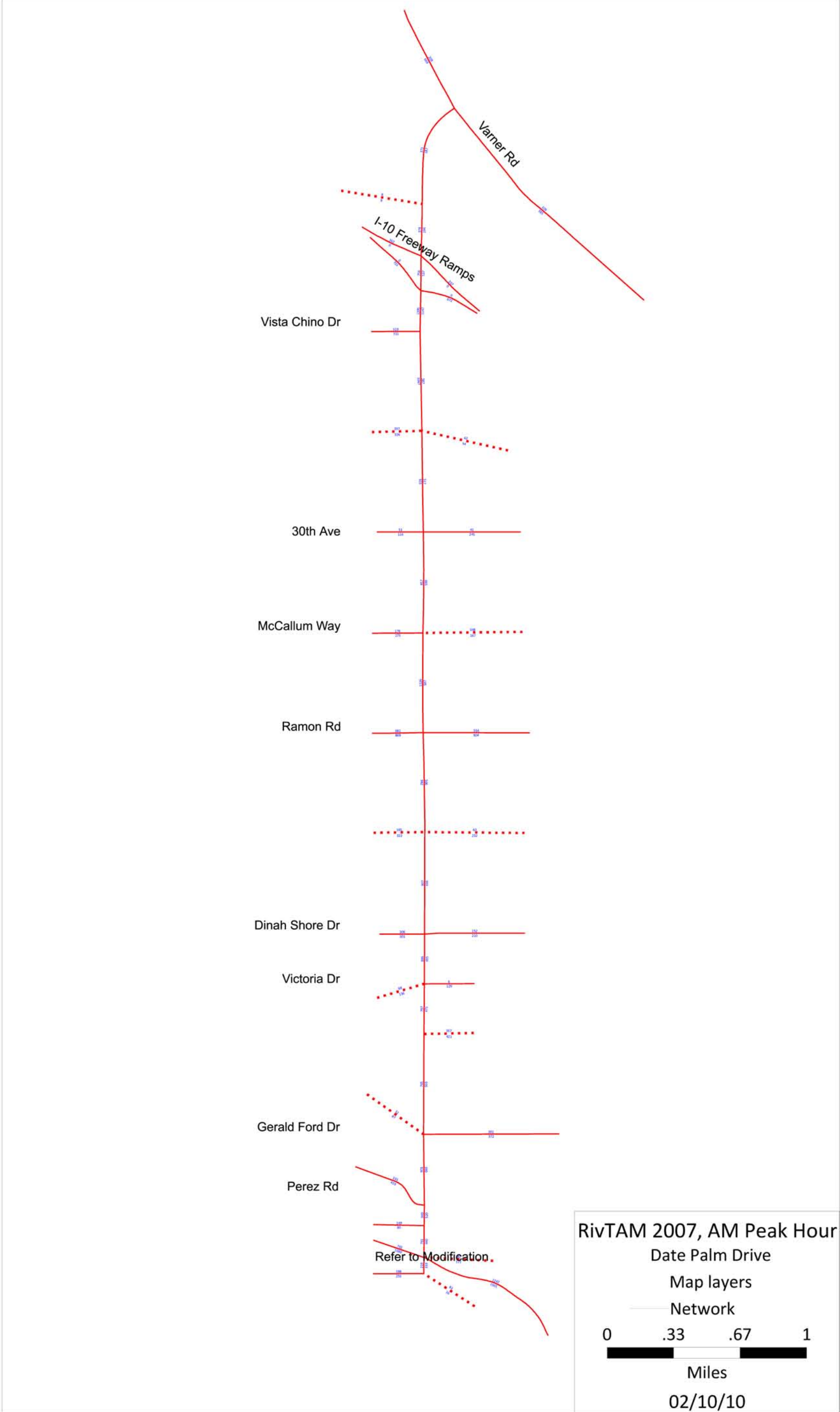
2007 RivTAM

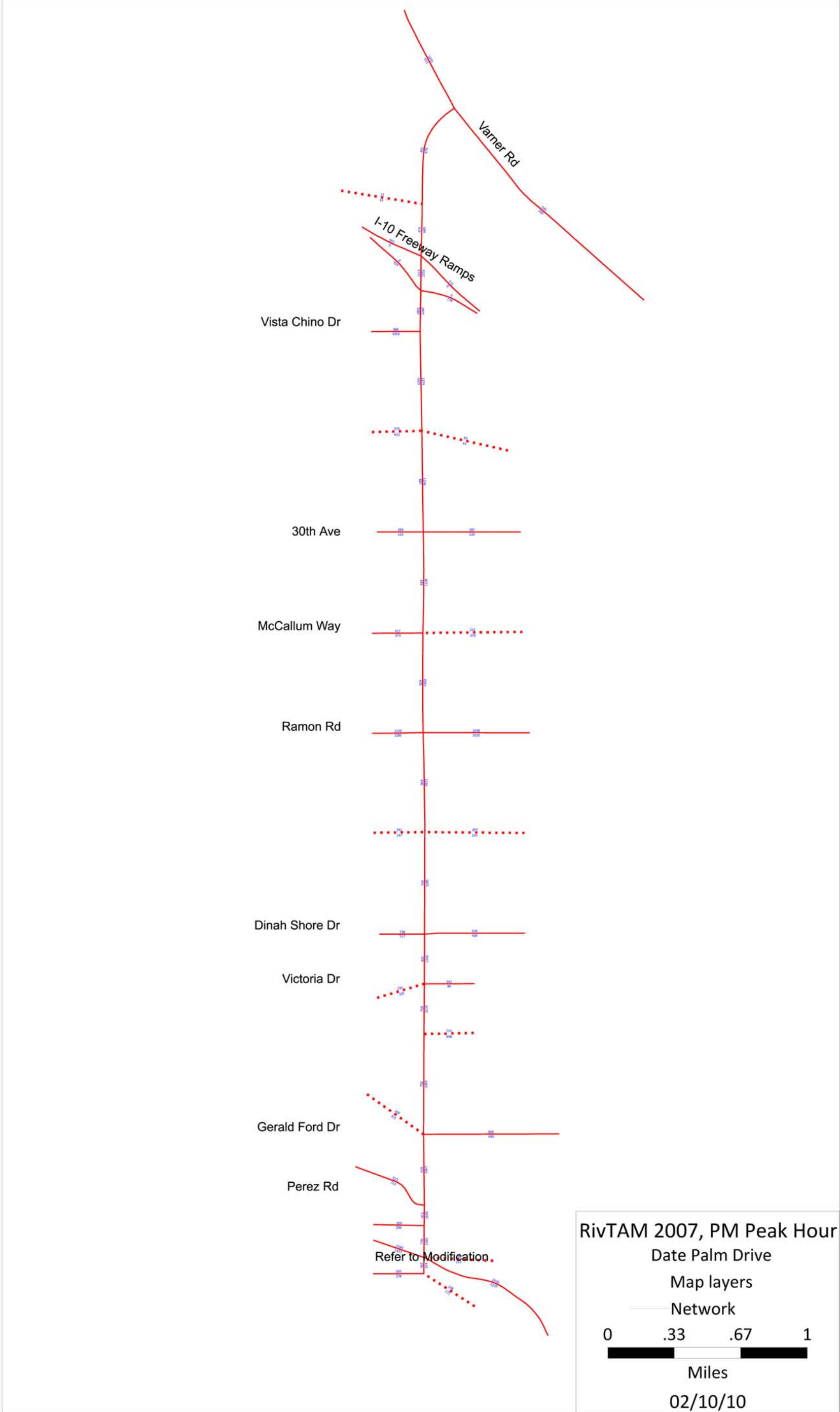
Daily

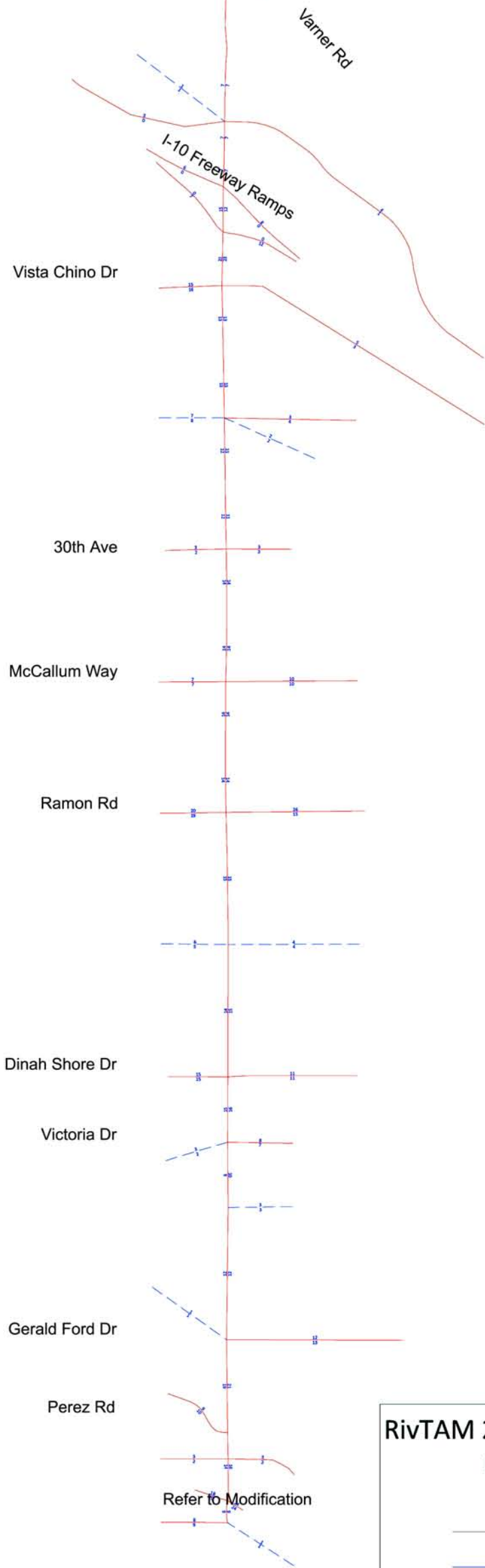


2007 RIVTAM









RivTAM 2035 | ADT (Directional)

Date Palm Corridor

Map layers

— Network

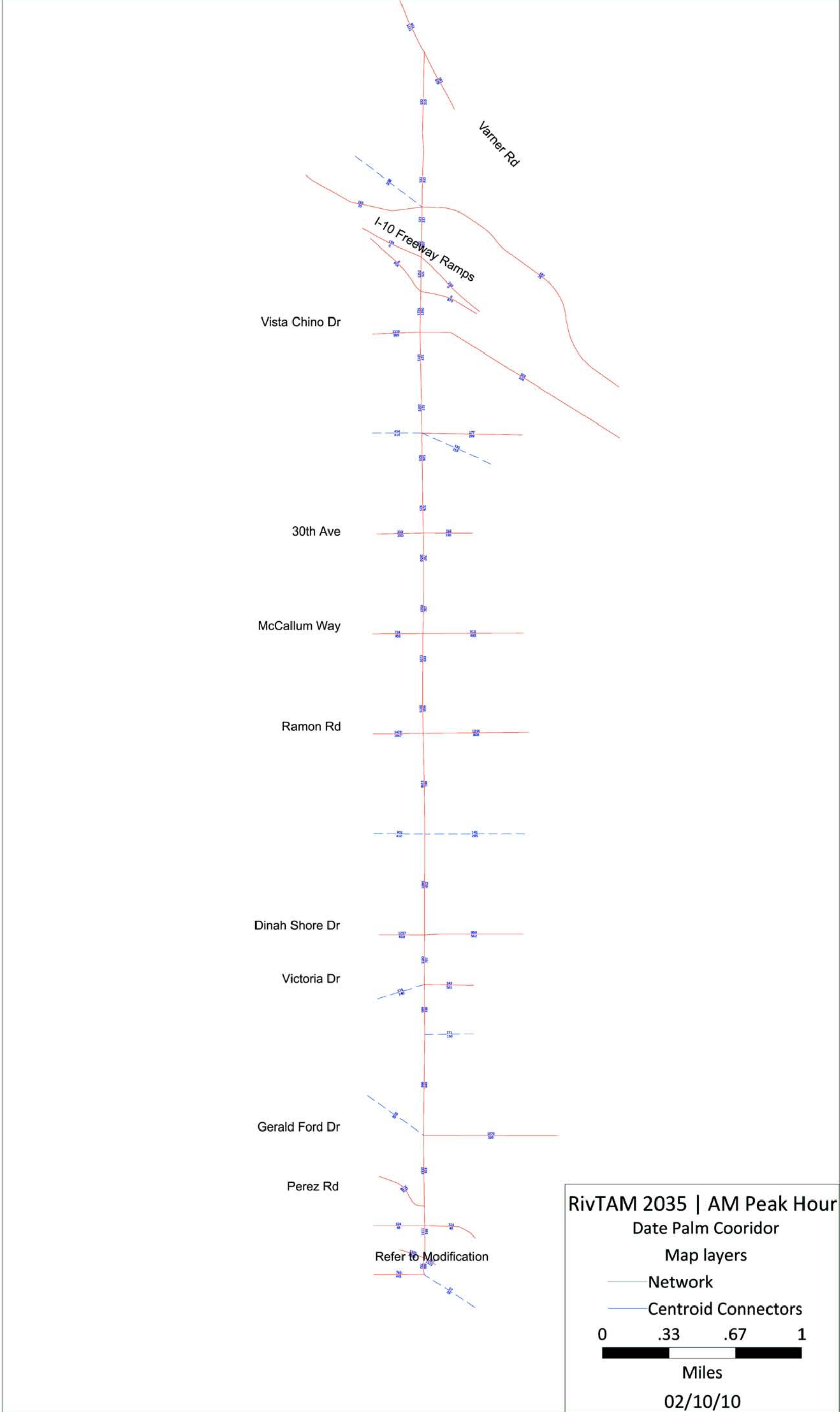
— Centroid Connectors

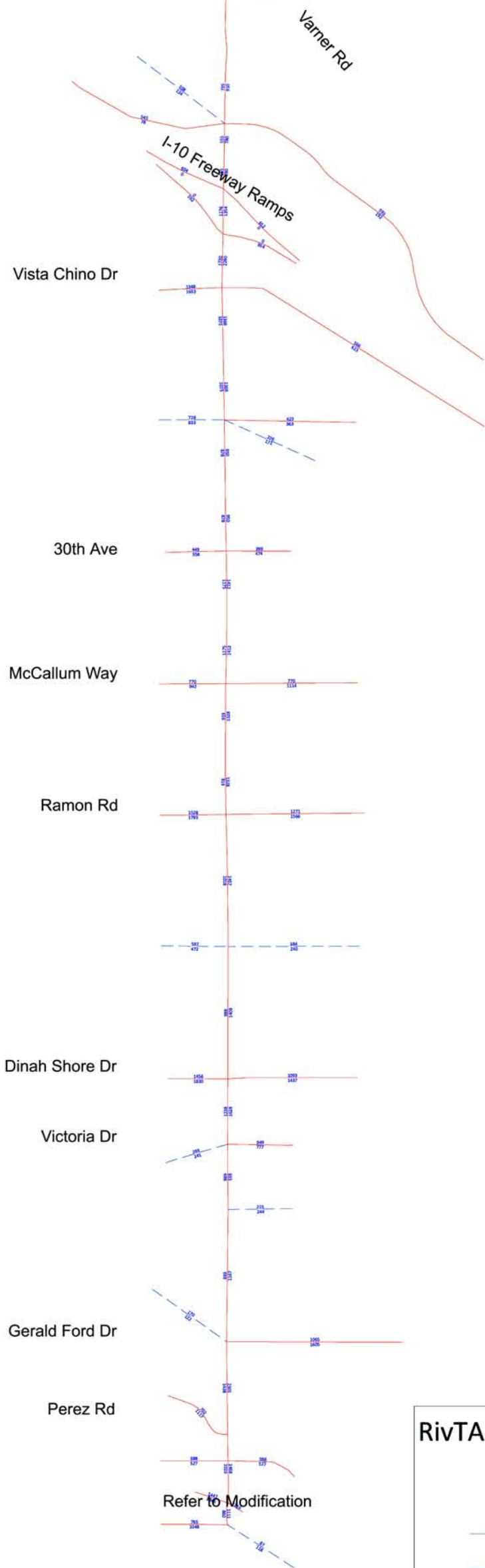
0 .33 .67 1



Miles

02/10/10





RivTAM 2035 | PM Peak Hour

Date Palm Corridor

Map layers

Network

Centroid Connectors

0 .33 .67 1



Miles

02/10/10

Location (Intersection)	Link	Base Year		Year 2035		Diff *	0.38		Calib Adj Yr		Existing Count		Fut Adjusted Volume		North City Specific Plan Trips		Fut Adjusted Volume With NCSP	
		IN (From)	OUT (To)	IN (From)	OUT (To)		IN (Fr)	OUT (To)	7	35	IN (From)	OUT (To)	IN (From)	OUT (To)	IN (Fr)	OUT (To)	IN (Fr)	OUT (To)
Date Palm	## Varner	SB (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NB (S)	187	371	310	532	47	61	37	49	221	680	258	729	551	559	809	1288
		WB (E)	669	209	541	679	-49	179	-39	143	139	409	100	552	195	280	295	832
		EB (W)	109	385	1211	851	419	177	335	142	982	253	1317	395	364	271	1681	666
		Total	965	965	2062	2062	417	417	333	333	1342	1342	1675	1675	1110	1110	2785	2785
Date Palm	## I-10 WB Ramps	SB (N)	378	194	522	337	55	54	44	43	545	218	589	261	743	768	1332	1029
		NB (S)	537	756	521	1252	-6	188	-5	151	450	1119	445	1270	732	869	1177	2139
		WB (E)	397	0	739	0	130	0	104	0	645	0	749	0	615	0	1364	0
		EB (W)	0	362	0	194	0	-64	0	-51	0	303	0	252	0	455	0	707
		Total	1312	1312	1782	1783	179	179	143	143	1640	1640	1783	1783	2090	2092	3873	3875
Date Palm	## I-10 EB Ramps	SB (N)	756	537	1252	521	188	-6	151	-5	1184	420	1335	415	869	732	2204	1147
		NB (S)	1147	1395	1260	1725	43	125	34	100	1232	1348	1266	1448	291	293	1557	1741
		WB (E)	0	672	0	870	0	75	0	60	0	1036	0	1096	0	576	0	1672
		EB (W)	701	0	604	0	-37	0	-29	0	388	0	359	0	441	0	800	0
		Total	2604	2604	3116	3116	195	195	156	156	2804	2804	2960	2960	1601	1601	4561	4561
Date Palm	## Vista Chino	SB (N)	1395	1147	1725	1260	125	43	100	34	1763	1365	1863	1399	293	291	2156	1690
		NB (S)	587	1047	527	1072	-23	10	-18	8	884	1290	866	1298	173	146	1039	1444
		WB (E)	0	0	503	104	191	40	153	32	95	211	248	243	106	137	354	380
		EB (W)	731	519	999	1319	102	304	81	243	1170	1046	1251	1289	12	10	1263	1299
		Total	2713	2713	3754	3755	396	396	316	317	3912	3912	4228	4229	584	584	4812	4813
Date Palm	## 30th	SB (N)	915	517	825	526	-34	3	-27	3	1449	957	1422	960	109	103	1531	1063
		NB (S)	599	857	707	1050	41	73	33	59	633	1260	666	1319	122	157	788	1476
		WB (E)	41	245	288	190	94	-21	75	-17	887	811	962	794	14	32	976	826
		EB (W)	116	51	150	203	13	58	10	46	652	593	662	639	80	33	742	672
		Total	1671	1670	1970	1969	114	114	91	91	3621	3621	3712	3712	325	325	4037	4037
Date Palm	## Mc Callum	SB (N)	587	1126	1050	707	176	-159	141	-127	727	897	868	770	157	122	1025	892
		NB (S)	857	599	633	1073	-85	180	-68	144	947	759	879	903	96	108	975	1011
		WB (E)	348	167	911	493	214	124	171	99	195	207	366	306	13	24	379	330
		EB (W)	275	176	403	724	49	208	39	167	236	242	275	409	13	25	288	434
		Total	2067	2068	2997	2997	353	353	283	282	2105	2105	2388	2387	279	279	2667	2666
Date Palm	## Ramon	SB (N)	1126	587	1073	633	-20	17	-16	14	1424	716	1408	730	108	96	1516	826
		NB (S)	506	982	661	1148	59	63	47	50	801	1322	848	1372	84	74	932	1446
		WB (E)	554	804	1236	808	259	2	207	1	865	1047	1072	1048	54	48	1126	1096
		EB (W)	869	682	1047	1429	68	284	54	227	986	991	1040	1218	12	40	1052	1258
		Total	3055	3055	4017	4018	366	366	292	293	4076	4076	4368	4369	258	258	4626	4627
Date Palm	## Dinah Shore	SB (N)	907	444	1095	652	71	79	57	63	1257	794	1314	857	48	58	1362	915
		NB (S)	495	896	797	1160	115	100	92	80	840	1266	932	1346	42	42	974	1388
		WB (E)	152	210	960	562	307	134	246	107	1141	1116	1387	1223	55	151	1442	1374
		EB (W)	301	306	818	1297	196	377	157	301	1130	1192	1287	1493	160	54	1447	1547
		Total	1855	1856	3670	3671	690	690	552	552	4368	4368	4920	4920	305	305	5225	5225

Location (Interesection)		Link	Base Year		Year 2035		Diff *	0.38	Calib Adj Yr		Existing Count		Fut Adjusted Volume		North City Specific Plan Trips		Fut Adjusted Volume With NCSP	
N/S Street	E/W Street	(leg)	IN (From)	OUT (To)	IN (From)	OUT (To)	IN (Fr)	OUT (To)	7	35	IN (From)	OUT (To)	IN (From)	OUT (To)	IN (Fr)	OUT (To)	IN (Fr)	OUT (To)
Date Palm	## Victoria	SB (N)	896	495	1160	797	100	115	80	92	829	537	909	629	41	41	950	670
		NB (S)	471	797	491	695	8	-39	6	-31	392	753	398	722	41	41	439	763
		WB (E)	6	129	343	521	128	149	102	119	248	188	350	307			350	307
		EB (W)	136	88	140	121	2	13	1	10	48	39	49	49			49	49
		Total	1509	1509	2134	2134	238	238	190	190	1517	1517	1707	1707	82	82	1789	1789
Date Palm	## Gerald Ford	SB (N)	765	503	866	640	38	52	31	42	684	374	715	416	41	41	756	457
		NB (S)	590	926	818	1557	87	240	69	192	398	862	467	1054	29	29	496	1083
		WB (E)	391	372	1070	595	258	85	206	68	490	322	696	390	12	12	708	402
		EB (W)	87	32	89	50	1	7	1	5	78	92	79	97			79	97
		Total	1833	1833	2843	2842	384	383	307	307	1650	1650	1957	1957	82	82	2039	2039
Date Palm	## Perez	SB (N)	926	616	1557	818	240	77	192	61	940	414	1132	475	29	29	1161	504
		NB (S)	586	980	691	1131	40	57	32	46	333	643	365	689	29	29	394	718
added 16 to SBn out to balance		WB (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		EB (W)	419	335	442	741	9	154	7	123	384	600	391	723			391	723
		Total	1931	1931	2690	2690	288	288	231	231	1657	1657	1888	1888	58	58	1946	1946
Date Palm	## E Palm	SB (N)	825	478	1055	611	87	51	70	40	594	344	664	384	29	29	693	413
		NB (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		WB (E)	1378	1900	1763	2431	146	202	117	161	993	1369	1110	1530	15	18	1125	1548
		EB (W)	1316	1141	1683	1459	139	121	112	97	948	822	1060	919	14	11	1074	930
		Total	3519	3519	4501	4501	373	373	299	299	2535	2535	2834	2834	58	58	2892	2892

Location (Intersection)	Link	Base Year		Year 2035		Diff *	0.28	Calib Adj Yr		Existing Count		Fut Adjusted Volume		North City Specific Plan Trips		Fut Adjusted Volume With NCSP	
		IN (Fr)	OUT (To)	IN (Fr)	OUT (To)			3	35	IN (Fr)	OUT (To)	IN (Fr)	OUT (To)	IN (Fr)	OUT (To)	IN (Fr)	OUT (To)
Date Palm ## Varner	SB (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NB (S)	670	461	910	735	67	77	61	70	525	357	586	427	671	945	1257	1372
	WB (E)	545	299	1121	1005	161	198	147	181	423	146	570	327	374	255	944	582
	EB (W)	615	1070	1740	2031	315	269	288	246	409	854	697	1100	571	416	1268	1516
	Total	1830	1830	3771	3771	543	543	497	497	1357	1357	1854	1854	1616	1616	3470	3470
Date Palm ## I-10 WB Ramps	SB (N)	473	680	555	780	23	28	21	26	342	605	363	631	988	799	1351	1430
	NB (S)	1553	1213	1354	1176	-56	-10	-51	-9	938	1029	887	1020	691	1065	1578	2085
	WB (E)	771	0	652	0	-33	0	-30	0	943	0	913	0	733	0	1646	0
	EB (W)	0	903	0	604	0	-84	0	-77	0	589	0	512	0	549	0	1061
	Total	2797	2796	2561	2560	-66	-66	-60	-60	2223	2223	2163	2163	2412	2413	4575	4576
Date Palm ## I-10 EB Ramps	SB (N)	1213	1553	1176	1354	-10	-56	-9	-51	1067	975	1058	924	1065	691	2123	1615
	NB (S)	2260	1802	2260	1720	0	-23	0	-21	1852	1312	1852	1291	239	312	2091	1603
	WB (E)	0	778	0	954	0	49	0	45	0	986	0	1031	0	753	0	1784
	EB (W)	659	0	592	0	-19	0	-17	0	354	0	337	0	452	0	789	0
	Total	4132	4133	4028	4028	-29	-29	-27	-27	3273	3273	3246	3246	1756	1756	5002	5002
Date Palm ## Victa Chino	SB (N)	1802	2260	1720	2260	-23	0	-21	0	1413	1571	1392	1571	312	239	1704	1810
	NB (S)	1374	1025	1366	1075	-2	14	-2	13	1164	958	1162	971	164	213	1326	1184
	WB (E)	0	0	566	623	158	174	145	159	78	190	223	349	19	29	242	378
	EB (W)	1016	906	1653	1348	178	124	163	113	1071	1007	1234	1120	56	70	1290	1190
	Total	4192	4191	5305	5306	312	312	285	285	3726	3726	4011	4011	551	551	4562	4562
Date Palm ## 30th	SB (N)	887	1156	878	950	-3	-58	-2	-53	1009	1475	1007	1422	144	112	1151	1534
	NB (S)	1109	828	1412	1175	85	97	78	89	1210	849	1288	938	155	140	1443	1078
	WB (E)	387	226	399	474	3	69	3	63	459	365	462	428	29	99	491	527
	EB (W)	116	289	358	449	68	45	62	41	414	403	476	444	56	33	532	477
	Total	2499	2499	3047	3048	153	154	140	141	3092	3092	3232	3233	384	384	3616	3617
Date Palm ## Mc Callum	SB (N)	828	1109	1175	1412	97	85	89	78	1035	596	1124	674	140	155	1264	829
	NB (S)	1402	929	1328	919	-21	-3	-19	-3	589	1137	570	1134	144	126	714	1260
	WB (E)	221	370	770	1114	154	208	141	190	288	315	429	505	5	7	434	512
	EB (W)	373	417	942	770	159	99	146	90	409	273	555	363	5	7	560	370
	Total	2824	2825	4215	4215	389	389	356	356	2321	2321	2677	2677	294	295	2971	2972
Date Palm ## Ramon	SB (N)	929	1402	919	1328	-3	-21	-3	-19	959	1257	956	1238	126	144	1082	1382
	NB (S)	1230	846	1457	1018	64	48	58	44	1277	971	1335	1015	117	107	1452	1122
	WB (E)	1049	1025	1271	1566	62	151	57	138	1218	1210	1275	1348	11	0	1286	1348
	EB (W)	1285	1220	1793	1528	142	86	130	79	1309	1325	1439	1404	34	37	1473	1441
	Total	4493	4493	5440	5440	265	265	242	242	4763	4763	5005	5005	288	288	5293	5293
Date Palm ## Dinah Shore	SB (N)	749	1185	988	1409	67	63	61	57	944	1205	1005	1262	54	59	1059	1321
	NB (S)	1346	832	1628	1238	79	114	72	104	1348	1063	1420	1167	59	54	1479	1221
	WB (E)	549	409	1093	1437	152	288	139	263	1017	973	1156	1236	0	0	1156	1236
	EB (W)	517	736	1830	1456	368	202	336	184	1103	1171	1439	1355	0	0	1439	1355
	Total	3161	3162	5539	5540	666	666	609	609	4412	4412	5021	5021	113	113	5134	5134

Location (Interesection)		Link	Base Year		Year 2035		Diff *	0.28	Calib Adj Yr		Existing Count		Fut Adjusted Volume		North City Specific Plan Trips		Fut Adjusted Volume With NCSP	
N/S Street	E/W Street	(leg)	IN (Fr)	OUT (To)	IN (Fr)	OUT (To)	IN (Fr)	OUT (To)	3	35	IN (Fr)	OUT (To)	IN (Fr)	OUT (To)	IN (Fr)	OUT (To)	IN (Fr)	OUT (To)
Date Palm	## Victoria	SB (N)	832	1346	1238	1628	114	79	104	72	742	933	846	1005	54	59	900	1064
		NB (S)	1170	758	935	688	-66	-20	-60	-18	958	757	898	739	59	54	957	793
		WB (E)	242	86	949	777	198	193	181	177	101	114	282	291	0	0	282	291
		EB (W)	201	256	241	269	11	4	10	3	96	93	106	96	0	0	106	96
		Total	2445	2446	3363	3362	257	256	235	234	1897	1897	2132	2131	113	113	2245	2244
Date Palm	## Gerald Ford	SB (N)	752	1099	893	1167	39	19	36	17	633	858	669	875	54	59	723	934
		NB (S)	1463	974	2301	1438	235	130	215	119	999	720	1214	839	43	36	1257	875
		WB (E)	606	680	1065	1605	129	259	118	237	400	473	518	710	16	18	534	728
		EB (W)	101	169	122	170	6	0	5	0	94	75	99	75	0	0	99	75
		Total	2922	2922	4381	4380	409	408	374	373	2126	2126	2500	2499	113	113	2613	2612
Date Palm	## Perez	SB (N)	1118	1463	1438	2301	90	235	82	215	750	1002	832	1217	36	43	868	1260
		NB (S)	1718	1174	1468	1020	-70	-43	-64	-39	707	628	643	589	43	36	686	625
added 114 to SBn In to balance		WB (E)	0	0	0	0	0	0	0	0	0	0	0	0			0	0
		EB (W)	723	922	1117	702	110	-62	101	-56	626	453	727	397			727	397
		Total	3559	3559	4023	4023	130	130	119	119	2083	2083	2202	2202	79	79	2281	2281
Date Palm	## E Palm	SB (N)	909	1031	886	1005	-6	-7	-6	-7	590	669	584	662	36	43	620	705
		NB (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		WB (E)	2885	2375	2812	2315	-20	-17	-19	-15	1872	1541	1853	1526	26	18	1879	1544
		EB (W)	1943	2331	1894	2273	-14	-16	-12	-15	1261	1513	1249	1498	17	18	1266	1516
		Total	5737	5737	5593	5593	-40	-40	-37	-37	3723	3723	3686	3686	79	79	3765	3765

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
Intersection: **Date Palm** at **Varner** Time Period: **2035 Weekday AM**

Link Inputs							Turn Move Inputs							
North							0	0	0					
	0	0						SR	ST	SL				
666			295					0	EL		WR	0		
1681			832					334	ET		WT	107		
	1288	809					648	ER		WL	32			
								NL	NT	NR				
In - Out	2785.1	2786	-1						146	0	75			

								To N	To S	To E	To W
From N	0	0.1	0.1	0.1	RowTt	Target		0	0	0	0
From S	0.1	0	75	146	221.1	809		0	0	274	534
From E	0.1	32	0	107	139.1	295		0	68	0	227
From W	0.1	648	334	0	982.1	1681		0	1109	572	0
	To N	To S	To E	To W			ColTot	1	1177	846	761
							Target	0	1288	832	666

								To N	To S	To E	To W
From N	0	0	0	0	RowTt	Target		0	0	0	0
From S	0	0	270	467	737	809		0	0	296	513
From E	0	74	0	199	273	295		0	80	0	215
From W	0	1214	562	0	1776	1681		0	1149	532	0
	To N	To S	To E	To W			ColTot	0	1229	828	728
							Target	0	1288	832	666

								To N	To S	To E	To W
From N	0	0	0	0	RowTt	Target		0	0	0	0
From S	0	0	297	469	767	809		0	0	314	495
From E	0	84	0	197	281	295		0	88	0	207
From W	0	1204	535	0	1738	1681		0	1164	517	0
	To N	To S	To E	To W			ColTot	0	1253	831	702
							Target	0	1288	832	666

								To N	To S	To E	To W
From N	0	0	0	0	RowTt	Target		0	0	0	0
From S	0	0	314	470	784	809		0	0	324	485
From E	0	91	0	196	287	295		0	93	0	201
From W	0	1197	518	0	1715	1681		0	1173	508	0
	To N	To S	To E	To W			ColTot	0	1267	832	686
							Target	0	1288	832	666
							Pct	1.02072	0.9837	0.9997	1.0305

Turn Movements and Traffic Volumes												
<u>Year</u>	<u>NL</u>	<u>NT</u>	<u>NR</u>	<u>SL</u>	<u>ST</u>	<u>SR</u>	<u>EL</u>	<u>ET</u>	<u>ER</u>	<u>WL</u>	<u>WT</u>	<u>WR</u>
Existing	146	0	75	0	0	0	0	334	648	32	107	0
2035	485	0	324	0	0	0	0	508	1173	93	201	0

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
Intersection: Date Palm at I-10 WB Time Period: **2035 Weekday AM**

Link Inputs							Turn Move Inputs						
North							10	535	0				
	1332	1029					SR	ST	SL				
707			1364				0	EL		WR	61		
0			0				0	ET		WT	0		
	2139	1177					0	ER		WL	584		
								NL	NT	NR			
In - Out	3873.1	3875	-2					293	157	0			

							To N	To S	To E	To W	
From N	0	535	0.1	10	545.1	1332	0	1307	0	24	
From S	157	0	0.1	293	450.1	1177	411	0	0	766	
From E	61	584	0	0.1	645.1	1364	129	1235	0	0	
From W	0.1	0.1	0.1	0	0.3	0.1	0	0	0	0	
	To N	To S	To E	To W			ColTot	540	2542	1	791
							Target	1029	2139	0	707

							To N	To S	To E	To W	
From N	0	1100	0	22	1122	1332	0	1306	0	26	
From S	783	0	0	685	1468	1177	628	0	0	549	
From E	246	1039	0	0	1285	1364	261	1103	0	0	
From W	0	0	0	0	0	0	0	0	0	0	
	To N	To S	To E	To W			ColTot	889	2409	0	575
							Target	1029	2139	0	707

							To N	To S	To E	To W	
From N	0	1160	0	32	1192	1332	0	1296	0	36	
From S	727	0	0	675	1402	1177	610	0	0	567	
From E	302	979	0	0	1282	1364	322	1042	0	0	
From W	0	0	0	0	0	0	0	0	0	0	
	To N	To S	To E	To W			ColTot	932	2338	0	603
							Target	1029	2139	0	707

							To N	To S	To E	To W	
From N	0	1186	0	42	1228	1332	0	1287	0	45	
From S	674	0	0	665	1339	1177	592	0	0	585	
From E	355	953	0	0	1309	1364	370	994	0	0	
From W	0	0	0	0	0	0	0	0	0	0	
	To N	To S	To E	To W			ColTot	963	2280	0	630
							Target	1029	2139	0	707
							Pct	0.93548	1.066	1.0088	0.8914318

Turn Movements and Traffic Volumes												
<u>Year</u>	<u>NL</u>	<u>NT</u>	<u>NR</u>	<u>SL</u>	<u>ST</u>	<u>SR</u>	<u>EL</u>	<u>ET</u>	<u>ER</u>	<u>WL</u>	<u>WT</u>	<u>WR</u>
Existing	293	157	0	0	535	10	0	0	0	584	0	61
2035	585	592	0	0	1287	45	0	0	0	994	0	370

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South
Intersection: Date Palm

at East/West
I-10 EB

Scenario: 2035 Without Project
Time Period: 2035 Weekday AM

Link Inputs							Turn Move Inputs						
North							0	966	218				
	2204	1147					SR	ST	SL				
0			0				EL		WR	0			
800			1672				ET		WT	0			
	1741	1557					ER		WL	0			
							NL	NT	NR				
In - Out	4561.1	4560	1				0	414	818				

From N	0	966	218	0.1	1184.1	2204	To N	To S	To E	To W
From S	414	0	818	0.1	1232.1	1557				
From E	0.1	0.1	0	0.1	0.3	0.1				
From W	6	382	0.1	0	388.1	800				
	To N	To S	To E	To W			ColTot			
							Target			
								536	2586	1440
								1147	1741	1672
										0

From N	0	1211	471	0	1682	2204	To N	To S	To E	To W
From S	1120	0	1201	0	2321	1557				
From E	0	0	0	0	0	0				
From W	26	530	0	0	557	800				
	To N	To S	To E	To W			ColTot			
							Target			
								790	2348	1423
								1147	1741	1672
										0

From N	0	1176	725	0	1902	2204	To N	To S	To E	To W
From S	1092	0	946	0	2038	1557				
From E	0	0	0	0	0	0				
From W	55	565	0	0	620	800				
	To N	To S	To E	To W			ColTot			
							Target			
								905	2091	1564
								1147	1741	1672
										0

From N	0	1135	899	0	2034	2204	To N	To S	To E	To W
From S	1057	0	773	0	1829	1557				
From E	0	0	0	0	0	0				
From W	90	606	1	0	697	800				
	To N	To S	To E	To W			ColTot			
							Target			
								1003	1926	1632
								1147	1741	1672
							Pct	0.87444	1.1061	0.9763
										1.02665

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	0	414	818	218	966	0	6	0	382	0	0	0
2035	0	899	658	974	1230	0	104	1	696	0	0	0

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
 Intersection: **Date Palm** at **Vista Chino** Time Period: **2035 Weekday AM**

Link Inputs							Turn Move Inputs						
North							770	950	43				
	2156	1690					SR	ST	SL				
1299			354				EL		WR	52			
1263			380				ET		WT	17			
	1444	1039					ER		WL	26			
							NL	NT	NR				
In - Out	4812	4813	-1				259	583	42				

From N	0	950	43	770	RowTt	2156	Target	To N	To S	To E	To W
From S	583	0	42	259	884	1039		685	0	49	304
From E	52	26	0	17	95	354		194	97	0	63
From W	730	314	126	0	1170	1263		788	339	136	0
	To N	To S	To E	To W			ColTot	1667	1598	238	1309
							Target	1690	1444	380	1299

From N	0	1050	84	934	RowTt	2156	Target	To N	To S	To E	To W
From S	695	0	79	302	1075	1039		671	0	76	292
From E	196	88	0	63	347	354		200	89	0	64
From W	799	306	217	0	1322	1263		763	293	207	0
	To N	To S	To E	To W			ColTot	1635	1477	371	1330
							Target	1690	1444	380	1299

From N	0	1070	90	951	RowTt	2156	Target	To N	To S	To E	To W
From S	694	0	78	285	1057	1039		682	0	77	280
From E	207	87	0	63	357	354		205	87	0	62
From W	789	286	212	0	1287	1263		774	281	208	0
	To N	To S	To E	To W			ColTot	1661	1460	377	1314
							Target	1690	1444	380	1299

From N	0	1081	92	961	RowTt	2156	Target	To N	To S	To E	To W
From S	694	0	77	277	1048	1039		688	0	77	275
From E	209	86	0	61	356	354		208	85	0	61
From W	787	278	210	0	1275	1263		780	275	208	0
	To N	To S	To E	To W			ColTot	1675	1452	378	1306
							Target	1690	1444	380	1299
							Pct	0.99129	1.0057	0.9955	1.00557

Turn Movements and Traffic Volumes												
<u>Year</u>	<u>NL</u>	<u>NT</u>	<u>NR</u>	<u>SL</u>	<u>ST</u>	<u>SR</u>	<u>EL</u>	<u>ET</u>	<u>ER</u>	<u>WL</u>	<u>WT</u>	<u>WR</u>
Existing	259	583	42	43	950	770	730	126	314	26	17	52
2035	275	688	77	93	1092	971	780	208	275	85	61	208

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
 Intersection: **Date Palm** at **30th** Time Period: **2035 Weekday AM**

Link Inputs						Turn Move Inputs					
North						96	1037	316			
	1531	1063				SR	ST	SL			
672			976			EL		WR	374		
742			826			ET		WT	431		
	1476	788				ER		WL	82		
						NL	NT	NR			
In - Out	4037	4037	0			66	455	112			

From N	0	1037	316	96	RowTt	Target	To N	To S	To E	To W
From S	455	0	112	66	1449	1531	0	1096	334	101
From E	374	82	0	431	633	788	566	0	139	82
From W	128	141	383	0	887	976	412	90	0	474
					652	742	146	160	436	0
	To N	To S	To E	To W			ColTot	1124	1346	909
							Target	1063	1476	826

From N	0	1201	303	104	RowTt	Target	To N	To S	To E	To W
From S	536	0	127	84	1608	1531	0	1144	289	99
From E	389	99	0	484	746	788	566	0	134	89
From W	138	176	396	0	973	976	391	99	0	486
					710	742	144	184	414	0
	To N	To S	To E	To W			ColTot	1100	1427	837
							Target	1063	1476	826

From N	0	1183	285	98	RowTt	Target	To N	To S	To E	To W
From S	546	0	132	88	1567	1531	0	1156	279	96
From E	377	103	0	485	767	788	561	0	136	91
From W	139	190	409	0	965	976	382	104	0	491
					738	742	140	191	411	0
	To N	To S	To E	To W			ColTot	1083	1451	825
							Target	1063	1476	826

From N	0	1176	279	95	RowTt	Target	To N	To S	To E	To W
From S	551	0	136	90	1550	1531	0	1161	275	94
From E	375	106	0	486	777	788	559	0	138	91
From W	137	195	411	0	967	976	378	107	0	491
					743	742	137	194	411	0
	To N	To S	To E	To W			ColTot	1074	1462	824
							Target	1063	1476	826
							Pct	1.01054	0.9906	0.9974
									1.00713	

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	66	455	112	316	1037	96	128	383	141	82	431	374
2035	91	559	138	275	1161	94	137	411	194	107	491	378

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
Intersection: **Date Palm** at **Mc Callum** Time Period: **2035 Weekday AM**

Link Inputs						Turn Move Inputs					
North						3	626	51			
	1025	892				SR	ST	SL			
434			379			EL		WR	34		
288			330			ET		WT	2		
	1011	975				ER		WL	60		
						NL	NT	NR			
In - Out	2667	2667	0			3	782	74			

						RowTt	Target	To N	To S	To E	To W
From N	0	626	51	3	680	1025		0	944	77	5
From S	782	0	74	3	859	975		888	0	84	3
From E	34	60	0	2	96	379		134	237	0	8
From W	3	3	2	0	8	288		108	108	72	0
	To N	To S	To E	To W			ColTot	1130	1288	233	16
							Target	892	1011	330	434

						RowTt	Target	To N	To S	To E	To W
From N	0	740	109	124	973	1025		0	780	115	131
From S	701	0	119	93	913	975		748	0	127	100
From E	106	186	0	217	508	379		79	139	0	161
From W	85	85	102	0	272	288		90	90	108	0
	To N	To S	To E	To W			ColTot	917	1008	350	392
							Target	892	1011	330	434

						RowTt	Target	To N	To S	To E	To W
From N	0	782	108	145	1035	1025		0	775	107	143
From S	727	0	120	110	958	975		741	0	122	112
From E	77	139	0	179	395	379		74	133	0	172
From W	88	90	102	0	280	288		90	93	105	0
	To N	To S	To E	To W			ColTot	905	1001	334	428
							Target	892	1011	330	434

						RowTt	Target	To N	To S	To E	To W
From N	0	783	106	145	1034	1025		0	776	105	144
From S	730	0	121	114	965	975		738	0	122	115
From E	73	135	0	174	382	379		72	134	0	173
From W	89	94	104	0	286	288		90	94	104	0
	To N	To S	To E	To W			ColTot	900	1004	331	433
							Target	892	1011	330	434
							Pct	1.00856	0.9929	1.0029	0.9968

Turn Movements and Traffic Volumes												
<u>Year</u>	<u>NL</u>	<u>NT</u>	<u>NR</u>	<u>SL</u>	<u>ST</u>	<u>SR</u>	<u>EL</u>	<u>ET</u>	<u>ER</u>	<u>WL</u>	<u>WT</u>	<u>WR</u>
Existing	91	782	74	51	626	50	81	82	73	60	101	34
2035	115	738	122	105	776	144	90	104	94	134	173	72

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
 Intersection: **Date Palm** at **Ramon** Time Period: **2035 Weekday AM**

Link Inputs						Turn Move Inputs					
North						199	953	272			
	1516	826				SR	ST	SL			
1258			1126				EL		WR	73	
1052			1096				ET		WT	596	
	1446	932				173	ER		WL	196	
							NL	NT	NR		
In - Out	4626	4626	0				196	480	125		

						RowTt	Target		To N	To S	To E	To W
From N	0	953	272	199	1424	1516		0	1015	290	212	
From S	480	0	125	196	801	932		559	0	145	228	
From E	73	196	0	596	865	1126		95	255	0	776	
From W	163	173	650	0	986	1052		174	185	694	0	
	To N	To S	To E	To W			ColTot	827	1454	1129	1216	
							Target	826	1446	1096	1258	

						RowTt	Target		To N	To S	To E	To W
From N	0	1009	281	219	1509	1516		0	1013	282	220	
From S	558	0	141	236	935	932		556	0	141	235	
From E	95	254	0	803	1151	1126		93	248	0	785	
From W	174	184	674	0	1031	1052		177	187	687	0	
	To N	To S	To E	To W			ColTot	826	1449	1111	1241	
							Target	826	1446	1096	1258	

						RowTt	Target		To N	To S	To E	To W
From N	0	1011	279	223	1513	1516		0	1013	279	224	
From S	556	0	139	239	934	932		555	0	139	238	
From E	93	248	0	796	1137	1126		92	245	0	789	
From W	177	187	678	0	1043	1052		179	189	684	0	
	To N	To S	To E	To W			ColTot	826	1447	1102	1251	
							Target	826	1446	1096	1258	

						RowTt	Target		To N	To S	To E	To W
From N	0	1012	278	225	1515	1516		0	1013	278	225	
From S	555	0	138	240	933	932		555	0	138	239	
From E	92	245	0	793	1130	1126		92	244	0	790	
From W	179	189	680	0	1048	1052		180	189	683	0	
	To N	To S	To E	To W			ColTot	826	1446	1099	1255	
							Target	826	1446	1096	1258	
							Pct	0.9999	1.0003	1.0025	0.99748	

Turn Movements and Traffic Volumes												
<u>Year</u>	<u>NL</u>	<u>NT</u>	<u>NR</u>	<u>SL</u>	<u>ST</u>	<u>SR</u>	<u>EL</u>	<u>ET</u>	<u>ER</u>	<u>WL</u>	<u>WT</u>	<u>WR</u>
Existing	196	480	125	272	953	199	163	650	173	196	596	73
2035	239	555	138	278	1013	225	180	683	189	244	790	92

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
 Intersection: **Date Palm** at **Dinah Shore** Time Period: **2035 Weekday AM**

Link Inputs							Turn Move Inputs						
North							88	880	289				
	1362	915					SR	ST	SL				
1547			1442					EL		WR	264		
1447			1374					ET		WT	778		
	1388	974					ER		WL	99			
							NL	NT	NR				
In - Out	5225	5224	1					326	440	74			

								To N	To S	To E	To W	
From N	0	880	289	88	RowTt	1257	Target	1362	0	954	313	95
From S	440	0	74	326		840		974	510	0	86	378
From E	264	99	0	778		1141		1442	334	125	0	983
From W	90	287	753	0		1130		1447	115	368	964	0
	To N	To S	To E	To W				ColTot	959	1446	1363	1457
								Target	915	1388	1374	1547

								To N	To S	To E	To W	
From N	0	915	316	101	RowTt	1332	Target	1362	0	936	323	104
From S	487	0	86	401		975		974	486	0	86	401
From E	318	120	0	1044		1483		1442	310	117	0	1016
From W	110	353	972	0		1435		1447	111	356	980	0
	To N	To S	To E	To W				ColTot	907	1408	1389	1520
								Target	915	1388	1374	1547

								To N	To S	To E	To W	
From N	0	922	319	105	RowTt	1347	Target	1362	0	933	323	107
From S	491	0	85	408		984		974	486	0	85	404
From E	312	115	0	1033		1461		1442	308	114	0	1020
From W	112	351	969	0		1432		1447	113	354	980	0
	To N	To S	To E	To W				ColTot	907	1401	1387	1531
								Target	915	1388	1374	1547

								To N	To S	To E	To W	
From N	0	924	320	108	RowTt	1352	Target	1362	0	931	322	109
From S	490	0	84	408		982		974	486	0	83	405
From E	311	113	0	1031		1455		1442	308	112	0	1022
From W	114	351	970	0		1436		1447	115	354	978	0
	To N	To S	To E	To W				ColTot	909	1397	1383	1536
								Target	915	1388	1374	1547
								Pct	0.99372	1.0063	1.0068	0.99259

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	326	440	74	289	880	88	90	753	287	99	778	264
2035	405	486	83	322	931	109	115	978	354	112	1022	308

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
Intersection: **Date Palm** at **Victoria** Time Period: **2035 Weekday AM**

Link Inputs						Turn Move Inputs					
North						1	672	156			
	950	670				SR	ST	SL			
49			350			EL		WR	182		
49			307			ET		WT	19		
	763	439				ER		WL	47		
						NL	NT	NR			
In - Out	1788	1789	-1			19	354	19			

From N						RowTt	Target	To N	To S	To E	To W
0						829	950	0	770	179	1
From S						392	439	396	0	21	21
354						248	350	257	66	0	27
From E						48	49	1	35	13	0
182								ColTot	654	871	213
From W								Target	670	763	307
1											
To N											
To S											
To E											
To W											

From N						RowTt	Target	To N	To S	To E	To W
0						933	950	0	687	262	1
From S						458	439	389	0	29	20
406						348	350	265	58	0	27
From E						51	49	1	29	19	0
263								ColTot	655	775	310
From W								Target	670	763	307
1											
To N											
To S											
To E											
To W											

From N						RowTt	Target	To N	To S	To E	To W
0						937	950	0	686	263	1
From S						448	439	390	0	29	20
398						356	350	267	57	0	27
From E						48	49	1	29	19	0
271								ColTot	658	772	310
From W								Target	670	763	307
1											
To N											
To S											
To E											
To W											

From N						RowTt	Target	To N	To S	To E	To W
0						940	950	0	685	263	1
From S						446	439	391	0	28	20
398						355	350	268	55	0	27
From E						48	49	1	29	19	0
271								ColTot	660	770	310
From W								Target	670	763	307
1											
To N											
To S											
To E											
To W											
								Pct	0.98498	1.0093	1.0086
										0.98606	

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	19	354	19	156	672	1	1	13	34	47	19	182
2035	20	391	28	263	685	1	1	19	29	55	27	268

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
 Intersection: **Date Palm** at **Gerald Ford** Time Period: **2035 Weekday AM**

Link Inputs							Turn Move Inputs						
North							56	501	127				
	756	457					SR	ST	SL				
97			708				EL			WR	113		
79			402				ET			WT	29		
	1083	496					ER			WL	348		
							NL	NT	NR				
In - Out	2039	2039	0				7	238	153				
								To N	To S	To E	To W		
From N	0	501	127	56	RowTt 684	Target 756		0	554	140	62		
From S	238	0	153	7	398	496		297	0	191	9		
From E	113	348	0	29	490	708		163	503	0	42		
From W	23	13	42	0	78	79		23	13	43	0		
	To N	To S	To E	To W			ColTot	483	1070	374	113		
							Target	457	1083	402	97		
								To N	To S	To E	To W		
From N	0	561	151	53	RowTt 765	Target 756		0	554	149	53		
From S	281	0	205	8	493	496		282	0	206	8		
From E	154	509	0	36	700	708		156	515	0	37		
From W	22	13	46	0	81	79		21	13	45	0		
	To N	To S	To E	To W			ColTot	460	1082	400	97		
							Target	457	1083	402	97		
								To N	To S	To E	To W		
From N	0	554	150	53	RowTt 757	Target 756		0	554	150	53		
From S	280	0	207	8	495	496		281	0	208	8		
From E	155	516	0	37	707	708		155	516	0	37		
From W	21	13	45	0	79	79		21	13	45	0		
	To N	To S	To E	To W			ColTot	458	1082	402	97		
							Target	457	1083	402	97		
								To N	To S	To E	To W		
From N	0	554	150	53	RowTt 756	Target 756		0	554	150	53		
From S	280	0	208	8	496	496		281	0	208	8		
From E	155	516	0	37	708	708		155	516	0	37		
From W	21	13	45	0	79	79		21	13	45	0		
	To N	To S	To E	To W			ColTot	457	1083	402	97		
							Target	457	1083	402	97		
							Pct	1.0004	0.9998	1.0003	0.99981		

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	7	238	153	127	501	56	23	42	13	348	29	113
2035	8	281	208	150	554	53	21	45	13	516	37	155

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
Intersection: **Date Palm** at **Perez** Time Period: **2035 Weekday AM**

Link Inputs							Turn Move Inputs						
North							485	455	0				
	1161	504					SR	ST	SL				
723			0					EL		WR	0		
391			0					ET		WT	0		
	718	394					ER		WL	0			
							NL	NT	NR				
In - Out	1946	1945	1					115	218	0			

							To N	To S	To E	To W	
From N	0	455	0.1	485	RowTt	Target	0	562	0	599	
From S	218	0	0.1	115	940.1	1161	258	0	0	136	
From E	0.1	0.1	0	0.1	333.1	394	0	0	0	0	
From W	196	188	0.1	0	0.3	0.1	200	191	0	0	
	To N	To S	To E	To W	384.1	391	ColTot	457	753	0	735
							Target	504	718	0	723

							To N	To S	To E	To W	
From N	0	536	0	589	RowTt	Target	0	553	0	608	
From S	284	0	0	134	1125	1161	268	0	0	126	
From E	0	0	0	0	418	394	0	0	0	0	
From W	220	182	0	0	0	0	214	177	0	0	
	To N	To S	To E	To W	402	391	ColTot	482	730	0	734
							Target	504	718	0	723

							To N	To S	To E	To W	
From N	0	544	0	599	RowTt	Target	0	552	0	609	
From S	280	0	0	124	1142	1161	273	0	0	121	
From E	0	0	0	0	405	394	0	0	0	0	
From W	224	174	0	0	0	0	220	171	0	0	
	To N	To S	To E	To W	398	391	ColTot	493	724	0	729
							Target	504	718	0	723

							To N	To S	To E	To W	
From N	0	548	0	603	RowTt	Target	0	553	0	608	
From S	279	0	0	120	1151	1161	276	0	0	118	
From E	0	0	0	0	399	394	0	0	0	0	
From W	225	170	0	0	0	0	223	168	0	0	
	To N	To S	To E	To W	395	391	ColTot	498	721	0	727
							Target	504	718	0	723
							Pct	0.98872	1.0043	0.9964	1.00497

Turn Movements and Traffic Volumes												
<u>Year</u>	<u>NL</u>	<u>NT</u>	<u>NR</u>	<u>SL</u>	<u>ST</u>	<u>SR</u>	<u>EL</u>	<u>ET</u>	<u>ER</u>	<u>WL</u>	<u>WT</u>	<u>WR</u>
Existing	115	218	0	0	455	485	196	0	188	0	0	0
2035	118	276	0	0	553	608	223	0	168	0	0	0

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
Intersection: **Date Palm** at **East Palm** Time Period: **2035 Weekday AM**

Link Inputs							Turn Move Inputs						
North							85	0	509				
	693	413					SR	ST	SL				
930			1125				EL		WR	256			
1074			1548				ET		WT	737			
	0	0					ER		WL	0			
							NL	NT	NR				
In - Out	2892.1	2891	1				0	0	0				

								To N	To S	To E	To W
From N	0	0.1	509	85	RowTt	Target		0	0	594	99
From S	0.1	0	0.1	0.1	0.3	0.1		0	0	0	0
From E	256	0.1	0	737	993.1	1125		290	0	0	835
From W	88	0.1	860	0	948.1	1074		100	0	974	0
	To N	To S	To E	To W			ColTot	390	0	1568	934
							Target	413	0	1548	930

								To N	To S	To E	To W
From N	0	0	586	99	RowTt	Target		0	0	593	100
From S	0	0	0	0	0	0		0	0	0	0
From E	307	0	0	831	1139	1125		304	0	0	821
From W	106	0	962	0	1067	1074		106	0	968	0
	To N	To S	To E	To W			ColTot	410	0	1561	921
							Target	413	0	1548	930

								To N	To S	To E	To W
From N	0	0	588	101	RowTt	Target		0	0	592	101
From S	0	0	0	0	0	0		0	0	0	0
From E	306	0	0	829	1135	1125		303	0	0	822
From W	107	0	960	0	1067	1074		108	0	966	0
	To N	To S	To E	To W			ColTot	411	0	1558	923
							Target	413	0	1548	930

								To N	To S	To E	To W
From N	0	0	588	102	RowTt	Target		0	0	590	103
From S	0	0	0	0	0	0		0	0	0	0
From E	305	0	0	828	1133	1125		303	0	0	822
From W	108	0	960	0	1068	1074		109	0	965	0
	To N	To S	To E	To W			ColTot	412	0	1556	925
							Target	413	0	1548	930
							Pct	0.99647	1.0011	1.0048	0.99458

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	0	0	0	509	0	85	88	860	0	0	737	256
2035	0	0	0	590	0	103	109	965	0	0	822	303

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
 Intersection: **Date Palm** at **Varner** Time Period: **2035 Weekday PM**

Link Inputs							Turn Move Inputs								
North							0	0	0						
	0	0						SR	ST	SL					
1516			944					0	EL		WR	0			
1268			582					114	ET		WT	361			
	1372	1257					295	ER		WL	62				
								NL	NT	NR					
In - Out	3469	3470	-1.09						493	0	32				

							RowTt	Target		To N	To S	To E	To W
From N	0	0.1	0.1	0.1	0.3	0.01				0	0	0	0
From S	0.1	0	32	493	525.1	1257				0	0	77	1180
From E	0.1	62	0	361	423.1	944				0	138	0	805
From W	0.1	295	114	0	409.1	1268				0	914	353	0
	To N	To S	To E	To W			ColTot	1	1053	430	1986		
							Target	0	1372	582	1516		

							RowTt	Target		To N	To S	To E	To W
From N	0	0	0	0	0	0				0	0	0	0
From S	0	0	104	901	1005	1257				0	0	130	1127
From E	0	180	0	615	795	944				0	214	0	730
From W	0	1192	478	0	1670	1268				0	905	363	0
	To N	To S	To E	To W			ColTot	0	1119	493	1857		
							Target	0	1372	582	1516		

							RowTt	Target		To N	To S	To E	To W
From N	0	0	0	0	0	0				0	0	0	0
From S	0	0	153	920	1073	1257				0	0	179	1078
From E	0	262	0	596	858	944				0	289	0	655
From W	0	1110	429	0	1538	1268				0	915	353	0
	To N	To S	To E	To W			ColTot	0	1203	533	1733		
							Target	0	1372	582	1516		

							RowTt	Target		To N	To S	To E	To W
From N	0	0	0	0	0	0				0	0	0	0
From S	0	0	196	943	1139	1257				0	0	216	1041
From E	0	329	0	573	902	944				0	344	0	600
From W	0	1043	386	0	1429	1268				0	925	343	0
	To N	To S	To E	To W			ColTot	0	1270	559	1640		
							Target	0	1372	582	1516		
							Pct	1.0335	0.9254	0.9603	1.08202		

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	493	0	32	0	0	0	0	114	295	62	361	0
2035	1041	0	216	0	0	0	0	343	925	344	600	0

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
Intersection: **Date Palm** at **I-10 WB** Time Period: **2035 Weekday PM**

Link Inputs							Turn Move Inputs					
North							27	315	0			
	1351	1430					SR	ST	SL			
1061			1646					EL		WR	228	
0			0					ET		WT	1	
	2085	1578					ER		WL	714		
							NL	NT	NR			
In - Out	4575	4576	-1					561	377	1		

							To N	To S	To E	To W	
From N	0	315	0.1	27	RowTt	Target	0	1244	0	107	
From S	377	0	1	561	939	1578	634	0	2	943	
From E	228	714	0	1	943	1646	398	1246	0	2	
From W	0.1	0.1	0.1	0	0.3	0.1	0	0	0	0	
	To N	To S	To E	To W			ColTot	1032	2490	2	1051
							Target	1430	2085	0	1061

							To N	To S	To E	To W	
From N	0	1042	0	108	RowTt	Target	0	1224	0	127	
From S	878	0	0	952	1830	1578	757	0	0	821	
From E	552	1043	0	2	1597	1646	569	1076	0	2	
From W	0	0	0	0	0	0	0	0	0	0	
	To N	To S	To E	To W			ColTot	1326	2300	0	949
							Target	1430	2085	0	1061

							To N	To S	To E	To W	
From N	0	1110	0	141	RowTt	Target	0	1198	0	153	
From S	817	0	0	917	1734	1578	743	0	0	835	
From E	613	975	0	2	1590	1646	635	1009	0	2	
From W	0	0	0	0	0	0	0	0	0	0	
	To N	To S	To E	To W			ColTot	1378	2207	0	990
							Target	1430	2085	0	1061

							To N	To S	To E	To W	
From N	0	1132	0	164	RowTt	Target	0	1180	0	171	
From S	771	0	0	895	1666	1578	730	0	0	848	
From E	659	953	0	2	1614	1646	672	972	0	2	
From W	0	0	0	0	0	0	0	0	0	0	
	To N	To S	To E	To W			ColTot	1402	2152	0	1021
							Target	1430	2085	0	1061
							Pct	0.98051	1.0323	0.9738	0.96195

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	561	377	1	0	315	27	0	0	0	714	1	228
2035	848	730	0	0	1180	171	0	0	0	972	2	672

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
Intersection: **Date Palm** at **I-10 EB** Time Period: **2035 Weekday PM**

Link Inputs							Turn Move Inputs						
North							0	972	95				
	2123	1615					SR	ST	SL				
0			0			13	EL		WR	0			
789			1784			1	ET		WT	0			
	1603	2091				340	ER		WL	0			
							NL	NT	NR				
In - Out	5003	5002	1				0	962	890				

								To N	To S	To E	To W
From N	0	972	95	0.1	1067.1	2123		0	1934	189	0
From S	962	0	890	0.1	1852.1	2091		1086	0	1005	0
From E	0.1	0.1	0	0.1	0.3	0.1		0	0	0	0
From W	13	340	1	0	354	789		29	758	2	0
	To N	To S	To E	To W			ColTot	1115	2692	1196	0
							Target	1615	1603	1784	0

								To N	To S	To E	To W
From N	0	1152	282	0	1434	2123		0	1705	417	0
From S	1573	0	1499	0	3072	2091		1071	0	1020	0
From E	0	0	0	0	0	0		0	0	0	0
From W	42	451	3	0	497	789		67	717	5	0
	To N	To S	To E	To W			ColTot	1137	2423	1443	0
							Target	1615	1603	1784	0

								To N	To S	To E	To W
From N	0	1129	516	0	1645	2123		0	1457	666	0
From S	1520	0	1261	0	2782	2091		1143	0	948	0
From E	0	0	0	0	0	0		0	0	0	0
From W	95	474	7	0	576	789		130	650	9	0
	To N	To S	To E	To W			ColTot	1273	2107	1623	0
							Target	1615	1603	1784	0

								To N	To S	To E	To W
From N	0	1108	732	0	1840	2123		0	1278	845	0
From S	1450	0	1042	0	2492	2091		1217	0	874	0
From E	0	0	0	0	0	0		0	0	0	0
From W	165	495	10	0	669	789		194	583	12	0
	To N	To S	To E	To W			ColTot	1411	1862	1730	0
							Target	1615	1603	1784	0
							Pct	0.87365	1.1614	0.9699	1.09255

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	0	962	890	95	972	0	13	1	340	0	0	0
2035	0	1217	874	845	1278	0	194	3	583	0	0	0

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
 Intersection: **Date Palm** at **Vista Chino** Time Period: **2035 Weekday PM**

Link Inputs						Turn Move Inputs					
North						728	650	35			
	1704	1810				SR	ST	SL			
1190			242			693	EL		WR	34	
1290			378			94	ET		WT	20	
	1184	1326				284	ER		WL	24	
							NL	NT	NR		
In - Out	4562	4562	0				259	844	61		

						RowTt	Target		To N	To S	To E	To W
From N	0	650	35	728	1413	1704			0	784	42	878
From S	844	0	61	259	1164	1326			961	0	69	295
From E	34	24	0	20	78	242			105	74	0	62
From W	693	284	94	0	1071	1290			835	342	113	0
	To N	To S	To E	To W			ColTot	1902	1200	225	1235	
							Target	1810	1184	378	1190	

						RowTt	Target		To N	To S	To E	To W
From N	0	773	71	846	1690	1704			0	780	72	853
From S	915	0	117	284	1316	1326			922	0	118	286
From E	100	73	0	60	234	242			104	76	0	62
From W	794	337	190	0	1322	1290			775	329	186	0
	To N	To S	To E	To W			ColTot	1801	1185	375	1201	
							Target	1810	1184	378	1190	

						RowTt	Target		To N	To S	To E	To W
From N	0	779	72	845	1696	1704			0	783	72	849
From S	927	0	119	284	1329	1326			924	0	118	283
From E	105	76	0	61	242	242			105	76	0	61
From W	779	329	187	0	1295	1290			776	328	186	0
	To N	To S	To E	To W			ColTot	1805	1186	377	1193	
							Target	1810	1184	378	1190	

						RowTt	Target		To N	To S	To E	To W
From N	0	781	73	846	1700	1704			0	783	73	848
From S	927	0	119	282	1328	1326			926	0	118	282
From E	105	76	0	61	242	242			105	76	0	61
From W	778	327	187	0	1292	1290			777	327	187	0
	To N	To S	To E	To W			ColTot	1807	1185	378	1191	
							Target	1810	1184	378	1190	
							Pct	0.99862	1.0011	0.9992	1.00125	

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	259	844	61	35	650	728	693	94	284	24	20	34
2035	282	926	118	73	783	848	777	187	327	76	61	105

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
 Intersection: **Date Palm** at **30th** Time Period: **2035 Weekday PM**

Link Inputs							Turn Move Inputs						
North							101	714	194				
	1151	1534					SR	ST	SL				
477			491					168	EL		WR	268	
532			527					136	ET		WT	166	
	1078	1443					110	ER		WL	25		
								NL	NT	NR			
In - Out	3617	3616	1					136	1039	35			

								To N	To S	To E	To W	
From N	0	714	194	101	RowTt	1009	Target	1151	0	814	221	115
From S	1039	0	35	136		1210		1443	1239	0	42	162
From E	268	25	0	166		459		491	287	27	0	178
From W	168	110	136	0		414		532	216	141	175	0
	To N	To S	To E	To W				ColTot	1742	983	438	455
								Target	1534	1078	527	477

								To N	To S	To E	To W	
From N	0	894	266	121	RowTt	1281	Target	1151	0	803	239	109
From S	1091	0	50	170		1312		1443	1201	0	55	187
From E	253	29	0	186		468		491	265	31	0	195
From W	190	155	210	0		556		532	182	148	201	0
	To N	To S	To E	To W				ColTot	1648	982	496	491
								Target	1534	1078	527	477

								To N	To S	To E	To W	
From N	0	881	254	105	RowTt	1241	Target	1151	0	817	236	98
From S	1118	0	59	182		1358		1443	1188	0	62	193
From E	247	34	0	190		470		491	258	35	0	198
From W	170	163	214	0		546		532	165	159	208	0
	To N	To S	To E	To W				ColTot	1610	1011	507	489
								Target	1534	1078	527	477

								To N	To S	To E	To W	
From N	0	871	245	95	RowTt	1212	Target	1151	0	827	233	91
From S	1131	0	65	188		1385		1443	1179	0	68	196
From E	245	38	0	193		476		491	253	39	0	199
From W	157	169	217	0		543		532	154	166	212	0
	To N	To S	To E	To W				ColTot	1586	1032	513	486
								Target	1534	1078	527	477
								Pct	1.03396	0.9572	0.9733	1.01912

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	136	1039	35	194	714	101	168	136	110	25	166	268
2030	196	1179	68	233	827	91	154	212	166	39	199	253

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
 Intersection: **Date Palm** at **Mc Callum** Time Period: **2035 Weekday PM**

Link Inputs							Turn Move Inputs						
North							3	933	60				
	1264	829					SR	ST	SL				
370			434				EL		WR	48			
560			512				ET		WT	2			
	1260	714					ER		WL	67			
							NL	NT	NR				
In - Out	2972	2971	1				3	480	51				

					RowTt	Target		To N	To S	To E	To W		
From N	0	933	60	3	996	1264		0	1184	76	4		
From S	480	0	51	3	534	714		642	0	68	4		
From E	48	67	0	2	117	434		178	249	0	7		
From W	3	3	2	0	8	560		210	210	140	0		
	To N	To S	To E	To W			ColTot	1030	1643	284	15		
							Target	829	1260	512	370		

					RowTt	Target		To N	To S	To E	To W		
From N	0	908	137	92	1138	1264		0	1009	152	103		
From S	517	0	123	97	737	714		501	0	119	94		
From E	143	191	0	180	514	434		121	161	0	152		
From W	169	161	252	0	582	560		163	155	242	0		
	To N	To S	To E	To W			ColTot	784	1325	514	349		
							Target	829	1260	512	370		

					RowTt	Target		To N	To S	To E	To W		
From N	0	960	152	109	1220	1264		0	994	157	113		
From S	529	0	119	100	748	714		505	0	113	95		
From E	128	153	0	161	442	434		126	150	0	158		
From W	172	147	242	0	561	560		172	147	241	0		
	To N	To S	To E	To W			ColTot	802	1291	512	366		
							Target	829	1260	512	370		

					RowTt	Target		To N	To S	To E	To W		
From N	0	970	157	114	1241	1264		0	988	160	116		
From S	522	0	113	96	732	714		509	0	111	94		
From E	130	147	0	160	436	434		129	146	0	159		
From W	177	144	241	0	562	560		177	143	240	0		
	To N	To S	To E	To W			ColTot	815	1277	511	369		
							Target	829	1260	512	370		
							Pct	0.98318	1.0133	0.9985	0.99737		

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	58	480	51	60	933	42	68	204	137	67	173	48
2035	94	509	111	160	988	116	177	240	143	146	159	129

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: 2035 Without Project
Intersection: Date Palm at Ramon Time Period: 2035 Weekday PM

Link Inputs						Turn Move Inputs					
North						158	570	231			
	1082	1382				SR	ST	SL			
1441			1286			EL		WR	167		
1473			1348			ET		WT	856		
	1122	1452				ER		WL	195		
						NL	NT	NR			
In - Out	5293	5293	0			311	834	132			

						RowTt	Target	To N	To S	To E	To W
From N	0	570	231	158	959	1082		0	643	261	178
From S	834	0	132	311	1277	1452		948	0	150	354
From E	167	195	0	856	1218	1286		176	206	0	904
From W	256	206	847	0	1309	1473		288	232	953	0
	To N	To S	To E	To W			ColTot	1413	1081	1364	1436
							Target	1382	1122	1348	1441

						RowTt	Target	To N	To S	To E	To W
From N	0	668	258	179	1104	1082		0	654	252	175
From S	928	0	148	355	1431	1452		941	0	151	360
From E	172	214	0	907	1293	1286		172	213	0	902
From W	282	241	942	0	1465	1473		283	242	948	0
	To N	To S	To E	To W			ColTot	1396	1109	1350	1437
							Target	1382	1122	1348	1441

						RowTt	Target	To N	To S	To E	To W
From N	0	662	252	176	1090	1082		0	657	250	175
From S	932	0	150	361	1443	1452		938	0	151	363
From E	170	215	0	904	1289	1286		169	215	0	902
From W	281	245	946	0	1471	1473		281	245	947	0
	To N	To S	To E	To W			ColTot	1388	1117	1348	1440
							Target	1382	1122	1348	1441

						RowTt	Target	To N	To S	To E	To W
From N	0	660	250	175	1085	1082		0	658	249	174
From S	934	0	151	364	1448	1452		936	0	152	364
From E	169	215	0	903	1287	1286		169	215	0	902
From W	280	246	947	0	1473	1473		280	246	947	0
	To N	To S	To E	To W			ColTot	1384	1120	1348	1441
							Target	1382	1122	1348	1441
							Pct	1.00165	0.9983	0.9999	0.99985

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	311	834	132	231	570	158	256	847	206	195	856	167
2035	364	936	152	249	658	174	280	947	246	215	902	169

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
 Intersection: **Date Palm** at **Dinah Shore** Time Period: **2035 Weekday PM**

Link Inputs						Turn Move Inputs					
North						101	687	156			
	1059	1321				SR	ST	SL			
1355			1156		119	EL		WR	199		
1439			1236		708	ET		WT	718		
	1221	1479			276	ER		WL	100		
						NL	NT	NR			
In - Out	5133	5133	0			352	887	109			

From N	0	687	156	101	RowTt	944	Target	1059	To N	0	To S	771	To E	175	To W	113
From S	887	0	109	352		1348		1479		973	0		120		386	
From E	199	100	0	718		1017		1156		226	114	0		816		
From W	119	276	708	0		1103		1439		155	360	924		0		
	To N	To S	To E	To W					ColTot	1355	1244	1218	1316			
									Target	1321	1221	1236	1355			

From N	0	756	178	117	RowTt	1050	Target	1059	To N	0	To S	762	To E	179	To W	118
From S	949	0	121	398		1468		1479		956	0		122		401	
From E	221	112	0	841		1173		1156		217	110	0		829		
From W	151	353	937	0		1442		1439		151	353	935		0		
	To N	To S	To E	To W					ColTot	1325	1225	1237	1347			
									Target	1321	1221	1236	1355			

From N	0	760	179	118	RowTt	1057	Target	1059	To N	0	To S	761	To E	179	To W	119
From S	953	0	122	403		1479		1479		954	0		122		403	
From E	217	110	0	834		1160		1156		216	109	0		831		
From W	151	351	935	0		1437		1439		151	352	936		0		
	To N	To S	To E	To W					ColTot	1321	1222	1238	1352			
									Target	1321	1221	1236	1355			

From N	0	760	179	119	RowTt	1058	Target	1059	To N	0	To S	761	To E	179	To W	119
From S	954	0	122	404		1480		1479		953	0		122		404	
From E	216	109	0	832		1158		1156		216	109	0		831		
From W	151	352	935	0		1437		1439		151	352	936		0		
	To N	To S	To E	To W					ColTot	1320	1222	1237	1354			
									Target	1321	1221	1236	1355			
									Pct	0.99947	1.0007	1.0009	0.99908			

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	352	887	109	156	687	101	119	708	276	100	718	199
2035	404	953	122	179	761	119	151	936	352	109	831	216

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South
Intersection: Date Palm

at East/West
Victoria

Scenario: 2035 Without Project
Time Period: 2035 Weekday PM

Link Inputs						Turn Move Inputs					
North						8	686	48			
	900	1064				SR	ST	SL			
96			282			EL		WR	61		
106			291			ET		WT	25		
	793	957				ER		WL	15		
						NL	NT	NR			
In - Out	2245	2244	1			60	859	39			

						RowTt	Target	To N	To S	To E	To W
From N	0	686	48	8	742	900		0	832	58	10
From S	859	0	39	60	958	957		858	0	39	60
From E	61	15	0	25	101	282		170	42	0	70
From W	13	56	27	0	96	106		14	62	30	0
	To N	To S	To E	To W			ColTot	1043	936	127	139
							Target	1064	793	291	96

						RowTt	Target	To N	To S	To E	To W
From N	0	705	133	7	845	900		0	751	142	7
From S	876	0	89	41	1006	957		833	0	85	39
From E	174	35	0	48	257	282		190	39	0	53
From W	15	52	68	0	135	106		11	41	53	0
	To N	To S	To E	To W			ColTot	1035	831	280	99
							Target	1064	793	291	96

						RowTt	Target	To N	To S	To E	To W
From N	0	717	147	7	871	900		0	741	152	7
From S	856	0	88	38	983	957		834	0	86	37
From E	196	37	0	51	284	282		194	37	0	51
From W	12	39	56	0	106	106		12	39	55	0
	To N	To S	To E	To W			ColTot	1040	816	293	95
							Target	1064	793	291	96

						RowTt	Target	To N	To S	To E	To W
From N	0	719	151	7	878	900		0	738	155	7
From S	853	0	85	37	976	957		837	0	83	37
From E	199	36	0	51	286	282		196	35	0	51
From W	12	38	55	0	105	106		12	38	55	0
	To N	To S	To E	To W			ColTot	1045	811	294	95
							Target	1064	793	291	96
							Pct	0.98215	1.0231	1.01	0.987

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	60	859	39	48	686	8	13	27	56	15	25	61
2035	37	837	83	155	738	7	12	55	38	35	51	196

Turn Movement Forecast- Row-Column-Sum Method												
Street Alignment:		North/South				East/West		Scenario:		2035 Without Project		
Intersection:		Date Palm		at		Gerald Ford		Time Period:		2035 Weekday PM		
Link Inputs							Turn Move Inputs					
North												
75 723 934 534							42 468 123					
99 875 1257 728							SR ST SL					
							48 EL WR 148					
							30 ET WT 16					
							16 ER WL 236					
In - Out 2613 2612 1							NL NT NR					
							17 662 320					
From N 0 468 123 42 633 723							To N To S To E To W					
From S 662 0 320 17 999 1257							833 0 403 21					
From E 148 236 0 16 400 534							198 315 0 21					
From W 48 16 30 0 94 99							51 17 32 0					
To N To S To E To W							ColTot 1081 866 575 91					
							Target 934 875 728 75					
From N 0 540 178 40 757 723							To N To S To E To W					
From S 720 0 510 18 1247 1257							0 515 170 38					
From E 171 318 0 18 507 534							725 0 514 18					
From W 44 17 40 0 101 99							180 335 0 19					
To N To S To E To W							43 17 39 0					
							ColTot 948 867 723 74					
							Target 934 875 728 75					
From N 0 520 171 38 729 723							To N To S To E To W					
From S 714 0 517 18 1250 1257							0 516 170 38					
From E 177 338 0 19 534 534							719 0 520 18					
From W 42 17 40 0 99 99							177 338 0 19					
To N To S To E To W							42 17 40 0					
							ColTot 938 870 730 75					
							Target 934 875 728 75					
From N 0 518 169 38 725 723							To N To S To E To W					
From S 715 0 519 18 1253 1257							0 516 169 38					
From E 176 340 0 19 535 534							718 0 521 18					
From W 42 17 40 0 99 99							176 339 0 19					
To N To S To E To W							42 17 40 0					
							ColTot 936 873 729 75					
							Target 934 875 728 75					
							Pct 1.00231 0.9973 1.0018 0.99866					
Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	17	662	320	123	468	42	48	30	16	236	16	148
2035	18	718	521	169	516	38	42	40	17	339	19	176

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
Intersection: **Date Palm** at **Perez** Time Period: **2035 Weekday PM**

Link Inputs							Turn Move Inputs						
North							306	444	0				
	868	1260					SR	ST	SL				
397			0				EL		WR	0			
727			0				ET		WT	0			
	625	686					ER		WL	0			
In - Out	2281	2282	-1				NL	NT	NR				
							147	560	0				

From N	0	444	0.1	306	750.1	868		To N	To S	To E	To W		
From S	560	0	0.1	147	707.1	686							
From E	0.1	0.1	0	0.1	0.3	0.1							
From W	442	184	0.1	0	626.1	727							
	To N	To S	To E	To W			ColTot	1057	727	0	497		
							Target	1260	625	0	397		

From N	0	441	0	283	724	868		To N	To S	To E	To W		
From S	648	0	0	114	762	686							
From E	0	0	0	0	0	0							
From W	612	184	0	0	796	727							
	To N	To S	To E	To W			ColTot	1143	697	0	442		
							Target	1260	625	0	397		

From N	0	474	0	305	779	868		To N	To S	To E	To W		
From S	643	0	0	92	736	686							
From E	0	0	0	0	0	0							
From W	617	150	0	0	767	727							
	To N	To S	To E	To W			ColTot	1184	671	0	425		
							Target	1260	625	0	397		

From N	0	492	0	317	809	868		To N	To S	To E	To W		
From S	638	0	0	80	719	686							
From E	0	0	0	0	0	0							
From W	622	133	0	0	755	727							
	To N	To S	To E	To W			ColTot	1208	656	0	416		
							Target	1260	625	0	397		
							Pct	0.95907	1.0497	1.0116	1.04908		

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	147	560	0	0	444	306	442	0	184	0	0	0
2035	77	609	0	0	528	340	599	0	128	0	0	0

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South at East/West Scenario: **2035 Without Project**
 Intersection: Date Palm at East Palm Time Period: **2035 Weekday PM**

Link Inputs							Turn Move Inputs						
North							168	0	422				
	620	705					SR	ST	SL				
1516					1879		EL		WR	527			
1266					1544		ET		WT	1345			
	0	0					ER		WL	0			
							NL	NT	NR				
In - Out	3765	3765	0				0	0	0				

From N	0	0	422	168	590	620	To N	To S	To E	To W
From S	0.1	0	0.1	0.1	0.3	0.1	0	0	443	177
From E	527	0.1	0	1345	1872.1	1879	529	0	0	1350
From W	142	0.1	1119	0	1261.1	1266	143	0	1123	0
	To N	To S	To E	To W			ColTot	672	0	1567
							Target	705	0	1527
									1544	1516

From N	0	0	437	175	612	620	To N	To S	To E	To W
From S	0	0	0	0	0	0	0	0	442	178
From E	555	0	0	1341	1896	1879	550	0	0	1329
From W	150	0	1107	0	1257	1266	151	0	1115	0
	To N	To S	To E	To W			ColTot	701	0	1558
							Target	705	0	1506
									1544	1516

From N	0	0	439	179	617	620	To N	To S	To E	To W
From S	0	0	0	0	0	0	0	0	441	179
From E	553	0	0	1337	1891	1879	550	0	0	1329
From W	152	0	1105	0	1257	1266	153	0	1113	0
	To N	To S	To E	To W			ColTot	703	0	1554
							Target	705	0	1509
									1544	1516

From N	0	0	438	180	618	620	To N	To S	To E	To W
From S	0	0	0	0	0	0	0	0	439	181
From E	552	0	0	1336	1887	1879	549	0	0	1330
From W	153	0	1106	0	1259	1266	154	0	1112	0
	To N	To S	To E	To W			ColTot	703	0	1551
							Target	705	0	1511
									1544	1516
							Pct	0.99763	1.0004	1.0046
									0.99643	

Turn Movements and Traffic Volumes												
Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	0	0	0	422	0	168	142	1119	0	0	1345	527
2035	0	0	0	439	0	181	154	1112	0	0	1330	549

APPENDIX C
Level of Service Worksheets
Existing Conditions

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	334	648	32	107	485	324
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	363	704	35	116	527	352
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total (vph)	363	704	151	879		
Volume Left (vph)	0	0	35	527		
Volume Right (vph)	0	704	0	352		
Hadj (s)	0.03	-0.67	0.08	-0.09		
Departure Headway (s)	6.8	6.1	7.1	6.0		
Degree Utilization, x	0.68	1.19	0.30	1.47		
Capacity (veh/h)	521	600	498	601		
Control Delay (s)	21.9	121.1	13.2	239.2		
Approach Delay (s)	87.4		13.2	239.2		
Approach LOS	F		B	F		
Intersection Summary						
Delay			145.7			
HCM Level of Service			F			
Intersection Capacity Utilization			81.7%	ICU Level of Service	D	
Analysis Period (min)			15			

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	584	0	61	293	157	0	0	535	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor				0.95	0.95		0.97	1.00			0.95	
Frt				1.00	0.97		1.00	1.00			1.00	
Flt Protected				0.95	0.96		0.95	1.00			1.00	
Satd. Flow (prot)				1681	1652		3433	1863			3529	
Flt Permitted				0.95	0.96		0.95	1.00			1.00	
Satd. Flow (perm)				1681	1652		3433	1863			3529	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	635	0	66	318	171	0	0	582	11
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	356	338	0	318	171	0	0	592	0
Turn Type				Perm			Prot					
Protected Phases					8		5	2			6	
Permitted Phases				8								
Actuated Green, G (s)				21.5	21.5		9.5	32.2			18.7	
Effective Green, g (s)				21.5	21.5		9.5	32.2			18.7	
Actuated g/C Ratio				0.35	0.35		0.15	0.52			0.30	
Clearance Time (s)				4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)				586	576		529	972			1070	
v/s Ratio Prot							0.09	0.09			0.17	
v/s Ratio Perm				0.21	0.20							
v/c Ratio				0.61	0.59		0.60	0.18			0.55	
Uniform Delay, d1				16.6	16.5		24.3	7.8			18.0	
Progression Factor				1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2				1.8	1.5		1.9	0.1			0.6	
Delay (s)				18.4	18.0		26.3	7.9			18.6	
Level of Service				B	B		C	A			B	
Approach Delay (s)		0.0			18.2			19.8			18.6	
Approach LOS		A			B			B			B	
Intersection Summary												
HCM Average Control Delay			18.8		HCM Level of Service					B		
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			61.7		Sum of lost time (s)				12.0			
Intersection Capacity Utilization			80.9%		ICU Level of Service				D			
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	0	382	0	0	0	0	414	818	218	966	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.95	0.95					0.95	1.00	1.00	0.95	
Frt		0.85	0.85					1.00	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1510	1504					3539	1583	1770	3539	
Flt Permitted		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1510	1504					3539	1583	1770	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	0	415	0	0	0	0	450	889	237	1050	0
RTOR Reduction (vph)	0	50	50	0	0	0	0	0	568	0	0	0
Lane Group Flow (vph)	0	160	162	0	0	0	0	450	321	237	1050	0
Turn Type	Perm		Perm						Perm	Prot		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2			
Actuated Green, G (s)		9.8	9.8					14.1	14.1	4.1	22.2	
Effective Green, g (s)		9.8	9.8					14.1	14.1	4.1	22.2	
Actuated g/C Ratio		0.25	0.25					0.35	0.35	0.10	0.55	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		370	368					1247	558	181	1964	
v/s Ratio Prot								0.13		c0.13	c0.30	
v/s Ratio Perm		0.11	c0.11						0.20			
v/c Ratio		0.43	0.44					0.36	0.58	1.31	0.53	
Uniform Delay, d1		12.8	12.8					9.6	10.5	17.9	5.6	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.8	0.8					0.2	1.4	173.1	0.3	
Delay (s)		13.6	13.6					9.8	12.0	191.0	5.9	
Level of Service		B	B					A	B	F	A	
Approach Delay (s)		13.6			0.0			11.2			40.0	
Approach LOS		B			A			B			D	
Intersection Summary												
HCM Average Control Delay			23.7									HCM Level of Service C
HCM Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			40.0							8.0		
Intersection Capacity Utilization			80.9%							D		
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	730	126	314	26	17	52	259	583	42	43	950	770
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.89		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1650		1770	5034		1770	5085	1583
Flt Permitted	0.71	1.00	1.00	0.67	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1319	1863	1583	1247	1650		1770	5034		1770	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	793	137	341	28	18	57	282	634	46	47	1033	837
RTOR Reduction (vph)	0	0	132	0	25	0	0	7	0	0	0	650
Lane Group Flow (vph)	793	137	209	28	50	0	282	673	0	47	1033	187
Turn Type	Perm		Perm	Perm			Prot			Prot		Perm
Protected Phases	4				8		5	2		1	6	
Permitted Phases	4		4	8								6
Actuated Green, G (s)	62.0	62.0	62.0	62.0	62.0		12.0	30.1		6.7	24.8	24.8
Effective Green, g (s)	62.0	62.0	62.0	62.0	62.0		12.0	30.1		6.7	24.8	24.8
Actuated g/C Ratio	0.56	0.56	0.56	0.56	0.56		0.11	0.27		0.06	0.22	0.22
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	738	1042	886	698	923		192	1368		107	1138	354
v/s Ratio Prot		0.07			0.03		0.16	0.13		0.03	0.20	
v/s Ratio Perm	0.60		0.13	0.02								0.12
v/c Ratio	1.07	0.13	0.24	0.04	0.05		1.47	0.49		0.44	0.91	0.53
Uniform Delay, d1	24.4	11.6	12.4	11.0	11.1		49.4	33.9		50.2	41.9	37.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	55.0	0.1	0.1	0.0	0.0		237.1	0.3		2.9	10.4	1.4
Delay (s)	79.4	11.7	12.5	11.0	11.1		286.5	34.2		53.1	52.3	39.3
Level of Service	E	B	B	B	B		F	C		D	D	D
Approach Delay (s)		54.1			11.1			108.2			46.7	
Approach LOS		D			B			F			D	
Intersection Summary												
HCM Average Control Delay			61.9			HCM Level of Service				E		
HCM Volume to Capacity ratio			1.08									
Actuated Cycle Length (s)			110.8			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			89.8%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	128	383	141	82	431	374	66	455	112	316	1037	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	4934		1770	5021	
Flt Permitted	0.25	1.00	1.00	0.32	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	472	1863	1583	590	1863	1583	1770	4934		1770	5021	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	139	416	153	89	468	407	72	495	122	343	1127	104
RTOR Reduction (vph)	0	0	101	0	0	267	0	60	0	0	13	0
Lane Group Flow (vph)	139	416	52	89	468	140	72	557	0	343	1218	0
Turn Type	Perm		Perm	Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)	21.5	21.5	21.5	21.5	21.5	21.5	3.2	15.8		13.4	26.0	
Effective Green, g (s)	21.5	21.5	21.5	21.5	21.5	21.5	3.2	15.8		13.4	26.0	
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34	0.34	0.05	0.25		0.21	0.41	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	162	639	543	202	639	543	90	1243		378	2082	
v/s Ratio Prot		0.22			0.25		0.04	0.11		c0.19	c0.24	
v/s Ratio Perm	c0.29		0.03	0.15		0.09						
v/c Ratio	0.86	0.65	0.10	0.44	0.73	0.26	0.80	0.45		0.91	0.58	
Uniform Delay, d1	19.2	17.4	14.0	15.9	18.1	14.8	29.4	19.8		24.0	14.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	33.5	2.4	0.1	1.5	4.3	0.3	38.2	0.3		24.6	0.4	
Delay (s)	52.7	19.8	14.1	17.5	22.4	15.1	67.6	20.0		48.7	14.6	
Level of Service	D	B	B	B	C	B	E	C		D	B	
Approach Delay (s)		25.0			18.9			25.0			22.0	
Approach LOS		C			B			C			C	
Intersection Summary												
HCM Average Control Delay			22.3				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			62.7				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			71.9%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	81	82	73	60	101	34	91	782	74	51	626	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.93		1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1731		1770	1792		1770	5020		1770	5029	
Flt Permitted	0.66	1.00		0.65	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1236	1731		1212	1792		1770	5020		1770	5029	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	88	89	79	65	110	37	99	850	80	55	680	54
RTOR Reduction (vph)	0	65	0	0	30	0	0	18	0	0	16	0
Lane Group Flow (vph)	88	103	0	65	117	0	99	912	0	55	718	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	6.3	6.3		6.3	6.3		2.8	15.6		1.8	14.6	
Effective Green, g (s)	6.3	6.3		6.3	6.3		2.8	15.6		1.8	14.6	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.08	0.44		0.05	0.41	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	218	305		214	316		139	2194		89	2057	
v/s Ratio Prot		0.06			0.07		c0.06	c0.18		0.03	0.14	
v/s Ratio Perm	c0.07			0.05								
v/c Ratio	0.40	0.34		0.30	0.37		0.71	0.42		0.62	0.35	
Uniform Delay, d1	13.0	12.9		12.8	13.0		16.1	6.9		16.6	7.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	0.7		0.8	0.7		15.8	0.1		12.1	0.1	
Delay (s)	14.3	13.5		13.6	13.7		31.9	7.0		28.7	7.4	
Level of Service	B	B		B	B		C	A		C	A	
Approach Delay (s)		13.8			13.7			9.4			8.9	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay			10.1			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.40									
Actuated Cycle Length (s)			35.7			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			45.5%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	163	650	173	196	596	73	196	480	125	272	953	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	5002		3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	5002		3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	177	707	188	213	648	79	213	522	136	296	1036	216
RTOR Reduction (vph)	0	0	139	0	15	0	0	0	91	0	0	149
Lane Group Flow (vph)	177	707	49	213	712	0	213	522	45	296	1036	67
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	14.1	24.4	24.4	13.1	23.4		11.0	25.1	25.1	15.1	29.2	29.2
Effective Green, g (s)	14.1	24.4	24.4	13.1	23.4		11.0	25.1	25.1	15.1	29.2	29.2
Actuated g/C Ratio	0.15	0.26	0.26	0.14	0.25		0.12	0.27	0.27	0.16	0.31	0.31
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	266	922	412	247	1249		403	948	424	285	1103	493
v/s Ratio Prot	0.10	c0.20		c0.12	0.14		0.06	0.15		c0.17	c0.29	
v/s Ratio Perm			0.03						0.03			0.04
v/c Ratio	0.67	0.77	0.12	0.86	0.57		0.53	0.55	0.11	1.04	0.94	0.14
Uniform Delay, d1	37.6	32.0	26.4	39.4	30.7		38.9	29.5	25.9	39.3	31.4	23.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.2	3.9	0.1	25.2	0.6		1.3	0.7	0.1	63.7	14.6	0.1
Delay (s)	43.7	35.9	26.6	64.6	31.4		40.2	30.2	26.0	103.0	46.0	23.3
Level of Service	D	D	C	E	C		D	C	C	F	D	C
Approach Delay (s)		35.5			38.9			31.9			53.7	
Approach LOS		D			D			C			D	
Intersection Summary												
HCM Average Control Delay			41.9			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			93.7			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			74.1%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	326	440	74	289	880	88	90	753	287	99	778	264
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3539	1583	3433	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	354	478	80	314	957	96	98	818	312	108	846	287
RTOR Reduction (vph)	0	0	58	0	0	68	0	0	227	0	0	0
Lane Group Flow (vph)	354	478	22	314	957	28	98	818	85	108	846	287
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			Free
Actuated Green, G (s)	19.4	24.9	24.9	20.5	26.0	26.0	3.9	24.3	24.3	4.0	24.4	89.7
Effective Green, g (s)	19.4	24.9	24.9	20.5	26.0	26.0	3.9	24.3	24.3	4.0	24.4	89.7
Actuated g/C Ratio	0.22	0.28	0.28	0.23	0.29	0.29	0.04	0.27	0.27	0.04	0.27	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	383	982	439	405	1026	459	149	959	429	153	1383	1583
v/s Ratio Prot	c0.20	0.14		0.18	c0.27		0.03	c0.23		c0.03	0.17	
v/s Ratio Perm			0.01			0.02			0.05			c0.18
v/c Ratio	0.92	0.49	0.05	0.78	0.93	0.06	0.66	0.85	0.20	0.71	0.61	0.18
Uniform Delay, d1	34.4	27.1	23.7	32.4	31.0	23.0	42.2	31.0	25.2	42.3	28.5	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.6	0.4	0.0	9.0	14.6	0.1	10.0	7.4	0.2	13.8	0.8	0.3
Delay (s)	62.1	27.4	23.8	41.4	45.6	23.1	52.3	38.4	25.4	56.1	29.3	0.3
Level of Service	E	C	C	D	D	C	D	D	C	E	C	A
Approach Delay (s)		40.6			43.0			36.2			24.9	
Approach LOS		D			D			D			C	
Intersection Summary												
HCM Average Control Delay			36.1			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			89.7			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			79.9%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

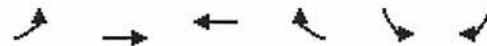
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	13	34	47	19	182	19	354	19	156	672	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt		0.90		1.00	0.86		1.00	0.99		1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1682		1770	1610		1770	3512		1770	3539	1583
Flt Permitted		0.99		0.74	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1665		1380	1610		1770	3512		1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	14	37	51	21	198	21	385	21	170	730	1
RTOR Reduction (vph)	0	32	0	0	170	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	20	0	51	49	0	21	400	0	170	730	1
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Actuated Green, G (s)		5.4		5.4	5.4		0.6	14.2		6.5	20.1	20.1
Effective Green, g (s)		5.4		5.4	5.4		0.6	14.2		6.5	20.1	20.1
Actuated g/C Ratio		0.14		0.14	0.14		0.02	0.37		0.17	0.53	0.53
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		236		196	228		28	1309		302	1867	835
v/s Ratio Prot					0.03		0.01	0.11		c0.10	c0.21	
v/s Ratio Perm		0.01		c0.04								0.00
v/c Ratio		0.09		0.26	0.22		0.75	0.31		0.56	0.39	0.00
Uniform Delay, d1		14.2		14.6	14.5		18.7	8.5		14.5	5.4	4.3
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.2		0.7	0.5		71.8	0.1		2.4	0.1	0.0
Delay (s)		14.4		15.3	14.9		90.5	8.6		16.9	5.5	4.3
Level of Service		B		B	B		F	A		B	A	A
Approach Delay (s)		14.4			15.0			12.6			7.6	
Approach LOS		B			B			B			A	
Intersection Summary												
HCM Average Control Delay			10.3			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			38.1			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			44.2%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	42	13	348	29	113	7	238	153	127	501	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		0.95	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.94		1.00	0.98	
Flt Protected	0.95	1.00		0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1769	3415		1681	1698	1583	1770	3332		1770	3486	
Flt Permitted	0.61	1.00		0.72	0.72	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1143	3415		1267	1266	1583	1770	3332		1770	3486	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	46	14	378	32	123	8	259	166	138	545	61
RTOR Reduction (vph)	0	10	0	0	0	87	0	115	0	0	12	0
Lane Group Flow (vph)	25	50	0	204	206	36	8	310	0	138	594	0
Confl. Peds. (#/hr)	1											
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	12.6	12.6		12.6	12.6	12.6	0.6	13.2		5.3	17.9	
Effective Green, g (s)	12.6	12.6		12.6	12.6	12.6	0.6	13.2		5.3	17.9	
Actuated g/C Ratio	0.29	0.29		0.29	0.29	0.29	0.01	0.31		0.12	0.42	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	334	998		370	370	463	25	1020		218	1448	
v/s Ratio Prot		0.01					0.00	0.09		c0.08	c0.17	
v/s Ratio Perm	0.02			0.16	c0.16	0.02						
v/c Ratio	0.07	0.05		0.55	0.56	0.08	0.32	0.30		0.63	0.41	
Uniform Delay, d1	11.0	11.0		12.9	12.9	11.0	21.0	11.4		18.0	8.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.0		1.8	1.8	0.1	7.3	0.2		5.9	0.2	
Delay (s)	11.1	11.0		14.6	14.7	11.1	28.3	11.6		23.9	9.1	
Level of Service	B	B		B	B	B	C	B		C	A	
Approach Delay (s)		11.0			13.9			11.9			11.8	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			12.4				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			43.1				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			46.0%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	196	188	115	218	455	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	213	204	125	237	495	527
RTOR Reduction (vph)	0	175	0	0	0	292
Lane Group Flow (vph)	213	29	125	237	495	235
Turn Type	Perm		Prot	Perm		
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	6.1	6.1	5.4	28.3	18.9	18.9
Effective Green, g (s)	6.1	6.1	5.4	28.3	18.9	18.9
Actuated g/C Ratio	0.14	0.14	0.13	0.67	0.45	0.45
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	494	228	225	2362	1578	706
v/s Ratio Prot	c0.06		c0.07	0.07	0.14	
v/s Ratio Perm		0.02				c0.15
v/c Ratio	0.43	0.13	0.56	0.10	0.31	0.33
Uniform Delay, d1	16.6	15.8	17.4	2.5	7.6	7.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.3	3.0	0.0	0.1	0.3
Delay (s)	17.2	16.1	20.3	2.5	7.7	7.9
Level of Service	B	B	C	A	A	A
Approach Delay (s)	16.6			8.7	7.8	
Approach LOS	B			A	A	
Intersection Summary						
HCM Average Control Delay			10.0	HCM Level of Service	 A	
HCM Volume to Capacity ratio			0.39			
Actuated Cycle Length (s)			42.4	Sum of lost time (s)	12.0	
Intersection Capacity Utilization			43.1%	ICU Level of Service	A	
Analysis Period (min)			15			
c Critical Lane Group						



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	88	860	737	256	509	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.94	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1583	4990	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1583	4990	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	96	935	801	278	553	92
RTOR Reduction (vph)	0	0	0	179	0	68
Lane Group Flow (vph)	96	935	801	99	553	24
Turn Type	Prot			Prot		Perm
Protected Phases	7	4	8	8	6	
Permitted Phases						6
Actuated Green, G (s)	2.5	20.1	13.6	13.6	10.0	10.0
Effective Green, g (s)	2.5	20.1	13.6	13.6	10.0	10.0
Actuated g/C Ratio	0.07	0.53	0.36	0.36	0.26	0.26
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	225	2683	1815	565	1310	415
v/s Ratio Prot	0.03	c0.18	c0.16	0.06	c0.11	
v/s Ratio Perm						0.02
v/c Ratio	0.43	0.35	0.44	0.18	0.42	0.06
Uniform Delay, d1	17.1	5.2	9.4	8.4	11.7	10.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	0.1	0.2	0.1	0.2	0.1
Delay (s)	18.4	5.3	9.5	8.6	11.9	10.6
Level of Service	B	A	A	A	B	B
Approach Delay (s)		6.5	9.3		11.7	
Approach LOS		A	A		B	
Intersection Summary						
HCM Average Control Delay			8.8	HCM Level of Service		A
HCM Volume to Capacity ratio			0.45			
Actuated Cycle Length (s)			38.1	Sum of lost time (s)		12.0
Intersection Capacity Utilization			37.3%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	114	295	62	361	493	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	124	321	67	392	536	35
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total (vph)	124	321	460	571		
Volume Left (vph)	0	0	67	536		
Volume Right (vph)	0	321	0	35		
Hadj (s)	0.03	-0.67	0.06	0.19		
Departure Headway (s)	7.5	6.8	6.8	6.7		
Degree Utilization, x	0.26	0.60	0.87	1.06		
Capacity (veh/h)	474	516	522	546		
Control Delay (s)	11.8	18.3	39.1	82.0		
Approach Delay (s)	16.5		39.1	82.0		
Approach LOS	C		E	F		
Intersection Summary						
Delay			48.9			
HCM Level of Service			E			
Intersection Capacity Utilization			65.0%	ICU Level of Service	C	
Analysis Period (min)			15			

EX-Ex Geos
2: I-10 WB Ramps & Date Palm Dr

PM Peak Hour
5/1/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	714	1	228	561	377	0	0	315	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor				0.95	0.95		0.97	1.00			0.95	
Frt				1.00	0.93		1.00	1.00			0.99	
Flt Protected				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (prot)				1681	1597		3433	1863			3498	
Flt Permitted				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (perm)				1681	1597		3433	1863			3498	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	776	1	248	610	410	0	0	342	29
RTOR Reduction (vph)	0	0	0	0	26	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	0	0	528	471	0	610	410	0	0	364	0
Turn Type				Perm			Prot					
Protected Phases					8		5	2			6	
Permitted Phases				8								
Actuated Green, G (s)				33.4	33.4		20.5	39.4			14.9	
Effective Green, g (s)				33.4	33.4		20.5	39.4			14.9	
Actuated g/C Ratio				0.41	0.41		0.25	0.49			0.18	
Clearance Time (s)				4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)				695	660		871	908			645	
v/s Ratio Prot							c0.18	0.22			c0.10	
v/s Ratio Perm				c0.31	0.29							
v/c Ratio				0.76	0.71		0.70	0.45			0.57	
Uniform Delay, d1				20.3	19.7		27.4	13.6			30.0	
Progression Factor				1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2				4.8	3.7		2.6	0.4			1.1	
Delay (s)				25.1	23.4		29.9	14.0			31.1	
Level of Service				C	C		C	B			C	
Approach Delay (s)		0.0			24.2			23.5			31.1	
Approach LOS		A			C			C			C	
Intersection Summary												
HCM Average Control Delay			25.0			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			80.8			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			78.1%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	1	340	0	0	0	0	962	890	95	972	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.95	0.95					0.95	1.00	1.00	0.95	
Frt		0.86	0.85					1.00	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1519	1504					3539	1583	1770	3539	
Flt Permitted		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1519	1504					3539	1583	1770	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	1	370	0	0	0	0	1046	967	103	1057	0
RTOR Reduction (vph)	0	53	53	0	0	0	0	0	512	0	0	0
Lane Group Flow (vph)	0	140	139	0	0	0	0	1046	455	103	1057	0
Turn Type	Perm		Perm						Perm	Prot		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2			
Actuated Green, G (s)		7.6	7.6					17.6	17.6	2.9	24.5	
Effective Green, g (s)		7.6	7.6					17.6	17.6	2.9	24.5	
Actuated g/C Ratio		0.19	0.19					0.44	0.44	0.07	0.61	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		288	285					1553	695	128	2162	
v/s Ratio Prot								c0.30		c0.06	0.30	
v/s Ratio Perm		0.09	c0.09						0.29			
v/c Ratio		0.49	0.49					0.67	0.65	0.80	0.49	
Uniform Delay, d1		14.5	14.5					9.0	8.9	18.3	4.3	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.3	1.3					1.2	2.2	29.5	0.2	
Delay (s)		15.8	15.8					10.1	11.1	47.8	4.5	
Level of Service		B	B					B	B	D	A	
Approach Delay (s)		15.8			0.0			10.6			8.3	
Approach LOS		B			A			B			A	
Intersection Summary												
HCM Average Control Delay			10.4									HCM Level of Service B
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			40.1								12.0	Sum of lost time (s)
Intersection Capacity Utilization			78.1%									ICU Level of Service D
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	693	94	284	24	20	34	259	844	61	35	650	728
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.91		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1688		1770	5034		1770	5085	1583
Flt Permitted	0.72	1.00	1.00	0.69	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1338	1863	1583	1287	1688		1770	5034		1770	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	753	102	309	26	22	37	282	917	66	38	707	791
RTOR Reduction (vph)	0	0	135	0	16	0	0	7	0	0	0	613
Lane Group Flow (vph)	753	102	174	26	43	0	282	976	0	38	707	178
Turn Type	Perm		Perm	Perm			Prot			Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								6
Actuated Green, G (s)	62.0	62.0	62.0	62.0	62.0		12.0	31.8		5.1	24.9	24.9
Effective Green, g (s)	62.0	62.0	62.0	62.0	62.0		12.0	31.8		5.1	24.9	24.9
Actuated g/C Ratio	0.56	0.56	0.56	0.56	0.56		0.11	0.29		0.05	0.22	0.22
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	748	1042	885	720	944		192	1443		81	1142	355
v/s Ratio Prot		0.05			0.03		c0.16	c0.19		0.02	0.14	
v/s Ratio Perm	c0.56		0.11	0.02								0.11
v/c Ratio	1.01	0.10	0.20	0.04	0.05		1.47	0.68		0.47	0.62	0.50
Uniform Delay, d1	24.5	11.4	12.1	11.0	11.1		49.5	35.0		51.6	38.7	37.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	34.6	0.0	0.1	0.0	0.0		237.1	1.3		4.2	1.0	1.1
Delay (s)	59.0	11.4	12.2	11.0	11.1		286.5	36.3		55.8	39.7	38.7
Level of Service	E	B	B	B	B		F	D		E	D	D
Approach Delay (s)		42.4			11.1			92.1			39.6	
Approach LOS		D			B			F			D	
Intersection Summary												
HCM Average Control Delay			56.2			HCM Level of Service				E		
HCM Volume to Capacity ratio			0.96									
Actuated Cycle Length (s)			110.9			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			82.0%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	168	136	110	25	166	268	136	1039	35	194	714	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5060		1770	4991	
Flt Permitted	0.62	1.00	1.00	0.66	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1160	1863	1583	1235	1863	1583	1770	5060		1770	4991	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	183	148	120	27	180	291	148	1129	38	211	776	110
RTOR Reduction (vph)	0	0	89	0	0	215	0	5	0	0	24	0
Lane Group Flow (vph)	183	148	31	27	180	76	148	1162	0	211	862	0
Turn Type	Perm		Perm	Perm	Perm		Prot	Prot		Prot		
Protected Phases	4				8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)	14.1	14.1	14.1	14.1	14.1	14.1	6.1	17.2		10.9	22.0	
Effective Green, g (s)	14.1	14.1	14.1	14.1	14.1	14.1	6.1	17.2		10.9	22.0	
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.32		0.20	0.41	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	302	485	412	321	485	412	199	1606		356	2026	
v/s Ratio Prot		0.08			0.10		c0.08	c0.23		c0.12	0.17	
v/s Ratio Perm	c0.16		0.02	0.02		0.05						
v/c Ratio	0.61	0.31	0.08	0.08	0.37	0.18	0.74	0.72		0.59	0.43	
Uniform Delay, d1	17.6	16.1	15.1	15.2	16.4	15.6	23.3	16.4		19.6	11.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.4	0.4	0.1	0.1	0.5	0.2	14.0	1.6		2.6	0.1	
Delay (s)	21.0	16.5	15.2	15.3	16.9	15.8	37.2	18.0		22.3	11.7	
Level of Service	C	B	B	B	B	B	D	B		C	B	
Approach Delay (s)		18.0			16.2			20.2			13.7	
Approach LOS		B			B			C			B	
Intersection Summary												
HCM Average Control Delay			17.2				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			54.2				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			63.0%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	68	204	137	67	173	48	58	480	51	60	933	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.94		1.00	0.97		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1751		1770	1802		1770	5013		1770	5052	
Flt Permitted	0.58	1.00		0.38	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1082	1751		701	1802		1770	5013		1770	5052	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	74	222	149	73	188	52	63	522	55	65	1014	46
RTOR Reduction (vph)	0	50	0	0	21	0	0	24	0	0	9	0
Lane Group Flow (vph)	74	321	0	73	219	0	63	553	0	65	1051	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	12.2	12.2		12.2	12.2		3.0	14.7		3.0	14.7	
Effective Green, g (s)	12.2	12.2		12.2	12.2		3.0	14.7		3.0	14.7	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.07	0.35		0.07	0.35	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	315	510		204	525		127	1759		127	1772	
v/s Ratio Prot		c0.18			0.12		0.04	0.11		c0.04	c0.21	
v/s Ratio Perm	0.07			0.10								
v/c Ratio	0.23	0.63		0.36	0.42		0.50	0.31		0.51	0.59	
Uniform Delay, d1	11.3	12.9		11.8	12.0		18.7	9.9		18.7	11.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	2.4		1.1	0.5		3.0	0.1		3.5	0.5	
Delay (s)	11.7	15.3		12.8	12.5		21.8	10.0		22.2	11.7	
Level of Service	B	B		B	B		C	B		C	B	
Approach Delay (s)		14.7			12.6			11.2			12.3	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			12.5			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			41.9			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			58.4%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	256	847	206	195	856	167	311	834	132	231	570	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	4960		3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	4960		3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	278	921	224	212	930	182	338	907	143	251	620	172
RTOR Reduction (vph)	0	0	161	0	29	0	0	0	54	0	0	121
Lane Group Flow (vph)	278	921	63	212	1083	0	338	907	89	251	620	51
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	17.5	27.9	27.9	13.0	23.4		13.3	27.8	27.8	15.0	29.5	29.5
Effective Green, g (s)	17.5	27.9	27.9	13.0	23.4		13.3	27.8	27.8	15.0	29.5	29.5
Actuated g/C Ratio	0.18	0.28	0.28	0.13	0.23		0.13	0.28	0.28	0.15	0.30	0.30
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	311	990	443	231	1164		458	987	441	266	1047	468
v/s Ratio Prot	c0.16	c0.26		0.12	0.22		0.10	c0.26		c0.14	0.18	
v/s Ratio Perm			0.04						0.06			0.03
v/c Ratio	0.89	0.93	0.14	0.92	0.93		0.74	0.92	0.20	0.94	0.59	0.11
Uniform Delay, d1	40.2	35.0	26.9	42.8	37.4		41.5	34.9	27.5	41.9	30.0	25.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	26.0	14.7	0.1	37.1	13.0		6.1	13.0	0.2	39.8	0.9	0.1
Delay (s)	66.2	49.6	27.1	80.0	50.3		47.6	47.9	27.7	81.8	30.9	25.6
Level of Service	E	D	C	E	D		D	D	C	F	C	C
Approach Delay (s)		49.3			55.1			45.8			42.3	
Approach LOS		D			E			D			D	
Intersection Summary												
HCM Average Control Delay			48.4			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			99.7			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			83.6%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

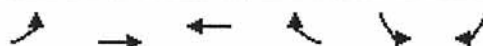
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	119	708	276	100	718	199	352	887	109	156	687	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3539	1583	3433	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	129	770	300	109	780	216	383	964	118	170	747	110
RTOR Reduction (vph)	0	0	208	0	0	151	0	0	80	0	0	0
Lane Group Flow (vph)	129	770	92	109	780	65	383	964	38	170	747	110
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			Free
Actuated Green, G (s)	6.2	22.3	22.3	6.0	22.1	22.1	11.4	23.8	23.8	5.0	17.4	73.1
Effective Green, g (s)	6.2	22.3	22.3	6.0	22.1	22.1	11.4	23.8	23.8	5.0	17.4	73.1
Actuated g/C Ratio	0.08	0.31	0.31	0.08	0.30	0.30	0.16	0.33	0.33	0.07	0.24	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	150	1080	483	145	1070	479	535	1152	515	235	1210	1583
v/s Ratio Prot	c0.07	0.22		0.06	c0.22		c0.11	c0.27		0.05	0.15	
v/s Ratio Perm			0.06			0.04			0.02			c0.07
v/c Ratio	0.86	0.71	0.19	0.75	0.73	0.14	0.72	0.84	0.07	0.72	0.62	0.07
Uniform Delay, d1	33.0	22.6	18.7	32.8	22.8	18.6	29.3	22.8	17.0	33.4	24.9	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	35.7	2.3	0.2	19.5	2.5	0.1	4.5	5.4	0.1	10.5	0.9	0.1
Delay (s)	68.8	24.8	18.9	52.3	25.3	18.7	33.8	28.3	17.1	43.9	25.8	0.1
Level of Service	E	C	B	D	C	B	C	C	B	D	C	A
Approach Delay (s)		28.1			26.7			28.8			26.1	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM Average Control Delay			27.6				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			73.1				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			68.7%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	27	56	15	25	61	60	589	39	48	686	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt		0.92		1.00	0.89		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1704		1770	1664		1770	3507		1770	3539	1583
Flt Permitted		0.93		1.00	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1603		1863	1664		1770	3507		1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	29	61	16	27	66	65	640	42	52	746	9
RTOR Reduction (vph)	0	55	0	0	59	0	0	6	0	0	0	5
Lane Group Flow (vph)	0	49	0	16	34	0	65	676	0	52	746	4
Turn Type	Perm			Perm			Prot			Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Actuated Green, G (s)		3.4		3.4	3.4		1.7	16.1		2.1	16.5	16.5
Effective Green, g (s)		3.4		3.4	3.4		1.7	16.1		2.1	16.5	16.5
Actuated g/C Ratio		0.10		0.10	0.10		0.05	0.48		0.06	0.49	0.49
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		162		189	168		90	1680		111	1738	777
v/s Ratio Prot					0.02		c0.04	0.19		0.03	c0.21	
v/s Ratio Perm		c0.03		0.01								0.00
v/c Ratio		0.30		0.08	0.20		0.72	0.40		0.47	0.43	0.01
Uniform Delay, d1		14.0		13.7	13.9		15.7	5.6		15.2	5.5	4.4
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		1.1		0.2	0.6		24.7	0.2		3.1	0.2	0.0
Delay (s)		15.1		13.9	14.4		40.4	5.8		18.3	5.7	4.4
Level of Service		B		B	B		D	A		B	A	A
Approach Delay (s)		15.1			14.4			8.8			6.5	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay		8.5		HCM Level of Service			A					
HCM Volume to Capacity ratio		0.37										
Actuated Cycle Length (s)		33.6		Sum of lost time (s)			8.0					
Intersection Capacity Utilization		44.5%		ICU Level of Service			A					
Analysis Period (min)		15										
c Critical Lane Group												

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	48	30	16	236	16	148	17	662	320	123	468	42	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0		
Lane Util. Factor	1.00	0.95		0.95	0.95	1.00	1.00	0.95		1.00	0.95		
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.95		1.00	0.99		
Flt Protected	0.95	1.00		0.95	0.96	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1770	3359		1681	1695	1583	1770	3366		1770	3495		
Flt Permitted	0.66	1.00		0.72	0.71	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (perm)	1238	3359		1279	1265	1583	1770	3366		1770	3495		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	52	33	17	257	17	161	18	720	348	134	509	46	
RTOR Reduction (vph)	0	13	0	0	0	126	0	78	0	0	8	0	
Lane Group Flow (vph)	52	37	0	136	138	35	18	990	0	134	547	0	
Turn Type	Perm			Perm			Perm			Prot			
Protected Phases	4			8			5		2		1 6		
Permitted Phases	4			8		8							
Actuated Green, G (s)	10.4	10.4		10.4	10.4	10.4	0.7	20.5		5.0	24.8		
Effective Green, g (s)	10.4	10.4		10.4	10.4	10.4	0.7	20.5		5.0	24.8		
Actuated g/C Ratio	0.22	0.22		0.22	0.22	0.22	0.01	0.43		0.10	0.52		
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	269	729		278	275	344	26	1441		185	1810		
v/s Ratio Prot		0.01					0.01	c0.29		c0.08	0.16		
v/s Ratio Perm	0.04			0.11	c0.11	0.02							
v/c Ratio	0.19	0.05		0.49	0.50	0.10	0.69	0.69		0.72	0.30		
Uniform Delay, d1	15.3	14.8		16.4	16.5	15.0	23.5	11.1		20.8	6.6		
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.4	0.0		1.4	1.4	0.1	57.6	1.4		13.1	0.1		
Delay (s)	15.7	14.9		17.8	17.9	15.1	81.1	12.5		33.9	6.7		
Level of Service	B	B		B	B	B	F	B		C	A		
Approach Delay (s)		15.3			16.8			13.6			12.0		
Approach LOS		B			B			B			B		
Intersection Summary													
HCM Average Control Delay	13.8			HCM Level of Service			B						
HCM Volume to Capacity ratio	0.64												
Actuated Cycle Length (s)	47.9			Sum of lost time (s)			12.0						
Intersection Capacity Utilization	59.0%			ICU Level of Service			B						
Analysis Period (min)	15												
c Critical Lane Group													



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	442	184	147	560	444	306
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	480	200	160	609	483	333
RTOR Reduction (vph)	0	145	0	0	0	228
Lane Group Flow (vph)	480	55	160	609	483	105
Turn Type	Perm		Prot	Perm		
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	12.0	12.0	5.9	23.7	13.8	13.8
Effective Green, g (s)	12.0	12.0	5.9	23.7	13.8	13.8
Actuated g/C Ratio	0.27	0.27	0.14	0.54	0.32	0.32
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	943	435	239	1919	1118	500
v/s Ratio Prot	c0.14		c0.09	0.17	c0.14	
v/s Ratio Perm		0.03				0.07
v/c Ratio	0.51	0.13	0.67	0.32	0.43	0.21
Uniform Delay, d1	13.4	11.9	18.0	5.5	11.8	11.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.1	6.9	0.1	0.3	0.2
Delay (s)	13.8	12.0	24.9	5.6	12.1	11.2
Level of Service	B	B	C	A	B	B
Approach Delay (s)	13.3			9.6	11.7	
Approach LOS	B			A	B	
Intersection Summary						
HCM Average Control Delay			11.5	HCM Level of Service		B
HCM Volume to Capacity ratio			0.51			
Actuated Cycle Length (s)			43.7	Sum of lost time (s)		12.0
Intersection Capacity Utilization			43.0%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	142	1119	1345	527	422	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.94	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1583	4990	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1583	4990	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	154	1216	1462	573	459	183
RTOR Reduction (vph)	0	0	0	348	0	141
Lane Group Flow (vph)	154	1216	1462	225	459	42
Turn Type	Prot			Prot		Perm
Protected Phases	7	4	8	8	6	
Permitted Phases						6
Actuated Green, G (s)	3.8	24.1	16.3	16.3	9.5	9.5
Effective Green, g (s)	3.8	24.1	16.3	16.3	9.5	9.5
Actuated g/C Ratio	0.09	0.58	0.39	0.39	0.23	0.23
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	314	2946	1992	620	1140	362
v/s Ratio Prot	0.04	c0.24	c0.29	0.14	c0.09	
v/s Ratio Perm						0.03
v/c Ratio	0.49	0.41	0.73	0.36	0.40	0.12
Uniform Delay, d1	18.0	4.8	10.8	9.0	13.6	12.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	0.1	1.4	0.4	0.2	0.1
Delay (s)	19.2	4.9	12.2	9.3	13.9	12.9
Level of Service	B	A	B	A	B	B
Approach Delay (s)		6.5	11.4		13.6	
Approach LOS		A	B		B	
Intersection Summary						
HCM Average Control Delay			10.1		HCM Level of Service	B
HCM Volume to Capacity ratio			0.61			
Actuated Cycle Length (s)			41.6		Sum of lost time (s)	12.0
Intersection Capacity Utilization			48.1%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

APPENDIX D
Level of Service Worksheets
Future Conditions with Existing Configurations

Bulldout-Ex Geos
1: Varner Rd & Date Palm Dr

AM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Sign Control	Stop			Stop	Stop	
Volume (vph)	508	1173	93	201	485	324
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	552	1275	101	218	527	352
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total (vph)	552	1275	320	879		
Volume Left (vph)	0	0	101	527		
Volume Right (vph)	0	1275	0	352		
Hadj (s)	0.03	-0.67	0.10	-0.09		
Departure Headway (s)	7.2	6.5	7.2	6.5		
Degree Utilization, x	1.10	2.30	0.64	1.58		
Capacity (veh/h)	514	567	490	562		
Control Delay (s)	95.7	602.8	22.0	286.4		
Approach Delay (s)	449.6		22.0	286.4		
Approach LOS	F		C	F		
Intersection Summary						
Delay			357.0			
HCM Level of Service			F			
Intersection Capacity Utilization			99.2%	ICU Level of Service	F	
Analysis Period (min)			15			

Buildout-Ex Geos
2: I-10 WB Ramps & Date Palm Dr

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	994	0	370	585	592	0	0	1287	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor				0.95	0.95		0.97	1.00			0.95	
Flt				1.00	0.92		1.00	1.00			0.99	
Flt Protected				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (prot)				1681	1586		3433	1863			3521	
Flt Permitted				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (perm)				1681	1586		3433	1863			3521	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1080	0	402	636	643	0	0	1399	49
RTOR Reduction (vph)	0	0	0	0	36	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	767	679	0	636	643	0	0	1446	0
Turn Type				Perm			Prot					
Protected Phases					8		5	2			6	
Permitted Phases				8								
Actuated Green, G (s)				51.0	51.0		20.0	71.0			47.0	
Effective Green, g (s)				51.0	51.0		20.0	71.0			47.0	
Actuated g/C Ratio				0.39	0.39		0.15	0.55			0.36	
Clearance Time (s)				4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)				659	622		528	1017			1273	
v/s Ratio Prot							c0.19	0.35			c0.41	
v/s Ratio Perm				c0.46	0.43							
v/c Ratio				1.16	1.09		1.20	0.63			1.14	
Uniform Delay, d1				39.5	39.5		55.0	20.4			41.5	
Progression Factor				1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2				89.7	63.7		109.0	1.3			71.3	
Delay (s)				129.2	103.2		164.0	21.7			112.8	
Level of Service				F	F		F	C			F	
Approach Delay (s)		0.0			116.6			92.5			112.8	
Approach LOS		A			F			F			F	
Intersection Summary												
HCM Average Control Delay			108.0			HCM Level of Service			F			
HCM Volume to Capacity ratio			1.16									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			124.8%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												

3: I-10 EB Ramps & Date Palm Dr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	104	1	696	0	0	0	0	899	658	974	1230	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.95	0.95					0.95	1.00	1.00	0.95	
Frt		0.89	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.99	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1553	1504					3539	1583	1770	3539	
Flt Permitted		0.99	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1553	1504					3539	1583	1770	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	113	1	757	0	0	0	0	977	715	1059	1337	0
RTOR Reduction (vph)	0	20	20	0	0	0	0	0	472	0	0	0
Lane Group Flow (vph)	0	420	411	0	0	0	0	977	243	1059	1337	0
Turn Type	Perm		Perm						Perm	Prot		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2			
Actuated Green, G (s)		15.1	15.1					16.0	16.0	4.0	24.0	
Effective Green, g (s)		15.1	15.1					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.32	0.32					0.34	0.34	0.08	0.51	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		498	482					1202	538	150	1803	
v/s Ratio Prot								0.28		c0.60	c0.38	
v/s Ratio Perm		0.27	c0.27						0.15			
v/c Ratio		0.84	0.85					0.81	0.45	7.06	0.74	
Uniform Delay, d1		14.9	15.0					14.2	12.1	21.6	9.1	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		12.4	13.7					4.3	0.6	2740.9	1.7	
Delay (s)		27.3	28.6					18.5	12.7	2762.5	10.8	
Level of Service		C	C					B	B	F	B	
Approach Delay (s)		27.9			0.0			16.1			1227.0	
Approach LOS		C			A			B			F	
Intersection Summary												
HCM Average Control Delay		603.2		HCM Level of Service				F				
HCM Volume to Capacity ratio		1.40										
Actuated Cycle Length (s)		47.1		Sum of lost time (s)				8.0				
Intersection Capacity Utilization		124.8%		ICU Level of Service				H				
Analysis Period (min)		15										
c Critical Lane Group												

4: Vista Chino Dr & Date Palm Dr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	780	208	275	85	61	208	275	688	77	93	1092	971
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.88		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1646		1770	5008		1770	5085	1583
Flt Permitted	0.53	1.00	1.00	0.59	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	990	1863	1583	1096	1646		1770	5008		1770	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	848	226	299	92	66	226	299	748	84	101	1187	1055
RTOR Reduction (vph)	0	0	130	0	99	0	0	12	0	0	0	645
Lane Group Flow (vph)	848	226	169	92	193	0	299	820	0	101	1187	410
Turn Type	Perm		Perm	Perm			Prot			Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								6
Actuated Green, G (s)	62.0	62.0	62.0	62.0	62.0		12.0	27.3		8.7	24.0	24.0
Effective Green, g (s)	62.0	62.0	62.0	62.0	62.0		12.0	27.3		8.7	24.0	24.0
Actuated g/C Ratio	0.56	0.56	0.56	0.56	0.56		0.11	0.25		0.08	0.22	0.22
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	558	1050	892	618	928		193	1243		140	1109	345
v/s Ratio Prot		0.12			0.12		c0.17	c0.16		0.06	0.23	
v/s Ratio Perm	c0.86		0.11	0.08								c0.26
v/c Ratio	1.52	0.22	0.19	0.15	0.21		1.55	0.66		0.72	1.07	1.19
Uniform Delay, d1	24.0	11.9	11.7	11.4	11.9		49.0	37.2		49.5	43.0	43.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	243.0	0.1	0.1	0.1	0.1		271.1	1.3		16.7	48.0	110.1
Delay (s)	267.0	12.0	11.8	11.5	12.0		320.1	38.5		66.2	91.0	153.1
Level of Service	F	B	B	B	B		F	D		E	F	F
Approach Delay (s)		169.4			11.9			112.9			117.9	
Approach LOS		F			B			F			F	
Intersection Summary												
HCM Average Control Delay			122.6			HCM Level of Service				F		
HCM Volume to Capacity ratio			1.48									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			108.9%			ICU Level of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Ex Geos
5: 30th Avenue & Date Palm Dr

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	137	411	194	107	491	378	91	559	138	275	1161	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	
Flt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	4934		1770	5028	
Flt Permitted	0.22	1.00	1.00	0.31	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	404	1863	1583	579	1863	1583	1770	4934		1770	5028	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	149	447	211	116	534	411	99	608	150	299	1262	102
RTOR Reduction (vph)	0	0	131	0	0	250	0	60	0	0	13	0
Lane Group Flow (vph)	149	447	80	116	534	161	99	698	0	299	1351	0
Turn Type	Perm		Perm	Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)	25.2	25.2	25.2	25.2	25.2	25.2	4.5	16.4		13.0	24.9	
Effective Green, g (s)	25.2	25.2	25.2	25.2	25.2	25.2	4.5	16.4		13.0	24.9	
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38	0.38	0.07	0.25		0.20	0.37	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	153	705	599	219	705	599	120	1215		345	1880	
v/s Ratio Prot		0.24			0.29		0.06	0.14		c0.17	c0.27	
v/s Ratio Perm	c0.37		0.05	0.20		0.10						
v/c Ratio	0.97	0.63	0.13	0.53	0.76	0.27	0.82	0.57		0.87	0.72	
Uniform Delay, d1	20.4	16.9	13.6	16.1	18.0	14.3	30.7	22.0		26.0	17.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	64.4	1.9	0.1	2.3	4.7	0.2	34.9	0.7		19.8	1.3	
Delay (s)	84.8	18.8	13.7	18.4	22.7	14.6	65.6	22.7		45.7	19.2	
Level of Service	F	B	B	B	C	B	E	C		D	B	
Approach Delay (s)		29.6			19.1			27.6			24.0	
Approach LOS		C			B			C			C	
Intersection Summary												
HCM Average Control Delay			24.5				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			66.6				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			76.3%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Ex Geos
6: Mc Callum Wy & Date Palm Dr

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	104	94	134	173	72	115	738	122	105	776	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Fr _t	1.00	0.93		1.00	0.96		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1730		1770	1781		1770	4977		1770	4966	
Flt Permitted	0.49	1.00		0.60	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	904	1730		1113	1781		1770	4977		1770	4966	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	113	102	146	188	78	125	802	133	114	843	157
RTOR Reduction (vph)	0	76	0	0	35	0	0	41	0	0	48	0
Lane Group Flow (vph)	98	139	0	146	231	0	125	894	0	114	952	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	8.5	8.5		8.5	8.5		4.1	16.0		4.1	16.0	
Effective Green, g (s)	8.5	8.5		8.5	8.5		4.1	16.0		4.1	16.0	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.10	0.39		0.10	0.39	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	189	362		233	373		179	1961		179	1957	
v/s Ratio Prot		0.08			0.13		c0.07	0.18		0.06	c0.19	
v/s Ratio Perm	0.11			c0.13								
v/c Ratio	0.52	0.38		0.63	0.62		0.70	0.46		0.64	0.49	
Uniform Delay, d ₁	14.2	13.8		14.6	14.6		17.7	9.1		17.5	9.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d ₂	2.4	0.7		5.2	3.1		11.3	0.2		7.2	0.2	
Delay (s)	16.6	14.5		19.8	17.6		28.9	9.3		24.8	9.4	
Level of Service	B	B		B	B		C	A		C	A	
Approach Delay (s)		15.2			18.4			11.6			11.0	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			12.7			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			40.6			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			56.6%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Ex Geos
8: Ramon Rd & Date Palm Dr

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	683	189	244	790	92	239	555	138	278	1013	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	5006		3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	5006		3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	742	205	265	859	100	260	603	150	302	1101	245
RTOR Reduction (vph)	0	0	139	0	14	0	0	0	69	0	0	131
Lane Group Flow (vph)	196	742	66	265	945	0	260	603	81	302	1101	114
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	12.0	29.1	29.1	16.1	33.2		8.0	23.1	23.1	20.1	35.2	35.2
Effective Green, g (s)	12.0	29.1	29.1	16.1	33.2		8.0	23.1	23.1	20.1	35.2	35.2
Actuated g/C Ratio	0.11	0.28	0.28	0.15	0.32		0.08	0.22	0.22	0.19	0.34	0.34
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	203	986	441	273	1592		263	783	350	341	1193	534
v/s Ratio Prot	0.11	c0.21		c0.15	0.19		0.08	0.17		c0.17	c0.31	
v/s Ratio Perm			0.04						0.05			0.07
v/c Ratio	0.97	0.75	0.15	0.97	0.59		0.99	0.77	0.23	0.89	0.92	0.21
Uniform Delay, d1	46.0	34.4	28.3	43.9	29.9		48.2	38.2	33.4	41.0	33.3	24.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	52.8	3.3	0.2	46.2	0.6		51.8	4.7	0.3	22.9	11.8	0.2
Delay (s)	98.8	37.7	28.5	90.1	30.5		99.9	42.9	33.7	63.9	45.1	24.9
Level of Service	F	D	C	F	C		F	D	C	E	D	C
Approach Delay (s)		46.5			43.4			56.2			45.5	
Approach LOS		D			D			E			D	
Intersection Summary												
HCM Average Control Delay			47.4			HCM Level of Service			D			
HCM Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			104.4			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			80.6%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Ex Geos
11: Dinah Shore Dr & Date Palm Dr

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 		  	  	
Volume (vph)	115	978	354	112	1022	308	405	486	83	322	931	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3539	1583	3433	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	1063	385	122	1111	335	440	528	90	350	1012	118
RTOR Reduction (vph)	0	0	228	0	0	224	0	0	67	0	0	0
Lane Group Flow (vph)	125	1063	157	122	1111	111	440	528	23	350	1012	118
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			Free
Actuated Green, G (s)	7.0	29.0	29.0	7.0	29.0	29.0	12.0	22.6	22.6	13.3	23.9	87.9
Effective Green, g (s)	7.0	29.0	29.0	7.0	29.0	29.0	12.0	22.6	22.6	13.3	23.9	87.9
Actuated g/C Ratio	0.08	0.33	0.33	0.08	0.33	0.33	0.14	0.26	0.26	0.15	0.27	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	141	1168	522	141	1168	522	469	910	407	519	1383	1583
v/s Ratio Prot	c0.07	0.30		0.07	c0.31		c0.13	0.15		0.10	c0.20	
v/s Ratio Perm			0.10			0.07			0.01			c0.07
v/c Ratio	0.89	0.91	0.30	0.87	0.95	0.21	0.94	0.58	0.06	0.67	0.73	0.07
Uniform Delay, d1	40.1	28.2	21.9	40.0	28.8	21.2	37.6	28.5	24.6	35.3	29.1	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	43.5	10.6	0.3	38.8	16.0	0.2	26.5	0.9	0.1	3.5	2.0	0.1
Delay (s)	83.6	38.8	22.2	78.8	44.7	21.4	64.1	29.5	24.7	38.7	31.1	0.1
Level of Service	F	D	C	E	D	C	E	C	C	D	C	A
Approach Delay (s)		38.3			42.4			43.4			30.4	
Approach LOS		D			D			D			C	
Intersection Summary												
HCM Average Control Delay			38.3			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			87.9			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			77.5%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Ex Geos
12: Victoria Dr & Date Palm Dr

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	19	29	55	27	268	20	391	28	263	685	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt		0.92		1.00	0.86		1.00	0.99		1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1712		1770	1609		1770	3504		1770	3539	1583
Flt Permitted		0.96		0.72	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1649		1345	1609		1770	3504		1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	21	32	60	29	291	22	425	30	286	745	1
RTOR Reduction (vph)	0	26	0	0	238	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	28	0	60	82	0	22	446	0	286	745	1
Turn Type	Perm			Perm			Prot			Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Actuated Green, G (s)		8.2		8.2	8.2		0.6	14.3		10.7	24.4	24.4
Effective Green, g (s)		8.2		8.2	8.2		0.6	14.3		10.7	24.4	24.4
Actuated g/C Ratio		0.18		0.18	0.18		0.01	0.32		0.24	0.54	0.54
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		299		244	292		23	1109		419	1910	855
v/s Ratio Prot					c0.05		0.01	0.13		c0.16	c0.21	
v/s Ratio Perm		0.02		0.04								0.00
v/c Ratio		0.09		0.25	0.28		0.96	0.40		0.68	0.39	0.00
Uniform Delay, d1		15.4		15.9	16.0		22.3	12.1		15.7	6.1	4.8
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.1		0.5	0.5		166.5	0.2		4.5	0.1	0.0
Delay (s)		15.5		16.4	16.5		188.8	12.3		20.3	6.2	4.8
Level of Service		B		B	B		F	B		C	A	A
Approach Delay (s)		15.5			16.5			20.5			10.1	
Approach LOS		B			B			C			B	
Intersection Summary												
HCM Average Control Delay			14.0			HCM Level of Service			B			
HCM Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			45.2			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			54.2%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Ex Geos
14: Gerald Ford Dr & Date Palm Dr

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	45	13	516	37	155	8	281	208	150	554	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		0.95	0.95	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.94		1.00	0.99	
Flt Protected	0.95	1.00		0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3421		1681	1696	1583	1770	3313		1770	3493	
Flt Permitted	0.47	1.00		0.71	0.71	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	880	3421		1263	1252	1583	1770	3313		1770	3493	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	49	14	561	40	168	9	305	226	163	602	58
RTOR Reduction (vph)	0	9	0	0	0	109	0	160	0	0	10	0
Lane Group Flow (vph)	23	54	0	297	304	59	9	371	0	163	650	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	16.9	16.9		16.9	16.9	16.9	0.6	14.2		5.3	18.9	
Effective Green, g (s)	16.9	16.9		16.9	16.9	16.9	0.6	14.2		5.3	18.9	
Actuated g/C Ratio	0.35	0.35		0.35	0.35	0.35	0.01	0.29		0.11	0.39	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	307	1195		441	437	553	22	972		194	1364	
v/s Ratio Prot		0.02					0.01	0.11		c0.09	c0.19	
v/s Ratio Perm	0.03			0.24	c0.24	0.04						
v/c Ratio	0.07	0.05		0.67	0.70	0.11	0.41	0.38		0.84	0.48	
Uniform Delay, d1	10.5	10.4		13.4	13.5	10.6	23.7	13.6		21.1	11.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.0		4.0	4.8	0.1	11.9	0.3		26.5	0.3	
Delay (s)	10.6	10.4		17.4	18.3	10.7	35.7	13.9		47.7	11.3	
Level of Service	B	B		B	B	B	D	B		D	B	
Approach Delay (s)		10.5			16.3			14.2			18.5	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			16.4				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			48.4				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			54.7%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

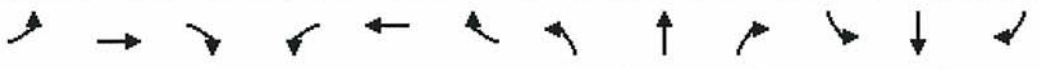
						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	223	168	118	276	553	608
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	242	183	128	300	601	661
RTOR Reduction (vph)	0	146	0	0	0	399
Lane Group Flow (vph)	242	37	128	300	601	262
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	9.0	9.0	5.7	27.2	17.5	17.5
Effective Green, g (s)	9.0	9.0	5.7	27.2	17.5	17.5
Actuated g/C Ratio	0.20	0.20	0.13	0.62	0.40	0.40
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	699	322	228	2178	1401	627
v/s Ratio Prot	c0.07		c0.07	0.08	c0.17	
v/s Ratio Perm		0.02				0.17
v/c Ratio	0.35	0.12	0.56	0.14	0.43	0.42
Uniform Delay, d1	15.1	14.4	18.1	3.6	9.7	9.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.2	3.1	0.0	0.2	0.5
Delay (s)	15.4	14.5	21.2	3.6	9.9	10.1
Level of Service	B	B	C	A	A	B
Approach Delay (s)	15.0			8.9	10.0	
Approach LOS	B			A	B	
Intersection Summary						
HCM Average Control Delay			10.8		HCM Level of Service	B
HCM Volume to Capacity ratio			0.43			
Actuated Cycle Length (s)			44.2		Sum of lost time (s)	12.0
Intersection Capacity Utilization			50.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	109	965	822	303	590	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.94	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1583	4990	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1583	4990	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	118	1049	893	329	641	112
RTOR Reduction (vph)	0	0	0	213	0	82
Lane Group Flow (vph)	118	1049	893	116	641	30
Turn Type	Prot			Prot		Perm
Protected Phases	7	4	8	8	6	
Permitted Phases						6
Actuated Green, G (s)	3.7	22.5	14.8	14.8	11.3	11.3
Effective Green, g (s)	3.7	22.5	14.8	14.8	11.3	11.3
Actuated g/C Ratio	0.09	0.54	0.35	0.35	0.27	0.27
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	304	2737	1800	560	1349	428
v/s Ratio Prot	0.03	c0.21	c0.18	0.07	c0.13	
v/s Ratio Perm						0.02
v/c Ratio	0.39	0.38	0.50	0.21	0.48	0.07
Uniform Delay, d1	18.0	5.6	10.6	9.4	12.8	11.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.1	0.2	0.2	0.3	0.1
Delay (s)	18.8	5.7	10.8	9.6	13.0	11.4
Level of Service	B	A	B	A	B	B
Approach Delay (s)		7.0	10.5		12.8	
Approach LOS		A	B		B	
Intersection Summary						
HCM Average Control Delay			9.7	HCM Level of Service		A
HCM Volume to Capacity ratio			0.49			
Actuated Cycle Length (s)			41.8	Sum of lost time (s)	12.0	
Intersection Capacity Utilization			40.4%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Sign Control	Stop			Stop	Stop	
Volume (vph)	343	925	344	600	1041	216
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	373	1005	374	652	1132	235
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total (vph)	373	1005	1026	1366		
Volume Left (vph)	0	0	374	1132		
Volume Right (vph)	0	1005	0	235		
Hadj (s)	0.03	-0.67	0.11	0.10		
Departure Headway (s)	7.6	6.9	7.2	7.1		
Degree Utilization, x	0.79	1.93	2.05	2.68		
Capacity (veh/h)	466	528	510	513		
Control Delay (s)	32.3	442.1	494.1	777.8		
Approach Delay (s)	331.3		494.1	777.8		
Approach LOS	F		F	F		
Intersection Summary						
Delay			537.4			
HCM Level of Service			F			
Intersection Capacity Utilization			149.5%	ICU Level of Service		H
Analysis Period (min)			15			

BO-Ex Geos
2: I-10 WB Ramps & Date Palm Dr

PM Peak Hour
4/30/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	972	2	672	848	730	0	0	1180	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor				0.95	0.95		0.97	1.00			0.95	
Flt				1.00	0.87		1.00	1.00			0.98	
Flt Protected				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (prot)				1681	1531		3433	1863			3472	
Flt Permitted				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (perm)				1681	1531		3433	1863			3472	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1057	2	730	922	793	0	0	1283	186
RTOR Reduction (vph)	0	0	0	0	98	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	0	0	941	750	0	922	793	0	0	1460	0
Turn Type				Perm			Prot					
Protected Phases					8		5	2			6	
Permitted Phases				8								
Actuated Green, G (s)				51.0	51.0		20.0	71.0			47.0	
Effective Green, g (s)				51.0	51.0		20.0	71.0			47.0	
Actuated g/C Ratio				0.39	0.39		0.15	0.55			0.36	
Clearance Time (s)				4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)				659	601		528	1017			1255	
v/s Ratio Prot							c0.27	0.43			c0.42	
v/s Ratio Perm				c0.56	0.49							
v/c Ratio				1.43	1.25		1.75	0.78			1.16	
Uniform Delay, d1				39.5	39.5		55.0	23.3			41.5	
Progression Factor				1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2				201.3	124.7		343.6	3.8			82.6	
Delay (s)				240.8	164.2		398.6	27.2			124.1	
Level of Service				F	F		F	C			F	
Approach Delay (s)		0.0			204.5			226.8			124.1	
Approach LOS		A			F			F			F	
Intersection Summary												
HCM Average Control Delay			188.5			HCM Level of Service			F			
HCM Volume to Capacity ratio			1.38									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)		12.0				
Intersection Capacity Utilization			119.8%			ICU Level of Service		H				
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	194	3	583	0	0	0	0	1271	874	848	1278	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.95	0.95					0.95	1.00	1.00	0.95	
Frt		0.92	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.98	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1596	1504					3539	1583	1770	3539	
Flt Permitted		0.98	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1596	1504					3539	1583	1770	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	211	3	634	0	0	0	0	1382	950	922	1389	0
RTOR Reduction (vph)	0	17	17	0	0	0	0	0	570	0	0	0
Lane Group Flow (vph)	0	419	395	0	0	0	0	1382	380	922	1389	0
Turn Type	Perm		Perm						Perm	Prot		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2			
Actuated Green, G (s)		15.2	15.2					16.0	16.0	4.0	24.0	
Effective Green, g (s)		15.2	15.2					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.32	0.32					0.34	0.34	0.08	0.51	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		514	484					1200	537	150	1799	
v/s Ratio Prot								c0.39		c0.52	0.39	
v/s Ratio Perm		0.26	c0.26						0.24			
v/c Ratio		0.82	0.82					1.15	0.71	6.15	0.77	
Uniform Delay, d1		14.7	14.7					15.6	13.6	21.6	9.4	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		9.6	10.2					78.2	4.2	2330.2	2.1	
Delay (s)		24.3	24.9					93.8	17.8	2351.8	11.5	
Level of Service		C	C					F	B	F	B	
Approach Delay (s)		24.6			0.0			62.8			945.2	
Approach LOS		C			A			E			F	
Intersection Summary												
HCM Average Control Delay		428.3										
HCM Volume to Capacity ratio		1.57										
Actuated Cycle Length (s)		47.2										
Intersection Capacity Utilization		133.9%										
Analysis Period (min)		15										
c Critical Lane Group												

BO-Ex Geos
4: Vista Chino Dr & Date Palm Dr

PM Peak Hour
4/30/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	777	187	327	76	61	105	282	926	118	73	783	848
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.90		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1686		1770	4999		1770	5085	1583
Flt Permitted	0.63	1.00	1.00	0.61	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1172	1863	1583	1133	1686		1770	4999		1770	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	845	203	355	83	66	114	307	1007	128	79	851	922
RTOR Reduction (vph)	0	0	133	0	50	0	0	14	0	0	0	640
Lane Group Flow (vph)	845	203	222	83	130	0	307	1121	0	79	851	282
Turn Type	Perm		Perm	Perm			Prot			Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								6
Actuated Green, G (s)	62.0	62.0	62.0	62.0	62.0		12.0	29.7		7.1	24.8	24.8
Effective Green, g (s)	62.0	62.0	62.0	62.0	62.0		12.0	29.7		7.1	24.8	24.8
Actuated g/C Ratio	0.56	0.56	0.56	0.56	0.56		0.11	0.27		0.06	0.22	0.22
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	656	1042	886	634	943		192	1340		113	1138	354
v/s Ratio Prot		0.11			0.08		c0.17	c0.22		0.04	0.17	
v/s Ratio Perm	c0.72		0.14	0.07								0.18
v/c Ratio	1.29	0.19	0.25	0.13	0.14		1.60	0.84		0.70	0.75	0.80
Uniform Delay, d1	24.4	12.1	12.5	11.6	11.6		49.4	38.3		50.8	40.1	40.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	140.9	0.1	0.1	0.1	0.1		292.6	4.7		17.2	2.7	11.8
Delay (s)	165.3	12.2	12.7	11.7	11.7		342.0	43.0		68.0	42.8	52.5
Level of Service	F	B	B	B	B		F	D		E	D	D
Approach Delay (s)		104.5			11.7			106.6			48.7	
Approach LOS		F			B			F			D	
Intersection Summary												
HCM Average Control Delay			79.4			HCM Level of Service				E		
HCM Volume to Capacity ratio			1.19									
Actuated Cycle Length (s)			110.8			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			96.8%			ICU Level of Service				F		
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	212	166	39	199	253	196	1179	68	233	827	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5044		1770	5010	
Flt Permitted	0.55	1.00	1.00	0.53	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1033	1863	1583	987	1863	1583	1770	5044		1770	5010	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	167	230	180	42	216	275	213	1282	74	253	899	99
RTOR Reduction (vph)	0	0	133	0	0	203	0	8	0	0	17	0
Lane Group Flow (vph)	167	230	47	42	216	72	213	1348	0	253	981	0
Turn Type	Perm		Perm	Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)	14.6	14.6	14.6	14.6	14.6	14.6	6.1	17.3		11.8	23.0	
Effective Green, g (s)	14.6	14.6	14.6	14.6	14.6	14.6	6.1	17.3		11.8	23.0	
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.31		0.21	0.41	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	271	488	415	259	488	415	194	1567		375	2069	
v/s Ratio Prot		0.12			0.12		c0.12	c0.27		c0.14	0.20	
v/s Ratio Perm	c0.16		0.03	0.04		0.05						
v/c Ratio	0.62	0.47	0.11	0.16	0.44	0.17	1.10	0.86		0.67	0.47	
Uniform Delay, d1	18.1	17.3	15.6	15.8	17.2	15.9	24.8	18.1		20.2	11.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.1	0.7	0.1	0.3	0.6	0.2	93.2	5.1		4.7	0.2	
Delay (s)	22.2	18.0	15.8	16.1	17.8	16.1	118.0	23.1		24.9	12.1	
Level of Service	C	B	B	B	B	B	F	C		C	B	
Approach Delay (s)		18.5			16.8			36.0			14.7	
Approach LOS		B			B			D			B	
Intersection Summary												
HCM Average Control Delay			24.1				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			55.7				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			69.5%				ICU Level of Service		C			
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	177	240	143	146	159	129	94	509	111	160	988	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.94		1.00	0.93		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1759		1770	1738		1770	4948		1770	5005	
Flt Permitted	0.46	1.00		0.31	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	852	1759		583	1738		1770	4948		1770	5005	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	192	261	155	159	173	140	102	553	121	174	1074	126
RTOR Reduction (vph)	0	43	0	0	59	0	0	70	0	0	28	0
Lane Group Flow (vph)	192	373	0	159	254	0	102	604	0	174	1172	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	15.0	15.0		15.0	15.0		4.5	15.0		6.1	16.6	
Effective Green, g (s)	15.0	15.0		15.0	15.0		4.5	15.0		6.1	16.6	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.09	0.31		0.13	0.35	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	266	549		182	542		166	1543		224	1727	
v/s Ratio Prot		0.21			0.15		0.06	0.12		c0.10	c0.23	
v/s Ratio Perm	0.23			c0.27								
v/c Ratio	0.72	0.68		0.87	0.47		0.61	0.39		0.78	0.68	
Uniform Delay, d1	14.7	14.4		15.7	13.3		21.0	13.0		20.3	13.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.3	3.3		33.9	0.6		6.6	0.2		15.5	1.1	
Delay (s)	24.0	17.8		49.6	14.0		27.6	13.1		35.8	14.5	
Level of Service	C	B		D	B		C	B		D	B	
Approach Delay (s)		19.7			26.0			15.0			17.2	
Approach LOS		B			C			B			B	
Intersection Summary												
HCM Average Control Delay			18.5			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			48.1			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			69.7%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	280	947	246	215	902	169	364	936	152	249	658	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	4965		3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	4965		3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	304	1029	267	234	980	184	396	1017	165	271	715	189
RTOR Reduction (vph)	0	0	192	0	28	0	0	0	55	0	0	134
Lane Group Flow (vph)	304	1029	75	234	1136	0	396	1017	110	271	715	55
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	18.0	28.0	28.0	13.0	23.0		13.8	28.0	28.0	15.0	29.2	29.2
Effective Green, g (s)	18.0	28.0	28.0	13.0	23.0		13.8	28.0	28.0	15.0	29.2	29.2
Actuated g/C Ratio	0.18	0.28	0.28	0.13	0.23		0.14	0.28	0.28	0.15	0.29	0.29
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	319	991	443	230	1142		474	991	443	266	1033	462
v/s Ratio Prot	c0.17	c0.29		0.13	0.23		0.12	c0.29		c0.15	0.20	
v/s Ratio Perm			0.05						0.07			0.03
v/c Ratio	0.95	1.04	0.17	1.02	0.99		0.84	1.03	0.25	1.02	0.69	0.12
Uniform Delay, d1	40.6	36.0	27.2	43.5	38.4		42.0	36.0	27.8	42.5	31.4	26.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	37.8	39.0	0.2	63.9	25.2		12.1	35.5	0.3	60.1	2.0	0.1
Delay (s)	78.4	75.0	27.4	107.4	63.7		54.1	71.5	28.1	102.6	33.4	26.1
Level of Service	E	E	C	F	E		D	E	C	F	C	C
Approach Delay (s)		67.7			71.0			62.6			48.2	
Approach LOS		E			E			E			D	
Intersection Summary												
HCM Average Control Delay			63.1			HCM Level of Service			E			
HCM Volume to Capacity ratio			1.00									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			91.1%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	151	936	352	109	831	216	404	953	122	179	761	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3539	1583	3433	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	164	1017	383	118	903	235	439	1036	133	195	827	129
RTOR Reduction (vph)	0	0	213	0	0	149	0	0	89	0	0	0
Lane Group Flow (vph)	164	1017	170	118	903	86	439	1036	44	195	827	129
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			Free
Actuated Green, G (s)	8.0	23.0	23.0	6.0	21.0	21.0	11.8	24.5	24.5	5.0	17.7	74.5
Effective Green, g (s)	8.0	23.0	23.0	6.0	21.0	21.0	11.8	24.5	24.5	5.0	17.7	74.5
Actuated g/C Ratio	0.11	0.31	0.31	0.08	0.28	0.28	0.16	0.33	0.33	0.07	0.24	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	190	1093	489	143	998	446	544	1164	521	230	1208	1583
v/s Ratio Prot	c0.09	c0.29		0.07	0.26		c0.13	c0.29		0.06	0.16	
v/s Ratio Perm			0.11			0.05			0.03			c0.08
v/c Ratio	0.86	0.93	0.35	0.83	0.90	0.19	0.81	0.89	0.08	0.85	0.68	0.08
Uniform Delay, d1	32.7	25.0	19.9	33.7	25.8	20.3	30.3	23.7	17.3	34.4	25.9	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	30.9	13.6	0.4	30.5	11.4	0.2	8.6	8.8	0.1	24.0	1.6	0.1
Delay (s)	63.6	38.6	20.4	64.2	37.2	20.5	38.8	32.5	17.3	58.4	27.5	0.1
Level of Service	E	D	C	E	D	C	D	C	B	E	C	A
Approach Delay (s)		36.8			36.6			33.0			29.7	
Approach LOS		D			D			C			C	

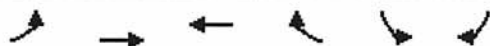
Intersection Summary

HCM Average Control Delay	34.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	74.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	55	38	35	51	196	37	837	83	155	738	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt		0.95		1.00	0.88		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1762		1770	1641		1770	3491		1770	3539	1583
Flt Permitted		0.93		0.81	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1641		1517	1641		1770	3491		1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	60	41	38	55	213	40	910	90	168	802	8
RTOR Reduction (vph)	0	33	0	0	174	0	0	12	0	0	0	4
Lane Group Flow (vph)	0	81	0	38	94	0	40	988	0	168	802	4
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Actuated Green, G (s)		8.4		8.4	8.4		1.4	17.9		7.2	23.7	23.7
Effective Green, g (s)		8.4		8.4	8.4		1.4	17.9		7.2	23.7	23.7
Actuated g/C Ratio		0.18		0.18	0.18		0.03	0.39		0.16	0.52	0.52
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		303		280	303		54	1373		280	1843	825
v/s Ratio Prot					c0.06		0.02	c0.28		c0.09	0.23	
v/s Ratio Perm		0.05		0.03								0.00
v/c Ratio		0.27		0.14	0.31		0.74	0.72		0.60	0.44	0.01
Uniform Delay, d1		15.9		15.5	16.0		21.9	11.7		17.8	6.8	5.2
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.5		0.2	0.6		41.8	1.8		3.6	0.2	0.0
Delay (s)		16.4		15.7	16.6		63.7	13.5		21.4	6.9	5.2
Level of Service		B		B	B		E	B		C	A	A
Approach Delay (s)		16.4			16.5			15.4			9.4	
Approach LOS		B			B			B			A	
Intersection Summary												
HCM Average Control Delay			13.2			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			45.5			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			60.2%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	42	40	17	339	19	176	18	718	521	169	516	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		0.95	0.95	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.94		1.00	0.99	
Flt Protected	0.95	1.00		0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3383		1681	1694	1583	1770	3316		1770	3503	
Flt Permitted	0.59	1.00		0.72	0.70	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1101	3383		1266	1245	1583	1770	3316		1770	3503	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	43	18	368	21	191	20	780	566	184	561	41
RTOR Reduction (vph)	0	13	0	0	0	141	0	181	0	0	7	0
Lane Group Flow (vph)	46	48	0	195	194	50	20	1165	0	184	595	0
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	13.4	13.4		13.4	13.4	13.4	0.7	20.6		5.1	25.0	
Effective Green, g (s)	13.4	13.4		13.4	13.4	13.4	0.7	20.6		5.1	25.0	
Actuated g/C Ratio	0.26	0.26		0.26	0.26	0.26	0.01	0.40		0.10	0.49	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	289	887		332	326	415	24	1337		177	1714	
v/s Ratio Prot		0.01					0.01	c0.35		c0.10	0.17	
v/s Ratio Perm	0.04			0.15	c0.16	0.03						
v/c Ratio	0.16	0.05		0.59	0.60	0.12	0.83	0.87		1.04	0.35	
Uniform Delay, d1	14.5	14.1		16.4	16.5	14.4	25.1	14.0		23.0	8.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.0		2.6	2.9	0.1	110.4	6.5		78.4	0.1	
Delay (s)	14.8	14.1		19.1	19.4	14.5	135.6	20.5		101.4	8.2	
Level of Service	B	B		B	B	B	F	C		F	A	
Approach Delay (s)		14.4			17.7			22.2			30.0	
Approach LOS		B			B			C			C	
Intersection Summary												
HCM Average Control Delay			23.1			HCM Level of Service			C			
HCM Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			51.1			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			72.5%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	599	128	77	609	528	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	651	139	84	662	574	370
RTOR Reduction (vph)	0	97	0	0	0	240
Lane Group Flow (vph)	651	42	84	662	574	130
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	13.5	13.5	3.8	23.7	15.9	15.9
Effective Green, g (s)	13.5	13.5	3.8	23.7	15.9	15.9
Actuated g/C Ratio	0.30	0.30	0.08	0.52	0.35	0.35
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1025	473	149	1856	1245	557
v/s Ratio Prot	c0.19		c0.05	0.19	c0.16	
v/s Ratio Perm		0.03				0.08
v/c Ratio	0.64	0.09	0.56	0.36	0.46	0.23
Uniform Delay, d1	13.7	11.4	19.9	6.3	11.3	10.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	0.1	4.8	0.1	0.3	0.2
Delay (s)	15.0	11.5	24.7	6.4	11.6	10.6
Level of Service	B	B	C	A	B	B
Approach Delay (s)	14.4			8.5	11.2	
Approach LOS	B			A	B	
Intersection Summary						
HCM Average Control Delay			11.4	HCM Level of Service		B
HCM Volume to Capacity ratio			0.54			
Actuated Cycle Length (s)			45.2	Sum of lost time (s)		12.0
Intersection Capacity Utilization			45.9%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	154	1112	1330	549	439	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.94	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1583	4990	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1583	4990	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	167	1209	1446	597	477	197
RTOR Reduction (vph)	0	0	0	364	0	151
Lane Group Flow (vph)	167	1209	1446	233	477	46
Turn Type	Prot			Prot		Perm
Protected Phases	7	4	8	8	6	
Permitted Phases						6
Actuated Green, G (s)	3.8	24.1	16.3	16.3	9.7	9.7
Effective Green, g (s)	3.8	24.1	16.3	16.3	9.7	9.7
Actuated g/C Ratio	0.09	0.58	0.39	0.39	0.23	0.23
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	312	2932	1983	617	1158	367
v/s Ratio Prot	0.05	c0.24	c0.28	0.15	c0.10	
v/s Ratio Perm						0.03
v/c Ratio	0.54	0.41	0.73	0.38	0.41	0.12
Uniform Delay, d1	18.2	4.9	10.9	9.1	13.6	12.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	0.1	1.4	0.4	0.2	0.2
Delay (s)	19.9	5.0	12.2	9.5	13.9	12.8
Level of Service	B	A	B	A	B	B
Approach Delay (s)		6.8	11.4		13.6	
Approach LOS		A	B		B	

Intersection Summary

HCM Average Control Delay	10.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	41.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX E
Future Conditions with Future Configurations

Buildout-Future Geos
1: Varner Rd & Date Palm Dr

AM Peak Hour
Mitigation

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑	↑	↑	↑↑	↑
Volume (vph)	508	1173	93	201	485	324
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.88	1.00	1.00	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	2787	1770	1863	3433	1583
Flt Permitted	1.00	1.00	0.44	1.00	0.95	1.00
Satd. Flow (perm)	3539	2787	821	1863	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	552	1275	101	218	527	352
RTOR Reduction (vph)	0	524	0	0	0	175
Lane Group Flow (vph)	552	751	101	218	527	177
Turn Type	Perm		Perm	Perm		
Protected Phases	6			2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	32.4	32.4	32.4	32.4	14.6	14.6
Effective Green, g (s)	32.4	32.4	32.4	32.4	14.6	14.6
Actuated g/C Ratio	0.59	0.59	0.59	0.59	0.27	0.27
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2085	1642	484	1097	911	420
v/s Ratio Prot	0.16			0.12	c0.15	
v/s Ratio Perm		c0.27	0.12			0.11
v/c Ratio	0.26	0.46	0.21	0.20	0.58	0.42
Uniform Delay, d1	5.5	6.4	5.3	5.3	17.5	16.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.9	1.0	0.4	0.9	0.7
Delay (s)	5.8	7.3	6.3	5.7	18.4	17.4
Level of Service	A	A	A	A	B	B
Approach Delay (s)	6.8			5.9	18.0	
Approach LOS	A			A	B	
Intersection Summary						
HCM Average Control Delay			10.0		HCM Level of Service	A
HCM Volume to Capacity ratio			0.50			
Actuated Cycle Length (s)			55.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			52.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Buildout-Future Geos
2: I-10 WB Ramps & Date Palm Dr

AM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	994	0	370	0	592	0	0	1287	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0		4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95		0.91			0.91	1.00
Frt				1.00	0.99	0.85		1.00			1.00	0.85
Flt Protected				0.95	0.96	1.00		1.00			1.00	1.00
Satd. Flow (prot)				1681	1602	1504		5085			5085	1583
Flt Permitted				0.95	0.96	1.00		1.00			1.00	1.00
Satd. Flow (perm)				1681	1602	1504		5085			5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1080	0	402	0	643	0	0	1399	49
RTOR Reduction (vph)	0	0	0	0	6	48	0	0	0	0	0	30
Lane Group Flow (vph)	0	0	0	562	552	314	0	643	0	0	1399	19
Turn Type				Perm		Perm						Perm
Protected Phases					8			2			6	
Permitted Phases				8		8						6
Actuated Green, G (s)				22.9	22.9	22.9		19.1			19.1	19.1
Effective Green, g (s)				22.9	22.9	22.9		19.1			19.1	19.1
Actuated g/C Ratio				0.46	0.46	0.46		0.38			0.38	0.38
Clearance Time (s)				4.0	4.0	4.0		4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)				770	734	689		1942			1942	605
v/s Ratio Prot								0.13			c0.28	
v/s Ratio Perm				0.33	0.34	0.21						0.01
v/c Ratio				0.73	0.75	0.46		0.33			0.72	0.03
Uniform Delay, d1				11.0	11.2	9.3		10.9			13.2	9.7
Progression Factor				1.00	1.00	1.00		1.57			1.00	1.00
Incremental Delay, d2				3.5	4.4	0.5		0.4			2.3	0.1
Delay (s)				14.5	15.6	9.8		17.6			15.5	9.8
Level of Service				B	B	A		B			B	A
Approach Delay (s)		0.0			13.8			17.6			15.3	
Approach LOS		A			B			B			B	
Intersection Summary												
HCM Average Control Delay			15.1		HCM Level of Service					B		
HCM Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			50.0		Sum of lost time (s)					8.0		
Intersection Capacity Utilization			102.4%		ICU Level of Service					G		
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
3: I-10 EB Ramps & Date Palm Dr

AM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	104	1	696	0	0	0	0	899	658	0	1230	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95	0.95					0.91	1.00		0.91	
Frt	1.00	0.85	0.85					1.00	0.85		1.00	
Flt Protected	0.95	1.00	1.00					1.00	1.00		1.00	
Satd. Flow (prot)	1770	1505	1504					5085	1583		5085	
Flt Permitted	0.95	1.00	1.00					1.00	1.00		1.00	
Satd. Flow (perm)	1770	1505	1504					5085	1583		5085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	113	1	757	0	0	0	0	977	715	0	1337	0
RTOR Reduction (vph)	0	17	17	0	0	0	0	0	342	0	0	0
Lane Group Flow (vph)	113	363	361	0	0	0	0	977	373	0	1337	0
Turn Type	Perm		Perm						Perm			
Protected Phases			4						2		6	
Permitted Phases	4		4						2			
Actuated Green, G (s)	15.9	15.9	15.9					26.1	26.1		26.1	
Effective Green, g (s)	15.9	15.9	15.9					26.1	26.1		26.1	
Actuated g/C Ratio	0.32	0.32	0.32					0.52	0.52		0.52	
Clearance Time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0		3.0	
Lane Grp Cap (vph)	563	479	478					2654	826		2654	
v/s Ratio Prot			c0.24						0.19		c0.26	
v/s Ratio Perm	0.06		0.24						0.24			
v/c Ratio	0.20	0.76	0.76					0.37	0.45		0.50	
Uniform Delay, d1	12.4	15.3	15.3					7.1	7.5		7.8	
Progression Factor	1.00	1.00	1.00					1.00	1.00		1.01	
Incremental Delay, d2	0.2	6.8	6.7					0.4	1.8		0.5	
Delay (s)	12.6	22.1	22.0					7.5	9.3		8.3	
Level of Service	B	C	C					A	A		A	
Approach Delay (s)			20.8		0.0				8.2		8.3	
Approach LOS			C		A				A		A	
Intersection Summary												
HCM Average Control Delay			11.1		HCM Level of Service				B			
HCM Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			50.0		Sum of lost time (s)				8.0			
Intersection Capacity Utilization			61.8%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
4: Vista Chino Dr & Date Palm Dr

AM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	780	208	275	85	61	208	275	688	77	93	1092	971
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.91		1.00	0.91	0.88
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	5008		1770	5085	2787
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	3433	5008		1770	5085	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	848	226	299	92	66	226	299	748	84	101	1187	1055
RTOR Reduction (vph)	0	0	215	0	0	169	0	15	0	0	0	791
Lane Group Flow (vph)	848	226	84	92	66	57	299	817	0	101	1187	264
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Over
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8						
Actuated Green, G (s)	20.0	22.6	22.6	7.0	9.6	9.6	11.6	26.6		7.8	22.8	20.0
Effective Green, g (s)	20.0	22.6	22.6	7.0	9.6	9.6	11.6	26.6		7.8	22.8	20.0
Actuated g/C Ratio	0.25	0.28	0.28	0.09	0.12	0.12	0.14	0.33		0.10	0.29	0.25
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	858	1000	447	155	425	190	498	1665		173	1449	697
v/s Ratio Prot	c0.25	0.06		0.05	0.02		c0.09	c0.16		0.06	c0.23	0.09
v/s Ratio Perm			0.05			c0.04						
v/c Ratio	0.99	0.23	0.19	0.59	0.16	0.30	0.60	0.49		0.58	0.82	0.38
Uniform Delay, d1	29.9	22.0	21.8	35.1	31.6	32.1	32.0	21.3		34.5	26.7	24.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	27.5	0.1	0.2	6.0	0.2	0.9	2.0	1.0		4.9	5.3	0.3
Delay (s)	57.4	22.1	22.0	41.1	31.7	33.0	34.1	22.3		39.5	32.0	25.2
Level of Service	E	C	C	D	C	C	C	C		D	C	C
Approach Delay (s)		43.9			34.7			25.4			29.2	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM Average Control Delay			32.7			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			67.9%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
4: Vista Chino Dr & Date Palm Dr

AM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	780	208	275	85	61	208	275	688	77	93	1092	971
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.91		1.00	0.95	0.88
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	5008		1770	3539	2787
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	3433	5008		1770	3539	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	848	226	299	92	66	226	299	748	84	101	1187	1055
RTOR Reduction (vph)	0	0	213	0	0	169	0	13	0	0	0	743
Lane Group Flow (vph)	848	226	86	92	66	57	299	819	0	101	1187	312
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Over
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8						
Actuated Green, G (s)	21.0	23.3	23.3	7.7	10.0	10.0	12.6	34.4		8.6	30.4	21.0
Effective Green, g (s)	21.0	23.3	23.3	7.7	10.0	10.0	12.6	34.4		8.6	30.4	21.0
Actuated g/C Ratio	0.23	0.26	0.26	0.09	0.11	0.11	0.14	0.38		0.10	0.34	0.23
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	801	916	410	151	393	176	481	1914		169	1195	650
v/s Ratio Prot	c0.25	0.06		0.05	0.02		c0.09	c0.16		0.06	c0.34	0.11
v/s Ratio Perm			0.05			c0.04						
v/c Ratio	1.06	0.25	0.21	0.61	0.17	0.32	0.62	0.43		0.60	0.99	0.48
Uniform Delay, d1	34.5	26.4	26.1	39.7	36.2	36.9	36.5	20.5		39.0	29.7	29.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	48.5	0.1	0.3	6.8	0.2	1.1	2.5	0.7		5.6	24.5	0.6
Delay (s)	83.0	26.5	26.4	46.5	36.4	38.0	39.0	21.2		44.6	54.2	30.3
Level of Service	F	C	C	D	D	D	D	C		D	D	C
Approach Delay (s)		61.4			39.7			25.9			43.0	
Approach LOS		E			D			C			D	
Intersection Summary												
HCM Average Control Delay			43.9				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			76.9%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
5: 30th Avenue & Date Palm Dr

AM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	137	411	194	107	491	378	91	559	138	275	1161	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	4934		3433	5028	
Flt Permitted	0.45	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	845	3539	1583	1770	3539	1583	3433	4934		3433	5028	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	149	447	211	116	534	411	99	608	150	299	1262	102
RTOR Reduction (vph)	0	0	164	0	0	248	0	61	0	0	13	0
Lane Group Flow (vph)	149	447	47	116	534	163	99	697	0	299	1351	0
Turn Type	Perm		Perm	Prot		Perm	Prot			Prot		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4			8						
Actuated Green, G (s)	14.6	14.6	14.6	5.0	23.6	23.6	4.9	18.9		10.5	24.5	
Effective Green, g (s)	14.6	14.6	14.6	5.0	23.6	23.6	4.9	18.9		10.5	24.5	
Actuated g/C Ratio	0.22	0.22	0.22	0.08	0.36	0.36	0.08	0.29		0.16	0.38	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	190	795	356	136	1285	575	259	1435		555	1895	
v/s Ratio Prot		0.13		c0.07	0.15		0.03	0.14		c0.09	c0.27	
v/s Ratio Perm	c0.18		0.03			0.10						
v/c Ratio	0.78	0.56	0.13	0.85	0.42	0.28	0.38	0.49		0.54	0.71	
Uniform Delay, d1	23.7	22.4	20.1	29.6	15.5	14.7	28.6	19.0		25.0	17.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	18.8	0.9	0.2	37.3	0.2	0.3	0.9	1.2		1.0	2.3	
Delay (s)	42.5	23.3	20.3	66.9	15.7	15.0	29.6	20.2		26.0	19.6	
Level of Service	D	C	C	E	B	B	C	C		C	B	
Approach Delay (s)		26.1			21.0			21.3			20.7	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM Average Control Delay			21.9			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			65.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			62.4%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
6: Mc Callum Wy & Date Palm Dr

AM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	104	94	134	173	72	115	738	122	105	776	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.93		1.00	0.96		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1730		1770	1781		1770	4977		1770	4966	
Flt Permitted	0.46	1.00		0.56	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	858	1730		1043	1781		1770	4977		1770	4966	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	113	102	146	188	78	125	802	133	114	843	157
RTOR Reduction (vph)	0	74	0	0	34	0	0	40	0	0	48	0
Lane Group Flow (vph)	98	141	0	146	232	0	125	895	0	114	952	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	11.7	11.7		11.7	11.7		6.0	20.5		5.8	20.3	
Effective Green, g (s)	11.7	11.7		11.7	11.7		6.0	20.5		5.8	20.3	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.12	0.41		0.12	0.41	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	201	405		244	417		212	2041		205	2016	
v/s Ratio Prot		0.08			0.13		c0.07	0.18		0.06	c0.19	
v/s Ratio Perm	0.11			c0.14								
v/c Ratio	0.49	0.35		0.60	0.56		0.59	0.44		0.56	0.47	
Uniform Delay, d1	16.6	16.0		17.1	16.9		20.8	10.6		20.9	10.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.9	0.5		3.9	1.6		4.2	0.7		3.2	0.8	
Delay (s)	18.4	16.5		21.0	18.5		25.0	11.3		24.1	11.7	
Level of Service	B	B		C	B		C	B		C	B	
Approach Delay (s)		17.1			19.4			12.9			13.0	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			14.3			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			50.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			56.6%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
8: Ramon Rd & Date Palm Dr

AM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	683	189	244	790	92	239	555	138	278	1013	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	742	205	265	859	100	260	603	150	302	1101	245
RTOR Reduction (vph)	0	0	161	0	0	74	0	0	110	0	0	168
Lane Group Flow (vph)	196	742	44	265	859	26	260	603	40	302	1101	77
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	9.8	17.0	17.0	13.7	20.9	20.9	8.3	21.2	21.2	12.1	25.0	25.0
Effective Green, g (s)	9.8	17.0	17.0	13.7	20.9	20.9	8.3	21.2	21.2	12.1	25.0	25.0
Actuated g/C Ratio	0.12	0.21	0.21	0.17	0.26	0.26	0.10	0.26	0.26	0.15	0.31	0.31
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	421	1081	336	303	1328	414	356	1348	419	519	1589	495
v/s Ratio Prot	0.06	0.15		c0.15	c0.17		c0.08	0.12		0.09	c0.22	
v/s Ratio Perm			0.03			0.02			0.03			0.05
v/c Ratio	0.47	0.69	0.13	0.87	0.65	0.06	0.73	0.45	0.09	0.58	0.69	0.15
Uniform Delay, d1	32.7	29.0	25.5	32.3	26.3	22.2	34.8	24.5	22.2	31.6	24.1	19.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	1.8	0.2	23.2	1.1	0.1	7.5	1.1	0.4	1.7	2.5	0.7
Delay (s)	33.5	30.9	25.7	55.6	27.4	22.3	42.3	25.6	22.6	33.3	26.6	20.5
Level of Service	C	C	C	E	C	C	D	C	C	C	C	C
Approach Delay (s)		30.4			33.0			29.4			26.9	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM Average Control Delay			29.7				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			66.4%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
11: Dinah Shore Dr & Date Palm Dr

AM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	978	354	112	1022	308	405	486	83	322	931	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	1063	385	122	1111	335	440	528	90	350	1012	118
RTOR Reduction (vph)	0	0	208	0	0	250	0	0	63	0	0	0
Lane Group Flow (vph)	125	1063	177	122	1111	85	440	528	27	350	1012	118
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			Free
Actuated Green, G (s)	5.6	16.5	16.5	5.6	16.5	16.5	9.5	19.2	19.2	7.7	17.4	65.0
Effective Green, g (s)	5.6	16.5	16.5	5.6	16.5	16.5	9.5	19.2	19.2	7.7	17.4	65.0
Actuated g/C Ratio	0.09	0.25	0.25	0.09	0.25	0.25	0.15	0.30	0.30	0.12	0.27	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	152	1291	402	152	1291	402	502	1502	468	407	1361	1583
v/s Ratio Prot	c0.07	0.21		0.07	c0.22		c0.13	0.10		0.10	c0.20	
v/s Ratio Perm			0.11			0.05			0.02			c0.07
v/c Ratio	0.82	0.82	0.44	0.80	0.86	0.21	0.88	0.35	0.06	0.86	0.74	0.07
Uniform Delay, d1	29.2	22.9	20.4	29.2	23.2	19.1	27.2	18.0	16.4	28.1	21.8	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	28.7	4.4	0.8	25.5	6.1	0.3	15.7	0.6	0.2	16.4	3.7	0.1
Delay (s)	57.9	27.3	21.1	54.6	29.2	19.4	42.9	18.7	16.6	44.5	25.5	0.1
Level of Service	E	C	C	D	C	B	D	B	B	D	C	A
Approach Delay (s)		28.2			29.1			28.6			28.0	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM Average Control Delay			28.5			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			65.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			69.0%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
12: Victoria Dr & Date Palm Dr

AM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	19	29	55	27	268	20	391	28	263	685	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frt		0.92		1.00	0.86		1.00	0.99		1.00	1.00	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1712		1770	1609		1770	5035		1770	5084	
Flt Permitted		0.80		0.72	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1370		1345	1609		1770	5035		1770	5084	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	21	32	60	29	291	22	425	30	286	745	1
RTOR Reduction (vph)	0	27	0	0	244	0	0	12	0	0	0	0
Lane Group Flow (vph)	0	27	0	60	76	0	22	443	0	286	746	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		8.8		8.8	8.8		1.0	20.9		13.3	33.2	
Effective Green, g (s)		8.8		8.8	8.8		1.0	20.9		13.3	33.2	
Actuated g/C Ratio		0.16		0.16	0.16		0.02	0.38		0.24	0.60	
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		219		215	257		32	1913		428	3069	
v/s Ratio Prot					c0.05		0.01	0.09		c0.16	c0.15	
v/s Ratio Perm		0.02		0.04								
v/c Ratio		0.12		0.28	0.29		0.69	0.23		0.67	0.24	
Uniform Delay, d1		19.8		20.3	20.4		26.8	11.6		18.9	5.1	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3		0.7	0.6		47.1	0.3		3.9	0.2	
Delay (s)		20.1		21.0	21.0		73.9	11.9		22.8	5.3	
Level of Service		C		C	C		E	B		C	A	
Approach Delay (s)		20.1			21.0			14.7			10.1	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM Average Control Delay			13.7			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			55.0			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			50.7%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
14: Gerald Ford Dr & Date Palm Dr

AM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	45	13	516	37	155	8	281	208	150	554	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		0.97	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.97		1.00	0.88		1.00	0.94		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3421		3433	1637		1770	4761		1770	5018	
Flt Permitted	0.59	1.00		0.71	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1107	3421		2579	1637		1770	4761		1770	5018	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	49	14	561	40	168	9	305	226	163	602	58
RTOR Reduction (vph)	0	10	0	0	115	0	0	151	0	0	18	0
Lane Group Flow (vph)	23	53	0	561	93	0	9	380	0	163	642	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	17.3	17.3		17.3	17.3		0.8	18.2		7.5	24.9	
Effective Green, g (s)	17.3	17.3		17.3	17.3		0.8	18.2		7.5	24.9	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.01	0.33		0.14	0.45	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	348	1076		811	515		26	1575		241	2272	
v/s Ratio Prot		0.02			0.06		0.01	0.08		c0.09	c0.13	
v/s Ratio Perm	0.02			c0.22								
v/c Ratio	0.07	0.05		0.69	0.18		0.35	0.24		0.68	0.28	
Uniform Delay, d1	13.2	13.1		16.5	13.7		26.8	13.4		22.6	9.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.0		2.6	0.2		7.9	0.4		7.3	0.3	
Delay (s)	13.3	13.1		19.1	13.9		34.7	13.7		29.9	9.8	
Level of Service	B	B		B	B		C	B		C	A	
Approach Delay (s)		13.2			17.7			14.1			13.7	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			15.2			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			55.0			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			49.8%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	223	168	118	276	553	608
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	5085	5085	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	1770	5085	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	242	183	128	300	601	661
RTOR Reduction (vph)	0	154	0	0	0	326
Lane Group Flow (vph)	242	29	128	300	601	335
Turn Type	Perm		Prot	Perm		
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	9.5	9.5	8.1	42.5	30.4	30.4
Effective Green, g (s)	9.5	9.5	8.1	42.5	30.4	30.4
Actuated g/C Ratio	0.16	0.16	0.13	0.71	0.51	0.51
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	544	251	239	3602	2576	802
v/s Ratio Prot	c0.07		c0.07	0.06	0.12	
v/s Ratio Perm		0.02				c0.21
v/c Ratio	0.44	0.12	0.54	0.08	0.23	0.42
Uniform Delay, d1	22.9	21.6	24.2	2.7	8.3	9.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.2	2.3	0.0	0.2	1.6
Delay (s)	23.4	21.9	26.5	2.8	8.5	10.9
Level of Service	C	C	C	A	A	B
Approach Delay (s)	22.8			9.9	9.7	
Approach LOS	C			A	A	
Intersection Summary						
HCM Average Control Delay			12.4	HCM Level of Service		B
HCM Volume to Capacity ratio			0.44			
Actuated Cycle Length (s)			60.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization			50.9%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	109	965	822	303	590	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.94	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1583	4990	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1583	4990	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	118	1049	893	329	641	112
RTOR Reduction (vph)	0	0	0	218	0	72
Lane Group Flow (vph)	118	1049	893	111	641	40
Turn Type	Prot			Prot		Perm
Protected Phases	7	4	8	8	6	
Permitted Phases						6
Actuated Green, G (s)	3.2	24.0	16.8	16.8	18.0	18.0
Effective Green, g (s)	3.2	24.0	16.8	16.8	18.0	18.0
Actuated g/C Ratio	0.06	0.48	0.34	0.34	0.36	0.36
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	220	2441	1709	532	1796	570
v/s Ratio Prot	0.03	c0.21	c0.18	0.07	c0.13	
v/s Ratio Perm						0.03
v/c Ratio	0.54	0.43	0.52	0.21	0.36	0.07
Uniform Delay, d1	22.7	8.5	13.4	11.8	11.7	10.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.5	0.1	0.3	0.2	0.6	0.2
Delay (s)	25.2	8.6	13.7	12.0	12.3	10.7
Level of Service	C	A	B	B	B	B
Approach Delay (s)		10.3	13.2		12.1	
Approach LOS		B	B		B	
Intersection Summary						
HCM Average Control Delay			11.9		HCM Level of Service	B
HCM Volume to Capacity ratio			0.45			
Actuated Cycle Length (s)			50.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			40.4%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑	↑	↑	↑↑	↑
Volume (vph)	343	925	344	600	1041	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.88	1.00	1.00	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	2787	1770	1863	3433	1583
Flt Permitted	1.00	1.00	0.53	1.00	0.95	1.00
Satd. Flow (perm)	3539	2787	987	1863	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	373	1005	374	652	1132	235
RTOR Reduction (vph)	0	528	0	0	0	146
Lane Group Flow (vph)	373	477	374	652	1132	89
Turn Type	Perm		Perm	Perm		
Protected Phases	6			2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	26.1	26.1	26.1	26.1	20.9	20.9
Effective Green, g (s)	26.1	26.1	26.1	26.1	20.9	20.9
Actuated g/C Ratio	0.47	0.47	0.47	0.47	0.38	0.38
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1679	1323	468	884	1305	602
v/s Ratio Prot	0.11			0.35	c0.33	
v/s Ratio Perm		0.17	c0.38			0.06
v/c Ratio	0.22	0.36	0.80	0.74	0.87	0.15
Uniform Delay, d1	8.5	9.2	12.2	11.7	15.8	11.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.8	13.3	5.5	6.3	0.1
Delay (s)	8.8	9.9	25.6	17.2	22.1	11.3
Level of Service	A	A	C	B	C	B
Approach Delay (s)	9.6			20.2	20.2	
Approach LOS	A			C	C	
Intersection Summary						
HCM Average Control Delay			16.4		HCM Level of Service	B
HCM Volume to Capacity ratio			0.83			
Actuated Cycle Length (s)			55.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			68.2%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Buildout-Future Geos
2: I-10 WB Ramps & Date Palm Dr

PM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	972	2	672	0	730	0	0	1180	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0		4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95		0.91			0.91	1.00
Frt				1.00	0.96	0.85		1.00			1.00	0.85
Flt Protected				0.95	0.97	1.00		1.00			1.00	1.00
Satd. Flow (prot)				1681	1568	1504		5085			5085	1583
Flt Permitted				0.95	0.97	1.00		1.00			1.00	1.00
Satd. Flow (perm)				1681	1568	1504		5085			5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1057	2	730	0	793	0	0	1283	186
RTOR Reduction (vph)	0	0	0	0	25	25	0	0	0	0	0	119
Lane Group Flow (vph)	0	0	0	624	578	537	0	793	0	0	1283	67
Turn Type				Perm		Perm						Perm
Protected Phases					8			2			6	
Permitted Phases				8		8						6
Actuated Green, G (s)				23.9	23.9	23.9		18.1			18.1	18.1
Effective Green, g (s)				23.9	23.9	23.9		18.1			18.1	18.1
Actuated g/C Ratio				0.48	0.48	0.48		0.36			0.36	0.36
Clearance Time (s)				4.0	4.0	4.0		4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)				804	750	719		1841			1841	573
v/s Ratio Prot								0.16			c0.25	
v/s Ratio Perm				c0.37	0.37	0.36						0.04
v/c Ratio				0.78	0.77	0.75		0.43			0.70	0.12
Uniform Delay, d1				10.8	10.8	10.6		12.1			13.6	10.6
Progression Factor				1.00	1.00	1.00		1.44			1.00	1.00
Incremental Delay, d2				4.7	4.9	4.2		0.7			2.2	0.4
Delay (s)				15.6	15.7	14.8		18.0			15.8	11.0
Level of Service				B	B	B		B			B	B
Approach Delay (s)		0.0			15.4			18.0			15.2	
Approach LOS		A			B			B			B	
Intersection Summary												
HCM Average Control Delay			15.8				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			50.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			119.1%				ICU Level of Service			H		
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
3: I-10 EB Ramps & Date Palm Dr

PM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	194	3	583	0	0	0	0	1271	874	0	1278	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95	0.95					0.91	1.00		0.91	
Frt	1.00	0.85	0.85					1.00	0.85		1.00	
Flt Protected	0.95	1.00	1.00					1.00	1.00		1.00	
Satd. Flow (prot)	1770	1507	1504					5085	1583		5085	
Flt Permitted	0.95	1.00	1.00					1.00	1.00		1.00	
Satd. Flow (perm)	1770	1507	1504					5085	1583		5085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	211	3	634	0	0	0	0	1382	950	0	1389	0
RTOR Reduction (vph)	0	15	15	0	0	0	0	0	439	0	0	0
Lane Group Flow (vph)	211	305	302	0	0	0	0	1382	511	0	1389	0
Turn Type	Perm		Perm						Perm			
Protected Phases		4						2			6	
Permitted Phases	4		4						2			
Actuated Green, G (s)	15.1	15.1	15.1					26.9	26.9		26.9	
Effective Green, g (s)	15.1	15.1	15.1					26.9	26.9		26.9	
Actuated g/C Ratio	0.30	0.30	0.30					0.54	0.54		0.54	
Clearance Time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0		3.0	
Lane Grp Cap (vph)	535	455	454					2736	852		2736	
v/s Ratio Prot		c0.20						0.27			0.27	
v/s Ratio Perm	0.12		0.20						c0.32			
v/c Ratio	0.39	0.67	0.67					0.51	0.60		0.51	
Uniform Delay, d1	13.8	15.3	15.2					7.3	7.9		7.3	
Progression Factor	1.00	1.00	1.00					1.00	1.00		0.98	
Incremental Delay, d2	0.5	3.9	3.7					0.7	3.1		0.6	
Delay (s)	14.3	19.1	18.9					8.0	11.0		7.8	
Level of Service	B	B	B					A	B		A	
Approach Delay (s)		17.9			0.0			9.2			7.8	
Approach LOS		B			A			A			A	
Intersection Summary												
HCM Average Control Delay			10.4					HCM Level of Service			B	
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			50.0					Sum of lost time (s)			8.0	
Intersection Capacity Utilization			73.0%					ICU Level of Service			C	
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
4: Vista Chino Dr & Date Palm Dr

PM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	777	187	327	76	61	105	282	926	118	73	783	848
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.91		1.00	0.91	0.88
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	4999		1770	5085	2787
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	3433	4999		1770	5085	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	845	203	355	83	66	114	307	1007	128	79	851	922
RTOR Reduction (vph)	0	0	213	0	0	104	0	19	0	0	0	688
Lane Group Flow (vph)	845	203	142	83	66	10	307	1116	0	79	851	234
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Over
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8						
Actuated Green, G (s)	19.0	18.5	18.5	6.9	6.4	6.4	12.4	26.0		7.6	21.2	19.0
Effective Green, g (s)	19.0	18.5	18.5	6.9	6.4	6.4	12.4	26.0		7.6	21.2	19.0
Actuated g/C Ratio	0.25	0.25	0.25	0.09	0.09	0.09	0.17	0.35		0.10	0.28	0.25
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	870	873	390	163	302	135	568	1733		179	1437	706
v/s Ratio Prot	c0.25	0.06		0.05	0.02		c0.09	c0.22		0.04	0.17	0.08
v/s Ratio Perm			c0.09			0.01						
v/c Ratio	0.97	0.23	0.36	0.51	0.22	0.07	0.54	0.64		0.44	0.59	0.33
Uniform Delay, d1	27.7	22.6	23.4	32.4	32.0	31.6	28.7	20.6		31.7	23.2	22.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	23.6	0.1	0.6	2.5	0.4	0.2	1.1	1.9		1.7	1.8	0.3
Delay (s)	51.3	22.7	24.0	34.9	32.3	31.8	29.7	22.5		33.4	25.0	23.1
Level of Service	D	C	C	C	C	C	C	C		C	C	C
Approach Delay (s)		40.3			32.9			24.0			24.4	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM Average Control Delay			29.2				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			75.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			63.4%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
5: 30th Avenue & Date Palm Dr

PM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	212	166	39	199	253	196	1179	68	233	827	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	5044		3433	5010	
Flt Permitted	0.62	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1149	3539	1583	1770	3539	1583	3433	5044		3433	5010	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	167	230	180	42	216	275	213	1282	74	253	899	99
RTOR Reduction (vph)	0	0	138	0	0	182	0	9	0	0	19	0
Lane Group Flow (vph)	167	230	42	42	216	94	213	1347	0	253	979	0
Turn Type	Perm		Perm	Prot		Perm	Prot			Prot		
Protected Phases	4			3	8		5	2		1	6	
Permitted Phases	4		4			8						
Actuated Green, G (s)	15.1	15.1	15.1	3.0	22.1	22.1	6.7	21.0		9.9	24.2	
Effective Green, g (s)	15.1	15.1	15.1	3.0	22.1	22.1	6.7	21.0		9.9	24.2	
Actuated g/C Ratio	0.23	0.23	0.23	0.05	0.34	0.34	0.10	0.32		0.15	0.37	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	267	822	368	82	1203	538	354	1630		523	1865	
v/s Ratio Prot		0.06		c0.02	0.06		c0.06	c0.27		0.07	c0.20	
v/s Ratio Perm	c0.15		0.03			0.06						
v/c Ratio	0.63	0.28	0.11	0.51	0.18	0.17	0.60	0.83		0.48	0.52	
Uniform Delay, d1	22.4	20.5	19.7	30.3	15.1	15.0	27.9	20.3		25.2	15.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.5	0.2	0.1	5.3	0.1	0.2	2.9	4.9		0.7	1.1	
Delay (s)	26.9	20.7	19.8	35.6	15.1	15.2	30.7	25.3		25.9	17.0	
Level of Service	C	C	B	D	B	B	C	C		C	B	
Approach Delay (s)		22.2			16.8			26.0			18.8	
Approach LOS		C			B			C			B	
Intersection Summary												
HCM Average Control Delay			21.9		HCM Level of Service					C		
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			65.0		Sum of lost time (s)					20.0		
Intersection Capacity Utilization			58.5%		ICU Level of Service					B		
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
6: Mc Callum Wy & Date Palm Dr

PM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	177	240	143	146	159	129	94	509	111	160	988	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Flt	1.00	0.94		1.00	0.93		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1759		1770	1738		1770	4948		1770	5005	
Flt Permitted	0.44	1.00		0.30	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	827	1759		551	1738		1770	4948		1770	5005	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	192	261	155	159	173	140	102	553	121	174	1074	126
RTOR Reduction (vph)	0	44	0	0	60	0	0	68	0	0	27	0
Lane Group Flow (vph)	192	372	0	159	253	0	102	606	0	174	1173	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	15.1	15.1		15.1	15.1		4.8	16.6		6.3	18.1	
Effective Green, g (s)	15.1	15.1		15.1	15.1		4.8	16.6		6.3	18.1	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.10	0.33		0.13	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	250	531		166	525		170	1643		223	1812	
v/s Ratio Prot		0.21			0.15		0.06	0.12		c0.10	c0.23	
v/s Ratio Perm	0.23			c0.29								
v/c Ratio	0.77	0.70		0.96	0.48		0.60	0.37		0.78	0.65	
Uniform Delay, d1	15.9	15.4		17.1	14.3		21.7	12.7		21.2	13.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.2	4.2		56.8	0.7		5.6	0.6		16.1	1.8	
Delay (s)	29.1	19.6		73.9	15.0		27.3	13.4		37.3	15.1	
Level of Service	C	B		E	B		C	B		D	B	
Approach Delay (s)		22.6			34.8			15.2			17.9	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM Average Control Delay			20.6			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			50.0			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			69.7%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
8: Ramon Rd & Date Palm Dr

PM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	280	947	246	215	902	169	364	936	152	249	658	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	304	1029	267	234	980	184	396	1017	165	271	715	189
RTOR Reduction (vph)	0	0	205	0	0	137	0	0	94	0	0	133
Lane Group Flow (vph)	304	1029	62	234	980	47	396	1017	71	271	715	56
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	11.2	18.5	18.5	13.3	20.6	20.6	8.3	20.6	20.6	11.6	23.9	23.9
Effective Green, g (s)	11.2	18.5	18.5	13.3	20.6	20.6	8.3	20.6	20.6	11.6	23.9	23.9
Actuated g/C Ratio	0.14	0.23	0.23	0.17	0.26	0.26	0.10	0.26	0.26	0.14	0.30	0.30
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	481	1176	366	294	1309	408	356	1309	408	498	1519	473
v/s Ratio Prot	0.09	c0.20		c0.13	0.19		c0.12	c0.20		0.08	c0.14	
v/s Ratio Perm			0.04			0.03			0.05			0.04
v/c Ratio	0.63	0.88	0.17	0.80	0.75	0.12	1.11	0.78	0.18	0.54	0.47	0.12
Uniform Delay, d1	32.5	29.6	24.6	32.0	27.3	22.7	35.9	27.6	23.1	31.7	22.9	20.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.7	7.5	0.2	13.8	2.4	0.1	81.6	4.6	0.9	1.2	1.0	0.5
Delay (s)	35.2	37.1	24.8	45.9	29.7	22.9	117.4	32.1	24.0	33.0	23.9	20.9
Level of Service	D	D	C	D	C	C	F	C	C	C	C	C
Approach Delay (s)		34.7			31.5			52.7			25.5	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM Average Control Delay			37.0				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			68.7%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
11: Dinah Shore Dr & Date Palm Dr

PM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	151	936	352	109	831	216	404	953	122	179	761	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	164	1017	383	118	903	235	439	1036	133	195	827	129
RTOR Reduction (vph)	0	0	208	0	0	175	0	0	94	0	0	0
Lane Group Flow (vph)	164	1017	175	118	903	60	439	1036	39	195	827	129
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			Free
Actuated Green, G (s)	7.0	18.0	18.0	5.6	16.6	16.6	9.2	19.3	19.3	6.1	16.2	65.0
Effective Green, g (s)	7.0	18.0	18.0	5.6	16.6	16.6	9.2	19.3	19.3	6.1	16.2	65.0
Actuated g/C Ratio	0.11	0.28	0.28	0.09	0.26	0.26	0.14	0.30	0.30	0.09	0.25	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	191	1408	438	152	1299	404	486	1510	470	322	1267	1583
v/s Ratio Prot	c0.09	c0.20		0.07	0.18		c0.13	c0.20		0.06	0.16	
v/s Ratio Perm			0.11			0.04			0.02			c0.08
v/c Ratio	0.86	0.72	0.40	0.78	0.70	0.15	0.90	0.69	0.08	0.61	0.65	0.08
Uniform Delay, d1	28.5	21.2	19.1	29.1	21.9	18.7	27.5	20.2	16.5	28.3	21.9	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	29.7	1.9	0.6	21.6	1.6	0.2	19.9	2.6	0.4	3.2	2.6	0.1
Delay (s)	58.2	23.1	19.7	50.7	23.5	18.9	47.4	22.7	16.8	31.5	24.5	0.1
Level of Service	E	C	B	D	C	B	D	C	B	C	C	A
Approach Delay (s)		25.9			25.2			29.0			23.0	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM Average Control Delay			26.0				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			65.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			64.0%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
12: Victoria Dr & Date Palm Dr

PM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	55	38	35	51	196	37	837	83	155	738	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frt		0.95		1.00	0.88		1.00	0.99		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1762		1770	1641		1770	5017		1770	5078	
Flt Permitted		0.72		0.73	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1274		1368	1641		1770	5017		1770	5078	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	60	41	38	55	213	40	910	90	168	802	8
RTOR Reduction (vph)	0	35	0	0	180	0	0	16	0	0	1	0
Lane Group Flow (vph)	0	79	0	38	88	0	40	984	0	168	809	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		8.4		8.4	8.4		3.1	25.5		9.1	31.5	
Effective Green, g (s)		8.4		8.4	8.4		3.1	25.5		9.1	31.5	
Actuated g/C Ratio		0.15		0.15	0.15		0.06	0.46		0.17	0.57	
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		195		209	251		100	2326		293	2908	
v/s Ratio Prot					0.05		0.02	c0.20		c0.09	0.16	
v/s Ratio Perm		c0.06		0.03								
v/c Ratio		0.41		0.18	0.35		0.40	0.42		0.57	0.28	
Uniform Delay, d1		21.0		20.3	20.9		25.1	9.8		21.2	6.0	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.4		0.4	0.8		2.6	0.6		2.7	0.2	
Delay (s)		22.4		20.7	21.7		27.7	10.4		23.9	6.2	
Level of Service		C		C	C		C	B		C	A	
Approach Delay (s)		22.4			21.6			11.1			9.2	
Approach LOS		C			C			B			A	
Intersection Summary												
HCM Average Control Delay			12.2			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			55.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			52.4%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

Buildout-Future Geos
14: Gerald Ford Dr & Date Palm Dr

PM Peak Hour
Mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	42	40	17	339	19	176	18	718	521	169	516	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		0.97	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.96		1.00	0.86		1.00	0.94		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3383		3433	1611		1770	4765		1770	5033	
Flt Permitted	0.56	1.00		0.72	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1042	3383		2584	1611		1770	4765		1770	5033	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	43	18	368	21	191	20	780	566	184	561	41
RTOR Reduction (vph)	0	13	0	0	142	0	0	226	0	0	11	0
Lane Group Flow (vph)	46	48	0	368	70	0	20	1120	0	184	591	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	14.0	14.0		14.0	14.0		0.9	18.9		10.1	28.1	
Effective Green, g (s)	14.0	14.0		14.0	14.0		0.9	18.9		10.1	28.1	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.02	0.34		0.18	0.51	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	265	861		658	410		29	1637		325	2571	
v/s Ratio Prot		0.01			0.04		0.01	c0.24		c0.10	0.12	
v/s Ratio Perm	0.04			c0.14								
v/c Ratio	0.17	0.06		0.56	0.17		0.69	0.68		0.57	0.23	
Uniform Delay, d1	16.0	15.5		17.8	16.0		26.9	15.5		20.5	7.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.0		1.0	0.2		51.3	2.3		2.3	0.2	
Delay (s)	16.3	15.5		18.9	16.2		78.2	17.8		22.7	7.7	
Level of Service	B	B		B	B		E	B		C	A	
Approach Delay (s)		15.9			17.9			18.7			11.2	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			16.4			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			55.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			63.5%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	599	128	77	609	528	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	5085	5085	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	1770	5085	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	651	139	84	662	574	370
RTOR Reduction (vph)	0	104	0	0	0	204
Lane Group Flow (vph)	651	35	84	662	574	166
Turn Type	Perm		Prot	Perm		
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	14.9	14.9	6.2	37.1	26.9	26.9
Effective Green, g (s)	14.9	14.9	6.2	37.1	26.9	26.9
Actuated g/C Ratio	0.25	0.25	0.10	0.62	0.45	0.45
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	853	393	183	3144	2280	710
v/s Ratio Prot	c0.19		c0.05	0.13	c0.11	
v/s Ratio Perm		0.02				0.10
v/c Ratio	0.76	0.09	0.46	0.21	0.25	0.23
Uniform Delay, d1	20.9	17.3	25.3	5.0	10.3	10.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.1	0.1	1.8	0.2	0.3	0.8
Delay (s)	25.0	17.4	27.1	5.2	10.6	11.0
Level of Service	C	B	C	A	B	B
Approach Delay (s)	23.7			7.7	10.7	
Approach LOS	C			A	B	
Intersection Summary						
HCM Average Control Delay			13.9	HCM Level of Service		B
HCM Volume to Capacity ratio			0.44			
Actuated Cycle Length (s)			60.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization			41.6%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	154	1112	1330	549	439	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.94	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1583	4990	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1583	4990	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	167	1209	1446	597	477	197
RTOR Reduction (vph)	0	0	0	375	0	133
Lane Group Flow (vph)	167	1209	1446	222	477	64
Turn Type	Prot			Prot		Perm
Protected Phases	7	4	8	8	6	
Permitted Phases						6
Actuated Green, G (s)	3.2	25.8	18.6	18.6	16.2	16.2
Effective Green, g (s)	3.2	25.8	18.6	18.6	16.2	16.2
Actuated g/C Ratio	0.06	0.52	0.37	0.37	0.32	0.32
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	220	2624	1892	589	1617	513
v/s Ratio Prot	c0.05	0.24	c0.28	0.14	c0.10	
v/s Ratio Perm						0.04
v/c Ratio	0.76	0.46	0.76	0.38	0.29	0.12
Uniform Delay, d1	23.0	7.7	13.8	11.5	12.6	11.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.9	0.1	1.9	0.4	0.5	0.5
Delay (s)	37.0	7.8	15.7	11.9	13.1	12.4
Level of Service	D	A	B	B	B	B
Approach Delay (s)		11.3	14.6		12.9	
Approach LOS		B	B		B	
Intersection Summary						
HCM Average Control Delay			13.2		HCM Level of Service	B
HCM Volume to Capacity ratio			0.56			
Actuated Cycle Length (s)			50.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			48.4%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

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Link: Date Palm Dr, Varner Rd to I-15 WB Ramps

Variable	Value	Comments
Travel Time (s)	76	Travel Time okay For Coordination
CF1	5	
Traffic / Storage Space	0.04	Storage Space is adequate
CF2	4	
Proportion of Traffic In Platoon	0.73	Traffic moderately platooned
Ap, platoon adjustment	-5	
Main Street Volume (vph)	2327	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	43.3	at Varner Rd
Cycle Length	43.2	at I-15 WB Ramps
Combined Cycle Length	55	
Cycle Length Increase	23.5	Moderate increase in cycle length
Ac, Cycle Adjustment	-11	
CF, Coordinatability Factor	9	Coordination definitely not recommended

Link: Date Palm Dr, I-15 WB Ramps to I-15 EB Ramps

Variable	Value	Comments
Travel Time (s)	15	Travel Time okay For Coordination
CF1	84	
Traffic / Storage Space	0.23	Storage Space is adequate
CF2	23	
Proportion of Traffic In Platoon	0.79	Traffic moderately platooned
Ap, platoon adjustment	-1	
Main Street Volume (vph)	1980	High Volumes, coordination is high priority
Av, volume adjustment	18	
Cycle Length	43.2	at I-15 WB Ramps
Cycle Length	44.1	at I-15 EB Ramps
Combined Cycle Length	50	
Cycle Length Increase	12.7	
Ac, Cycle Adjustment	-6	
CF, Coordinatability Factor	95	Coordination definitely recommended

Link: Date Palm Dr, I-15 EB Ramps to Vista Chino Dr

Variable	Value	Comments
Travel Time (s)	21	Travel Time okay For Coordination
CF1	77	
Traffic / Storage Space	0.39	Storage Space is adequate
CF2	39	
Proportion of Traffic In Platoon	0.69	Traffic moderately platooned
Ap, platoon adjustment	-7	
Main Street Volume (vph)	4035	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	44.1	at I-15 EB Ramps
Cycle Length	83	at Vista Chino Dr
Combined Cycle Length	90	
Cycle Length Increase	7.9	
Ac, Cycle Adjustment	-3	
CF, Coordinatability Factor	87	Coordination definitely recommended

Link: Date Palm Dr, Vista Chino Dr to 30th Avenue

Variable	Value	Comments
Travel Time (s)	103	Travel Time too far for coordination
CF1	0	
Traffic / Storage Space	0.04	Storage Space is adequate
CF2	4	
Proportion of Traffic In Platoon	0.81	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	0	
Main Street Volume (vph)	2794	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	83	at Vista Chino Dr
Cycle Length	54.6	at 30th Avenue
Combined Cycle Length	90	
Cycle Length Increase	42.4	Large increase in cycle length
Ac, Cycle Adjustment	-21	
CF, Coordinatability Factor	3	Coordination definitely not recommended

Link: Date Palm Dr, 30th Avenue to Mc Callum Wy

Variable	Value	Comments
Travel Time (s)	52	Travel Time okay For Coordination
CF1	36	
Traffic / Storage Space	0.05	Storage Space is adequate
CF2	5	
Proportion of Traffic In Platoon	0.88	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	3	
Main Street Volume (vph)	1971	High Volumes, coordination is high priority
Av, volume adjustment	18	
Cycle Length	54.6	at 30th Avenue
Cycle Length	39.4	at Mc Callum Wy
Combined Cycle Length	60	
Cycle Length Increase	26	Moderate increase in cycle length
Ac, Cycle Adjustment	-13	
CF, Coordinatability Factor	44	Coordination probably not recommended

Link: Date Palm Dr, Mc Callum Wy to Baristo Road

Variable	Value	Comments
Travel Time (s)	25	Travel Time okay For Coordination
CF1	71	
Traffic / Storage Space	0.11	Storage Space is adequate
CF2	11	
Proportion of Traffic In Platoon	0.82	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	0	
Main Street Volume (vph)	2152	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	39.4	at Mc Callum Wy
Cycle Length	42.8	at Baristo Road
Combined Cycle Length	50	
Cycle Length Increase	17.8	
Ac, Cycle Adjustment	-8	
CF, Coordinatability Factor	83	Coordination definitely recommended

Link: Date Palm Dr, Baristo Road to Ramon Rd

Variable	Value	Comments
Travel Time (s)	26	Travel Time okay For Coordination
CF1	71	
Traffic / Storage Space	0.14	Storage Space is adequate
CF2	14	
Proportion of Traffic In Platoon	0.83	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	1	
Main Street Volume (vph)	2547	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	42.8	at Baristo Road
Cycle Length	63.7	at Ramon Rd
Combined Cycle Length	65	
Cycle Length Increase	23.5	Moderate increase in cycle length
Ac, Cycle Adjustment	-11	
CF, Coordinatability Factor	81	Coordination definitely recommended

Link: Date Palm Dr, Ramon Rd to Via Olivera

Variable	Value	Comments
Travel Time (s)	14	Travel Time okay For Coordination
CF1	87	
Traffic / Storage Space	0.23	Storage Space is adequate
CF2	23	
Proportion of Traffic In Platoon	0.85	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	2	
Main Street Volume (vph)	2585	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	63.7	at Ramon Rd
Cycle Length	27	at Via Olivera
Combined Cycle Length	65	
Cycle Length Increase	6.8	
Ac, Cycle Adjustment	-3	
CF, Coordinatability Factor	106	Coordination definitely recommended

Link: Date Palm Dr, Via Olivera to Ortega Rd

Variable	Value	Comments
Travel Time (s)	63	Travel Time okay For Coordination
CF1	22	
Traffic / Storage Space	0.03	Storage Space is adequate
CF2	3	
Proportion of Traffic In Platoon	0.84	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	1	
Main Street Volume (vph)	2530	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	27	at Via Olivera
Cycle Length	35.2	at Ortega Rd
Combined Cycle Length	40	
Cycle Length Increase	17.8	
Ac, Cycle Adjustment	-8	
CF, Coordinatability Factor	35	Coordination probably not recommended

Link: Date Palm Dr, Ortega Rd to Dinah Shore Dr

Variable	Value	Comments
Travel Time (s)	26	Travel Time okay For Coordination
CF1	71	
Traffic / Storage Space	0.12	Storage Space is adequate
CF2	12	
Proportion of Traffic In Platoon	0.79	Traffic moderately platooned
Ap, platoon adjustment	-1	
Main Street Volume (vph)	2468	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	35.2	at Ortega Rd
Cycle Length	59.5	at Dinah Shore Dr
Combined Cycle Length	60	
Cycle Length Increase	25.3	Moderate increase in cycle length
Ac, Cycle Adjustment	-12	
CF, Coordinatability Factor	78	Coordination definitely recommended

Link: Date Palm Dr, Dinah Shore Dr to Victoria Dr

Variable	Value	Comments
Travel Time (s)	26	Travel Time okay For Coordination
CF1	70	
Traffic / Storage Space	0.09	Storage Space is adequate
CF2	9	
Proportion of Traffic In Platoon	0.82	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	0	
Main Street Volume (vph)	2090	High Volumes, coordination is high priority
Av, volume adjustment	19	
Cycle Length	59.5	at Dinah Shore Dr
Cycle Length	39.9	at Victoria Dr
Combined Cycle Length	60	
Cycle Length Increase	20.6	Moderate increase in cycle length
Ac, Cycle Adjustment	-10	
CF, Coordinatability Factor	79	Coordination definitely recommended

Link: Date Palm Dr, Victoria Dr to Converse Rd

Variable	Value	Comments
Travel Time (s)	50	Travel Time okay For Coordination
CF1	39	
Traffic / Storage Space	0.03	Storage Space is adequate
CF2	3	
Proportion of Traffic In Platoon	0.76	Traffic moderately platooned
Ap, platoon adjustment	-3	
Main Street Volume (vph)	1312	High Volumes, coordination is high priority
Av, volume adjustment	11	
Cycle Length	39.9	at Victoria Dr
Cycle Length	21.8	at Converse Rd
Combined Cycle Length	55	
Cycle Length Increase	20.8	Moderate increase in cycle length
Ac, Cycle Adjustment	-10	
CF, Coordinatability Factor	37	Coordination probably not recommended

Link: Date Palm Dr, Converse Rd to Gerald Ford Dr

Variable	Value	Comments
Travel Time (s)	26	Travel Time okay For Coordination
CF1	70	
Traffic / Storage Space	0.07	Storage Space is adequate
CF2	7	
Proportion of Traffic In Platoon	0.87	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	3	
Main Street Volume (vph)	1320	High Volumes, coordination is high priority
Av, volume adjustment	11	
Cycle Length	21.8	at Converse Rd
Cycle Length	42.8	at Gerald Ford Dr
Combined Cycle Length	55	
Cycle Length Increase	17.9	
Ac, Cycle Adjustment	-8	
CF, Coordinatability Factor	76	Coordination definitely recommended

Link: Date Palm Dr, Gerald Ford Dr to Perez Rd

Variable	Value	Comments
Travel Time (s)	36	Travel Time okay For Coordination
CF1	58	
Traffic / Storage Space	0.16	Storage Space is adequate
CF2	16	
Proportion of Traffic In Platoon	0.73	Traffic moderately platooned
Ap, platoon adjustment	-5	
Main Street Volume (vph)	1802	High Volumes, coordination is high priority
Av, volume adjustment	16	
Cycle Length	42.8	at Gerald Ford Dr
Cycle Length	42.2	at Perez Rd
Combined Cycle Length	60	
Cycle Length Increase	35	Moderate increase in cycle length
Ac, Cycle Adjustment	-17	
CF, Coordinatability Factor	52	Coordination probably recommended

Link: Date Palm Dr, Perez Rd to E. Palm Dr

Variable	Value	Comments
Travel Time (s)	30	Travel Time okay For Coordination
CF1	65	
Traffic / Storage Space	0.05	Storage Space is adequate
CF2	5	
Proportion of Traffic In Platoon	0.85	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	2	
Main Street Volume (vph)	1181	High Volumes, coordination is high priority
Av, volume adjustment	10	
Cycle Length	42.2	at Perez Rd
Cycle Length	41.6	at E. Palm Dr
Combined Cycle Length	60	
Cycle Length Increase	36.2	Moderate increase in cycle length
Ac, Cycle Adjustment	-18	
CF, Coordinatability Factor	59	Coordination probably recommended

Link: Date Palm Dr, Varner Rd to I-10 WB Ramps

Variable	Value	Comments
Travel Time (s)	76	Travel Time okay For Coordination
CF1	5	
Traffic / Storage Space	0.06	Storage Space is adequate
CF2	6	
Proportion of Traffic In Platoon	0.64	Traffic moderately platooned
Ap, platoon adjustment	-10	
Main Street Volume (vph)	2836	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	51	at Varner Rd
Cycle Length	47.9	at I-10 WB Ramps
Combined Cycle Length	55	
Cycle Length Increase	11.1	
Ac, Cycle Adjustment	-5	
CF, Coordinatability Factor	11	Coordination definitely not recommended

Link: Date Palm Dr, I-10 WB Ramps to

Variable	Value	Comments
Travel Time (s)	4	Travel Time okay For Coordination
CF1	100	
Traffic / Storage Space	1.48	Traffic exceeds 80% of storage, coordination needed
CF2	100	
Proportion of Traffic In Platoon	0.65	Traffic moderately platooned
Ap, platoon adjustment	-9	
Main Street Volume (vph)	2192	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	47.9	at I-10 WB Ramps
Cycle Length	19.5	at
Combined Cycle Length	50	
Cycle Length Increase	7.6	
Ac, Cycle Adjustment	-3	
CF, Coordinatability Factor	108	Coordination definitely recommended

Link: Date Palm Dr, I-10 EB Ramps to Vista Chino Dr

Variable	Value	Comments
Travel Time (s)	21	Travel Time okay For Coordination
CF1	77	
Traffic / Storage Space	0.35	Storage Space is adequate
CF2	35	
Proportion of Traffic In Platoon	0.67	Traffic moderately platooned
Ap, platoon adjustment	-8	
Main Street Volume (vph)	4184	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	46.1	at I-10 EB Ramps
Cycle Length	74.9	at Vista Chino Dr
Combined Cycle Length	90	
Cycle Length Increase	59	Large increase in cycle length
Ac, Cycle Adjustment	-29	
CF, Coordinatability Factor	60	Coordination probably recommended

Link: Date Palm Dr, I-10 EB Ramps to

Variable	Value	Comments
Travel Time (s)	5	Travel Time okay For Coordination
CF1	98	
Traffic / Storage Space	1.09	Traffic exceeds 80% of storage, coordination needed
CF2	100	
Proportion of Traffic In Platoon	0.80	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	-1	
Main Street Volume (vph)	2771	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	46.1	at I-10 EB Ramps
Cycle Length	18.4	at
Combined Cycle Length	50	
Cycle Length Increase	10.5	
Ac, Cycle Adjustment	-5	
CF, Coordinatability Factor	114	Coordination definitely recommended

Link: Date Palm Dr, Vista Chino Dr to 30th Avenue

Variable	Value	Comments
Travel Time (s)	103	Travel Time too far for coordination
CF1	0	
Traffic / Storage Space	0.05	Storage Space is adequate
CF2	5	
Proportion of Traffic In Platoon	0.85	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	2	
Main Street Volume (vph)	2693	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	74.9	at Vista Chino Dr
Cycle Length	54.2	at 30th Avenue
Combined Cycle Length	90	
Cycle Length Increase	50.9	Large increase in cycle length
Ac, Cycle Adjustment	-25	
CF, Coordinatability Factor	2	Coordination definitely not recommended

Link: Date Palm Dr, 30th Avenue to Mc Callum Wy

Variable	Value	Comments
Travel Time (s)	52	Travel Time okay For Coordination
CF1	36	
Traffic / Storage Space	0.08	Storage Space is adequate
CF2	8	
Proportion of Traffic In Platoon	0.77	Traffic moderately platooned
Ap, platoon adjustment	-3	
Main Street Volume (vph)	2943	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	54.2	at 30th Avenue
Cycle Length	47.3	at Mc Callum Wy
Combined Cycle Length	65	
Cycle Length Increase	28.5	Moderate increase in cycle length
Ac, Cycle Adjustment	-14	
CF, Coordinatability Factor	39	Coordination probably not recommended

Link: Date Palm Dr, Mc Callum Wy to Baristo Rd

Variable	Value	Comments
Travel Time (s)	25	Travel Time okay For Coordination
CF1	71	
Traffic / Storage Space	0.10	Storage Space is adequate
CF2	10	
Proportion of Traffic In Platoon	0.84	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	1	
Main Street Volume (vph)	2163	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	47.3	at Mc Callum Wy
Cycle Length	27.2	at Baristo Rd
Combined Cycle Length	50	
Cycle Length Increase	25.5	Moderate increase in cycle length
Ac, Cycle Adjustment	-12	
CF, Coordinatability Factor	80	Coordination definitely recommended

Link: Date Palm Dr, Baristo Rd to Ramon Rd

Variable	Value	Comments
Travel Time (s)	26	Travel Time okay For Coordination
CF1	71	
Traffic / Storage Space	0.11	Storage Space is adequate
CF2	11	
Proportion of Traffic In Platoon	0.86	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	2	
Main Street Volume (vph)	2680	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	27.2	at Baristo Rd
Cycle Length	75.4	at Ramon Rd
Combined Cycle Length	80	
Cycle Length Increase	17.4	
Ac, Cycle Adjustment	-8	
CF, Coordinatability Factor	85	Coordination definitely recommended

Link: Date Palm Dr, Ramon Rd to Via Olivera

Variable	Value	Comments
Travel Time (s)	14	Travel Time okay For Coordination
CF1	87	
Traffic / Storage Space	0.33	Storage Space is adequate
CF2	33	
Proportion of Traffic In Platoon	0.78	Traffic moderately platooned
Ap, platoon adjustment	-2	
Main Street Volume (vph)	2794	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	75.4	at Ramon Rd
Cycle Length	37.2	at Via Olivera
Combined Cycle Length	80	
Cycle Length Increase	7.4	
Ac, Cycle Adjustment	-3	
CF, Coordinatability Factor	102	Coordination definitely recommended

Link: Date Palm Dr, Via Olivera to Ortega Rd

Variable	Value	Comments
Travel Time (s)	63	Travel Time okay For Coordination
CF1	22	
Traffic / Storage Space	0.03	Storage Space is adequate
CF2	3	
Proportion of Traffic In Platoon	0.86	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	2	
Main Street Volume (vph)	2169	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	37.2	at Via Olivera
Cycle Length	36.6	at Ortega Rd
Combined Cycle Length	40	
Cycle Length Increase	6.2	
Ac, Cycle Adjustment	-3	
CF, Coordinatability Factor	41	Coordination probably not recommended

Link: Date Palm Dr, Ortega Rd to Dinah Shore Dr

Variable	Value	Comments
Travel Time (s)	26	Travel Time okay For Coordination
CF1	71	
Traffic / Storage Space	0.10	Storage Space is adequate
CF2	10	
Proportion of Traffic In Platoon	0.85	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	2	
Main Street Volume (vph)	2586	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	36.6	at Ortega Rd
Cycle Length	63.6	at Dinah Shore Dr
Combined Cycle Length	65	
Cycle Length Increase	29.8	Moderate increase in cycle length
Ac, Cycle Adjustment	-14	
CF, Coordinatability Factor	79	Coordination definitely recommended

Link: Date Palm Dr, Dinah Shore Dr to Victoria Dr

Variable	Value	Comments
Travel Time (s)	26	Travel Time okay For Coordination
CF1	70	
Traffic / Storage Space	0.13	Storage Space is adequate
CF2	13	
Proportion of Traffic In Platoon	0.80	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	-1	
Main Street Volume (vph)	2586	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	63.6	at Dinah Shore Dr
Cycle Length	39.9	at Victoria Dr
Combined Cycle Length	65	
Cycle Length Increase	26.5	Moderate increase in cycle length
Ac, Cycle Adjustment	-13	
CF, Coordinatability Factor	76	Coordination definitely recommended

Link: Date Palm Dr, Victoria Dr to Converse Rd

Variable	Value	Comments
Travel Time (s)	50	Travel Time okay For Coordination
CF1	39	
Traffic / Storage Space	0.05	Storage Space is adequate
CF2	5	
Proportion of Traffic In Platoon	0.74	Traffic moderately platooned
Ap, platoon adjustment	-4	
Main Street Volume (vph)	1922	High Volumes, coordination is high priority
Av, volume adjustment	17	
Cycle Length	39.9	at Victoria Dr
Cycle Length	28.1	at Converse Rd
Combined Cycle Length	55	
Cycle Length Increase	42	Large increase in cycle length
Ac, Cycle Adjustment	-21	
CF, Coordinatability Factor	31	Coordination probably not recommended

Link: Date Palm Dr, Converse Rd to Gerald Ford Dr

Variable	Value	Comments
Travel Time (s)	26	Travel Time okay For Coordination
CF1	70	
Traffic / Storage Space	0.07	Storage Space is adequate
CF2	7	
Proportion of Traffic In Platoon	0.87	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	3	
Main Street Volume (vph)	1804	High Volumes, coordination is high priority
Av, volume adjustment	16	
Cycle Length	28.1	at Converse Rd
Cycle Length	47.2	at Gerald Ford Dr
Combined Cycle Length	55	
Cycle Length Increase	34.7	Moderate increase in cycle length
Ac, Cycle Adjustment	-17	
CF, Coordinatability Factor	72	Coordination definitely recommended

Link: Date Palm Dr, Gerald Ford Dr to Perez Rd

Variable	Value	Comments
Travel Time (s)	36	Travel Time okay For Coordination
CF1	58	
Traffic / Storage Space	0.10	Storage Space is adequate
CF2	10	
Proportion of Traffic In Platoon	0.66	Traffic moderately platooned
Ap, platoon adjustment	-9	
Main Street Volume (vph)	2310	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	47.2	at Gerald Ford Dr
Cycle Length	41.7	at Perez Rd
Combined Cycle Length	60	
Cycle Length Increase	31.1	Moderate increase in cycle length
Ac, Cycle Adjustment	-15	
CF, Coordinatability Factor	54	Coordination probably recommended

Link: Date Palm Dr, Perez Rd to E. Palm Cyn Dr

Variable	Value	Comments
Travel Time (s)	30	Travel Time okay For Coordination
CF1	65	
Traffic / Storage Space	0.07	Storage Space is adequate
CF2	7	
Proportion of Traffic In Platoon	0.89	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	4	
Main Street Volume (vph)	1420	High Volumes, coordination is high priority
Av, volume adjustment	12	
Cycle Length	41.7	at Perez Rd
Cycle Length	42.3	at E. Palm Cyn Dr
Combined Cycle Length	60	
Cycle Length Increase	36	Moderate increase in cycle length
Ac, Cycle Adjustment	-18	
CF, Coordinatability Factor	63	Coordination probably recommended